

STONECREST

SPECIFIC PLAN

**Adopted February 1988
Amended March 1993
Amended January 1996**

RESOLUTION NUMBER R- 286859

ADOPTED ON JAN 30 1996

A RESOLUTION OF THE COUNCIL OF THE CITY OF
SAN DIEGO APPROVING AN AMENDMENT TO THE
STONECREST SPECIFIC PLAN AND ASSOCIATED
AMENDMENTS TO THE KEARNY MESA COMMUNITY PLAN
AND THE CITY OF SAN DIEGO PROGRESS GUIDE AND
GENERAL PLAN.

WHEREAS, The City of San Diego (the "City") has determined
that it is both desirable and necessary in order to adequately
plan for the City's future to establish a Progress Guide and
General Plan; and

WHEREAS, the City has further determined that it is
appropriate and desirable to create various community and
specific plans, which community and specific plans are
incorporated into the General Plan, and which community and
specific plans provide more specific policies for potential
future development in various portions of the City; and

WHEREAS, the Progress Guide and General Plan, community
plans and specific plans are intended to serve as an effective
guide for orderly growth and development, preservation and
conservation of open space land and natural resources, and the
efficient expenditure of public funds relating to the subjects
addressed in the plans; and

WHEREAS, on October 19, 1995, the Planning Commission of The
City of San Diego held a public hearing for the purpose of
considering an amendment to the Stonecrest Specific Plan and

associated amendments to the Kearny Mesa Community Plan and the City of San Diego Progress Guide and General Plan; and

WHEREAS, Council Policy 600-7 provides that public hearings to consider revisions to the Progress Guide and General Plan for the City of San Diego may be scheduled concurrently with public hearings on proposed specific and community plans in order to retain consistency between said plans and the Planning Commission has held such concurrent public hearings; and

WHEREAS, the Council of The City of San Diego has considered all maps, exhibits, and written documents contained in the file for this project on record in the City of San Diego, and has considered the oral presentations given at the public hearing;
NOW, THEREFORE,

BE IT RESOLVED, by the Council of The City of San Diego, as follows:

1. That it hereby approves the amended Stonecrest Specific Plan dated December, 1995, a copy of which is on file in the office of the City Clerk as Document ^{RB-}286859, and hereby incorporates such plan into the City's Progress Guide and General Plan.


2. That it hereby approves the associated amendments to the Kearny Mesa Community Plan and the City's Progress Guide and General Plan.

3. That it hereby finds that the Stonecrest Specific Plan Amendment and associated amendments to the City's Progress Guide and General Plan and Kearny Mesa Community Plan are consistent with the City adopted Regional Growth Management Strategy, and

directs the City Clerk to transmit a copy of this resolution to SANDAG in its capacity as the Regional Planning and Growth Management Review Board.

APPROVED: JOHN W. WITT, City Attorney

By


Richard A. Duvernay
Deputy City Attorney

RAD:lc
11/01/95
Or.Dept:Plan.
R-96-530
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JAN 30 1996

Passed and adopted by the Council of The City of San Diego on
by the following vote:

Council Members	Yeas	Nays	Not Present	Ineligible
Harry Mathis	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Byron Wear	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Christine Kehoe	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
George Stevens	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Barbara Warden	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Valerie Stallings	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Judy McCarty	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Juan Vargas	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mayor Susan Golding	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

AUTHENTICATED BY:

(Seal)

SUSAN GOLDING

Mayor of The City of San Diego, California.

CHARLES G. ABDELNOUR

City Clerk of The City of San Diego, California.

By Charles G. Abdelnour, Deputy.

Office of the City Clerk, San Diego, California

This information is available in alternative
formats upon request.

Resolution Number 286859 Adopted JAN 30 1996

STONECREST SPECIFIC PLAN

NOVEMBER 1995

CITY OF SAN DIEGO

CITY COUNCIL

Mayor - Susan Golding

Harry Mathis

Byron Wear

Christine Kehoe

George Stevens

Barbara Warden

Valerie Stallings

Judy McCarty

Juan Vargas

PLANNING COMMISSION

Scott Bernet - Chairperson

Karen McElliot-Vice Chairperson

Christopher Neils

Verna Quinn

Andrea Skorepa

Frisco White

William Anderson

CITY STAFF

PLANNING DEPARTMENT

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Jeff Washington , Deputy Director

Rachel Hurst , Principal Planner

Mike Westlake , Senior Planner

CITY MANAGER

Jack McGrory

CITY ATTORNEY

John W. Witt

ORIGINAL APPROVALS

Planning Commission: Nov. 19, 1987 Resolution # 0137 - PC

City Council: February 9, 1988 Resolution # R - 270334

FIRST AMENDMENT:

Planning Commission: September 23, 1993 Resolution #: 2029-PC

City Council: October 12, 1993 Resolution # R - 282808

SECOND AMENDMENT:

Planning Commission: October 19, 1995 Resolution #: 2216-1-PC

City Council: January 30, 1996 Resolution # R - 286859

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Appendix 2	Reclamation Plan
Appendix 3	Hydroseed Mixes
Appendix 4	Plant Matrices
Appendix 5	Riparian Restoration Plan
Appendix 6	Traffic Study (attached under separate cover)

BACKGROUND

The StoneCrest Specific Plan was initially approved by the City on February 9, 1988. As originally conceived, the Plan proposed development of approximately 4,282,000 square feet of primarily office, light industrial and hotel uses. Provisions for limited support retail and community uses were also included in the project.

Implementation of the initial construction phase of StoneCrest has already occurred with the development of a portion of Planning Area 1 at the most northwesterly portion of the Specific Plan. The required street and utility improvements have been installed to serve that phase of the project. In addition, a Planned Development Permit, and revised tentative map were also approved for Planning Area 2.

A Land Development Permit (W-38125) for the entire site was granted by the City of San Diego in April of 1990 and an extension was granted in April 1992. The permit expired March 5, 1995. Permits for development of the site have also been obtained from the Army Corps of Engineers (404 Permit) and from the California Department of Fish and Game (1603 Permit) to undertake riparian mitigation on the southerly and westerly edge of the project.

Subsequently, an amendment to the Specific Plan was approved in March of 1993, which provided for the redesignation of land use for the northeasterly portions of the Specific Plan area (Planning Areas 5 & 6) from office/light industrial to regional commercial/retail (Wal-Mart/Incredible Universe). This change of use effectively reduced the square footage approved for the original plan by 512,000 square feet. Construction of this project was completed late 1995.

Finally, a golf driving range has been developed within Planning Area 8. The request for a Conditional Use Permit was approved by the City.

The latest amendment by California Pacific Homes, redesignates the remaining developable portions of the Specific Planning Area from their existing approved office/R&D and/or hotel use to a residential land use.

Specifically, the latest change redesignates permitted land uses from approximately two million square feet of office/commercial usage to 1,235 residential dwelling units.

The development boundaries of the proposed residential project approximate those already approved for the office/commercial project. In fact, much of the proposed development area has been cleared and rough graded under the authority of previously issued land development permits.

This proposed amendment to the StoneCrest Specific Plan has been prepared under the direction of the Planning Department staff. The changes to the Specific Plan that were approved as the CalPac Amendment, as well as those approved with the 1993 Wal-Mart Amendment, have been incorporated into the existing text and graphics of the original 1988 Specific Plan.

I. INTRODUCTION

A. PURPOSE AND REGULATORY AUTHORITY

This specific plan will authorize the development of an approximately 318 acre mixed use project to be constructed in phases over a substantial period of time. This specific plan constitutes a "specific plan" within the meaning of the State Planning and Zoning Law in effect on the date of adoption of this specific plan, a zoning ordinance adopted pursuant to the police and charter powers of the City of San Diego (City) and the reuse plan contemplated by the Serra Mesa Community Plan adopted July 27, 1977, as amended. The project site is a part of the new Kearny Mesa Community Plan area.

This specific plan establishes the guidelines and standards for analysis of future applications addressing the planned physical development of each phase of the StoneCrest project. Additionally, this specific plan addresses the consistency of the proposed development with the Kearny Mesa Community Plan.

Appropriate environmental analysis (EIR) will be prepared to evaluate the issues presented by the development described in this specific plan, or any amendment thereto, any proposed Development Agreement and other related applications.

Should any discrepancy arise between the text and graphics presented in this plan, the more restrictive provision shall apply.

The following summarizes selected regulatory authorities and concurrent discretionary actions authorizing this project:

Specific Plan. The Specific Plan Statute (Section 65450 et seq. of the California Government Code) authorizes the adoption of a specific plan by a general law city for the systematic implementation of all or part of the land area covered by a city's general plan. This specific plan includes the provisions required by Section 65451 of the Specific Plan Statute. The City has previously approved the original version of this Specific Plan in 1988 and its amendment in 1993. In adopting this proposed 1995 specific plan amendment, the City elects to be governed by the Specific Plan Statute for this project, but only to the extent provided in this specific plan.

Development Agreement. A Development Agreement also has been adopted by a separate action for the 1988 Specific Plan. An amendment to the development agreement was approved with the

1993 Specific Plan Amendment. An amendment to, termination of or release from specific areas currently subject to the development agreement will be proposed as part of the 1995 Specific Plan Amendment.

Tentative Subdivision Map. Concurrently with the original 1988 adoption of this specific plan, and its amendment in 1993, the City has also approved a Tentative Subdivision Map covering the project site in accordance with the Subdivision Map Act and the City's Subdivision Ordinance. A tentative map has also been proposed as part of the 1995 Specific Plan amendment. Among other things, the Tentative Subdivision Map authorizes the filing of multiple Final Maps as provided in Sections 66452.6 and 66456.1 of the Subdivision Map Act and applicable provisions of the Subdivision Ordinance. The expiration of the Tentative Subdivision Map is extended for a period of years not exceeding the term of the Development Agreement pursuant to Section 66452.6(a) of the Subdivision Map Act.

The development guidelines and standards described in this specific plan, or any amendment thereto collectively establish the lot standards applicable to each lot for purposes of determining consistency of any proposed resubdivision. If all lots on any proposed resubdivision comply with these collective guidelines and standards, then such resubdivision shall be deemed consistent with the specific plan. It is specifically contemplated that lots identified on final maps filed pursuant to the Tentative Subdivision Map as revised or replaced or any new tentative maps may be resubdivided or adjusted, as provided in the Development Agreement.

Final Subdivision Map. Final Subdivision Maps or revised Tentative Maps will accompany individual Planned Development Permits (PDP) and will refine that area covered by the PDP. Final Subdivision Maps must correspond to the configuration and conditions of approval of the Tentative Map (or revised Tentative Map), and, upon adoption by the City Council, will effectuate its corresponding segment of the rezoning scheme.

Rezone. The majority of the site will be rezoned from M-1A and R1-40,000 to R-1500 concurrent with specific plan amendment approval but will only become effective in increments upon approval of the Planned Development Permit by the Planning Director and as Final Subdivision Maps are submitted by the applicant and approved by the City Council. The existing office use zoned as M-1B will remain unchanged. The regional commercial center located in the northeastern portion of the plan area is zoned CA. Portions of the hillside and canyon sections of the site (western quarter) are currently zoned R1-5,000, R1-40,000 and Hillside Review Overlay (HR). These portions zoned R1-5000 will be rezoned R1-40000. Any conflict between the uses and other regulations of any

underlying zone and those of the specific plan or any Planned Development Permit implementing the specific plan, shall be governed by the provisions of the specific plan and/or any such Planned Development Permit.

EIR. Prior to the adoption of this specific plan, the Development Agreement, the Tentative Subdivision Map and all other related project approvals, the City has considered and certified the EIR in accordance with CEQA and all other applicable laws and/or regulations.

Amendments. Concurrent with the adoption of this specific plan the City will amend the Progress Guide and General Plan and the Kearny Mesa Community Plan to bring the specific plan into conformance with those plans.

B. TERMINOLOGY

This specific plan is made up of several land area components. The following terms are described for the purpose of gaining a proper understanding of the context of these components:

Planning Areas. The site is divided into eleven planning areas. These areas are further divided into development areas (where buildings, parking and landscaping can occur) and non-development areas (landscaping, recreational uses and amenities only).

Natural Open Space Area. The natural open space area contains portions of the natural canyons and slopes on the western and southern portions of the site, which acreage is to be encumbered by an open space easement granted to the City as final maps are recorded. The Homeowner's Association or a non-profit agency shall retain ownership and maintenance responsibilities.

Open Space System. The open space system is the area consisting of the natural open space area and all non-development area (developed open space).

Tentative Subdivision Map. As used herein, the Tentative Subdivision Map refers to a Tentative Subdivision covering the entire site.

C. LOCATION

The StoneCrest specific plan area is located in Murphy Canyon, west of Interstate 15, between Aero Drive to the north and the San Diego Petroleum Products Storage and Distribution Terminal (Tank Farm) to the

south. The location of the site is shown on Figure 1, Regional Location Map, and on Figure 2, Project Location and Existing Zoning Map.

D. SETTING

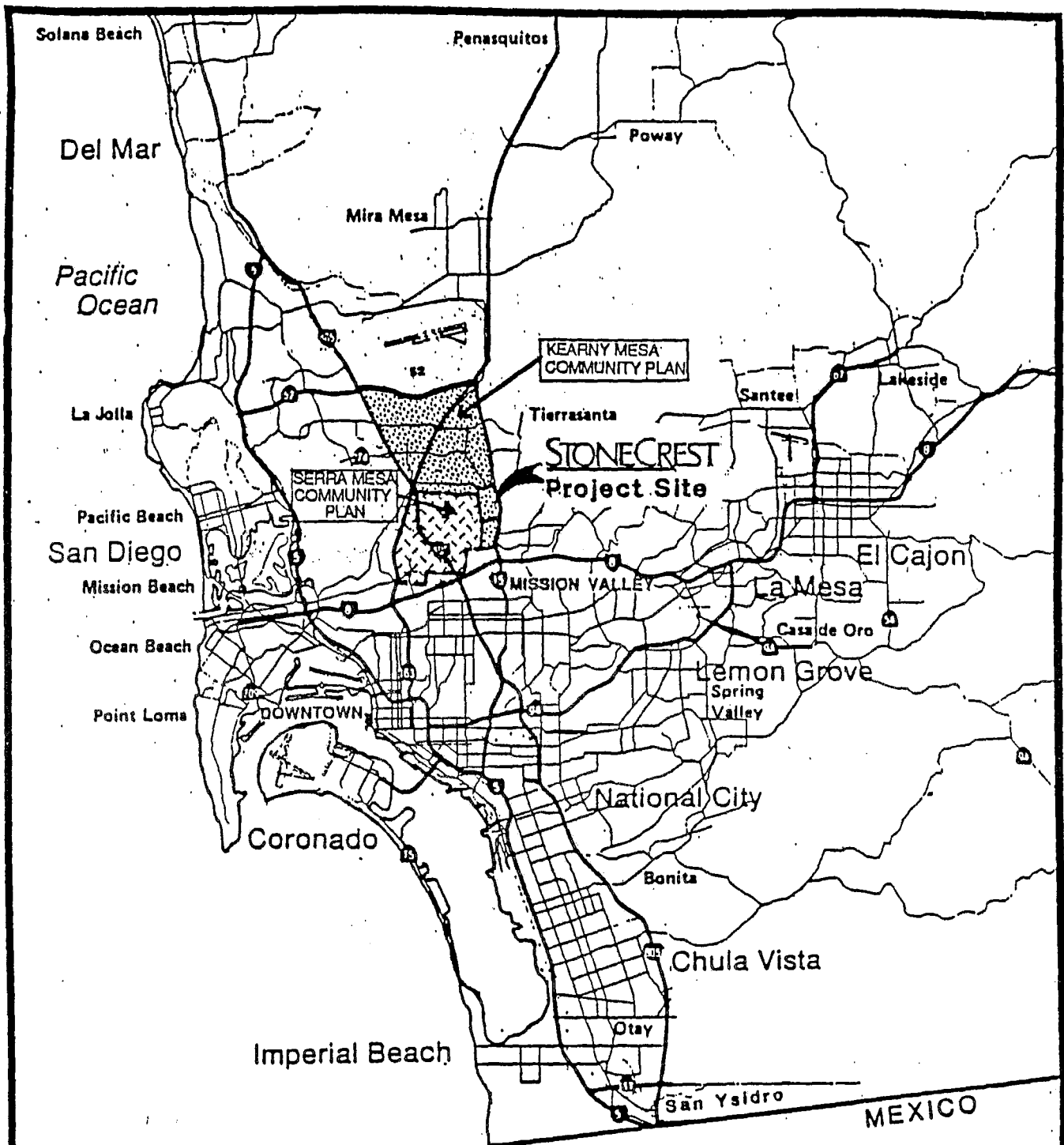
The project site contains approximately 318 acres, much of which has been mined for approximately sixty years, producing construction aggregate. The quarry operation has been conducted under the California Surface Mining and Reclamation Act of 1975 (SMARA), County of San Diego Grading permit No. L-6723 (retired) and County of San Diego Special Use Permit No. 58-12. These operations and permits were "grandfathered" and the City assumed the position of the County of San Diego under these existing permits covering the portion of the project site annexed to the City in 1984. As a result, the County of San Diego Special Use Permit No. 58-12 satisfies the requirement for a conditional use permit under Section 101.0511 of the Municipal Code. This permit has been relinquished upon adoption of this specific plan.

Other portions of the project site were previously covered by the City's Hillside Review Permit No. 138, which authorized specified grading and filling operations of canyon floors located generally in the westerly portion of the project site. Hillside Review Permit No. 138 has been retired.

Reclamation of the site will be undertaken in compliance with the provisions of the State Surface Mining and Reclamation Act of 1975, as implemented by Section 101.0511 of the Municipal Code. The reclamation plan if required (Appendix 2) will be implemented with a new conditional use permit.

The property descends in elevation from a high point of approximately 360 feet above mean sea level (AMSL) at the northwest corner to approximately 90 feet AMSL at the southeast corner. Approximately 100 acres are located in the Hillside Review Overlay Zone along the western and southern portions of the site. Drainage occurs primarily from north to south along the east side of the site and secondarily from the natural canyons and slopes on the west. A small portion of the drainage is considered a riparian habitat.

To the west of the primary drainage course are several existing tailing piles and settlement ponds, which are a result and by-product of the quarry operation. The mined area consists primarily of barren land, with little or no remaining vegetation. Several portions of the quarry site contain steep and unstable slopes which are a result of the mining process. With the



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Kearny Mesa
Community Plan



Serra Mesa
Community Plan



No Scale

Figure 1

REGIONAL LOCATION MAP



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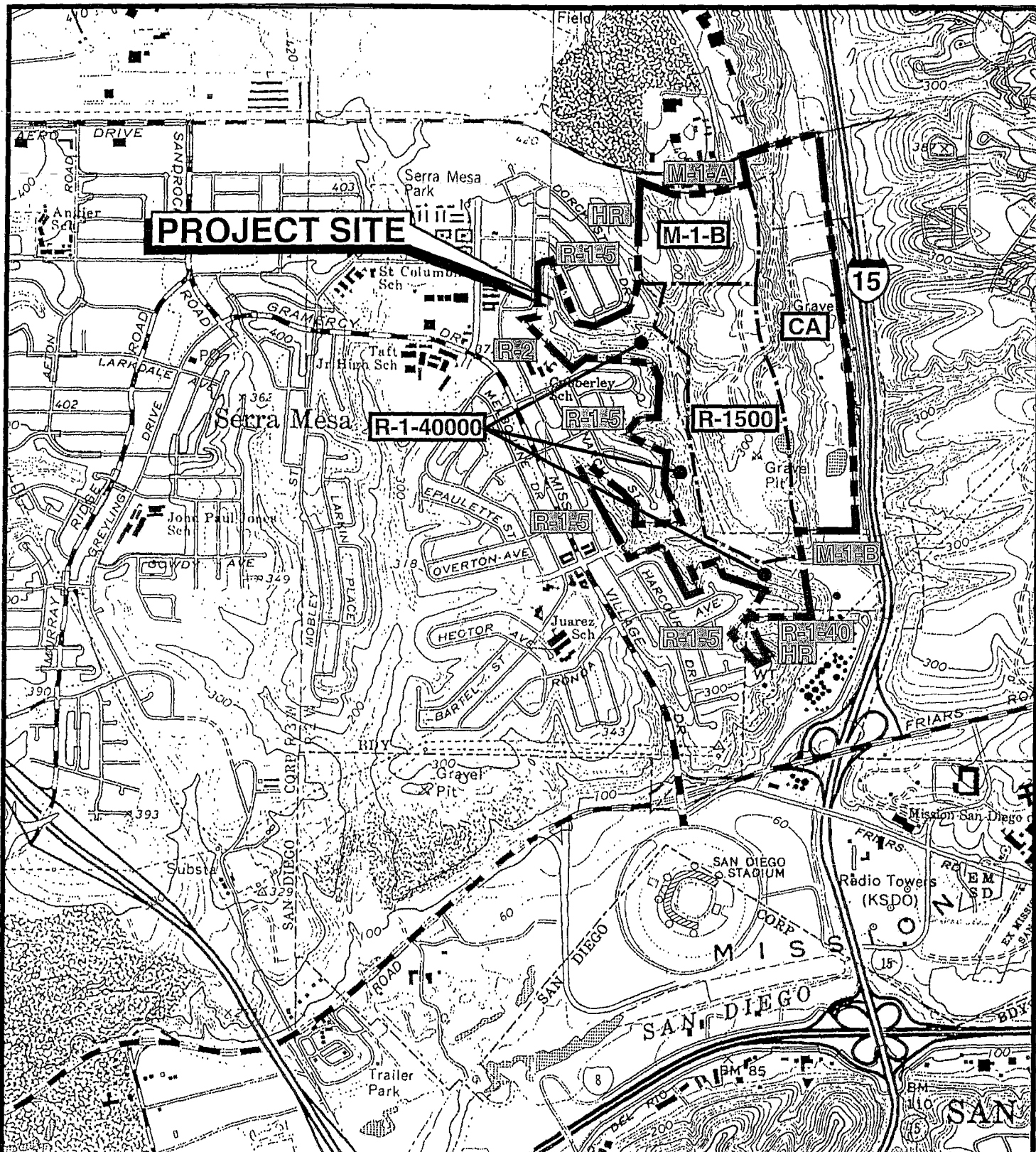


Figure 2

PROJECT LOCATION AND
EXISTING ZONING MAP



**Hunsaker
& Associates**
Planning San Diego
(619) 558-4500

NO SCALE



STONE CREST

exception of those modifications required by the City for Brush Management purposes, natural vegetation will remain undisturbed within a majority of the natural canyons and slopes in the western and southern portion of the site. These canyons serve as a natural horizontal and vertical buffer to the adjacent residential uses which exist to the west of the canyon rim.

Other adjacent offsite land uses include office and light industrial to the north, the San Diego Petroleum Storage and Distribution Center to the south and Interstate 15 right-of-way to the east. The Interstate 15 freeway to the east serves as the regional transportation artery in this area serving Tierrasanta, Kearny Mesa and Serra Mesa. Tierrasanta, located to the east of Interstate 15 and StoneCrest, views the project site from its western rim which includes a small number of housing units (navy housing).

The project site is located virtually in the population center of the San Diego metropolitan area. The site serves as a logical linkage of similar mixed land uses to the north in Kearny Mesa (office and industrial), to the south of Mission Valley (office), and to the west in Serra Mesa (residential).

II LAND USE ELEMENT

A. PURPOSE

This Land Use Element identifies the potential opportunities and constraints of the existing site and describes a development program which is intended to maximize opportunities and to properly address the constraints.

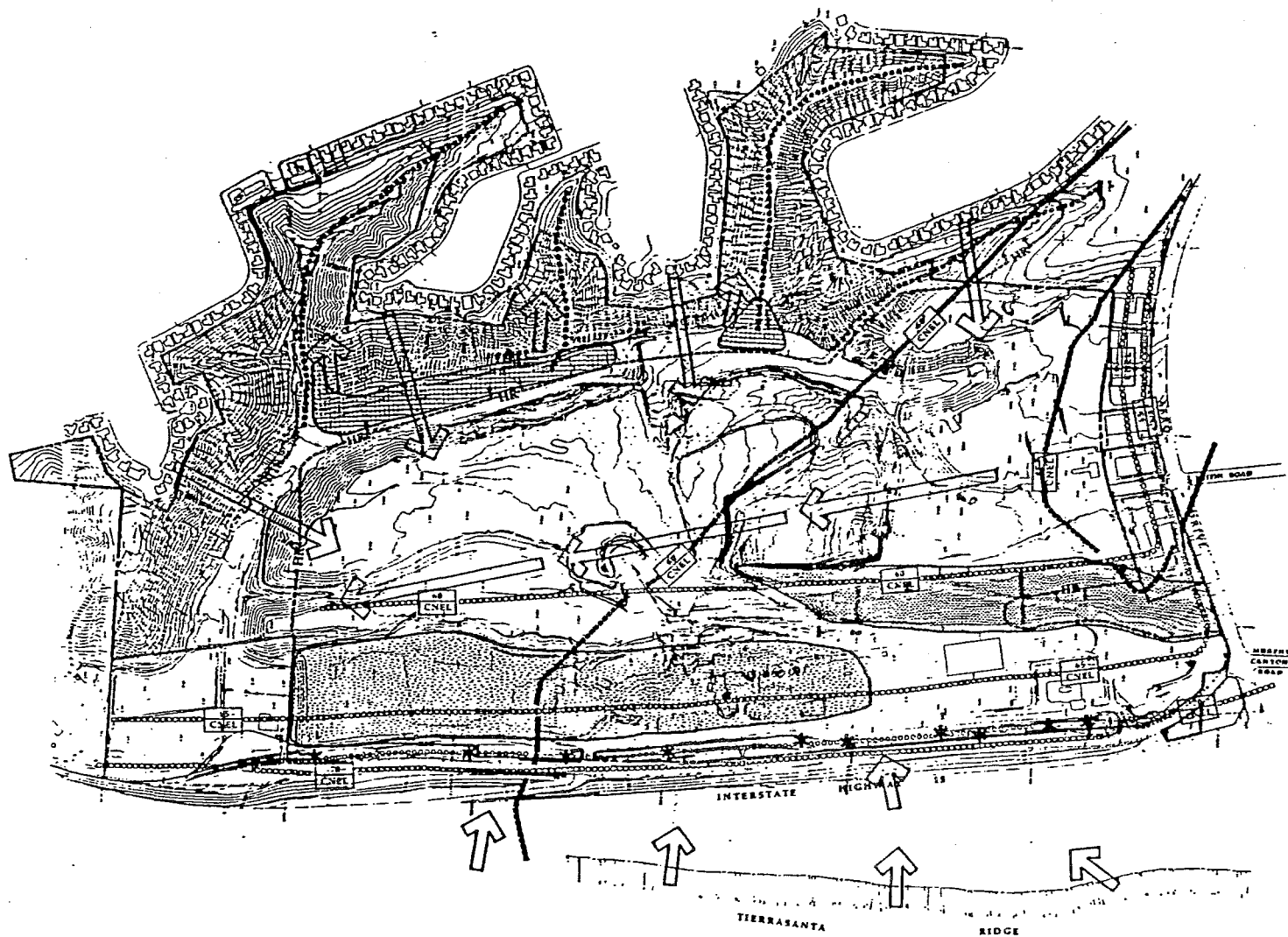
Although this specific plan identifies particular acreages, land uses and yields by planning area, physical implementation may vary from these specifics but only within the parameters established by this plan to permit flexibility. This flexibility and resulting potential modifications acknowledge the long-term nature of the project and are established to permit future response to changes in the market, technology, and necessary final design adjustments. However, future discretionary submittals (Planned Development Permits) shall be in substantial compliance with the relevant guidelines and standards of this specific plan. The City shall determine if future project phases described in the Planned Development Permit submittals substantially comply with the specific plan guidelines and standards.

B. OPPORTUNITIES AND CONSTRAINTS

Prior to land planning the project site, an opportunities and constraints analysis was prepared. This analysis consisted of identifying biological, geological, topographical and other conditions which might affect future development. Additionally, traffic circulation and access, public infrastructure and viewsheds were evaluated. The result of this analysis is depicted in Figure 3, Site Opportunities and Constraints Map and set forth as follows.

1. Constraints

- a. Approximately 100 acres in the western and southern portions of the project site are located within a Hillside Review Overlay Zone ("HR Zone"). The natural canyons and slopes in this portion present constraints to development of those portions of the site.
- b. The site contains fill soils within the large southerly draining canyon located in the western portion of the project site and alluvium at the mouths of the tributary canyons which will need to be filled and/or regraded. This activity will disturb approximately 25 acres (of which 10 acres have been



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



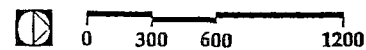
-  Hillside Review Overlay Zone
-  Existing Natural Slope
-  Views and View Corridors
-  Existing Canyon Drainage Flows
-  Saturated Clays & Sands
-  Potentially Unstable Slope
-  Existing Wetland
-  Potential Riparian Habitat Replacement Area
-  Existing Riparian Habitat
-  Montgomery Field Noise Influence
-  Vehicular Noise Influence

Figure 3

SITE OPPORTUNITIES
AND CONSTRAINTS MAP



 **STONECREST**

previously disturbed by fill and mining operations permitted by existing permits) of the HR Zone at the toe of the westerly slopes. It should be noted, however, that HR Permit No.138 would have permitted filling of approximately 45 acres of natural canyons.

- c. The southeastern portion of the project site, adjacent to Murphy Canyon Road, includes an area formerly used as a settlement pond area and contains approximately 1,000,000 cubic yards of saturated soils (see Appendix 1, Soils Report).
- d. The central ridge area contains some steep and partially unstable slopes, due to the permitted quarry operations. Of these disturbed slopes, a small portion in the northeastern quadrant is in the HR Zone. These slopes pose a constraint to development until they are stabilized.
- e. In accordance with the State Mining and Reclamation Act, depleted (mined) land shall be left in a safe, reusable condition. This will require regrading, reshaping and recompacting of soils, (i.e., reclamation) to remedy the constraints identified above. This reclamation is necessary in order to stabilize all lots and slopes within planning areas to comply with the reclamation provisions of State and local laws. The reclamation process includes backfilling, grading, revegetation, soil compaction, stabilization, or other measures as necessary, both within and outside of existing mining areas.
- f. The existing cobble-laden soils are not conducive to rapid and healthy plant growth. Topsoil conservation and a soil amendment program should be implemented as reclamation measures to achieve acceptable growing conditions.
- g. Some areas proposed for development along the Murphy Canyon Creek drainage channel and on some of the lower slopes of the finger canyons constitute a riparian habitat and freshwater marsh necessitating mitigation. Riparian habitat replacement shall be provided onsite with mixed riparian and freshwater marsh (see Appendix 5 for specific details of the Riparian Restoration Plan). The applicant shall be responsible for implementing this plan.

- h. The phasing and ultimate size of the project will be limited by a series of traffic constraints. These constraints include:
 - (1) The amount of project traffic that can be added to Interstate 15 without adversely and significantly impacting peak period freeway traffic flow.
 - (2) Project traffic will be accessed via Aero Drive and will be subject to potential capacity and improvement constraints of Aero Drive as may be reasonably required to accommodate project trip generation per the recommendations of traffic analysis prepared for the development.
- i. A small portion of the project site lies within the noise contours from air craft arriving or departing Montgomery Field and noise from traffic on Interstate 15 and Aero Drive.
- j. Single family residential uses exist offsite at higher elevations on the westerly mesa. Views of the development from the existing neighborhood should be acknowledged and any adverse visual effects mitigated. Roof-top treatment and building height limitations should be required and established according to residential proximity.
- k. Due to the previous quarry use of the property, a majority of the site is a visual blight upon the adjacent I-15 corridor and adjacent residences.
- l. San Diego Gas and Electric Company (SDG&E) 69 KV electrical transmission lines cross the site and must be realigned or relocated as a result of project grading and filling.
- m. The project site contains minimal onsite existing public infrastructure. Extension of streets and addition or replacement of onsite sewer, water and storm drainage structures will be required concurrent with development.

2. Opportunities

The project site offers many development opportunities. The project's size, location, visibility and topography afford opportunities to create a high-profile, master planned development

that will replace the +100 acres of degraded visual effect created by the former quarry operation.

Positive influences and opportunities are expressed with the following objectives, each of which has been incorporated in this specific plan:

- a. The project should take advantage of, and refine, the topographic profile, which affords views (to and from the project site) and design opportunities. The project site should maintain a gradual downward slope combined with terraces from north to south, to optimize view opportunities through the site.
- b. The landform plan should provide or enhance views from Interstate 15 and the residential neighborhoods on the mesas. Proposed grading should create vistas from the top of the westerly mesa through and/or over the project, to the slopes and hills east of Interstate 15. Looking west, the project should also create several new public view corridors from Interstate 15 and Tierrasanta.
- c. The project should provide a perpetual open space system by preserving a majority of the existing natural canyons and slopes within the project boundaries. This should be assured by granting open space easements over these canyons and slopes with ownership and maintenance to be provided by the Homeowner Association or other non-profit organization.
- d. While still maintaining easy access to nearby employment and shopping opportunities, the project should create a cohesive, self-contained development, given its topographical (vertical and horizontal) separation from most nearby residential, industrial and commercial office developments.
- e. The project should be more compatible with adjacent residential uses than the previous mining activities. By eliminating the impacts of existing truck traffic, noise and dust, standing water and visual degradation associated with the mining operation, a more compatible use is created.

- f. The project should provide complimentary land uses with Kearny Mesa industrial and office uses to the north and northwest, Mission Valley office uses to the south, and Serra Mesa residential uses to the west, thereby creating a linkage between these nearby community planning areas.

These opportunities can be achieved through implementation of the project described in this specific plan.

C. DEVELOPMENT PROGRAM AND LAND USE

1. Introduction

The opportunities and constraints described identify the major considerations evaluation during the conceptual design phase of the project, culminating in this specific plan. A mix of compatible uses is incorporated into a unified development concept to achieve the opportunities and minimize the constraints presented by the project site.

The principal physical design feature of this project is the grading and reshaping of the central north-south ridge. This will open up new east-west view corridors to the natural slopes and canyons, now hidden by the disturbed land mass and current mining operations.

The project is divided into eleven planning areas which permit a mix of land uses including residential, recreational commercial, office, research and development, light industrial, and retail commercial uses. Development standards will vary for each planning area and are identified in the Implementation Section of this specific plan.

Each planning area includes a development area (buildings, private landscaping and parking), and most include a non-development area (landscaping and amenities only). The remainder of the project is the natural open space area, which consists of the natural canyon and slopes on the western and southern portion of the property, and the public street system. The natural open space area will remain as open space in perpetuity by granting of open space easements to the City as final maps are recorded. Ownership and maintenance responsibilities shall be by the Homeowner Association or other non-profit organization. Together, the non-development areas (developed open space) and the natural open space area make up the open space system for the project.

The public street system within the project site provides for adequate traffic circulation. In the initial phases, access to the site will be via Aero Drive at Daley Center Drive and West Canyon Avenue. Subsequent phases will gain additional access via Murphy Canyon Road and the StoneCrest Boulevard. Land utilization for the project site is set forth in Table 1:

TABLE 1
PROJECT SITE UTILIZATION

	<u>Area</u>	<u>Percentage of Total Site</u>
Office/Commercial Development Areas (Net) (Includes Driving Range, Industrial, and R&D)	85 Acres	27%
Residential Development Areas (Net)	80 Acres	25%
Non-development Areas (Developed Open Space)	54 Acres	17%
Natural Open Space Area	70 Acres	22%
Public Streets	<u>29 Acres</u>	<u>9%</u>
TOTAL	<u>318 Acres</u>	<u>100%</u>

Figure 4, Project Site Utilization and Planning Areas Plan, identifies the project's planning areas and graphically illustrates the general area relationships identified in Table 1.

The Floor Area Ratio (FAR) for the non-residential portion of the project equates to .40 in accordance with the City Planning Department method of calculating FAR's for future development or redevelopment within the Kearny Mesa Community Plan Traffic Study. All building square footage quantities for office and research and development/light industrial uses (R & D) are subject to density transfers among and within designated planning areas, within the parameters set forth in the Implementation Section (Section VIII) of this specific plan. The traffic analysis prepared in

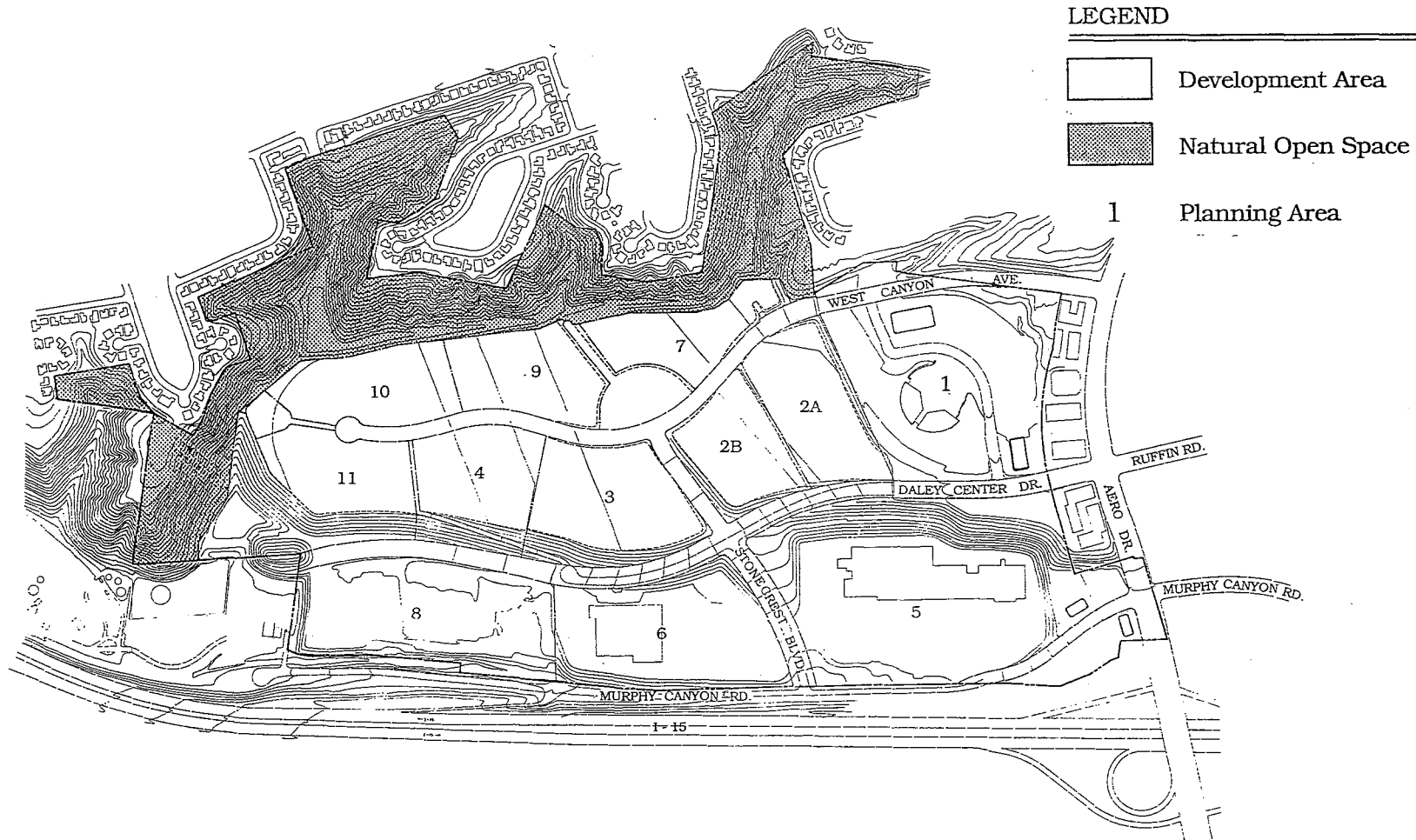


Figure 4

PROJECT SITE UTILIZATION
AND PLANNING AREAS PLAN

NOTE: FOR PRECISE INFORMATION REGARDING RESIDENTIAL
LAND USE ENTITLEMENTS AND PLANNING AREA
CRITERIA REFER TO TABLE 2D ON PAGE 20.



0 500 1000 2000



STONE CREST

conjunction with this plan evaluates the "worst case" traffic scenario for each planning area. All required traffic circulation improvements will be sized and phased on the this scenario, even though, as a result of transfers, a lesser yield may actually be constructed on one or more of the planning areas and greater yield may be constructed in other planning areas.

All square footage allocations indicated in this specific plan for office and R & D uses are described as the initial land use entitlements for the respective planning areas, but are subject to density transfers. However, the density transfer provisions are established in a manner which precludes the built-out project (or any built-out planning area) from cumulatively exceeding the applicable traffic anticipated by the traffic study, while maintaining the essential integrity and flexibility of the mixed use concept.

The project office/commercial land uses, expressed as a percentage of total land use square footage is as follows in Table 2-A:

TABLE 2-A

OFFICE, R&D / LIGHT INDUSTRIAL, SUPPORT / REGIONAL
COMMERCIAL
LAND USE GROSS FLOOR AREA SUMMARY

LAND USE	GROSS FLOOR AREA	% OF TOTAL NON-RESIDENTIAL LAND USE
Office	340,000 Sq. Ft.	35.5%
R&D/Light Industrial	170,000 Sq. Ft.	18%
Support Commercial	5,000 Sq. Ft.	0.5%
Regional Commercial	437,500 Sq. Ft.	46%
Total *	952,500 Sq. Ft.	100%

* Total does not include Golf Driving Range support facilities. Approved per CUP site plan.

The project's residential component land uses, expressed in total number(s) of dwelling units is summarized as follows by Table 2-B:

TABLE 2-B

RESIDENTIAL
LAND USE UNIT SUMMARY

LAND USE	NUMBER OF UNITS	% OF TOTAL RESIDENTIAL LAND USE
Single Family	835	68%
Multi-Family	400	32%
Total	1235	100%

The land use percentages were determined primarily by and are a reflection of the projects relative location. The office/commercial component of the project site is proposed to be developed as a logical extension of existing land use in Mission Valley and Murphy Canyon. Mission Valley is currently developed or to be developed with a predominance of commercial office and retail land uses, while Murphy Canyon is developing with more of a balance of office and R&D/light industrial uses. The residential component has been designed to provide an array of varied housing opportunities near employment opportunities which will appeal to a broader spectrum of public needs and demand. The projects land uses are also a reflection of site specific characteristics which include freeway visibility and direct freeway access which are more desirable and necessary for commercial office uses as well as the anticipated lifestyles of the future residents of the community.

Tables 2- C and 2-D, Initial Land Use Entitlements, summarizes all land use entitlements within each planning area of the project.

Figure 5, Generalized Land Use, identifies the location of the permitted uses.

TABLE 2-C

OFFICE, R&D / LIGHT INDUSTRIAL, SUPPORT / REGIONAL COMMERCIAL
INITIAL LAND USE ENTITLEMENTS
(Permitted Gross Floor Area)

Planning Area	Area (Acres)*	GROSS FLOOR AREA BY PRODUCT TYPE SQUARE FEET)**				
		Office	R&D/Light Industrial	Support Commercial***	Regional Commercial	Driving Range***
1	29	340,000	170,000	5,000	(1)	(1)
5	45	(2)	(2)	--	272,500	(1)
6	18	(2)	(1)	--	165,000	(1)
8	21					W/CUP Site Plan
Total	113	340,000	170,000	5,000	437,500	Per CUP Site Plan

- Notes:
- (1) Not a permitted use.
 - (2) Permitted only by density transfer.

* Approximate acreage of planning areas only, including development and non-development areas as described in Section II C.1. These numbers do not include one 9 acre non-development area that is not contingent with a planning area.

** Denotes that for the purpose of this Specific Plan, parking structures are not added to the gross floor area calculation.

*** Final Entitlement. No density transfer permitted.

TABLE 2-D

RESIDENTIAL
INITIAL LAND USE ENTITLEMENTS**
(Permitted Number of Units)

Planning Area	Net Pad Area Acres	Maximum Permitted Net Density	Maximum Units Allowable *
2a.	11.6	24.0	278
2b.	8.1	24.0	194
3	11.6	22.0	255
4	9.4	16.0	150
7	8.0	11.0	88
9	9.8	9.0	88
10	9.6	7.0	67
11	8.2	14.0	115
Total	76.3		1,235

* Maximum may be modified pursuant to the "Density Transfer" provisions of Sec. VIII-C, Page 98

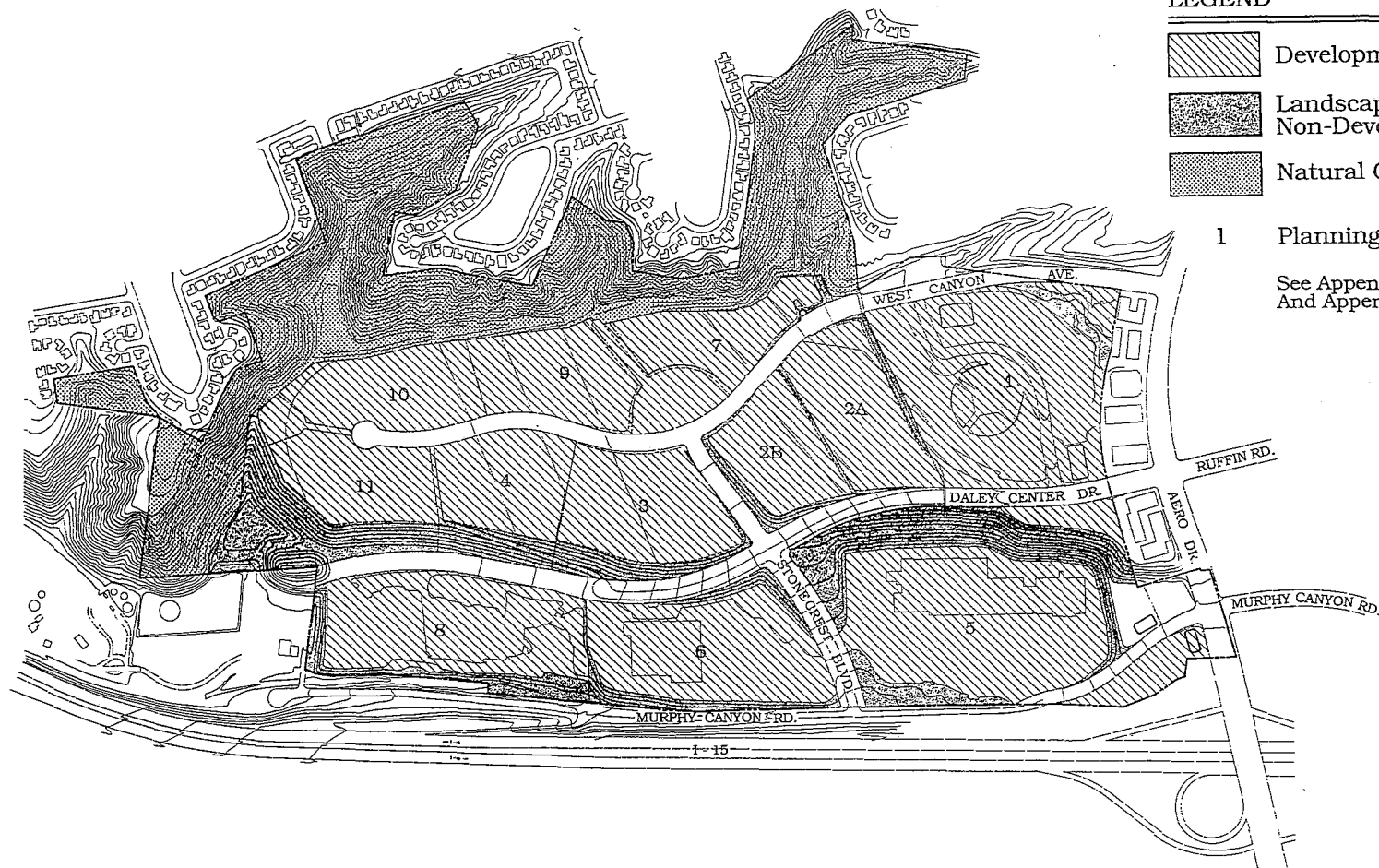
** During implementation of the SPA, adjustments to the Planning Area boundaries or the creation of new village subareas will be allowed in order to accommodate phasing and financing requirements or changes in marketing conditions. In no event shall these permitted changes cause the overall number of units or net density to exceed the totals otherwise allowed by this plan.

2. Office



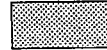
Office uses represent a large portion of the land use component within the specific plan. The maximum permitted entitlement of office use is 340,000 square feet of gross floor area (excluding structured parking).

The office use involves a product mix which will range from low-rise/garden type buildings (one to three stories) to mid-rise buildings (four to seven stories).

A limited amount of support retail commercial space (5000 S.F.) which shall be functionally and architecturally (if freestanding) integrated into the office or R&D uses (not oriented to the public



LEGEND

-  Development Area
-  Landscaped Non-Development Area
-  Natural Open Space

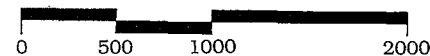
1 Planning Area

See Appendix 3 For Hydroseed Mixes
And Appendix 4 For Plant Matrices

Figure 5

GENERALIZED LAND USE AND LANDSCAPE PLAN

NOTE: FOR PRECISE INFORMATION REGARDING RESIDENTIAL
LAND USE ENTITLEMENTS AND PLANNING AREA
CRITERIA REFER TO TABLE 2D ON PAGE 20.



STONECREST

right-of-way) shall be permitted to occur either as freestanding facilities or within office and R&D buildings in order to provide necessary conveniences (e.g., deli, restaurant, dry cleaning, etc.). Maximum support retail square footage allocations are separately stated for each planning area and not included within other land use square footage allocations within each planning area. Separately stated support retail allocations are not subject to density transfer.

3. Research and Development/Light Industrial (R&D)

R&D uses also represent a large land use component within the specific plan. The initial entitlement of R&D use is 170,000 square feet of gross floor area.

The R&D uses are permitted to occur within the same planning areas as office uses in order to strengthen the mixed-use concept. If R&D uses are constructed within the planning area containing office uses, R&D should be organized as clusters or independent nodes from a site planning perspective, in order to maintain the level of security generally required by these users.

R&D product types generally range from single story to two story or two story with mezzanine. Additionally, recent market trends indicate certain R&D users occupying three story facilities which are similar to garden office buildings as compared to traditional R&D buildings, which typically include truck dock facilities and large bay doors. These types of facilities are generally used by so-called "high end" R&D type users, which may, for example, be more computer intensive, as opposed to needing laboratory or large open testing areas.

As in the case of office uses, support retail commercial uses may occur within R&D buildings in planning areas identified in Table 2-C.

4. Support Commercial

Support commercial uses will be permitted to occupy a total of 5,000 square feet of gross floor area within the specific plan area. The range of permitted retail commercial uses include (but are not limited to) restaurants, delicatessens, dry cleaners, shoe repair, florists and office supplies; all of which shall be support facilities to the primary land uses. Support retail locations within the project will be limited in type and location of signage (pursuant to the Comprehensive Sign Plan) and functionally and architecturally

integrated into the office or R&D/light industrial site design (oriented away from public right-of-way) to assure that they will be support uses to the major site uses and not oriented in a manner which attracts offsite users. A list of specific permitted uses is located within the Implementation Section of this plan (Section VIII).

5. Regional Commercial

Regional level retail commercial uses will be permitted to occupy a total of 437,500 square feet of gross floor area. This use is restricted to Planning Areas 5 and 6 with no transfer of density allowed. Planning Area 5 has a total entitlement of 272,500 square feet and may include up to six free-standing pads. Development of Planning Area 6 is limited to a maximum square footage of 165,000 square feet. Site design and architecture must comply with the applicable guidelines established in the Urban Design Element of this plan. A separate Comprehensive Sign Plan is required for the regional commercial center and must address an integrated sign program for both planning areas. Permitted uses for these areas shall be consistent with those established by the CA Zone-Area Shopping Center (Section 101.0428 of the Municipal Code).

6. Driving Range

Planning Area 8 has been previously approved for a golf driving range usage. The Plan proposes that this type be continued and allowed subject to Conditional Use Permit site plan review by the City.

7. Residential Uses

The residential portion of the Specific Plan is approximately 186 gross acres in size. Within this area both single family and multifamily units will be developed. Both "for-sale" and "for-rent" product will be provided within the project. A total of 1235 dwelling units may be developed, with an approximate mix of two-thirds single family (800 units) and one-third multifamily (435 units).

Based on a net acreage of approximately 76 acres of development area, densities will range from 7 to 24 dwelling units per acre. (See Table 2-D.)

A Master Recreational facility will be provided within the overall development. Private neighborhood park and recreational facilities will be provided, as an integral part of the residential component. The approximately 9-acres of facilities generally consist of a combined meeting and weight room, swimming pool, jacuzzi, children's play area, two tennis courts, basketball court, volleyball court, picnic facilities, large lawn area and paseos. Other commonly shared amenities include a pedestrian loop trail system linked to the proposed open space system described following.

8. Open Space System

The open space system (the natural open-space area and all non-development areas) represents a total of approximately 124 acres of open space (exclusive of public streets), or 39% of the total project site. Additionally, a substantial portion of the development area will be devoted to courtyards, plazas, pedestrian paths and individual lot landscaping.

StoneCrest will create a natural open space system which will include natural canyons and slopes (natural open space area), and developed open space including open lawn passive recreation areas, jogging paths, and picnic areas (non-development areas). Figure 5, Generalized Land Use identifies these natural and developed open space areas.

Planning areas will be linked to one another by a network of pedestrian paths, public sidewalks, or bikeways. These links create access to the planning areas within the project site, by walking or by bicycle, to encourage a reduction in the demand for internal automobile trips.

a. Natural Open Space Area

The Kearny Mesa Community Plan identifies an open space sub-system of hillsides and canyons which includes the westerly canyon portion of the project site as part of that system. Murphy Canyon is considered a "major scenic feature" visible from Interstate 15. The community plan lists the following primary goal of the conservation and open space element: "Preserve open and environmentally sensitive areas for the aesthetic, psychological, and recreational benefits they provide to the community." The area of natural canyons and slopes to be preserved as natural open space area (approximately 70 acres) is within

the City's suggested conservation area. The natural open space area will remain undeveloped by the granting of open space easements to the City as each final map is recorded. Ownership and maintenance responsibilities shall be by the Homeowner Association or other non-profit organization. This action is also consistent with the Kearny Mesa Community Plan.

b. Riparian Area

A riparian habitat exists on the project site. Disturbance due to development shall be mitigated and as described in Appendix 5 of this specific plan.

c. Non-Development Areas (Developed Open Space)

The non-development areas consist primarily of landscaped slopes, open lawns, recreation areas and walking/jogging paths. These areas comprise approximately 54 acres within which no development will be permitted. The non-development areas will serve as active and passive recreation areas. Most of the non-development areas are adjacent to development areas, thereby integrating open area with the physical development.

d. Development Areas

The development areas include buildings, courtyards, plazas, parking areas, pedestrian paths, individual private lot landscaping and parking area landscaping in a manner which is integrated with the open space system.

III. URBAN DESIGN ELEMENT

A. INTRODUCTION

This element defines the essence of the StoneCrest project. The most important existing feature of the site is the topography. The prominent physical features of the land include: The westerly and southerly canyon rim above the natural slopes; the gradual drop in elevation to the main land mass; the next drop in elevation to the major drainage on the east side of the site; and, the downward trending elevation from north to south.

The conceptual grading and landform plan will contribute to the intended character of StoneCrest. The grading and landform plan should take full advantage of the natural buffers inherent in both the horizontal and vertical relationship with the existing canyon rim residential neighborhood. Compatibility of spatial relationships external and internal to the project site will strengthen the essence of the StoneCrest project.

The visibility of the site from the ridgeline of Tierrasanta, Interstate 15 and the westerly canyon rim will be maintained and enhanced by landscaping and grading. Site grading will open up east/west views that are blocked by the existing central land mass, which was the focus of the rock quarry operation. The lowered central land mass should also enhance the compatibility of buildings with the canyon rim, as there should be minimal viewshed encroachment into the horizontal plane extending from the canyon rim elevation. The project proposes to cluster buildings into urban nodes and permit high-rise buildings only at the lower site elevations. Figure 6, Viewshed Analysis Plan, illustrates the direction of views within, over and through the project.

B. CONCEPTUAL SITE PLAN

The Conceptual Site Plan (Figure 7), graphically illustrates a probable site design buildout scenario of the site. The intent is to provide a perspective of the various land use components: building pads, the circulation system, open space, pedestrian paths and their general relationship to one another. Given the long-term nature of the project, the implementation provisions of this specific plan acknowledge the dynamic nature of planning and, therefore, provide flexibility to respond to long-term market fluctuations, architectural style changes and technological advances in building design and construction.

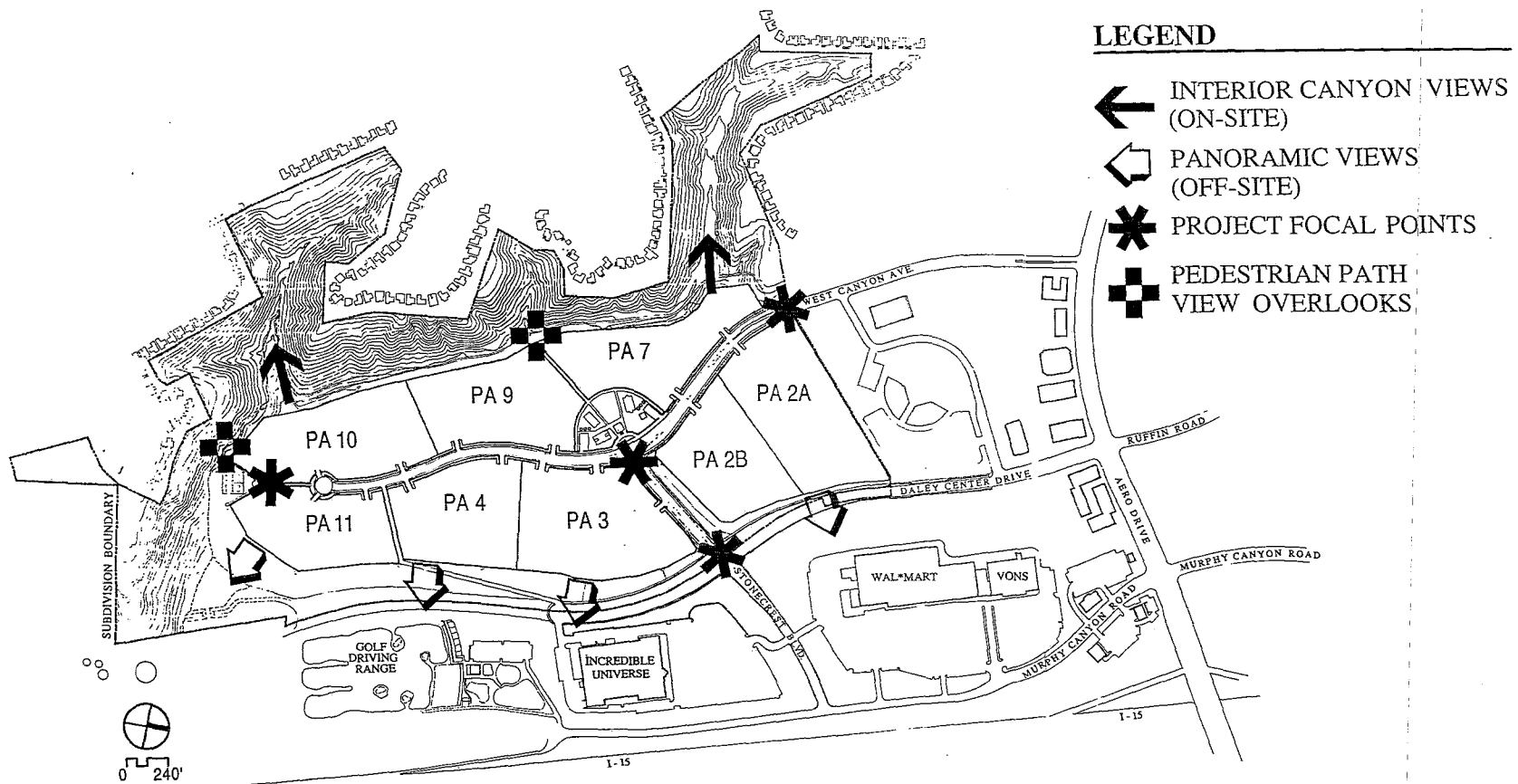


Figure 6
VIEWSHED ANALYSIS PLAN

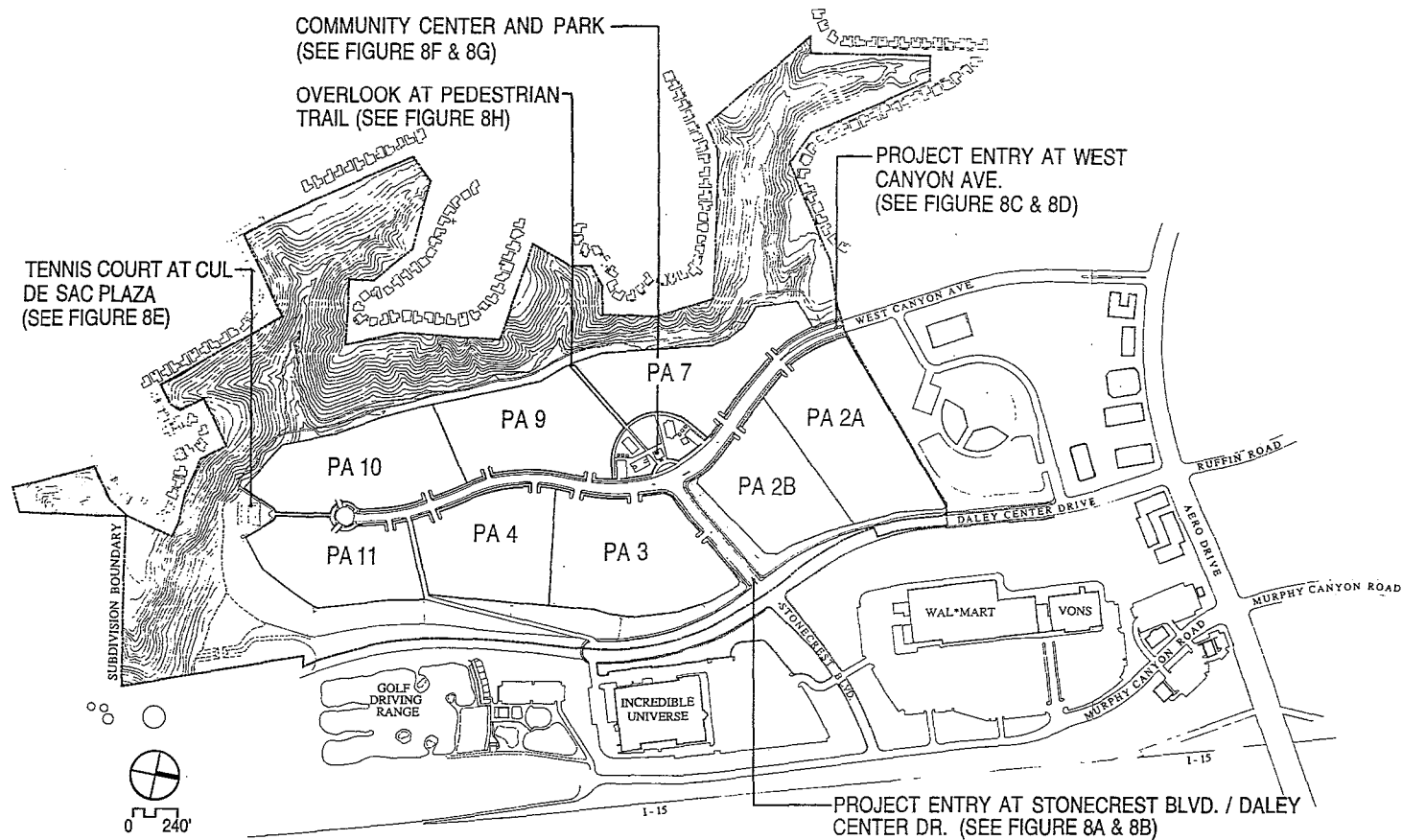


Figure 7

CONCEPTUAL SITE PLAN

NOTE: FOR PRECISE INFORMATION REGARDING RESIDENTIAL
LAND USE ENTITLEMENTS AND PLANNING AREA
CRITERIA REFER TO TABLE 2D ON PAGE 20.



This implementation structure is intended to avoid the need for specific plan amendments due to relatively inconsequential adjustments which are inevitable over the phased buildout period.

The following general urban design guidelines are flexible guides against which Planned Development Permit applications for physical development shall be evaluated. Future Planned Development Permits shall substantially comply with all applicable guidelines contained in this specific plan. In order to assure substantial compliance, the City shall make this determination in the manner described in Section VIII.

C. GUIDELINES

The following paragraphs textually and graphically describe the design philosophy to be implemented within StoneCrest. While individually general in nature, collectively the guidelines establish a design framework for a functional, unified and aesthetic development for the benefit of the ultimate user and community. Most of these guidelines apply to the office and R&D elements of the Specific Plan but they should also be applied to the retail and residential uses as appropriate. Finally, these guidelines direct future project applicants and the City to facilitate a compatible submittal and review process. More specific standards are located and defined in Section VIII, Implementation, of this specific plan.

1. Site Planning Guidelines

a. Office, Commercial, and R&D/Light Industrial.

- (1) Buildings shall be located in a manner which creates usable outdoor areas and public spaces, such as courtyards and plazas.
- (2) Plazas and courtyards shall contain flat lawns or decorative hardscape, landscaping, benches, drinking fountains, refuse containers, or any other similar fixtures which would facilitate use by employees.
- (3) Higher buildings shall be oriented to optimize noon-hour sunlight into exterior courtyards and plazas.
- (4) Buildings shall be of varying heights and placed in a manner which will optimize views through the project, views of the canyons and views to Mission Valley.

- (5) For maximum efficiency, parking areas serving office, R&D, and light industrial uses shall be oriented to the perimeter of development areas with buildings clustered toward the inner areas.
- (6) Planning Area 5 shall accommodate freeway-oriented regional commercial uses. The design of parking areas shall allow for easy ingress and egress from primary streets and should minimize conflicts between pedestrians, automobiles and service vehicles.

b. Residential

- (1) Buildings shall be arranged in such a manner as to provide privacy and security while promoting an overall sense of community and place. Buildings should be arranged, to the extent reasonably possible, to maintain visual access onto pedestrian paths and activity areas through site design, use of open fencing and the proper selection and control of landscape materials.
- (2) Building arrangements within each planning area should optimize the view opportunities present on the site, both of long-distant vistas (east and south) and natural open spaces (west and south).
- (3) Residential projects should be individually designed to include common area open space within each planning area to the extent feasible given assigned densities.
- (4) The site design provides a common master recreation facility, with a pool/spa facility community building, children's play area, basketball and volleyball courts.
- (5) Each individual planning area shall be designed to orient to the overall master pedestrian circulation system.

- (6) The site design of each planning area shall, to the extent feasible, optimize the orientation of individual units to natural lighting and ventilation opportunities.
- (7) Resident and guest parking shall be provided in sufficient amounts to serve each planning area and be evenly distributed throughout the project.
- (8) The major project entries (intersection of StoneCrest Boulevard/ Daley Center Drive and West Canyon Avenue entry) shall employ special landscape architecture and highly refined landscaping in order to create a gateway to the project, as illustrated conceptually in Figure 8-A through 8-H, Main Project Entries, Planning Area Entry, Main Plaza Treatment and Promenade/Pavilion Overlook Treatment.

2. Circulation and Access Guidelines

a. Light Rail Transit (LRT)

In coordination with the Metropolitan Transit Development Board, the following commitments have been made by the project with regard to Light Rail Transit (LRT):

The applicant shall reserve by Final Map land for a potential LRT corridor of 35-feet in width within the former alignment of Daley Center Drive from Stonecrest Boulevard to the southerly limits of boundary of the Specific Plan consistent with the alignment concept illustrated by Figure 18. In addition, the applicant shall also reserve an additional 16-foot area generally adjacent to said corridor, for the purpose of providing a temporary staging area during the construction of the LRT project. Said reservation shall be made for a period of ten (10) years from the date of the first final map recorded for the residential component of the specific plan and shall be renewable for an additional ten (10) year period if progress has been made towards development of the line. Should MTDB elect to exercise this reservation, easements shall be granted at no cost to MTDB or the City. Upon written notification from MTDB of its intent to exercise the reservation, the applicant shall

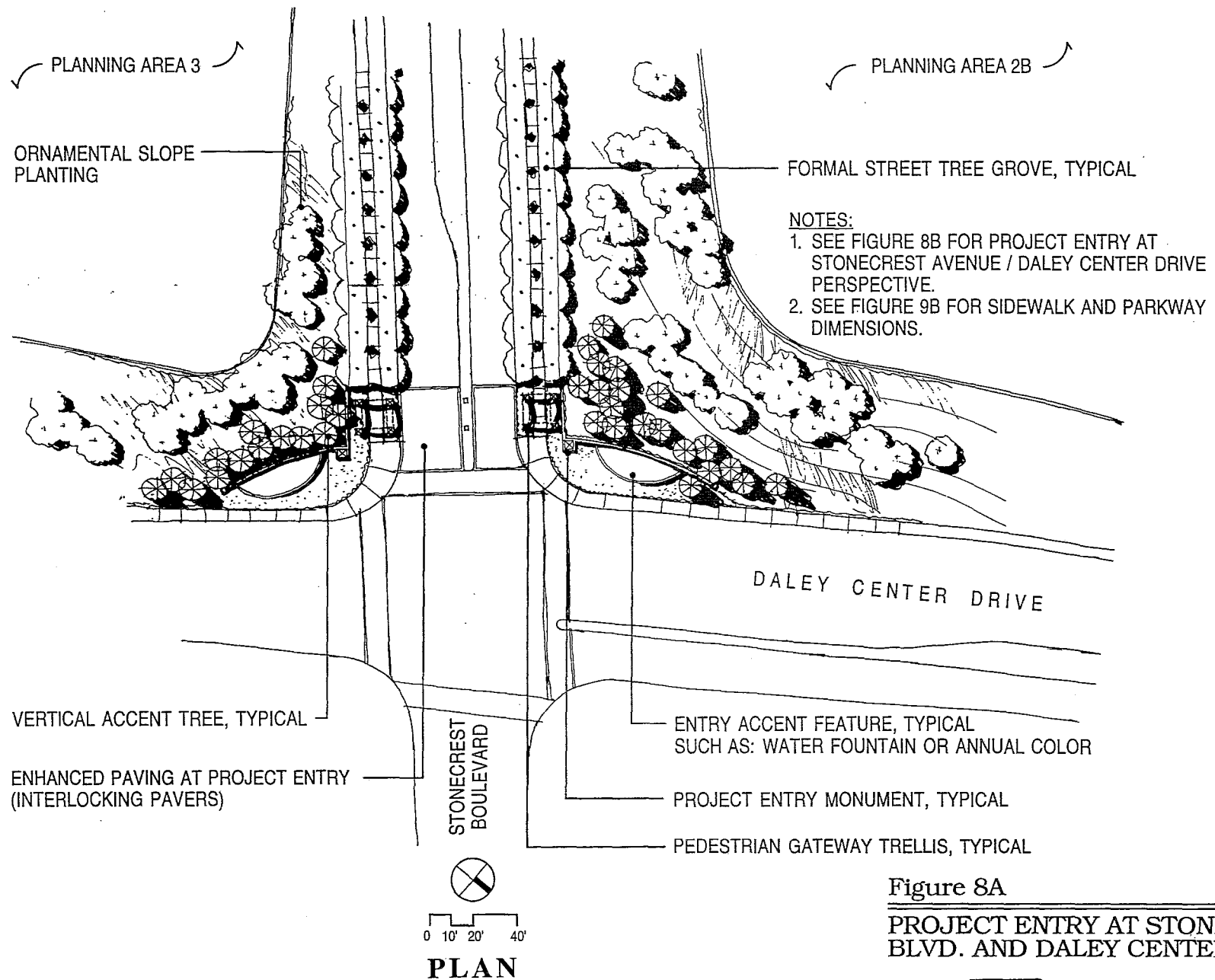
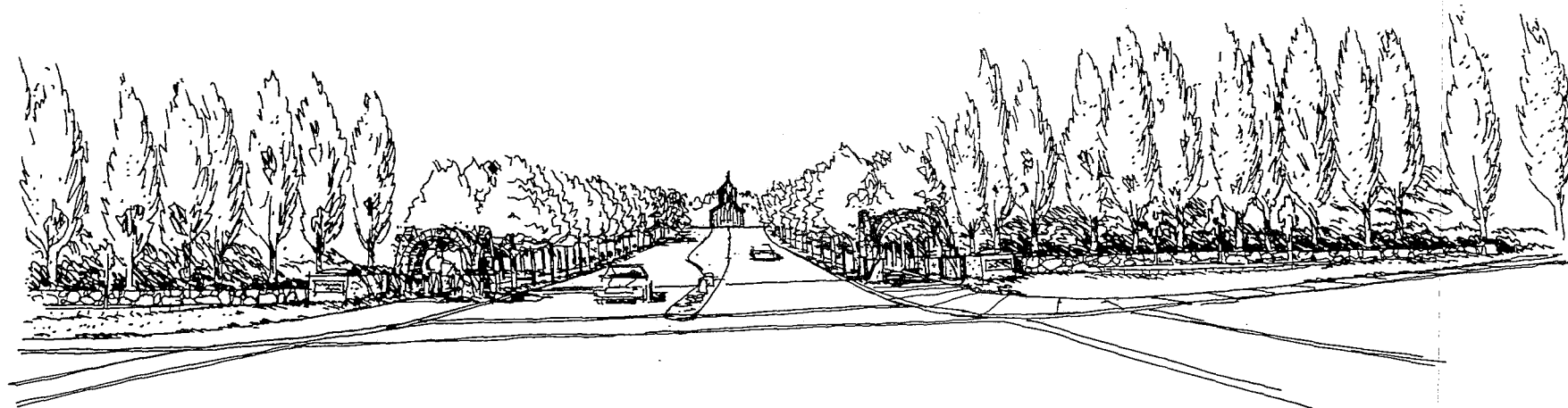


Figure 8A

PROJECT ENTRY AT STONECREST
BLVD. AND DALEY CENTER DR.





PERSPECTIVE

Figure 8B

PROJECT ENTRY AT STONECREST
BLVD. AND DALEY CENTER DR.



PLANNING AREA 7

PEDESTRIAN TRAIL CONNECTION

FORMAL STREET TREE GROVE, TYPICAL

PROJECT ENTRY MONUMENT, TYPICAL

VERTICAL ACCENT TREE, TYPICAL

NOTES:

1. SEE FIGURE 8D FOR PROJECT ENTRY AT WEST CANYON PERSPECTIVE.
2. SEE FIGURE 9B FOR SIDEWALK AND PARKWAY DIMENSIONS.

INFORMAL SCREEN TREE

WEST CANYON AVENUE

TURF PARKWAY

PEDESTRIAN GATEWAY TRELLIS, TYPICAL

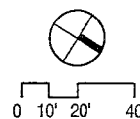
MEDIAN PLANTING

ENHANCED PAVING AT PROJECT ENTRY, TYPICAL (INTERLOCKING PAVERS)

(NOTE: PAVING TO CONFORM TO CITY STREET DESIGN MANUAL)

SUBDIVISION BOUNDARY

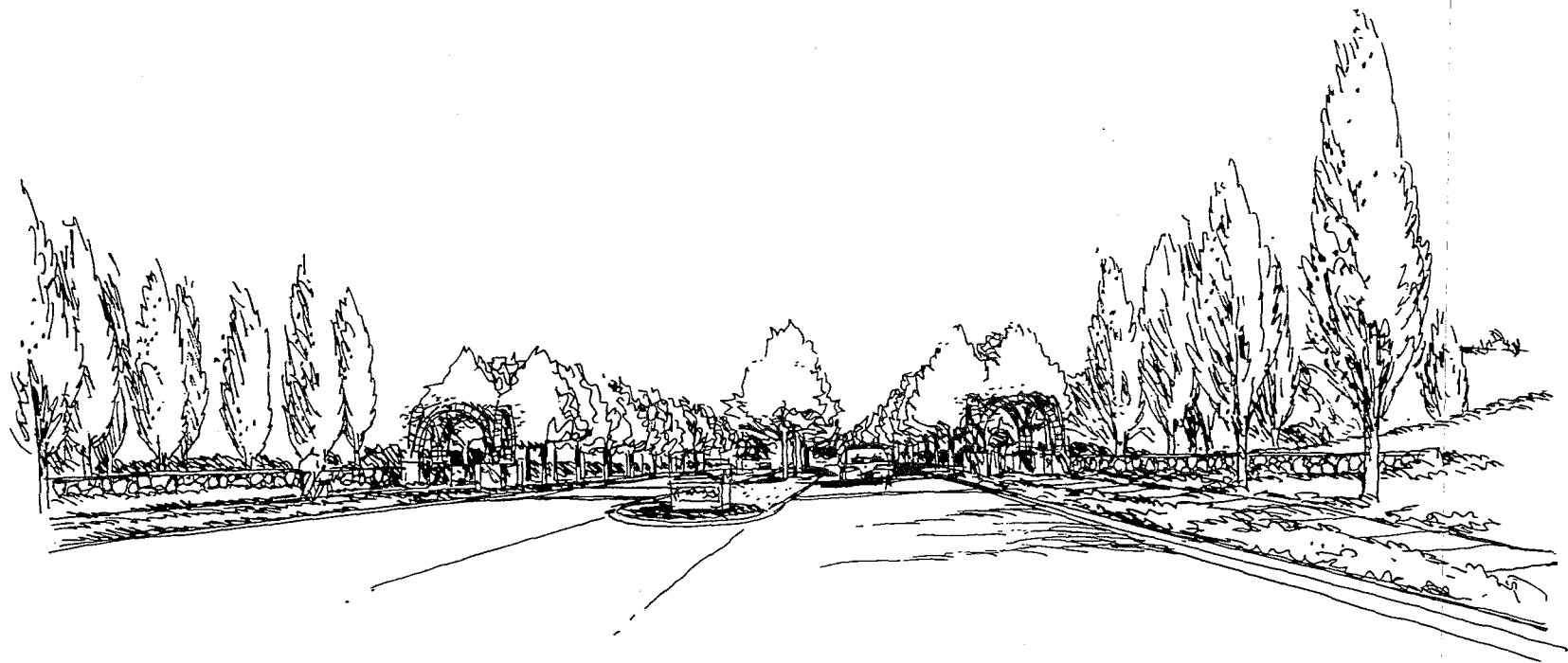
PLANNING AREA 2A



PLAN

Figure 8C

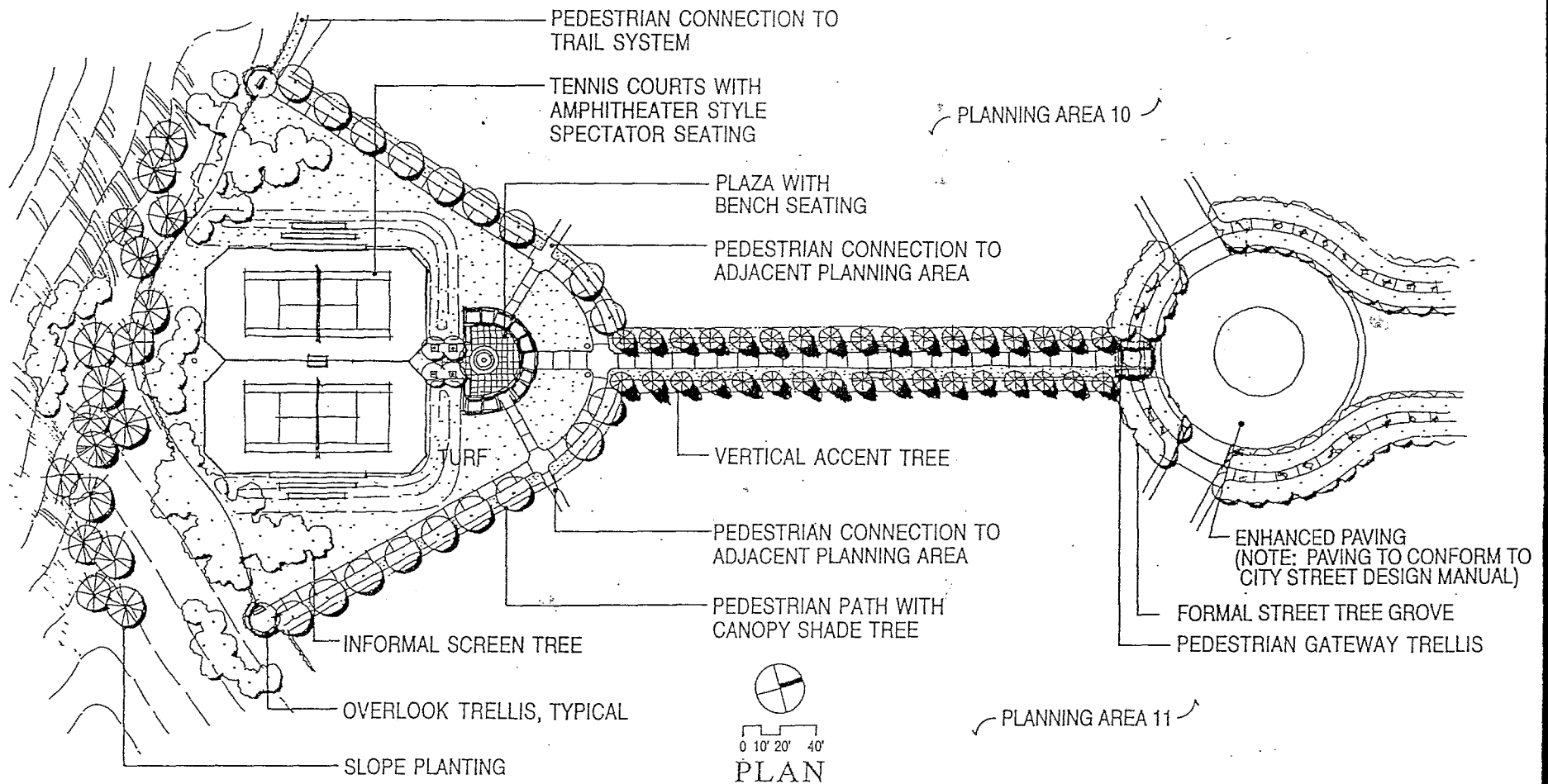
PROJECT ENTRY AT WEST CANYON AVE.



PERSPECTIVE

Figure 8D

PROJECT ENTRY AT WEST
CANYON AVE.

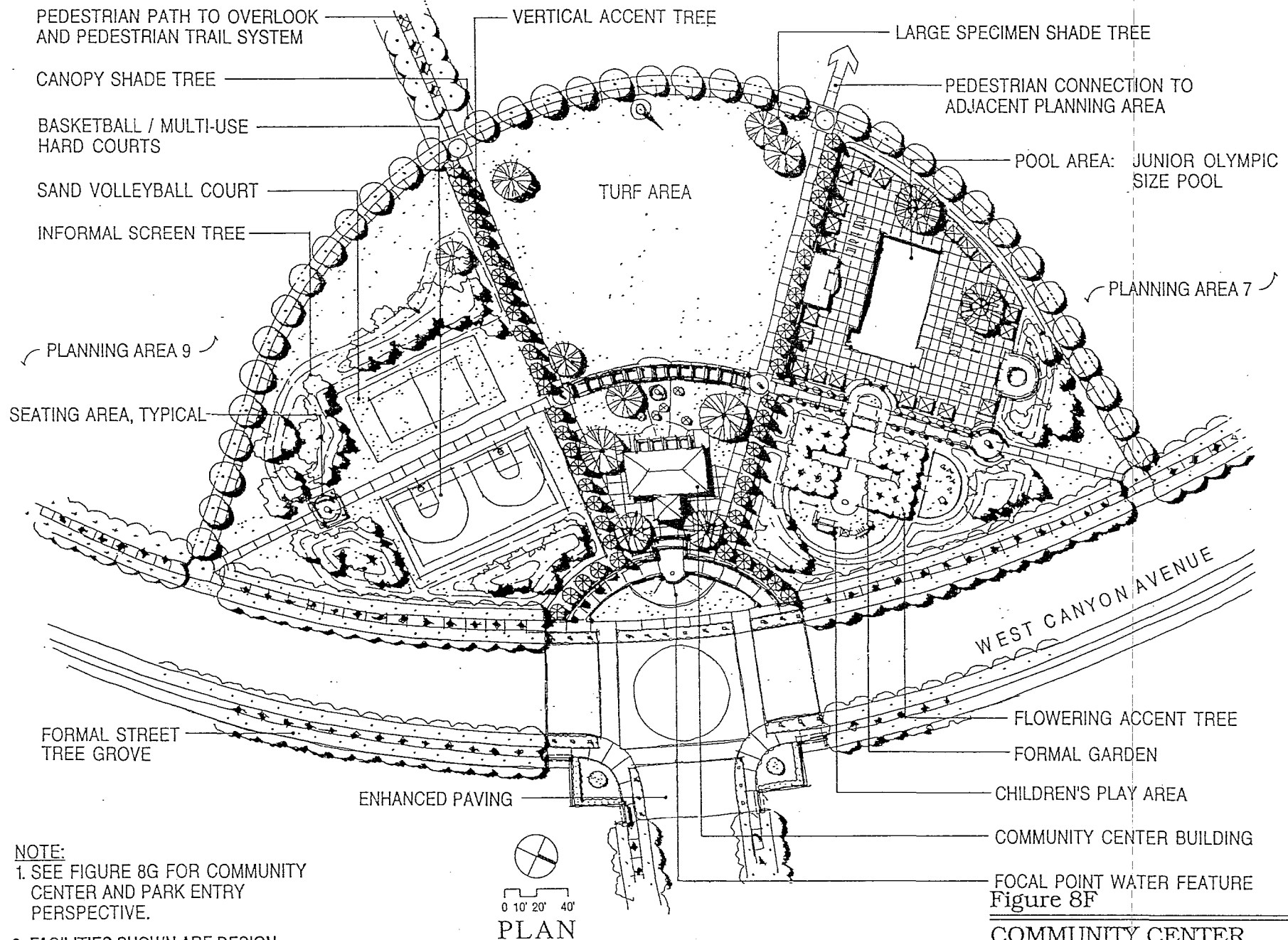


NOTE:

1. FACILITIES SHOWN ARE DESIGN CONCEPTS ONLY AND ARE SUBJECT TO CHANGE IN FINAL DESIGN.

Figure 8E

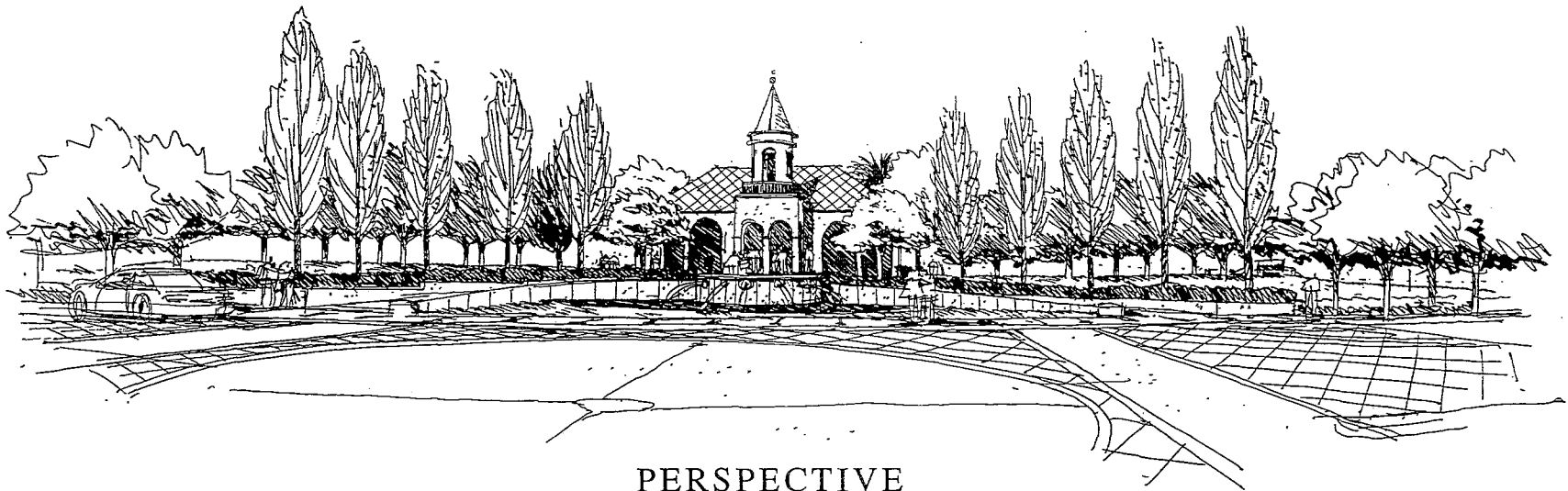
CUL-DE-SAC PLAZA AT
TENNIS COURT



COMMUNITY CENTER
AND PARK



STONE CREST

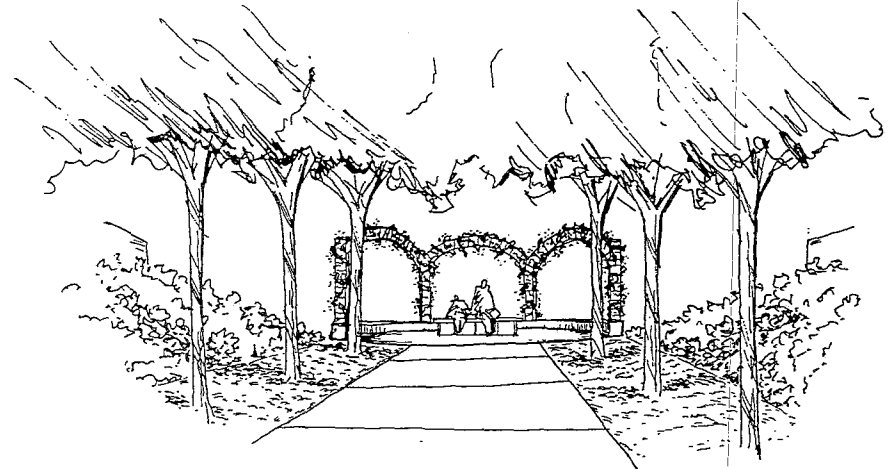
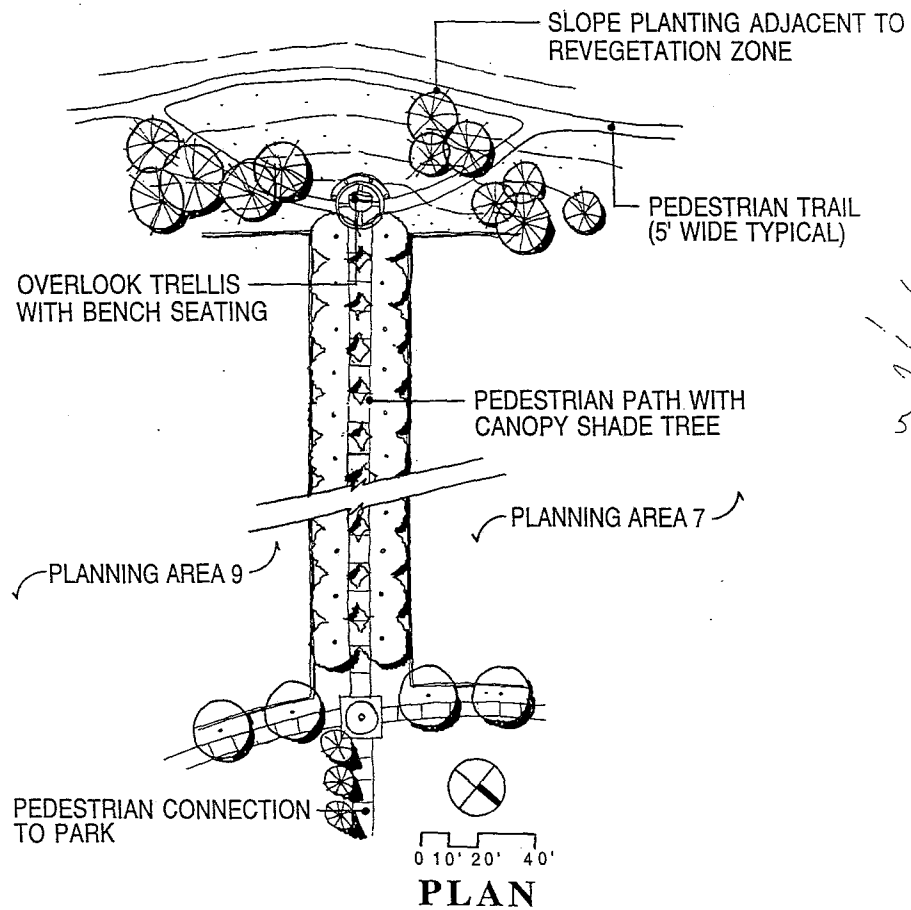


PERSPECTIVE

Figure 8G

COMMUNITY CENTER
AND PARK

 **STONECREST**

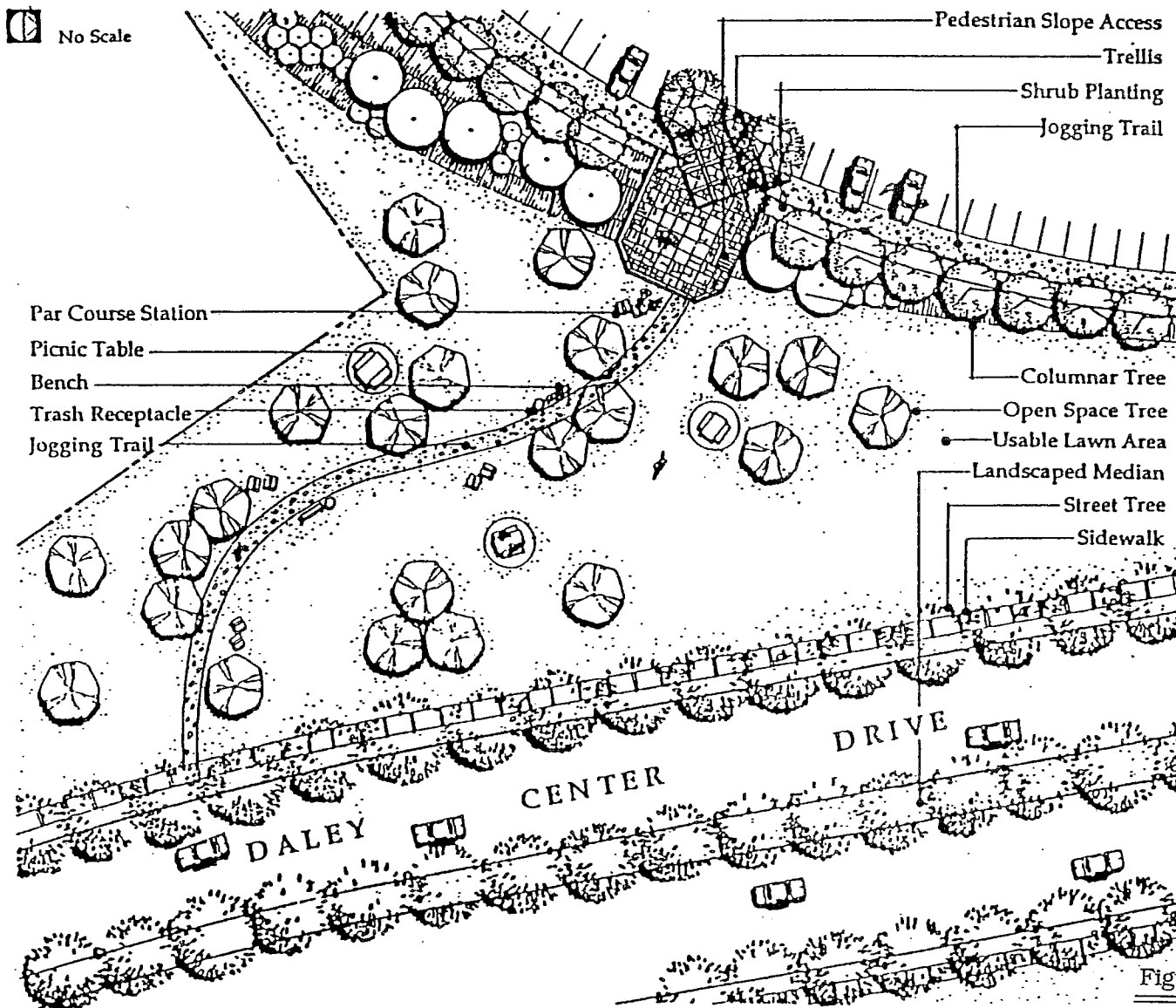


PERSPECTIVE

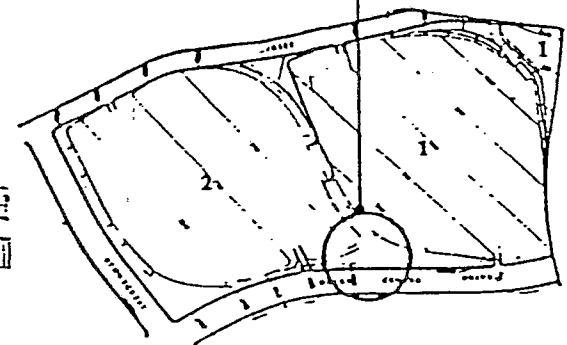
Figure 8H

OVERLOOK AT PEDESTRIAN TRAIL

No Scale



Typical
Enlargement Area



No Scale

KEY MAP

Figure 8I

TYPICAL TRANSITION AREA TREATMENT
OFFICE / COMMERCIAL

 **STONECREST**

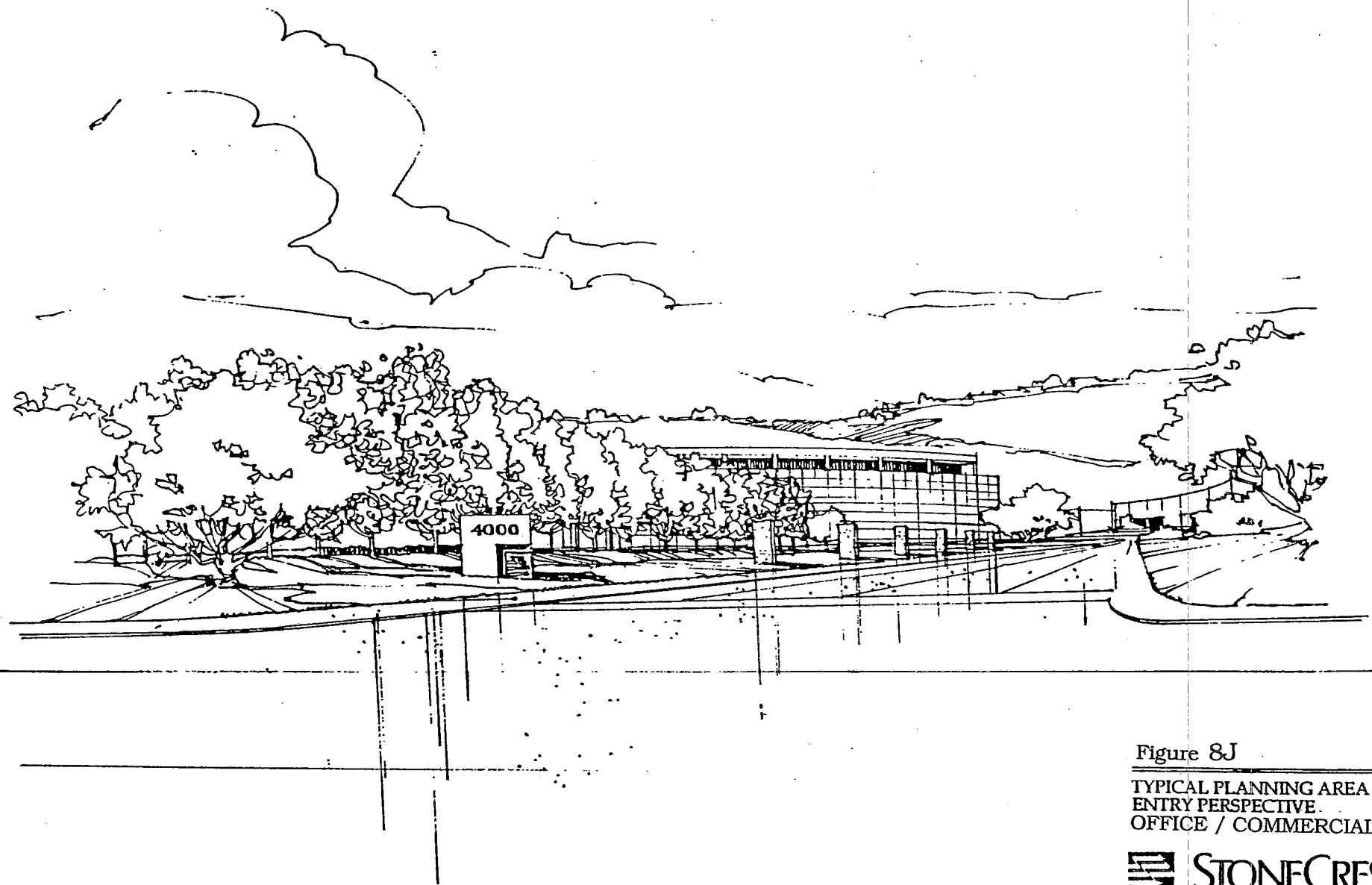


Figure 8J

TYPICAL PLANNING AREA
ENTRY PERSPECTIVE
OFFICE / COMMERCIAL

 **STONECREST**

execute such temporary and permanent easements as are necessary to implement this provision. The specific vertical and horizontal alignment of any LRT proposal shall be determined through a public hearing process with input from the public, the City of San Diego, MTDB and the project applicant/ owners. Should the MTD Board earlier decide not to pursue the Daley Center Drive LRT alignment, the reservation may be terminated sooner and the provisions of this section will not be applied.

b. Bus Routes/Stops

- (1) Bus routes/stops for the northern end of the project shall utilize Aero Drive to minimize changes to existing service routes.
- (2) Daley Center Drive and StoneCrest Boulevard shall be the designated routes for future bus routes/stops within StoneCrest.
- (3) Pedestrian paths and public sidewalks shall tie into bus stops in a manner which facilitates pedestrian access between the bus stop and the destination.
- (4) Bus stops shall be designed in a manner to provide a pleasant environment and shelter from inclement weather, allow them to be easily identifiable, but at the same time be unobtrusive.

c. Automobile Circulation and Parking

- (1) Emergency access shall be provided to all structures to the satisfaction of the City Fire Department.
- (2) Service access and drop-off areas within non-resident planning areas shall be integral with the interior circulation systems.
- (3) For each non-residential planning area, there shall be not less than two entry points from external public streets. Planning Area 5 shall be served exclusively by a private driveway . The applicant may propose additional access points to the planning area, subject to approval by the City Engineer.

- (4) Residential planning areas shall conform to City Fire Department emergency access policies.
- (5) Median breaks shall only be allowed at locations approved by the City Engineer.
- (6) Reduction of parking requirements for support commercial uses may be considered due to the short-term and shared nature of these uses, but any reduction shall be based upon current City Parking Regulations and practices and shall be approved by the Planning Director.
- (7) Parking shall be accommodated through the use of surface parking areas (parallel and bay) and in structures.
- (8) Surface parking shall be screened from street frontages and other land uses by using berms and landscaping with a minimum height of thirty inches above the street curb or parking lot curb, whichever is higher.
- (9) Individual parking areas shall be interconnected in order to maximize their efficiency.
- (10) Surface parking areas shall include not less than 10 percent of their area in landscaping.
- (11) Non-residential parking structures shall utilize landscape screening to reduce the visual impact of the structures.
- (12) Non-residential parking structure landscaping shall occur at grade and shall incorporate perimeter planters.
- (13) Non-residential parking structure design shall result in a low profile facility so as not to be visually competitive with adjacent or nearby buildings.
- (14) Non-residential parking areas shall be designed such that preferential parking for high occupancy vehicles (carpools, vanpools) can be offered close to the work place.

- (15) Parking for the regional commercial center shall be provided via surface parking with landscaping provided in accordance with City standards.
- (16) Provision for access to the parcel located to the immediate northeast adjacent to the CalTrans right-of-way shall be made concurrent with the development of Planning Area 5.

d. Service Access (Office/Commercial only)

Service access, including loading and unloading of goods shall occur only within designated delivery areas and not within the public right-of-way.

e. Bicycles

- (1) The existing Murphy Canyon bikeway system shall be modified to provide north-south access into the project site.
- (2) The bikeway shall be designed to provide for safe usage, using a Class II Bicycle Lane. Class II is a striped lane within the roadway, from 4 to 6 feet in width.
- (3) Drainage inlet grates, manhole covers, etc. within bikeways shall be designed and installed in a manner that provides an adequate surface for bicyclists.
- (4) In non-residential areas, buildings shall provide secure bike racks and lockers to promote the use of bicycles by employees.
- (5) In non-residential areas, secure bicycle parking facilities shall be an integral part of building and parking lot design. Bicycle lockers shall be provided for employees. Bicycle racks shall be made available to visitors and retail facilities. A combination of bicycle lockers and racks shall be placed at the planned Light Rail Transit station.
- (6) Bicycle parking facilities shall be identified by bicycle parking signs.

f. Pedestrians

- (1) Pedestrian circulation systems ("public" sidewalks and "private" pedestrian paths) shall be designed to accommodate users safely and efficiently.
- (2) Convenient pedestrian paths shall be provided between parking areas and buildings.
- (3) All planning areas shall interconnect with a pedestrian circulation system, utilizing both public sidewalks and internal planning area pedestrian paths.
- (4) Pedestrian paths and public sidewalks shall be linked to passive open area locations.
- (5) On Daley Center Drive and StoneCrest Boulevard (between Daley Center Drive and West Canyon Avenue) public sidewalks shall be spatially separated from the curb by a landscaped buffer as illustrated by the concept landscape plan, while maintaining a reasonably direct route between major activity areas.
- (6) All pedestrian paths and sidewalks shall provide handicapped access by conforming to Title 24 of the State Administrative Code.
- (7) A reasonable number of view points and sitting areas shall be considered in the design of the pedestrian system for the total project, as well as for each planning area.
- (8) Furnishings shall be a unifying element of the project, through the use of consistent and compatible designs and types. Furnishings within the pedestrian system which are to be encouraged include benches, signs, planters, bollards and trash receptacles.

Pedestrian paths shall be constructed of concrete or asphalt or other suitable materials and should be not less than five feet in width.

g. Lighting

- (1) A system of street lighting, main-entry sign-lighting, parking area lighting and landscape lighting shall be designed to be compatible and consistent throughout the project.
- (2) Lighting of building elements and miscellaneous structures shall be soft, minimal and indirect.

3. Streetscape Guidelines

The development will be enhanced through the implementation of a streetscape design concept (Figures 9-A & B, Conceptual Streetscape Sections) of which the theme includes the following guidelines:

- a. Landscaped parkways shall be developed along all public street frontages and entries within the residential development. Curb-adjacent sidewalks on West Canyon Avenue and Daley Center Drive will transition to parkway condition at the project entries.

The streetscape section Figure 9-B illustrates the formal streetscene composed of triangular spaces trees in lawn parkways and shrub planting areas behind the sidewalk. The formal shade trees will be spaced approximately 30' on center.

- b. The shrub planting areas will be designed to accentuate the form street tree arrangement by the use of different foliage textures and flower colors.
- c. Barrier-free design amenities for the handicapped, shall be provided in keeping with state law.
- d. Street signage within the project site shall be graphically coordinated, in the design of the signs themselves and in their location. Sign locations shall be prominent in order to establish a clear directional identification.
- e. Streetscape design shall minimize conflicts between pedestrian, vehicular, public transit and building service circulation systems.

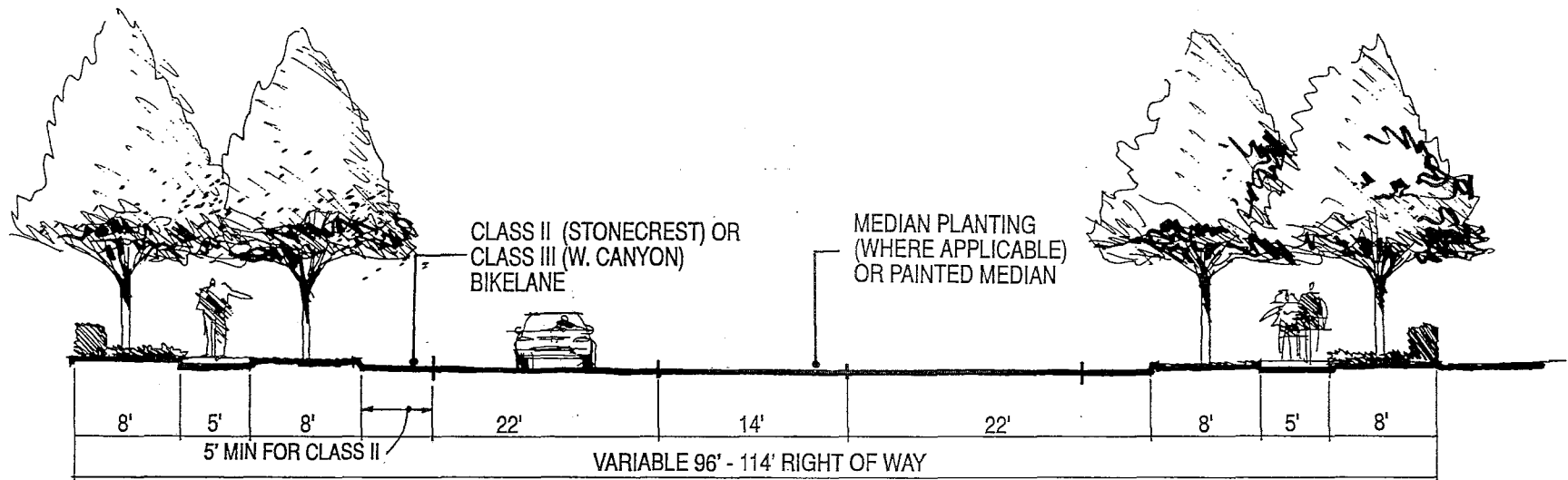


Diagram illustrating a street cross-section layout with the following components and dimensions:

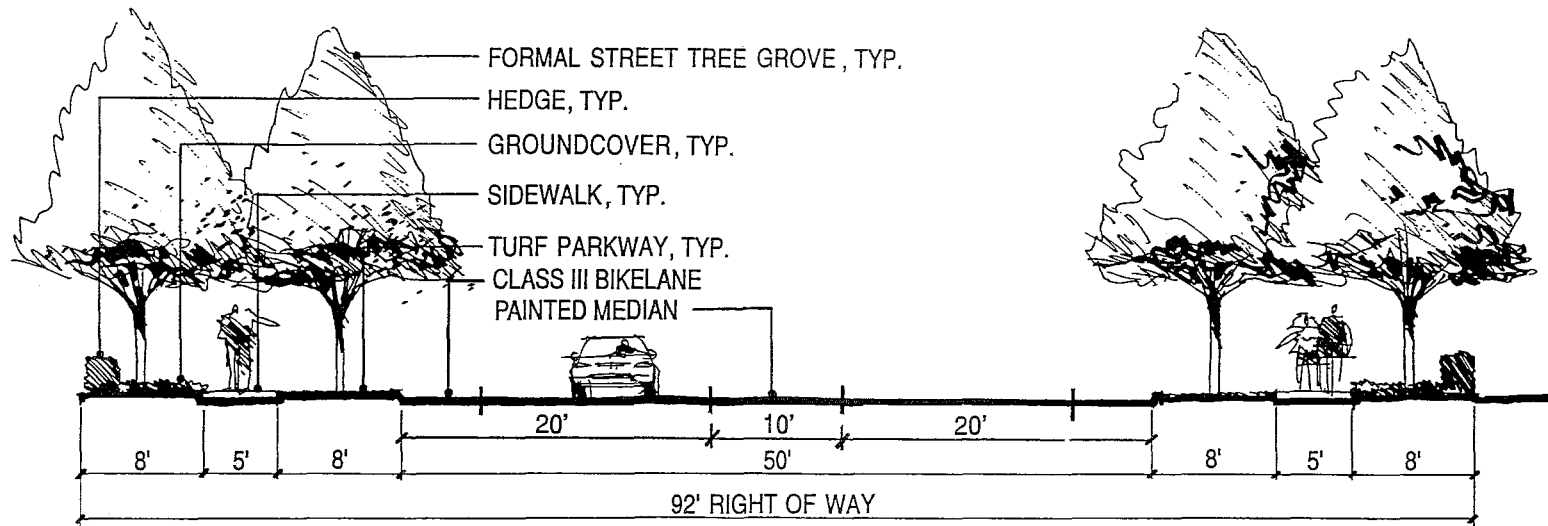
- RIGHT OF WAY**: The total width of the street.
- TYPICAL STREET TREE PLANTING**: Indicated by lines extending from the curb to the right-of-way boundary.
- 5 FT. WIDE SIDEWALK ADJACENT TO CURB**: The width of the sidewalk on each side.
- CLASS III BIKE LANE**: A dedicated lane for bicycles, located between the sidewalk and the vehicle traffic lane.
- VEHICULAR TRAFFIC**: The central lane for cars, shown with two vehicles.
- Dimensions**:
 - 5' (feet) for the sidewalk width on each side.
 - 5' (feet) for the bike lane width on each side.



STONECREST



SECTION
WEST CANYON AVE. (NO. OF STONECREST BLVD.)
AND STONECREST BOULEVARD



SECTION
WEST CANYON AVE.
(SO. OF STONECREST BLVD.)

Figure 9B

CONCEPTUAL STREETSCAPE
SECTIONS

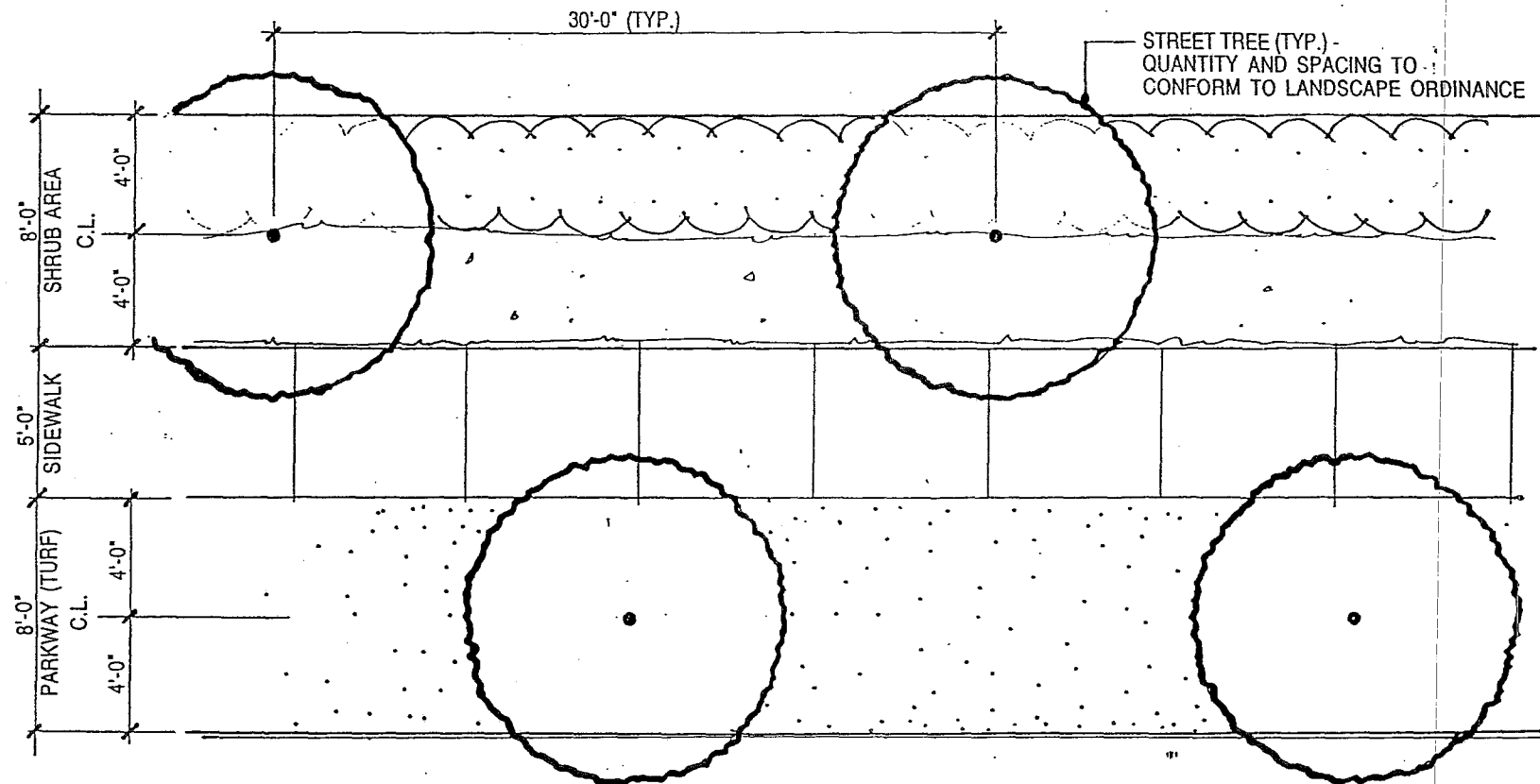


Figure 9C

TYPICAL RESIDENTIAL
STREETSCAPE PLANTING



4. Reclamation/Revegetation

a. Purpose

In general, the purpose of the Reclamation Plan (Appendix 2) is to assure the safe and orderly reclamation and reuse of the part of the project site actively used for mining operations and affected adjacent lands. It also formally complies with the requirements contained in the Surface Mining and Reclamation Act of 1975 (SMARA) and Municipal Code Section 101.0511. While it is the intent of the StoneCrest proponents to comply in every respect with SMARA requirements, the grading (reclamation) is intended to be governed by the more restrictive and comprehensive provisions of one or more Land Development Permits (for areas not then covered by a final map) or by one or more subdivision improvement agreements under the grading conditions of the Tentative Subdivision Map. These permits, agreements and conditions are referred to collectively as the "Grading Approvals". The format of the Reclamation Plan is conceptual and follows the model provided by the State of California but will be subject to the technical requirements of the Grading Approvals. The Grading Approvals specify the conditions to and implementing mechanisms for grading, and will identify the appropriate revegetation necessary to reclaim and reuse the project site.

b. General Remedial Actions

Remedial grading and follow-up revegetation efforts are identified in the Reclamation Plan and will be addressed in the grading approvals. The central portion of the site, lying southerly of Aero Drive includes steep unstable slopes which require stabilization.

The second and principal area of remedial work is in the southeastern portion of the project site in an area of approximately 27 acres, formerly used as a settlement pond from the aggregate washing process (See Appendix 1, Soils Report). Approximately 1,000,000 cubic yards of material is located in the settlement pond area, most of which is highly unstable. Remedial grading is necessary to reclaim the settlement pond area for any use other than that of a driving range, subject to approval of a conditional use

permit. The grading involves removal of existing wet, unstable soil and spreading the wet soil over a portion of the project site in thin layers, enabling it to dry, followed by mixing the dried soil with other soil from the project site and placing that soil in a final compacted condition.

c. Revegetation

Upon completion of each phase of the reclamation process, the surface of the reclaimed portion will be fully stabilized, storm drain facilities will be placed and the area revegetated as specified in the Grading Approvals.

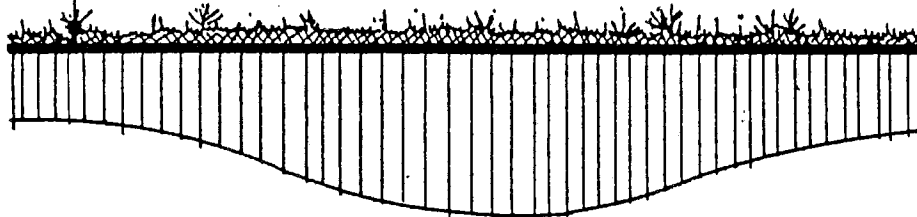
Figures 10-A and 10-B, Revegetation Cross Sections, illustrate typical revegetation treatment.

d. Guidelines

As indicated, revegetation for areas where reclamation has been completed will be provided immediately to enhance the visual appearance of adjacent neighborhoods to the east and west and to minimize soil erosion.

- (1) The preservation of existing natural canyons and slopes within the natural open space area on the westerly part of the project site shall be achieved to the maximum extent reasonably possible. Any necessary disturbance to the toe of the slopes shall be revegetated with naturalized species.
- (2) Surface stabilization and revegetation of existing native vegetation to remain which has been scarred or disturbed by previous sand and gravel extraction, machinery storage, or soils investigation and testing on the project site shall occur in conjunction with reclamation.
- (3) All reclaimed areas of the project site and all manufactured slope surface shall be stabilized and revegetated with the applicable hydroseed mix as specified in Appendix 3, Hydroseed Mixes (Also see Revegetation Cross Sections in Figures 10-A and 10-B).

All building pad areas and slopes of 6:1 or less are to be tilled parallel to grades at a minimum depth of 6" and not more than 12" apart. Hydroseed with Mix #1 containing low growing/quick germinating grasses; no irrigation required.

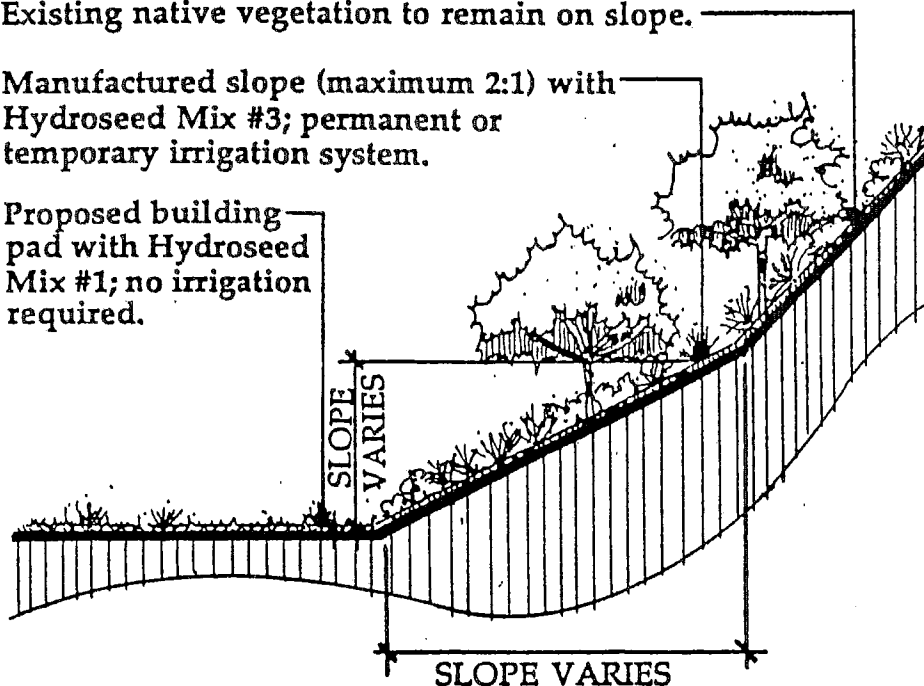


C. RECLAMATION OF DISTURBED AREAS AND SLOPES OF 6:1 OR LESS.

Existing native vegetation to remain on slope.

Manufactured slope (maximum 2:1) with Hydroseed Mix #3; permanent or temporary irrigation system.

Proposed building pad with Hydroseed Mix #1; no irrigation required.



D. MANUFACTURED SLOPE ADJACENT TO EXISTING NATURAL SLOPE.

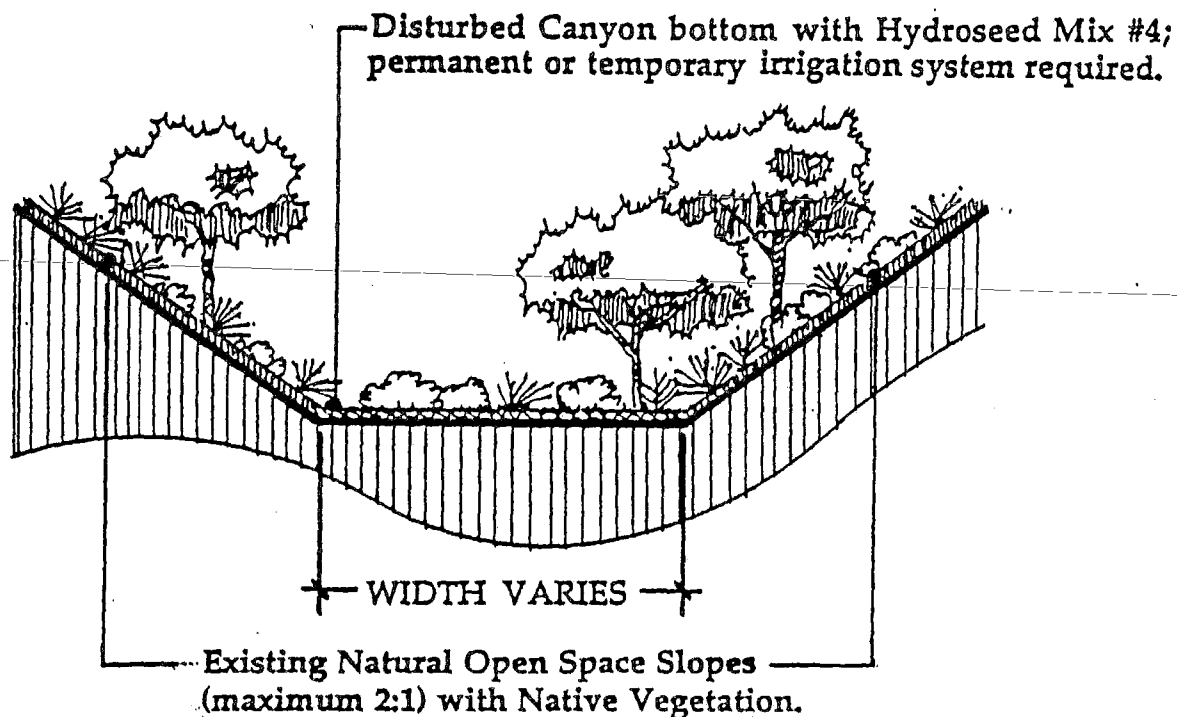
Figure 10-A

REVEGETATION
CROSS SECTIONS

No Scale

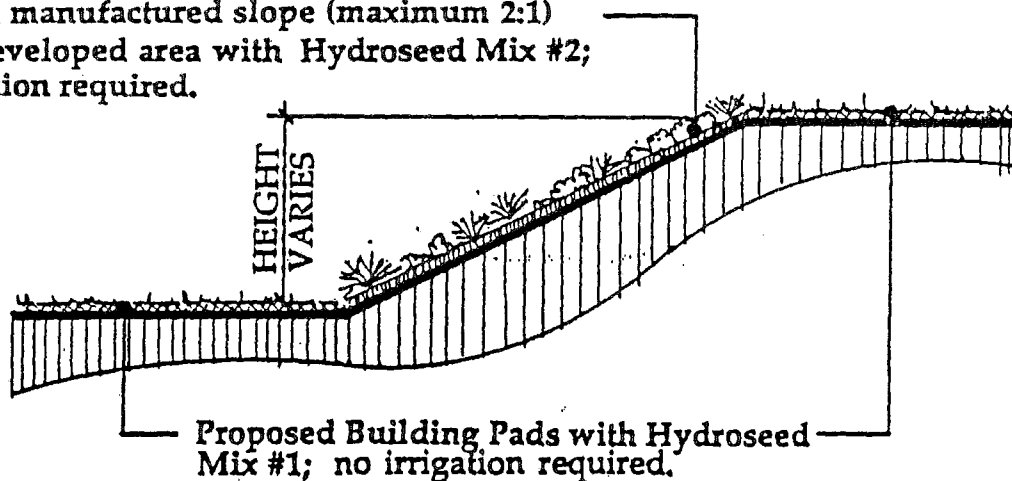


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A. RESTORATION OF DISTURBED CANYON BOTTOM ADJACENT TO EXISTING NATURAL OPEN SPACE SLOPES.

Proposed manufactured slope (maximum 2:1)
within developed area with Hydroseed Mix #2;
no irrigation required.



B. RECLAMATION OF MANUFACTURED SLOPES WITHIN FUTURE DEVELOPED AREAS.

Figure 10-B

REVEGETATION
CROSS SECTIONS

No Scale



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- (4) Soils shall be analyzed within each of the different revegetation planting areas to determine the need for any additional soil amendments or adjustments to the seed mixtures.
- (5) Plant species utilized in the revegetation program shall be native or naturalized drought resistant species capable of surviving with little or no supplemental irrigation.
- (6) Each seed mix shall incorporate species capable of providing a quick germinating vegetative cover.
- (7) Manufactured slopes which are initially planted in an enhanced manner, in addition to or rather than exclusively hydroseeded, shall include a permanent underground irrigation system.

e. Maintenance and Monitoring

Maintenance and monitoring for a period of three years or lesser period of time as may be satisfactory to the City, of all revegetation shall be the responsibility of the applicant. This responsibility shall include the following:

- All revegetation areas shall be maintained in a weed-free and debris-free condition.
- Damaged or diseased plants shall be replaced or repaired as part of regular maintenance.
- Irrigation systems shall be maintained in a proper working condition.

The period of monitoring shall be three growing seasons. This process shall include the necessary documentation to assure success of the revegetation and shall include annual reports to the Environmental Quality Division which identify the level of success of growth, survivorship, weed control, the condition of the irrigation system and recommendations for necessary corrective actions, if any.

5. Landform

Although most of the project site has been severely disturbed as a result of the mining operation, the conceptual grading plan reflects a configuration that takes advantage of the prominent physical characteristics which are a residual effect of the mining process. The configuration should include the creation of building pads along the central major land mass, terracing down in elevation from north to south. The lowering of the central land mass should create material to be used to fill the low area adjacent to Interstate 15. Raising this easterly portion of the site would visually balance the east to west topographical differential as indicated by the cross sections in Figures 11-B and Landform Profiles (Figure 11-A illustrates the landform Profile Key). This would also reduce the quantity and height of large slopes in favor of smaller slopes which are less visually obtrusive.

The project site may be graded as a whole during the initial phases of development, at a time when all or portions of the site will not be within a recorded final map. Thus, initial grading will occur under one or more Land Development Permits in conjunction with the Reclamation Plan. Application for the Land Development Permit(s), shall be deemed permitted and authorized by the City Council at any time after adoption of this specific plan whether or not final maps are or can be recorded for the project. Any such applications shall be accompanied by grading plans which shall be subject to approval by the City Engineer in accordance with City grading standards. All site grading shall substantially conform to Figure 12-A, Conceptual Grading Plan.

City Council approval of this specific plan allows the City Engineer to issue a land development permit in the HR zoned area in conformance with Municipal Code, Section 102.01318 prior to the filing of a final map.

Additional concepts and guidelines related to grading are as follows:

- The manufactured slope on the westerly side of Planning Area 5 shall not exceed one hundred twenty feet in height unless approved by the Planning Director and shall require special landscape treatment as indicated on Figure 12-B , Planning Area 5 Slope Treatments.

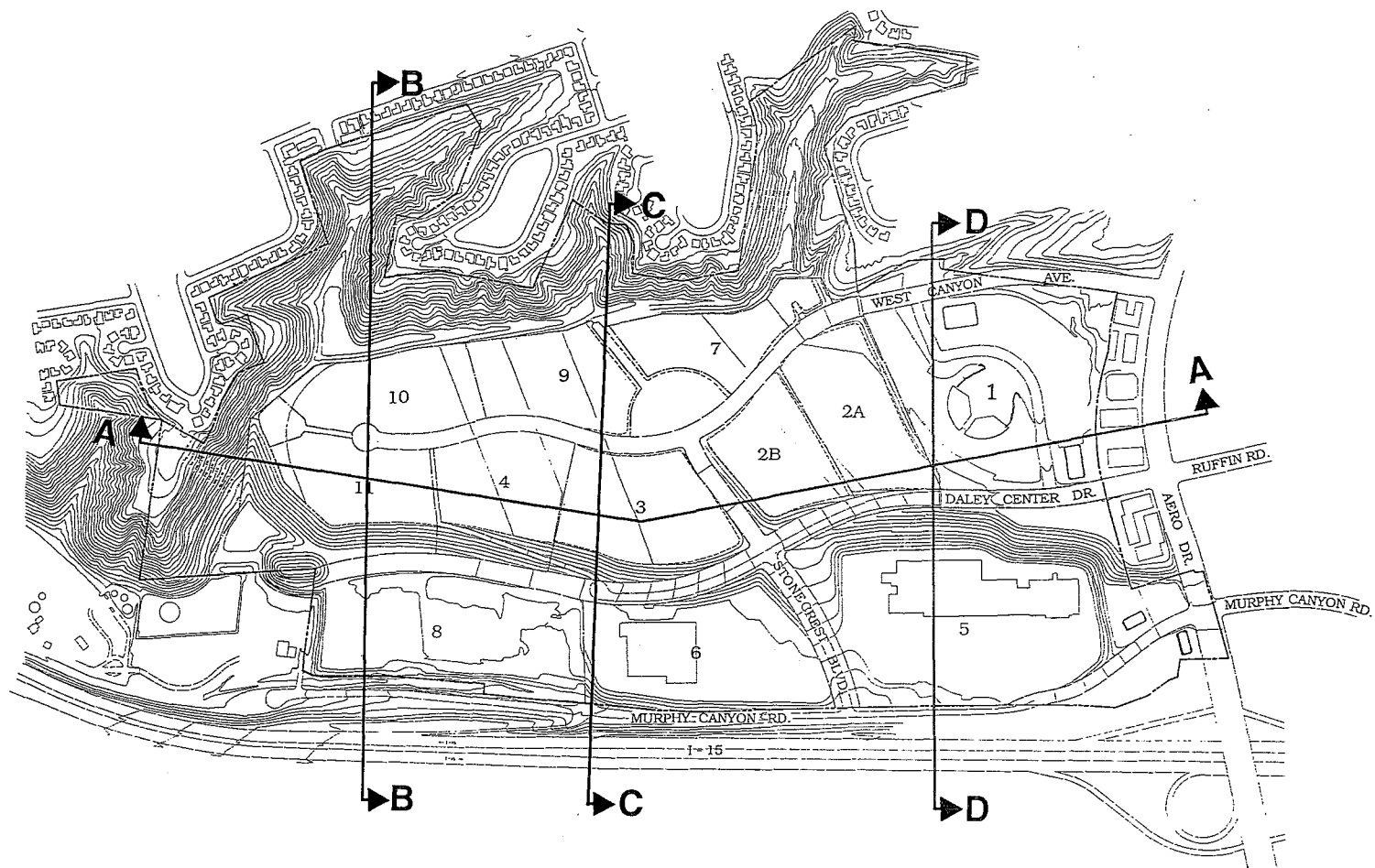
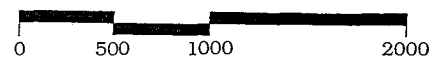
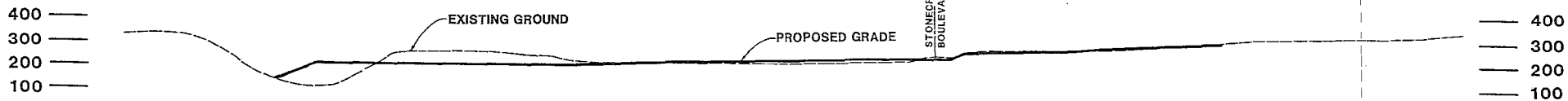


Figure 11A

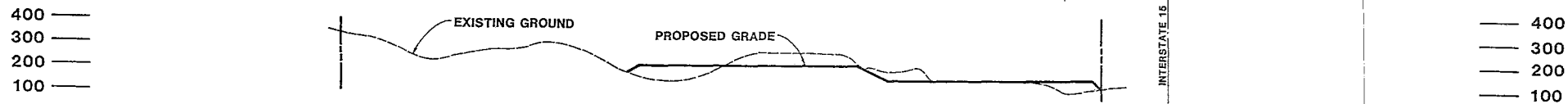
LANDFORM PROFILE
KEY PLAN



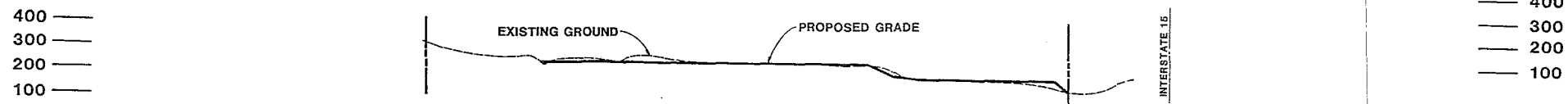
STONECREST



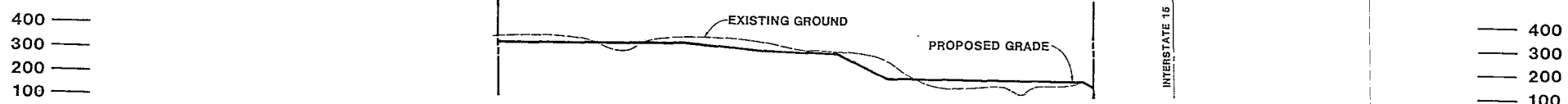
SECTION A-A
SCALE: HORIZ & VERT 1" - 200'



SECTION B-B
SCALE: HORIZ & VERT 1" - 200'



SECTION C-C
SCALE: HORIZ & VERT 1" - 200'



SECTION D-D
SCALE: HORIZ & VERT 1" - 200'

Figure 11B

LANDFORM PROFILES



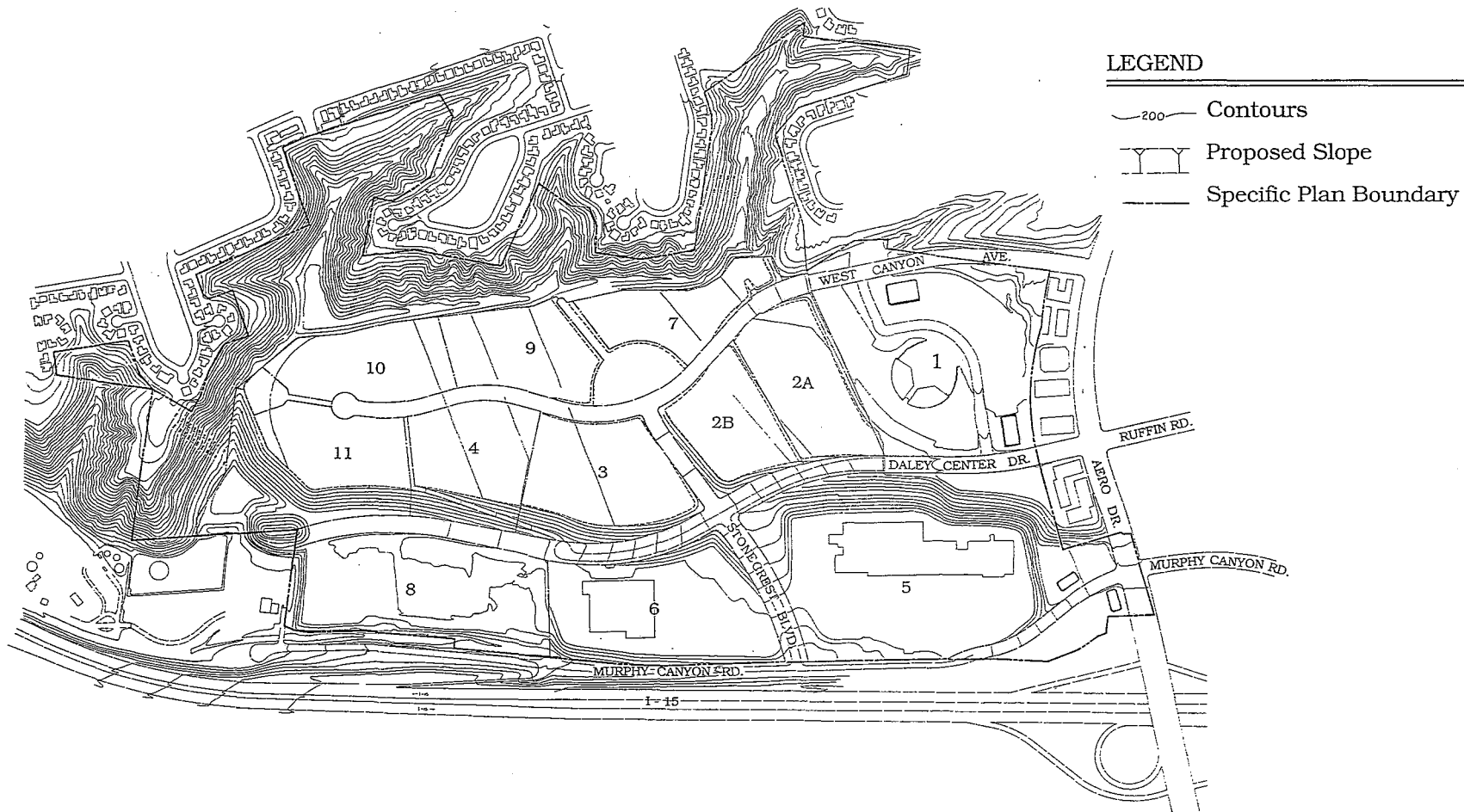
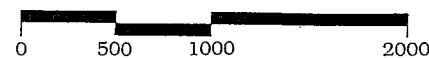


Figure 12A

CONCEPTUAL GRADING PLAN

NOTE: FOR PRECISE INFORMATION REGARDING RESIDENTIAL
LAND USE ENTITLEMENTS AND PLANNING AREA
CRITERIA REFER TO TABLE 2D ON PAGE 20.



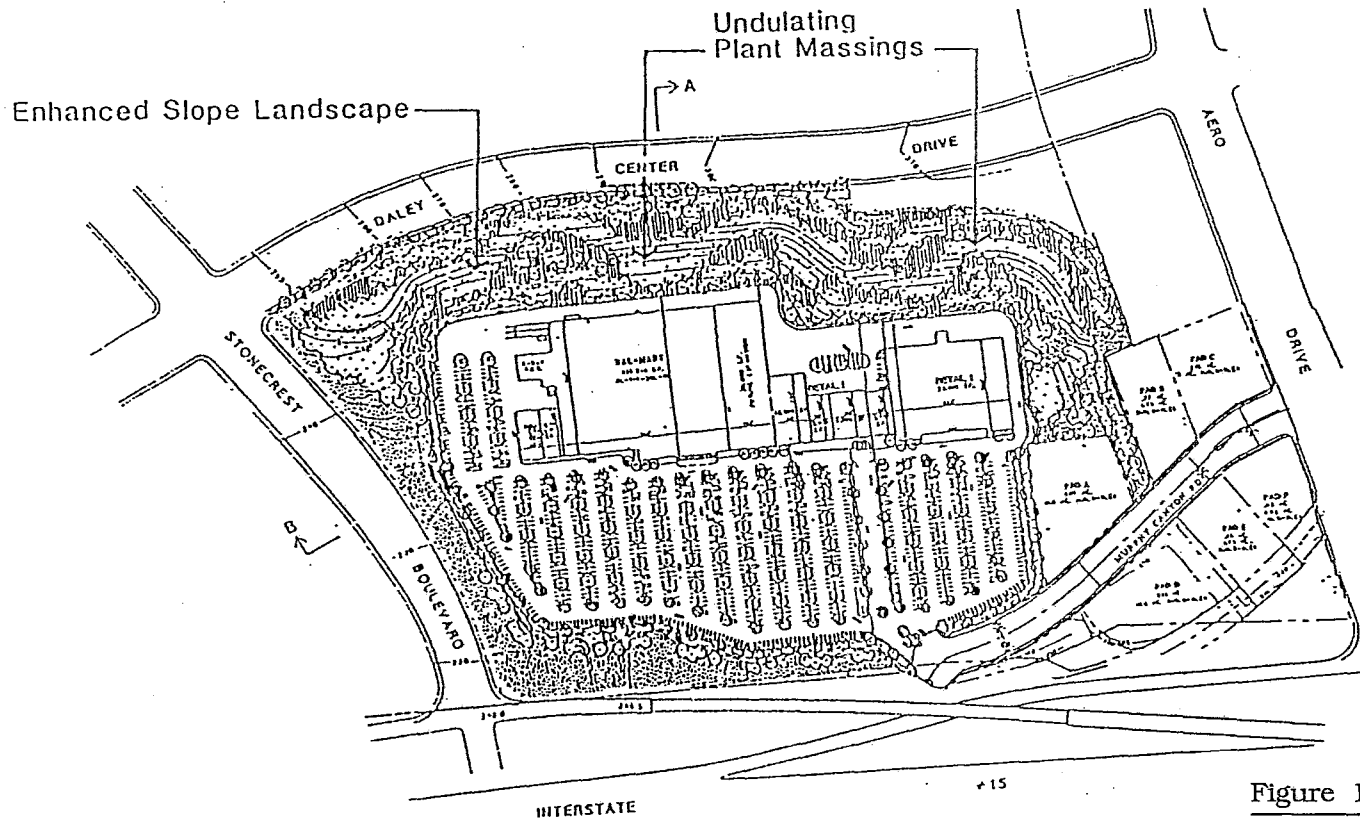
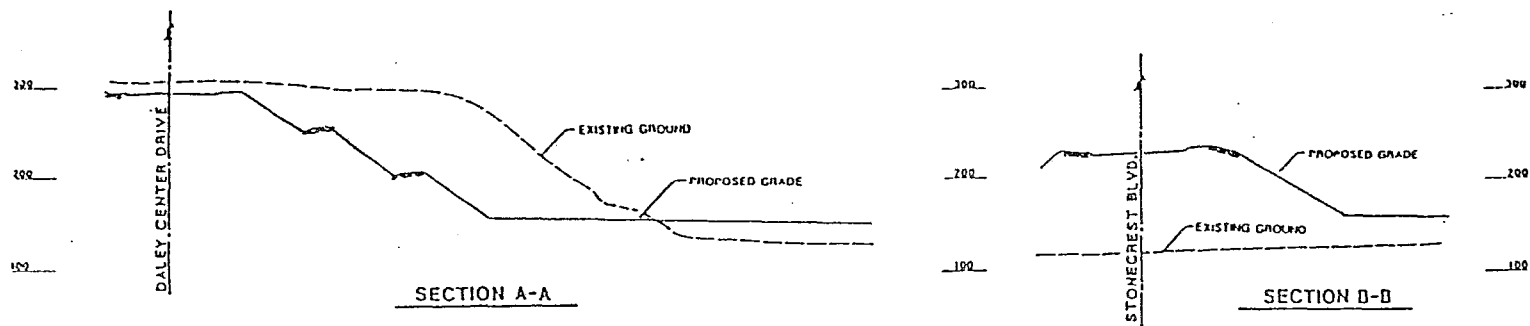


Figure 12B

PLANNING AREA 5
SLOPE GRADING



0 500 1000 2000



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- Manufactured slopes adjacent to the natural open space area shall not exceed one hundred twenty feet in height unless approved by the Planning Director.
- All graded slopes shall be landscaped in a manner which conforms to the Land Development Permit(s) and revegetation requirements of this specific plan.

Manufactured slope gradients should be variable, but shall not exceed a 2:1 horizontal to vertical relationship without recommendation from the City Engineer and approval of the City Council.

- During construction, appropriate measures shall be taken to control runoff from construction sites. Specific techniques shall be identified in the Land Development Permit(s).
- Grading shall be phased in a manner that provides seasonal revegetation to control erosion.

6. Open Space System

The creation and preservation of open space is an important aspect of the StoneCrest project. Open space system, active and passive recreation shall be implemented. Open space may be generally classified as either natural or developed.

Natural open space includes the open space area consisting of existing canyons and slopes on the western and southern portions of the site. As indicated earlier in this plan, this area is to be preserved by the granting of open space easements to the City, as final maps are recorded. Applicant may maintain ownership and maintenance responsibilities or with the concurrence of the City Planning Director and/or Parks and Recreation Director, transfer ownership of the property to an approved land conservancy organization. Developed open space areas also include manufactured slopes, open lawns, courtyards, parkways, usable open areas within buildings such as rooftops, terraces, balconies and landscaped/hardscaped areas within individual lots. These areas shall include, but not necessarily be limited to, pedestrian paths for jogging and walking, sitting areas, and picnic areas strategically placed throughout the site.

Guidelines for the project's developed open space include the following considerations:

- Recreational uses to be considered for provision within the project shall include swimming pool, spa, tennis, volleyball, a fitness facility, picnic and some barbecue facilities, passive viewing areas or similar uses.
- Construction of recreational uses shall be coordinated and placed in a location which will allow logical linkages via the pedestrian path and public sidewalk system.
- Building design shall consider the use of terraces, balconies and roofscapes for both active and/or passive recreational uses.
- Public street parkways shall periodically tie in with open lawn areas and courts to provide opportunities for outdoor gathering areas for social events, picnics, art displays or other similar activities.

7. Landscape

There are two basic levels of landscaping which are to be provided in this project: first, revegetation, which will be accomplished in accordance with the grading approvals and occur concurrently with completion of rough or remedial grading for any given area; second, final enhanced landscaping which is associated with the final development of individual planning areas. Guidelines within this section generally apply to both landscape categories. The following guidelines are for selecting plants, locating and spacing plant material and irrigation of landscaping:

- Broad plant masses and consistency of landscape character shall be employed to avoid complex plant mixtures.
- Trees shall be planted so as not to obscure view corridors to or from development areas and buildings within those areas. Trees shall be located so that they enhance views.
- Plant material known to have invasive or destructive root systems shall be avoided. Similarly, plants known to have messy and/or staining fruit and/or brittle limbs shall also be avoided.

- The spacing of the plant material shall be commensurate with anticipated mature growth in order to promote natural forms without the need for excessive pruning and maintenance in the future.
- All plant material selected for use shall be of a type known to have been successful in the area or in similar climatic soil conditions.
- Irrigation systems for general landscape development shall provide sufficient water coverage for intended plant types. Irrigation system design shall provide precipitation rates that minimize surface erosion and do not discharge excessive amounts of runoff water into public or private streets or adjacent properties.
- Landscaping for manufactured slopes shall create slopes that are biologically stable, reduce surface erosion and blend aesthetically and ecologically, and ultimately reduce maintenance.
- Landscaped areas shall be developed so as to emphasize view corridors to the natural slopes and canyons in the western and southern portions of the project.
- Grouped and/or formal masses of plant material shall be designed to complement the architectural elevations and roof lines through color, texture, density and form, both on the vertical and horizontal planes.
- All unpaved areas shall be landscaped with varying combinations of ground cover, mulches, shrubs, and/or trees.

Specific landscape development standards for the project as a whole and individual planning areas are located in the Implementation Section.

8. Architecture

The following guidelines are intended to be followed but may not necessarily be applied to all buildings, recognizing that architectural design trends as well as technological construction advances will occur.

- Building design shall take advantage of the mild climate through use of balconies, decks or terraces.
- Building design shall pay special attention to roof area treatments and materials. Flat roof areas should be considered for use as terraces. Roof-top equipment shall be enclosed or screened from view by placement, architectural treatment or intervening topography or landscaping.
- Exterior building treatment(s) and materials shall be compatible with adjacent buildings and complement landscape treatment.
- Use of solar systems or thermal energy storage is encouraged in designing buildings.
- Tall buildings shall be designed in a manner which reduces bulk and mass, especially at the higher stories.
- Buildings without terraces, balconies or facade fenestration are discouraged.
- Where applicable, buildings shall be designed to include curved or straight facades, in a manner which acknowledges and is compatible with the shape of adjacent buildings.
- Major commercial buildings in Planning Areas 5 and 6 shall orient to the main parking fields provided, and shall be designed to soften the appearance of long uninterrupted parapet lines by articulation of surface materials, textures and color. Building entries shall be defined by the use of varied roof form or a higher level of architectural detail.
- Building clusters or nodes which are sited around courtyards or plazas shall consider solar access.

- Loading, service and/or storage areas shall be oriented away from public streets and walkways and visually screened to the maximum extent possible through use of fences, walls or landscaping.
- For screening of loading, service and/or storage areas to be effective, a treatment height of not less than six feet is recommended.
- In all office/commercial areas, long tunnel effects between buildings shall be avoided by terracing or bracing back of buildings from each other, thereby allowing more light between them.
- Telephone, electrical and other utility equipment shall be screened from view by landscaping in a manner which allows for required access for maintenance purposes.

9. Energy and Conservation

Due to the cyclical availability and cost of energy sources in recent years, planning for energy conservation has become a necessary aspect of development. Technology for achieving energy conservation is constantly evolving. However, certain basic design techniques are available which should be considered by the architects, landscape architects and engineers who will be involved in physical development. These techniques should not be considered all encompassing due to the dynamic process of energy conservation technology.

All buildings within the StoneCrest project shall meet minimum mandatory state energy conservation standards with the California Administrative Code (Title 24). These standards relate to building design requirements such as insulation, glazing, etc.

Examples of other basic conservation techniques to be emphasized within StoneCrest include the use of drought tolerant landscaping and proper building orientation with regard to sunlight and shade for air conditioning/heat management.

A major consideration within office/commercial component of StoneCrest is the provision of support commercial uses. The ability to reduce vehicular trips both on and off site is a function of the efficiency of the mixed-use concept. Additionally, a Transportation System Management Plan shall be implemented.

The following guidelines are intended to provide the guidance necessary to achieve energy conservation within the StoneCrest project.

- Where feasible, use of daylight shall be considered in all buildings through the design of window locations on exterior facades and interiors within "Atrium" type structures. Proper use of daylight will enhance the potential for using energy efficient lighting and time controlled heating and air conditioning units.
- Use of thermal energy storage shall be considered in order to reduce peak-hour demand on heating/cooling systems.
- Vestibules at office/commercial building entrances shall be considered.
- Skylights are encouraged to further reduce artificial light demand.
- Use of energy efficient glass (tinted double-paned, or reflective) is encouraged. However, reflective glass, in non-residential applications, shall be oriented in a manner which avoids annoyances or hazards to adjacent uses and vehicular circulation.
- Reflective glass may only be used, if it can be demonstrated through calculations and drawings that no reflections will cause unsafe distractions disturbing to adjacent residents, street users or public spaces will occur.
- Building design shall result in a substantial proportion of glass/windows being oriented in a southerly direction.
- Water conservation shall be achieved through extensive use of drought tolerant landscaping.
- Irrigation systems shall include automatic timers.
- Surface parking areas shall use landscaping to "break up" large areas and reduce the potential for solar reflection.

- In areas where landscaping can be reduced, decorative hardscape treatment shall be encouraged to reduce irrigation demand.

10. Noise

Noise impacts will result primarily from vehicular traffic on Interstate 15, and within the project, and nominal air traffic on the north end of the site from Montgomery Field. The following guidelines are recommended to address these issues:

- Landscaped berms shall be used to the maximum extent possible to reduce potential noise effects.
- Outside recreational uses shall be oriented away from Interstate 15.
- In development areas where berms will not satisfy noise standards a combination of walls, architectural treatments and/or setbacks shall be considered.

IV. TRANSPORTATION ELEMENT

A. PURPOSE

----- This Transportation Element identifies existing traffic circulation conditions in and around the project and provides information regarding the implications of the specific plan. Additionally, improvements to the circulation system and traffic management will be discussed.

The Kearny Mesa Community Plan circulation element identifies an areawide transportation system which will adequately serve the levels of development expected to occur within the Kearny Mesa community, including this project, based on the land uses permitted by the Kearny Mesa Community Plan and this specific plan.

This project will provide circulation system improvements necessary to support project-related traffic. The EIR for StoneCrest evaluates the project in the context of the Kearny Mesa Community Plan.

B. EXISTING CONDITIONS

Interstate 15 provides regional access to and from the project site via a full interchange at Aero Drive and a southbound on-ramp from Murphy Canyon Road to Interstate 15. Existing Interstate 15 has four continuous southbound and four continuous northbound through traffic lanes in the vicinity of the project. According to CalTrans' 1993 Traffic volumes on California State Highways (District 11), Interstate 15 carries approximately 139,000 vehicles per day in the vicinity of the project. Congestion presently occurs during the evening peak traffic periods in the southbound direction along Interstate 15 in the vicinity of the project.

Aero Drive extends from Convoy Street, west of the State Route 163, to Santo Road, east of Interstate 15. In its existing configuration, Aero Drive is a four and six lane roadway with left turn lanes at intersections and high volume access locations. Traffic signals control its intersections with Kearny Villa Road, Aero Court, Afton Road, Sandrock Street, Ruffin Road west/Daley Center Drive, Ruffin Road east, West Canyon Avenue Interstate 15 ramp and Santo Road.

Based on the most recent traffic count data collected by the SANDAG in 1993, Aero Drive carries approximately 25,900 vehicles per day west of Sandrock Road, 22,400 vehicles per day between Ruffin Road west and Ruffin Road east, and approximately 11,800 vehicles per day east of Interstate 15. These traffic count data and the existing signalized

intersections along Aero Drive, in the vicinity of the project site, are illustrated on Figure 13, Existing Circulation System.

In its existing condition, Murphy Canyon Road is a two lane roadway from south of Clairemont Mesa Boulevard to Balboa Avenue, widening to four lanes between Balboa Avenue and Aero Drive. In conjunction with the approved Murphy Canyon Gateway project, the Murphy Canyon Road intersection with Aero Drive has been realigned westerly of its former location and a traffic signal installed. Currently, Murphy Canyon Road, south of Aero Drive, is closed to through traffic and is being relocated as part of the Wal-Mart project now under construction. On a daily basis, the traffic volume along Murphy Canyon Road south of Aero Drive is on the order of 1500 to 2000 vehicles. The southbound on-ramp to Interstate 15 from Murphy Canyon Road serves as an attractive alternative to Aero Drive during the evening peak hour. Approximately 500 to 600 vehicles travel southbound along Murphy Canyon Road during the evening peak hour.

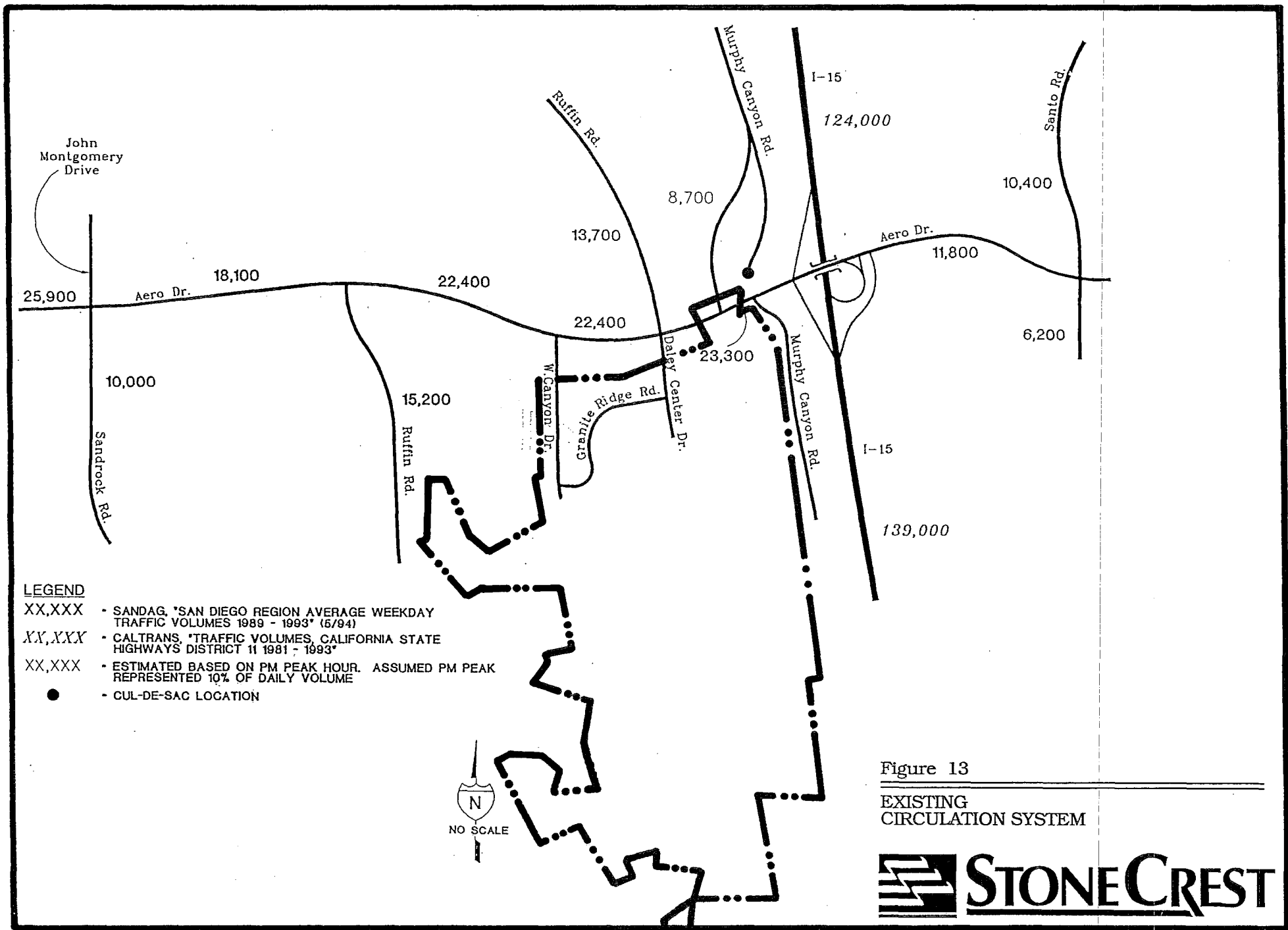
C. PROJECT ACCESS AND CIRCULATION

The initial phases of the project will be accessed from Aero Drive at Daley Center Drive and West Canyon Avenue. West Canyon Avenue will ultimately extend (north to south) to serve all planning areas except Planning Area 5, (Wal-Mart) which will be served exclusively by Murphy Canyon Road.

All internal public streets will be sized and constructed to meet capacity demands as identified by the traffic study, and will be assured through Tentative Subdivision Map conditions. All traffic circulation improvements, including the specific phasing of these improvements (as approved by the City Engineer), are presented in Section VIII. The existing circulation system is depicted in Figure 13. The projected regional circulation system, with community buildout to the year 2015, is illustrated in Figure 14, Projected Circulation System. The project circulation system is illustrated in Figure 15, Project Vehicular Circulation and Access. Figures 16A and 16B illustrates typical street cross sections.

D. MIXED USE

The StoneCrest project is a multiple-use project consisting of a combination of compatible land uses including residential, office, research and development/light industrial, support retail and regional commercial uses. The mixed-use aspect of the project is derived from the intent to provided for support retail uses throughout the project site, in order to reduce the demand for automobile trips which are typically necessary



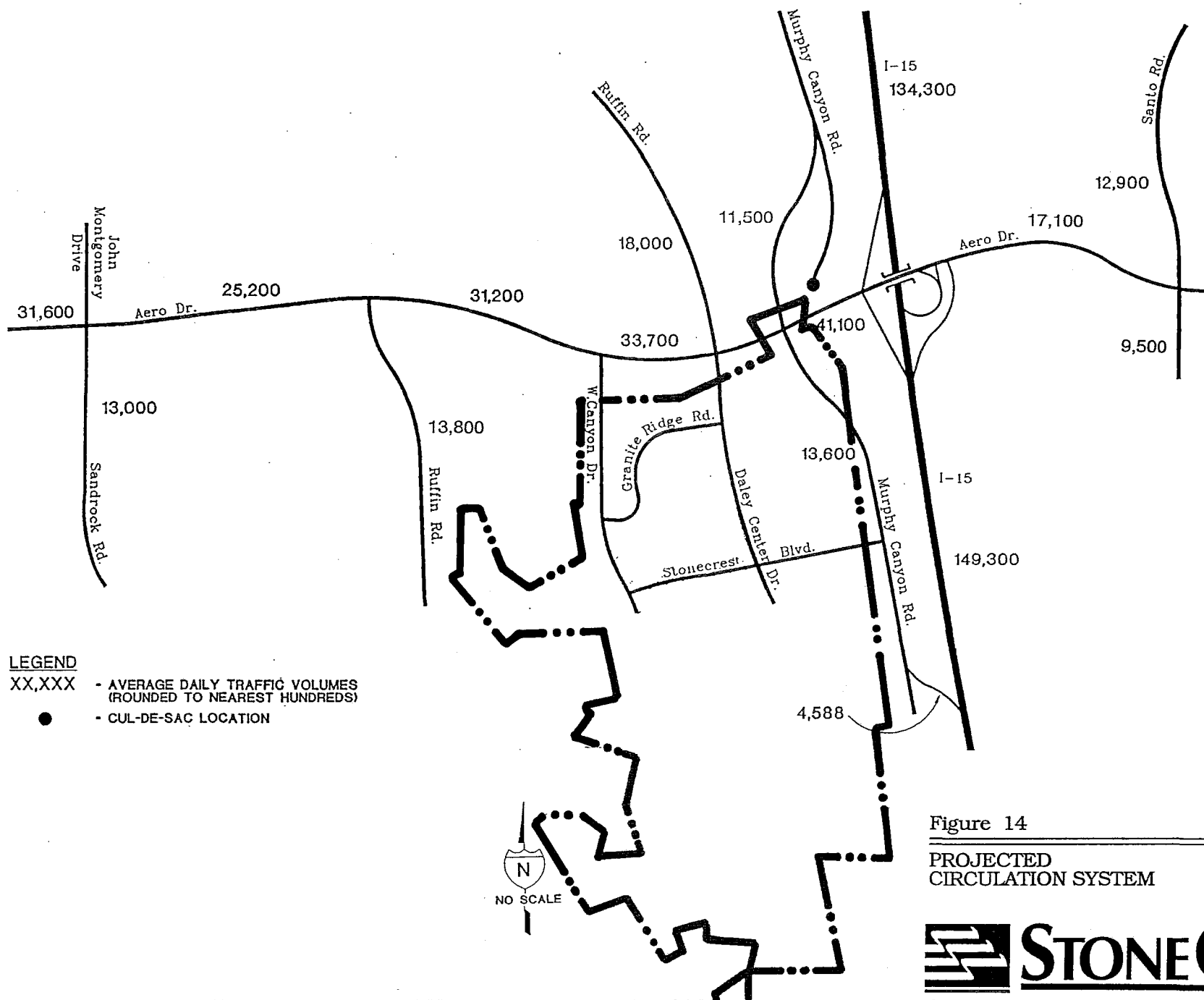
LEGEND

- XX,XXX - AVERAGE DAILY TRAFFIC VOLUMES (ROUNDED TO NEAREST HUNDREDS)
- - CUL-DE-SAC LOCATION



Figure 14

PROJECTED
CIRCULATION SYSTEM



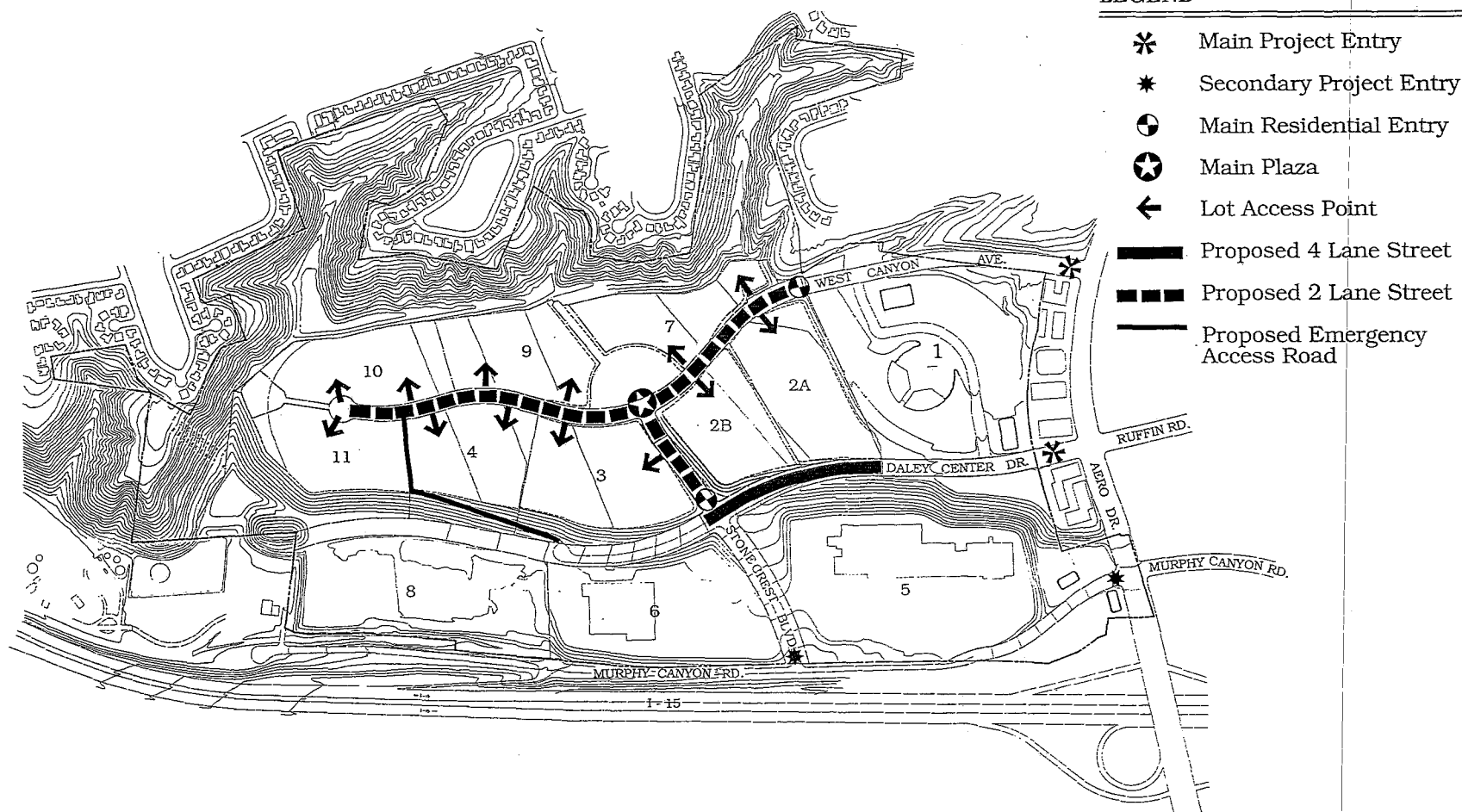
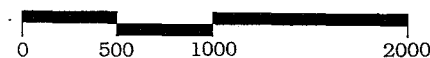
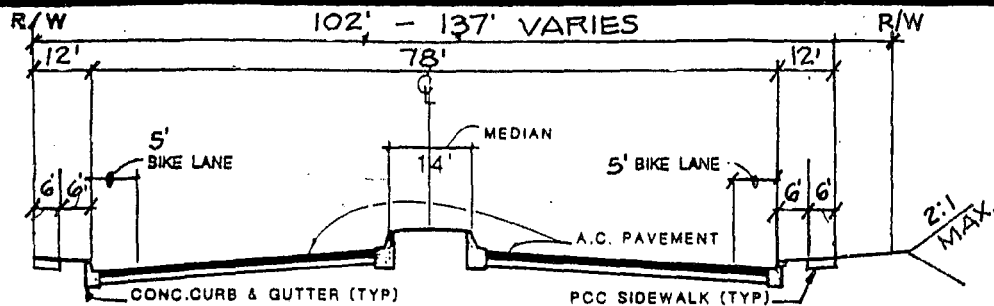


Figure 15

PROJECT VEHICULAR
CIRCULATION & ACCESS

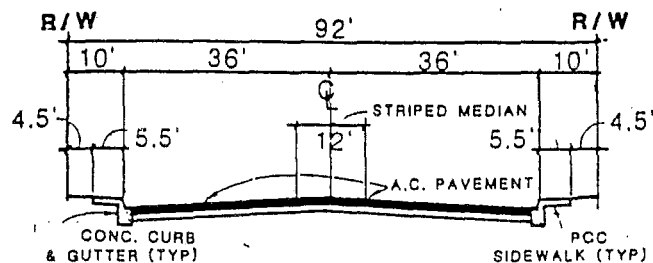


STONECREST



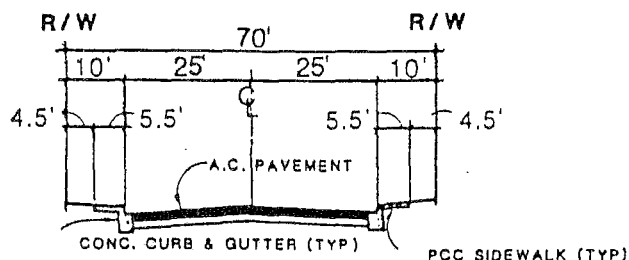
DALEY CENTER DRIVE

AERO DRIVE

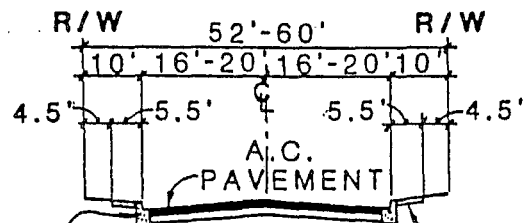


WEST CANYON AVENUE

FROM AERO DR. TO P.A.# 1 INTERSECTION



MURPHY CANYON ROAD



CONC. CURB & GUTTER (TYP) PCC SIDEWALK (TYP)

PUBLIC STREET

NOTE: Widths widen at intersection to accommodate turning lanes.

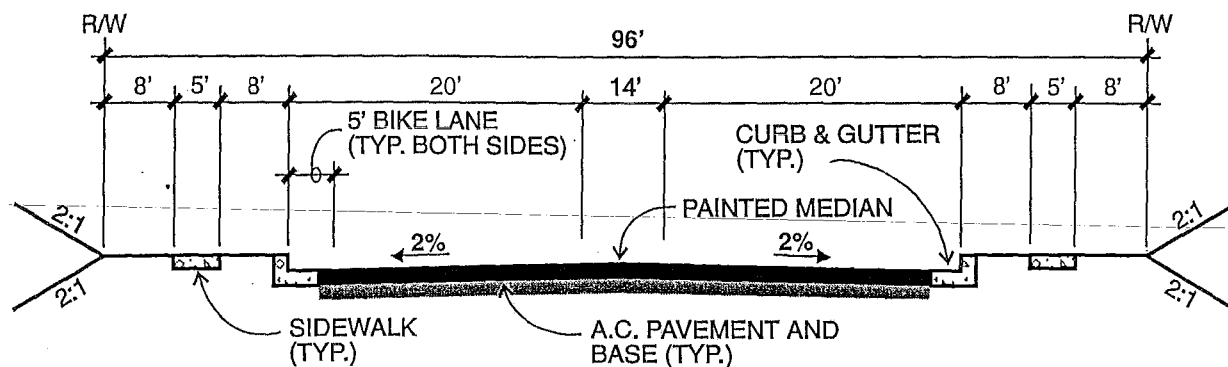
No Scale

Figure 16A

TYPICAL STREET CROSS SECTIONS
OFFICE / COMMERCIAL



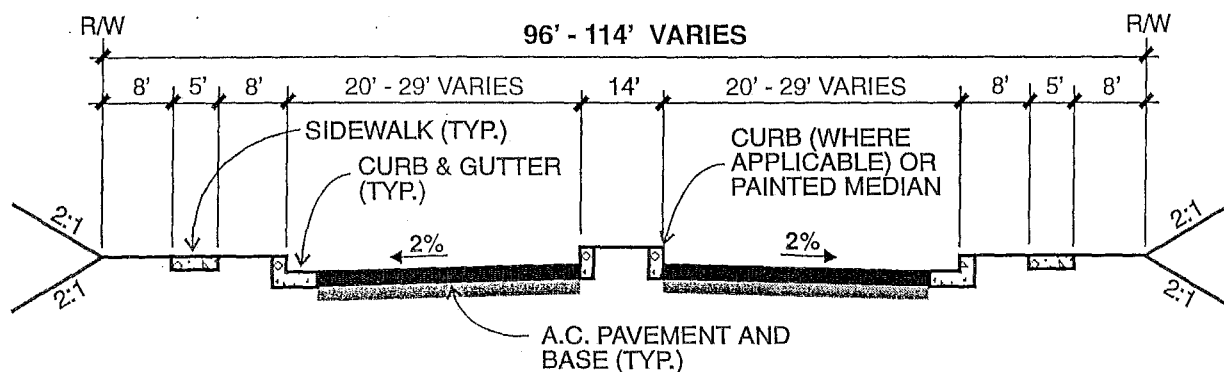
STONECREST



STONECREST BLVD.

(BETWEEN W. CANYON AVE. & DALEY CTR. DR.)

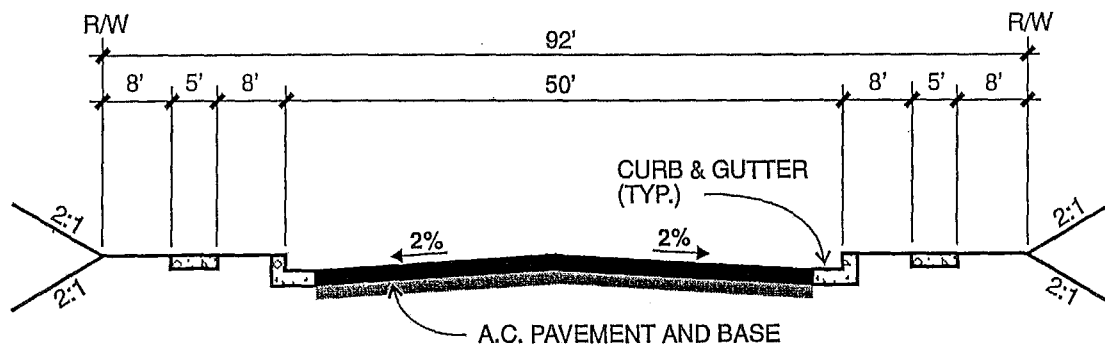
NO SCALE



WEST CANYON AVE.

(NORTH OF STONECREST BLVD.)

NO SCALE



WEST CANYON AVE.

(SOUTH OF STONECREST BLVD.)

NO SCALE

Figure 16B

TYPICAL STREET CROSS SECTIONS
RESIDENTIAL

during the course of a day. Having retail conveniences such as restaurants, dry cleaners, shoe repair, office supplies or banking facilities onsite within the same building or within bicycle or reasonable walking distance of the work force provides an efficiency not typically found in smaller independent developments. The regional shopping center is intended to provide a variety of commercial uses including a major discount department store, a grocery store, and a major electronics store. These regional level commercial services will also benefit employees in the adjacent development areas. The residential component will have the added benefit of different peak flows from the office/commercial portion of the project thereby resulting in better vehicular circulation levels of service (LOS). The traffic study for the project indicates that based on other existing projects with similar land use characteristics and documented evidence from the City, it can be anticipated that project related traffic (Average Daily Trips) will be reduced by at least forty percent due to the provision of the residential and commercial uses

E. PROJECT IMPACTS

At full buildout, the StoneCrest Village traffic study (Urban Systems Associates, Inc., May 1995) projects a total of approximately 39,432 trips per day will be added to the system. Within the context of cumulative traffic analysis, the impacts of traffic to and from StoneCrest are confined primarily to Aero Drive, Ruffin Road and Interstate 15. Specific requirements and phasing for improvements are identified in Section VIII of the specific plan. The applicant is responsible for these improvements.

F. PARKING

Resident, tenant, customer and guest parking shall be evenly distributed and provided in sufficient amounts to adequately serve each planning area. Off-street parking is required in all planning areas and is to be accommodated within either surface parking areas, garages and/or parking structures. Although the plan provides for exclusively surface parking in Planning Areas 5, 6, and 8, a combination of garaged and open parking shall be provided within Planning Areas 2, 3, 4, 7, 9, 10 and 11. Planning Area 1 shall allow parking structures so long as they are located to minimize impacts upon adjacent residential uses. These facilities shall be landscaped in conformance with existing City standards (City-Wide Landscape Ordinance as it exists on the date of adoption of this specific plan). Specific off-street parking standards are identified in the Implementation Section of this plan. Bicycle parking facilities should be provided close to buildings. More specific information on bicycle parking facilities is listed under subheading I. Bikeways, of this section.

G. PUBLIC TRANSIT

At the present time, public transportation in the vicinity of the project is provided by San Diego Transit, between Clairemont and downtown San Diego, traveling along Ruffin Road north of Aero Drive and Aero Drive west of Ruffin Road. On weekdays, during work hours, Route 25 buses run approximately every 30 minutes, and in the early evening after 5:40 p.m., service continues on an hourly basis. On weekends, service is provided on approximately an hourly basis from early morning to early evening.

In accordance with the current Short Range Transit Plan (SRTP) for public transportation services in the southwestern section of San Diego County (prepared annually by the Metropolitan Transit Development Board and addressing a seven -year planning period), there will be some minor modifications in the frequency and hours of service on the bus routes in the area.

The completion of the High Occupancy Vehicle ("HOV") lanes on Interstate 15 north of State Route 163 to State Route 56 by CalTrans would enhance transit service and encourage car-pool/van-pool formation in the area. While the HOV lanes would not serve the project directly, the overall enhancement of public transportation/HOV opportunities should be considered beneficial to the StoneCrest project and the region.

The possible introduction of Light Rail Transit (LRT) service into the area represents a very beneficial long term consideration. Construction of the Mission Valley west LRT line to just past the San Diego Jack Murphy Stadium is currently underway. The Old Town line is scheduled to open in the summer of 1996. According to the Metropolitan Transit Development Board (MTDB), the LRT may ultimately extend north of Mission Valley through the Interstate 15 corridor.

MTDB is currently conducting an I-15 Corridor Major Investment Study to determine short- and long-range transportation improvements for the area between Centre City San Diego and Escondido. For the area between Mission Valley and Kearny Mesa, a number of different alignment and modal (i.e., bus or rail) alternatives are being evaluated. One of the alternatives involves an LRT alignment along Daley Center Drive/Ruffin Road that would provide a direct connection into Kearny Mesa.

To reach a decision, the study will take into account land use patterns and densities, as well as environmental, economic, and neighborhood issues. Results from Phase I of the study, which will narrow down the range of

alternatives, are scheduled for completion in spring 1996. A decision of the preferred alternative is anticipated in spring 1998.

The potential LRT alignment/station is identified in Figure 18, Conceptual Public Transit Routes Plan.

H. BIKEWAYS/PEDESTRIAN SYSTEM

Murphy Canyon contains a segment of the City-Wide Bikeway System. The project will connect two existing segments of this bikeway via Daley Center Drive. On the north, it will connect with existing segments at Murphy Canyon Road and on the south, it will connect adjacent to and easterly of the petroleum storage and distribution facility. Parking will be prohibited on Daley Center Drive in order to minimize conflicts between motorized and non-motorized vehicles.

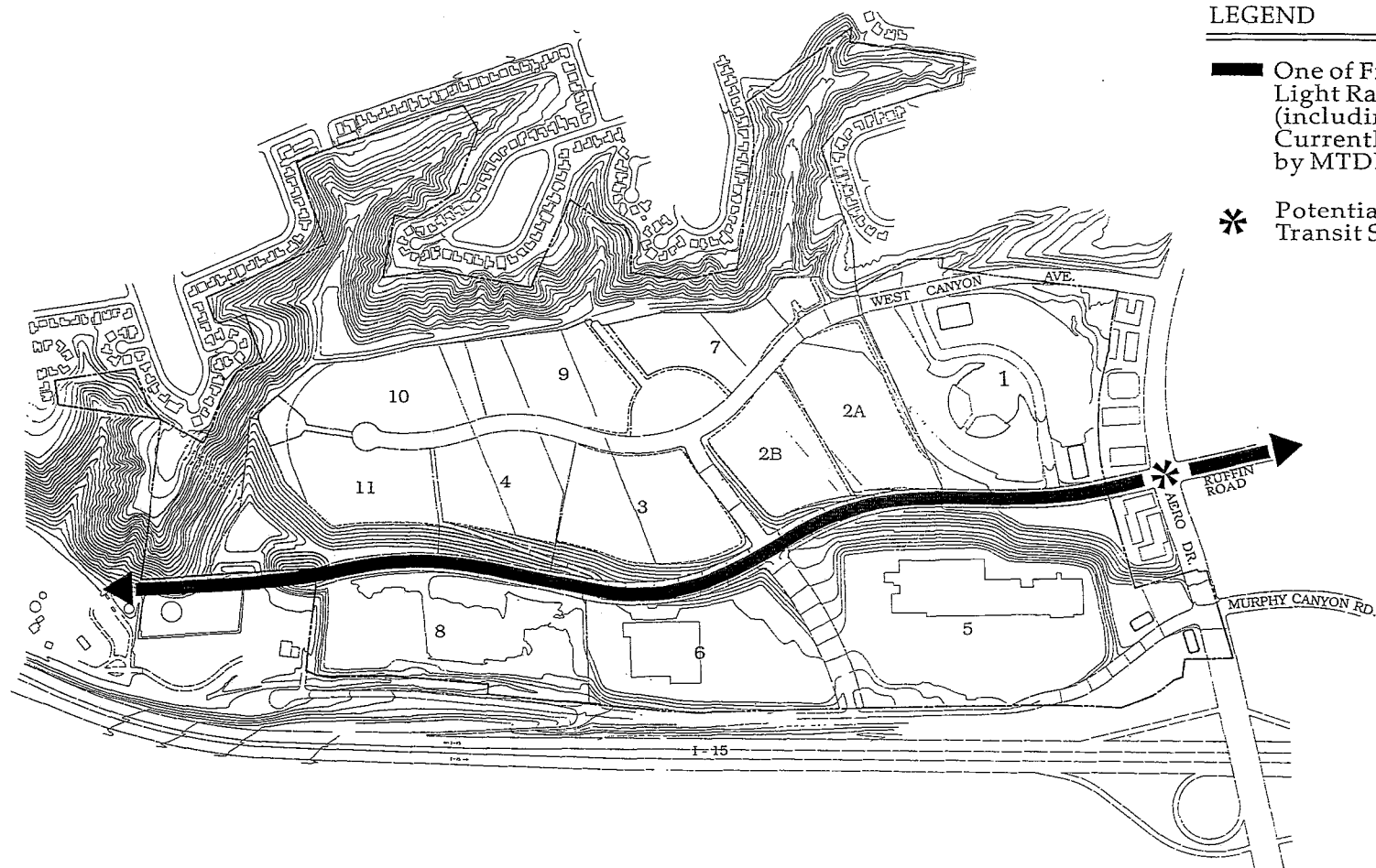
Bikeways should be well identified by bike lane signs. Bike lane signs should include the following information:

- Supplemental "BEGIN" and "END" plates to identify the starting and ending points of bike lanes;
- Destination plates that inform the bicyclists of the activity centers that the bike lanes lead to (e.g., TO STONECREST, TO SERRA MESA, TO TIERRASANTA, TO MISSION VALLEY, etc.);
- Arrows under bike lane signs to notify bicyclists where the bikeway changes direction; and
- Bike lane signs placed at the far side of intersections when bike lanes cross major streets to confirm that the bicyclist is still on the designated bikeway.


Whenever none of the criteria listed above is applicable bike lane signs should be spaced between one-half mile and one mile from each other.

Bicycle sensitive traffic detectors should be included at all signalized intersections in general. The highest priority locations for bicycle sensitive traffic detectors are at signalized intersections along official bikeways. Figure 19 Conceptual Bikeway and Pedestrian Systems Plan, identifies the bicycle route plan.

A pedestrian path and public sidewalk system, as shown in Figure 19, would be provided throughout the project, linking planning areas with transit stops. The pedestrian paths may be used for walking or jogging and



LEGEND

 One of Five Potential Light Rail Transit Routes (including Highway 163) Currently Being Studied by MTDB


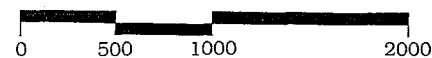
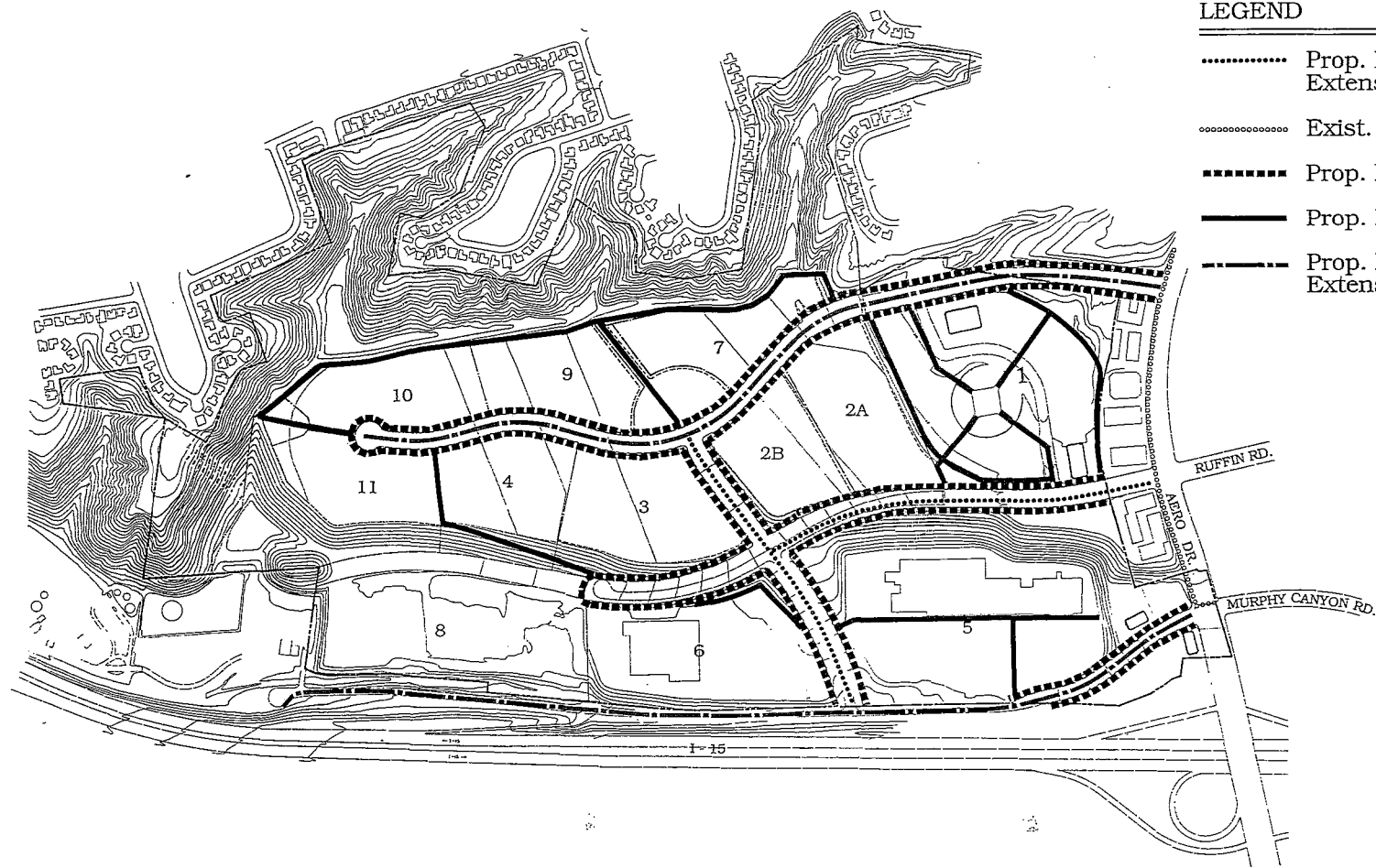
 Potential Light Rail Transit Station

Figure 18

CONCEPTUAL PUBLIC TRANSIT
ROUTE PLAN



STONECREST

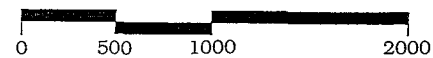


LEGEND

- Prop. Bikeway System Extension (class 2)
- Exist. Bikeway System
- Prop. Public Sidewalks
- Prop. Pedestrian Pathways
- · - · - Prop. Bikeway System Extension (class 3)

Figure 19

CONCEPTUAL BIKEWAYS AND
PEDESTRAIN SYSTEMS PLAN



STONE CREST

would include strategically placed amenities such as sitting areas. The specific design and placement of the pathways and amenities shall be identified in conjunction with obtaining a Planned Development Permit for the area covered by that permit.

V. PUBLIC FACILITIES ELEMENT

A. INTRODUCTION

The Pubic Facilities Element of this specific plan provides information concerning the need for, location, or provision of the various public facilities that serve the project. Public facilities include schools, parks, police protection, fire protection, libraries, water, sewer, storm drainage, and gas and electric facilities. Existing public facilities within or adjacent to the site are shown on Figure 20, Existing Public Facilities Plan.

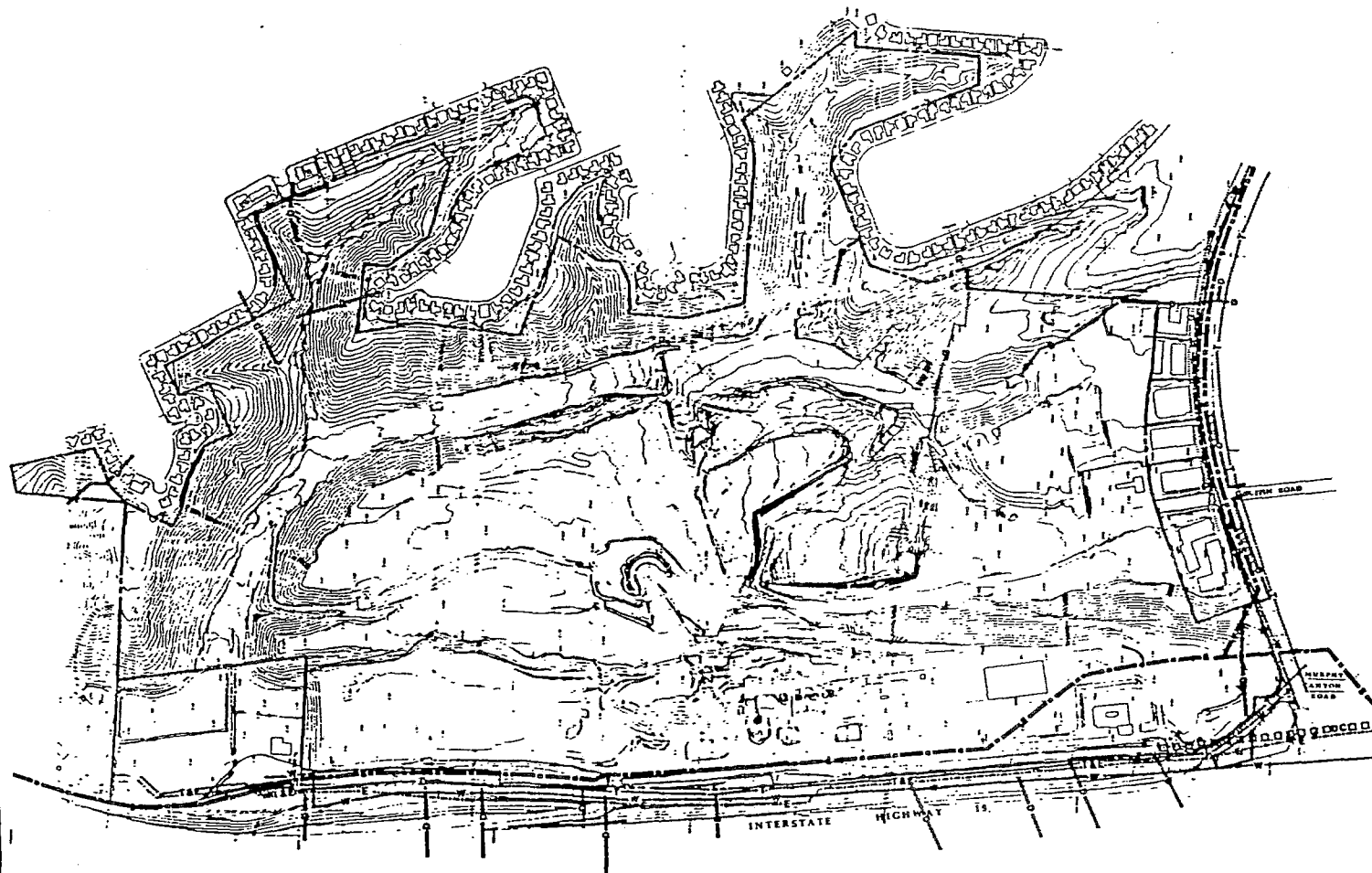
The engineering and actual phasing of the facilities necessary for the project will be determined through the implementation of the specific plan. Specific dimensions for facilities such as water, sewer, storm drains and street right-of-way are specified in the conditions of approval of the Tentative Subdivision Map and subsequent revised or replacement Tentative Subdivision Maps as development evolves.

B. WATER

Water facilities are presently available to the project site. Water is brought to the site by a 16-inch water main running along Murphy Canyon Road, a 20-inch water main in Aero Drive and a 12-inch water line coming into the site at Daley Center Drive. Provision of all onsite water and offsite water facilities will be provided concurrent with development according to the approved "Water System Analysis for the StoneCrest Development" dated August 1988, by Boyle Engineering Corporation. All facilities will be the responsibility of the applicant and financed by use of bonds, assessments or other means. According to the City Water Utilities Department, sufficient water capacity is available for the project. Precise requirements for water facilities for the project site are specified in the conditions of the Tentative Subdivision Map. Figures 21 and 22, Conceptual Water and Sewer Plan, illustrates the proposed water service improvements.

C. SEWER

The 36-inch sewer which runs under Murphy Canyon Road, and the 15-inch sewer which runs under Aero Drive are both part of the Elliot Sewer Area. The 15-inch sewer from Aero Drive connects into the 36-inch sewer in Murphy Canyon Road. The existing 36-inch Murphy Canyon trunk sewer serves a large portion of the Kearny Mesa community. This trunk sewer shall be protected or relocated to ensure its safe operation, repair and replacement and the required study shall include all relocation and/or protection plans for the 36-inch trunk sewer. City water utilities officials confirm that no regional or community sewer capacity study is

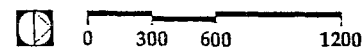


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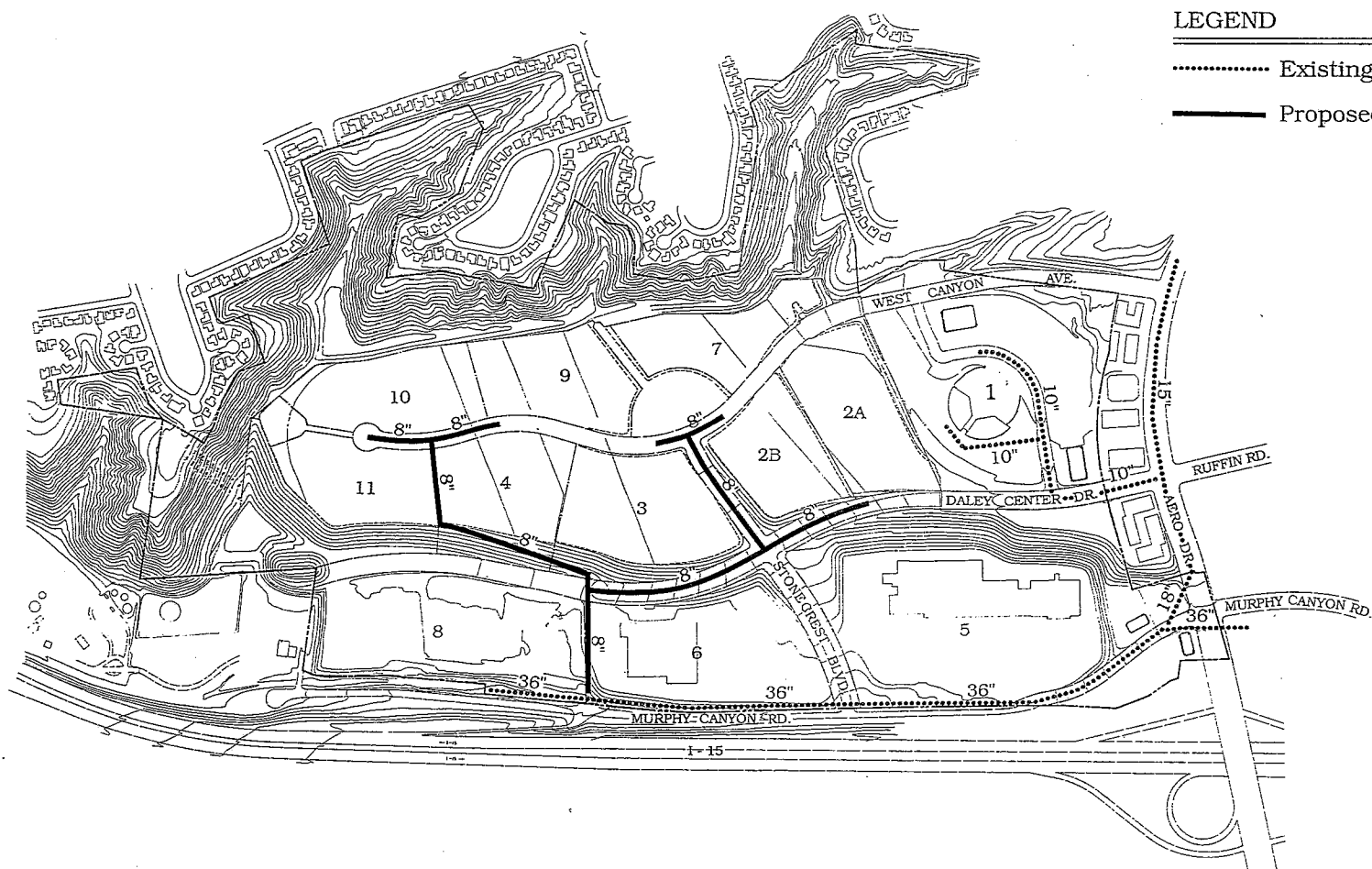
- Sewer
- Water
- Drainage
- Electrical
- Telephone
- Gas Line
- Drain Culvert

Figure 20

EXISTING PUBLIC FACILITIES
PLAN



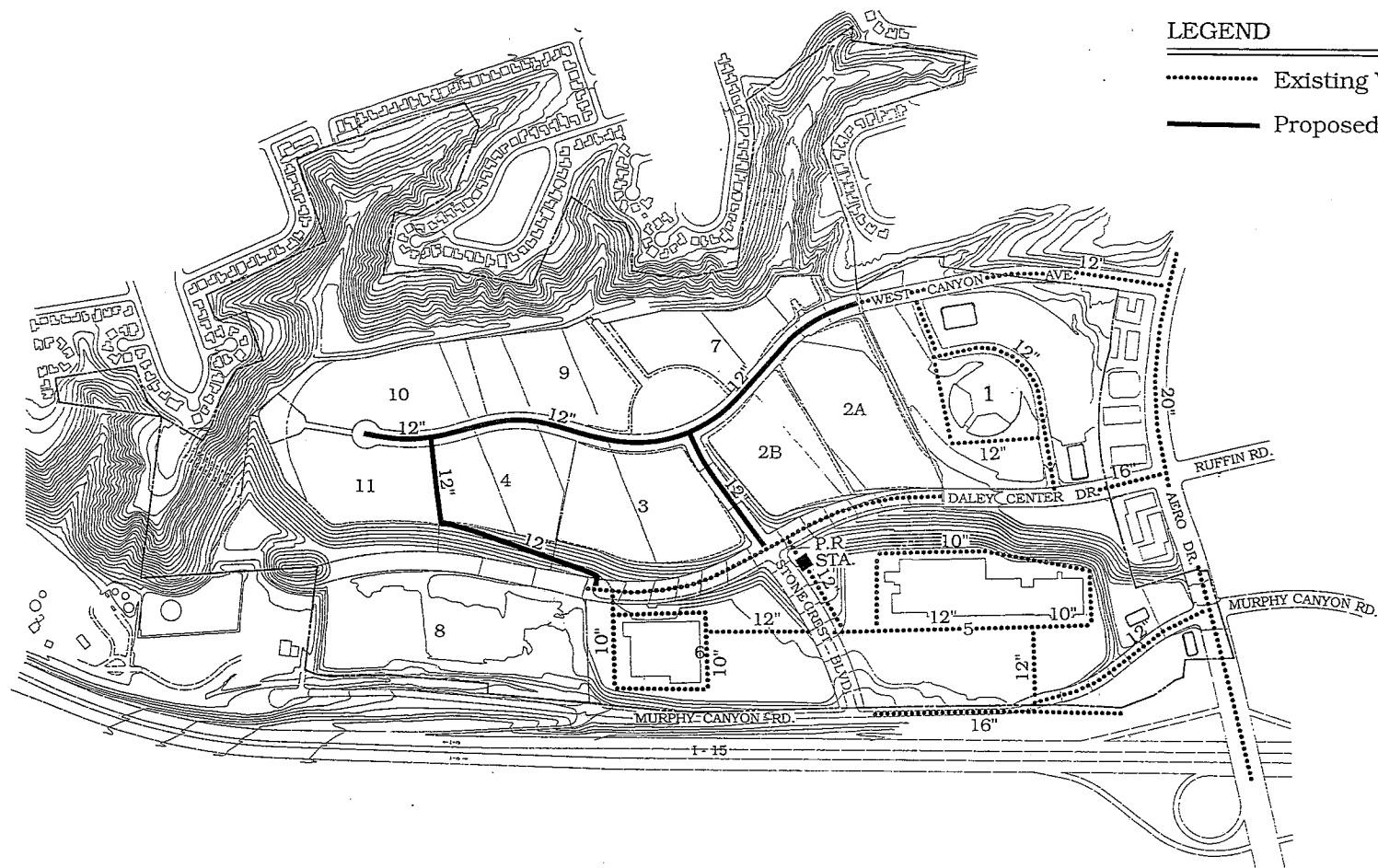
 **STONECREST**



LEGEND

- Existing Sewer Main
- Proposed Sewer Main

Figure 21
CONCEPTUAL SEWER PLAN

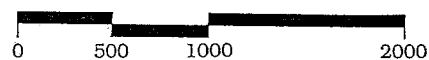


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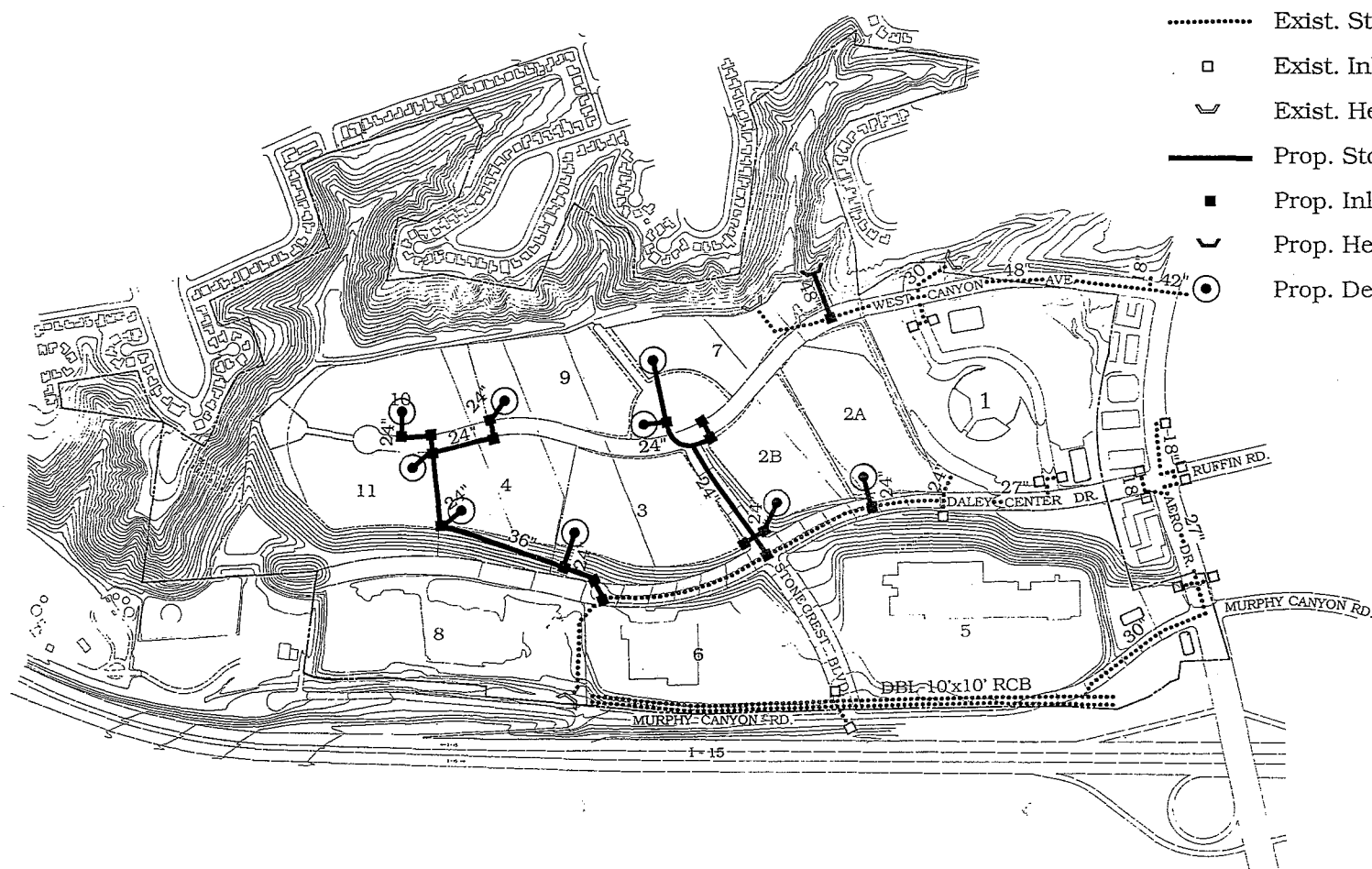
- Existing Water Main
- Proposed Water Main

Figure 22

CONCEPTUAL WATER PLAN



STONE CREST



- LEGEND**
- Exist. Storm Drain
 - Exist. Inlet
 - ∩ Exist. Headwall
 - Prop. Storm Drain
 - Prop. Inlet
 - ∩ Prop. Headwall
 - ⊙ Prop. Desilt Basin & Riser

Figure 23
 CONCEPTUAL STORM
 DRAIN PLAN

required for the project and that the present sewer system contains adequate capacity to meet the requirements of the proposed development. No additional offsite facilities are required. The present sewer facilities are considered to be able to handle the ultimate buildout of this and other projects contemplated by the Kearny Mesa and Serra Mesa Community Plans. However, the applicant shall provide a site specific sewer study for the sizing of gravity sewer mains and to show that the existing and proposed mains will provide adequate capacity and cleansing velocities. Figure 21 shows proposed sewer improvements.

Provision of all additional project required onsite sewer facilities will be the responsibility of the applicant and financed by use of bonds, assessments, special taxes (e.g., Mello Roos) or other means. The precise requirements for the onsite sewer facilities for the project are specified in the conditions to the approval of the Tentative Subdivision Map to the extent not identified in this specific plan.

D. DRAINAGE

The man-made drainage channel for Murphy Canyon Creek, located along the east side of the project site, would be enclosed underground and would continue to collect upland as well as onsite drainage and runoff.

Upland drainage is presently brought onto the project site by drainage pipes from the adjacent residential communities. It then descends naturally through the canyons from the west and under Interstate 15 from the east to Murphy Canyon Creek. The two larger canyon areas to the west will remain almost entirely in their existing natural state. The drainage system shall be designed to meet the capacity requirements of the upland storm drainage and runoff, as well as the storm drainage and runoff capacities from the project site, and maintained to prevent erosion and downstream siltation. The proposed drainage control system is illustrated in Figure 23, Conceptual Drainage Control Plan.

To further ensure the success of revegetation improvements and reduce the incidence of surface erosion and sedimentation, subsurface drainage facilities and temporary on-grade drainage controls will be installed. Subsurface interceptors will be installed at the mouths of the existing canyons along the western edge of the project site. These below grade structures will prevent high volume storm runoff from crossing the rough graded site. In conjunction with permanent, below-grade drainage structure, temporary, above-grade measures, such as sandbags, swales, berms and sedimentation basins shall be employed.

E. POLICE

Police protection is currently provided by the City Police Department, Eastern Division Station, located on Aero Drive just west of the project. The Kearny Mesa area currently lies within two patrol beats.

F. FIRE

According to the City of San Diego Fire Department, primary fire protection is provided by Station 28 with a 7.4 minute response time. It is located on Kearny Villa Road just north of Aero Drive. It is the only station within the Serra Mesa Community Plan area. Fire protection is also provided by Station 39 in Tierrasanta, Station 18 at Felton and Adams and the Fire Station at 9th and University. The City Fire Department has also indicated that fire service and equipment is considered to be adequate within the community, including the types of land uses and buildings within the StoneCrest project. Additional review of individual planning areas site design will occur in conjunction with the Tentative Subdivision Map and Planned Development Permit application(s).

G. GAS AND ELECTRIC

Gas and electric facilities from San Diego Gas & Electric Company (SDG&E) presently exist through the project site. These lines will be extended, realigned or relocated as needed.

The Mission Switching Substation is the major SDG&E facility located in the community, at the end of Sandrock Road, west of the project. The major line bringing power to the site is the 230 KV Mission-Encina line. 69 KV power lines run along the easterly boundary (Murphy Canyon Road) of the site. 12 KV lines will be extended throughout the project for electric power.

At the time of facility needs, SDG&E will determine gas lines and sizes necessary to fulfill project needs. These hook-ups will be done by SDG&E with fees charged to the applicant. Presently, a 6-inch natural gas line extends along Aero Drive. Within the next year, that system will be upgraded and extended east to Tierrasanta Road. A new distribution line will be placed parallel to the 6-inch transmission line.

According to SDG&E, adequate electric and gas capabilities will exist to service the entire project.

H. PARKS

Private neighborhood park and recreational facilities will be provided, as an integral part of the residential component. The approximately 7-8 acres of facilities generally consist of a combined meeting and weight room, swimming pool, jacuzzi, children's play area, tennis courts, picnic facilities, large lawn area and paseos. Other commonly shared amenities include a pedestrian loop trail system linked to the proposed open space system.

I. SCHOOL/LIBRARIES

There are three schools serving the area of the project; Cubberley Elementary in Serra Mesa, Taft Junior High in Serra Mesa and Kearny High in Linda Vista. No schools are planned for construction or closure. The Environmental Impact Report prepared for the Specific Plan, or an amendment thereto, shall identify any impacts of the plan on school facilities and suggest mitigation, if required.

The specific plan does not provide for any library facilities because the demand is being met by existing facilities. The Serra Mesa Branch Library is located immediately north of Serra Mesa Shopping Center, south of Aero Drive on Sandrock Road. It is generally felt inadequate to meet current needs and a greater deficiency will occur with the build-out of StoneCrest Village. Development Impact Fees (DIF) will be paid by the developer of StoneCrest Village that will contribute toward the funding of a new 10,000 square foot library to be located just west of StoneCrest Village on Aero Drive.

VI. CONSERVATION ELEMENT

A. NATURAL RESOURCE CONSIDERATION

In its April, 1985 report (Surface Mining and Reclamation Act Designation Report No. 4), the California Department of Conservation, under the direction of the State Mining and Geology Board, determined, after public hearings and environmental review, that the project site does not contain aggregate deposits of regional or statewide significance. In accordance with recommendations contained in the Serra Mesa Community Plan and state law, a Reclamation Plan has been prepared for the reuse of the site (see Appendix 2).

The former mining activities were terminated concurrently with the initiation of project-related grading. The "closure" process was conducted in accordance with the provisions of the Reclamation Plan and Land Development Permit(s).

B. ENERGY CONSIDERATION

In order to make efficient use of energy resources, certain aspects of the StoneCrest specific plan will contribute to the conservation of energy resources.

According to the traffic study (reviewed and approved by the City's Engineering and Development Department), the mix of land uses will result in fewer external automobile trips than a similar size project without support commercial uses. The relative location of the StoneCrest project, centralized within the San Diego metropolitan area, will result in a shorter trip length than projects located elsewhere outside of the central area of the City.

The provision of an effective Transportation System Management plan together with the accommodation of the LRT, bicycle and pedestrian access to and through the site should further reduce the use of the automobile within StoneCrest.

Site and landform design take advantage of the southerly trending site elevation by providing terraced pads. This will maximize southern exposure and solar access.

The Urban Design Element of this specific plan contains guidelines which encourage energy conservation, through siting of buildings on the planning areas so that courtyard access to the sun may occur and so that systems may be used to supplement energy requirements. Recommended building

design features also help to cut the need for some energy consumption, both in the warmer and cooler months. The recommended landscaping around buildings and in parking areas should also help in the reduction of energy usage.

The use of thermal energy storage (utilization of off-peak energy) to reduce electric power demand is being considered and should be implemented, subject favorable results from a SDG&E study which is presently underway.

C. BIOLOGICAL RESOURCES CONSIDERATION

As discussed previously in this specific plan, the site contains natural vegetation within the western and southern canyons and slopes. Also within the project site is a small area of riparian habitat. Consistent with the conservation element of the Kearny Mesa Community Plan, the canyons and slope areas of approximately 70 acres will be preserved with an open space easement granted to the City, as final maps are recorded. The riparian habitat will be disturbed during development, but will be replaced within a larger area in previously disturbed portions of the western and southern canyons.

Along with preserving the native vegetation in the western and southern portions of the project site, developed slopes adjacent to these areas will be planted with transitional vegetation.

VII. RELATIONSHIP TO APPLICABLE PLANS

A. INTRODUCTION

This specific plan has been prepared in conformance with the City of San Diego Progress Guide and General Plan (General Plan) and the Kearny Mesa Community Plan, as amended, and in accordance with the Specific Plan Statute.

This section sets forth the relationship of the specific plan with the City's General Plan and the Kearny Mesa Community Plan, as required by Paragraph 65451 (b) of the Specific Plan Statute.

Until recently the Kearny Mesa Community has been included in the Serra Mesa Community Plan area. At the direction of the City Council, they have been separated into two community plan areas. The adopted Kearny Mesa Community Plan (October 1992) identifies StoneCrest as a Specific Plan Area, and describes the specific plan within the Commercial Element. StoneCrest has also been included in the Kearny Mesa Community Plan Traffic Study, which was conducted in conjunction with the preparation of the Community Plan.

B. PROGRESS GUIDE AND GENERAL PLAN

The City's General Plan is a comprehensive, long-term plan for the physical development of the City. The General Plan contains statements of overall goals and objectives, guidelines and standards for future development. More specific guidelines and land uses for specific development proposals are found within the community plans of each of the subareas of the City.

A special section in the City's General Plan is devoted to sand and gravel resources. The goals for sand and gravel sites identified in the General Plan include:

"Planned rehabilitation of depleted mineral areas facilitate desirable reuses compatible with local development objectives;" and,
"Conservation of construction material resources to provide for the City's growth and development needs, now and in the future."

The future reuse of the project site described in this specific plan is consistent with the goals and development guidelines for sand and gravel operations as presented within the General Plan. The site is a very small area of Poway Conglomerate in comparison to areas of this same resource located throughout other parts of the City and San Diego County. The site has not been designated pursuant to the Surface Mining and Reclamation

Act of 1975 as containing aggregate resources of "regional" or "statewide" significance, and thus is insignificant as a contributing resource for construction materials for San Diego region.

The reclamation and development of the site will result in new uses which will be more compatible with surrounding land uses than the sand and gravel mining operation. The uses permitted in this specific plan are also consistent with the reuse development objectives in the Kearny Mesa Community Plan prior to its amendments.

The western slopes and canyons of the site lie within the designated Kearny Mesa hillsides and canyons open space subsystem. The specific plan designates these areas as open space thus assuring preservation of these slopes and canyons in their natural state.

The General Plan designates Kearny Mesa as an "urbanized" area. "Urbanized" areas are intended to become more diverse in their land use, particularly emphasizing employment opportunities and variety in building types and configurations. The uses permitted by this specific plan are consistent in concept with the General Plan's recommendation for other urbanized areas in the City.

The Interstate 15 corridor maybe designated as a future extension of the Light Rail Transit (LRT) system. This plan includes provisions for accommodating an LRT station and provides for the necessary right-of-way for the LRT alignment, including the LRT station, concurrently with need.

C. KEARNY MESA COMMUNITY PLAN

As a result of the October 1992 adoption of the Kearny Mesa Community Plan, the StoneCrest Specific Plan area is now within the Kearny Mesa Community Plan Area. The StoneCrest Specific Plan is consistent with recommendations of the adopted Kearny Mesa Community Plan, including the future accommodation of Light Rail Transit, preservation of the natural canyons and the enhancement of the visual quality of the site from the Interstate 15 corridor and adjacent residential development.

1. Plan Consistency

The StoneCrest Specific Plan is consistent with the following general objectives contained in the Kearny Mesa Community Plan:

- to recognize the continued development of Kearny Mesa as a regional employment center, containing a mix of industrial, office and retail land uses;
- to provide a workable circulation system which accommodates existing and anticipated traffic without resulting in significant environmental impact; and
- to encourage the provision of a multimodal transportation system which provides access to the entire community as efficiently as possible; and
- to create a sense of community identification by encouraging the provision of high quality urban design, and the provision of focal points which advertise Kearny Mesa as a regional employment center and consumer destination.

2. Specific Proposals

StoneCrest will be a mixed-use project including scientific research/light industrial, office, support retail, regional commercial uses and residential uses consistent with the land use development intensity and traffic assumptions of the Kearny Mesa Community Plan as amended. The specific plan addresses the objectives of the Kearny Mesa Community Plan for new development by:

- providing standards for adequate parking and landscaping;
- providing an extension through the project site of the Regional Bikeway System and by providing for bicycle user facilities (i.e., bike racks, lockers);
- presenting a Transportation Systems Management program consistent with the city-wide TSM program for the project.
- providing public sidewalks linking with pedestrian paths and Bikeway System;
- increasing street system flow and capacity with the widening of adjacent streets and the addition of public streets internal to the StoneCrest Specific Plan;
- providing lighted public streets with landscaped medians and parkways;

- providing transit stops through the project;
 - preserving the dedicating rights-of-way for the LRT and LRT station;
-
- providing support retail onsite to reduce daytime intra-community traffic;
 - providing for potential large firm needs as well as for small firms;
 - preserving and protecting the natural steep slopes and canyons in the western and southern 70 acres of the project site as open space;
 - providing an enhanced gateway (main community entry):
 - requiring building scale and design to be compatible with the surrounding canyon and slope environment as well as noise buffer requirements;
 - providing for recreation facilities within the project; and
 - providing for adequate maintenance of landscaping throughout the project.

3. Relationship to Existing Conditions

The Kearny Mesa Community is developed predominantly with a variety of industrial land uses included in two general designations types: industrial and business park; and industrial and scientific research. The business parks include a mixture of industrial, office and support retail commercial uses.

Some of the pertinent issues of concern regarding existing development include:

- preemption of industrial designated land by non-industrial development;
- community-wide traffic congestion problem;
- lack of employee serving commercial uses within development;

- shortage of onsite parking community-wide;
- lack of adequate landscape coverage within developments;
- incomplete roadway and freeway systems.

The StoneCrest site, specifically, is adjacent to residential uses. The existing sand and gravel operation on the site presents three problems according to the Kearny Mesa Community Plan:

- conflict between residential uses and the quarry operations (dust, noise, truck traffic and visual impacts of slope areas);
- possible depletion of needed sand and gravel in the event such properties develop prematurely; and
- reuse of the land and termination of the operations may not blend with the surrounding terrain nor be appropriate for the eventual onsite development; need to consider the land form created in the process of grading for new land uses.

The StoneCrest project addresses the concerns and problems of existing community development by providing for a mixture of uses, providing adequate parking and landscaping and providing a street system and circulation alternatives to meet project needs and divert traffic from community streets. The elimination of the quarry operations and development of StoneCrest will create more compatible uses and improve the visual quality for the adjacent residential uses. Grading will be done in the same flow direction as presently exists, and is designed to open up views to the natural slopes and vegetation, which will be retained and enhance the natural appearance of the slopes.

4. Environmental / Open Space

The Kearny Mesa Community Plan addresses the environment through several elements:

- preservation of native vegetation where possible, and revegetation with natives or drought-tolerant species;
- reduction of noise, dust, truck traffic and visual impacts of the quarry operations;

- maintenance of the natural drainage system and control of runoff and downstream erosion;
- proposed grading of canyons and hillsides will be minimal and not result in the depletion of the open space to be retained;
- preservation of canyons and slopes for open space and "non-building" easements;
- provision of usable open space for employees and residents within the project; and
- preservation and enhancement of the physical environment, visual appearance, identity and character of the Kearny Mesa community through aesthetic improvements and design guidelines.

The StoneCrest Specific Plan addresses those concerns within the Urban Design, Conservation and Implementation Elements. StoneCrest will be a project within an urban park-like setting. The guidelines and standards and City review process will ensure visual and design quality as part of the specific Planned Development Permit areas within the project.

VIII. IMPLEMENTATION

A. INTRODUCTION

This section sets forth the methodology and development standards applicable to future development of the StoneCrest project. The following paragraphs address the project review process, density transfer, development standards, phasing of development, public facilities and improvements, and financing.

B. PROJECT REVIEW PROCESS

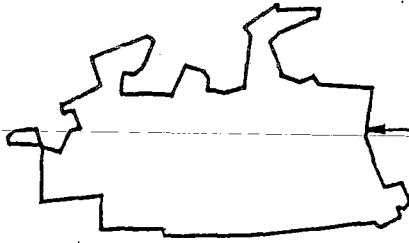
The guidelines and standards set forth in this specific plan shall be monitored and implemented by the City Planning Department as each development phase or portion of a phase is master planned. Each development phase or portion thereof will be subject to two levels of review before issuance of building permits. The first level is the Planned Development Permit which applies to all or part of a planning area or multiple planning areas. The second level is the Conformance Review which is a lot-specific administrative approval. Figure 24 generally illustrates this process, by a flow diagram.

1. Planned Development Permit (PDP)

Each PDP will define the objective development parameters applicable to a particular planning area or areas by setting forth the specific conditions of development. Those conditions shall be consistent with and limited to those necessary to assure substantial compliance to and implementation of the development guidelines and standards of this specific plan. The PDP application shall identify the specific planning area to be covered by the permit and shall allocate to lots within the development area the applicable number of residential units or office/commercial gross floor area (final entitlement) of each permitted use identified in Tables 2-C or D of this plan.

The PDP process shall follow the submittal requirements and review procedures of the City's Planned Residential, Commercial or Industrial Development process under Section 101.09, of the Municipal Code as existing on the date of adoption of this specific plan, provided however, that the submittal and review of individual building floor plans and elevations shall be deferred to the Conformance Review.

Overall Site Design

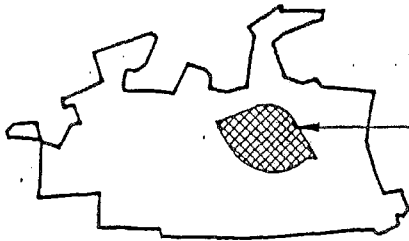


STONECREST SPECIFIC PLAN

Overall Site Design (Conceptual)

MASTER PLAN
URBAN DESIGN GUIDELINES
PERMITTED USES
YIELDS (INITIAL ENTITLEMENT BY PLANNING AREA)
IMPLEMENTATION
DEVELOPMENT STANDARDS
PUBLIC IMPROVEMENT PHASING PLAN
APPROVAL: CITY COUNCIL

Individual Planning Area Design



PLANNED DEVELOPMENT PERMIT

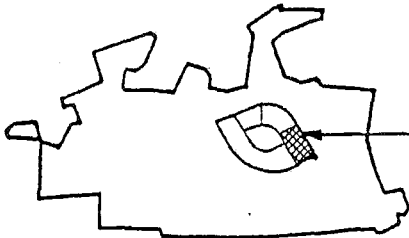
Individual Planning Areas (Schematic)

SITE PLAN
LAND USE/YIELD (FINAL ENTITLEMENT BY LOT)
BUILDING ENVELOPES (FOOTPRINTS/HEIGHT LIMITS)
ARCHITECTURAL STANDARDS
PARKING PLAN
LANDSCAPE PLAN
SIGNAGE (EXCEPT BUILDING)
TENTATIVE SUBDIVISION MAP

APPROVAL: HEARING OFFICER
(PUBLIC HEARING)

FINAL SUBDIVISION MAP APPROVAL BY CITY COUNCIL

Individual Lot/Building Design



CONFORMANCE REVIEW

Individual Lots (Schematic)

BUILDING ELEVATIONS/FLOOR PLANS
EXTERIOR BUILDING MATERIALS/COLORS
LANDSCAPING
BUILDING SIGNAGE

APPROVAL: PLANNING DEPARTMENT
(ADMINISTRATIVE)

Figure 24

REVIEW PROCESS FLOW
DIAGRAM



STONECREST

Additional information which shall be included in the PDP application submittal follows:

Site Plan, showing the land use, square footage/number of residential units, building envelope (specific building footprint locations and building height) within each lot, to be substantially complied with at the Conformance Review level;

- b. Architectural design standards (text and sketches) to assure compliance with the guidelines of this specific plan; These architectural design standards shall include the following:
 - Permitted palette of exterior building materials;
 - Permitted palette of exterior building colors;
 - A description of permitted windows, including color and reflectivity of glass; and
 - A description of the range of facade designs such as identifying facade shape and fenestration.

The Architectural Design Standards shall be sufficiently clear to establish the general architectural theme of the subject permit area.

- c. Parking and circulation plan;
- d. Landscape plan;
- e. Signage plan, except as applies to individual buildings, consistent with StoneCrest Comprehensive Sign Programs;
- f. The approved Tentative Subdivision Map, as revised or replaced or a new proposed map covering the subject permit area;
- g. A Final Entitlement Statement shall identify the gross floor area and land use on each lot within the PDP area. The Final Entitlement Statement shall also identify any proposed density transfers (for residential, office, R&D and/or commercial) applicable to the permit area. The Final Entitlement Statement shall be approved as long as the cumulative total of gross floor area/number of residential

units does not exceed the initial entitlement permitted by Table 2-A of this specific plan, as that initial entitlement may be adjusted by density transfers permitted by this section. The approved Final Entitlement Statement, may be recorded at the request of the applicant.

2. Conformance Review

The Conformance Review is a lot-specific ministerial (i.e., administrative) review by the Planning Department and also constitutes the major architectural design administrative review element of this specific plan. This review provides the necessary mechanism to permit the Planning Department to review the general design of building exteriors for conformance with the applicable guidelines, architectural design standards and related conditions set forth in the specific plan and applicable Planned Development Permit. The Conformance Review will also enable the City Planning Department staff to assure compliance of the actual working drawings when subsequently submitted during the building permit process and with other applicable development standards such as landscaping, signage (for both building and lot), bicycle racks, etc., on a lot-specific basis. A Conformance Review may be processed concurrently with the processing of a Planned Development Permit, subject to Planning Director approval.

Application for a Conformance Review shall be made to the Planning Department with the following supporting documentation:

- a. A schematic site plan depicting the lot boundaries, proposed buildings, landscaping, parking areas (motor vehicles and bicycles), signage (for both building and lot), lighting and storage areas, if any.
- b. Schematic building and architectural plans, including elevations and floor plans which are sufficiently detailed to show the building facade design, exterior materials/colors and consistency with any architectural standards set forth in the applicable Planned Development Permit.

C. DENSITY TRANSFER

Due to the long-term nature of the project and constantly changing market conditions, flexibility is desirable prior to assigning a final entitlement to each particular lot. For example, it is virtually impossible to predict today

the market demand for a particular use on a lot in Planning Area 4, which may be developed five to ten years from the approval of the plan.

In order to acknowledge the cyclical nature of the market over a long period of time and reduce the potential for numerous amendments, density transfers shall be permitted subject to the parameters established by this section.

As set forth previously in this plan, initial entitlements have been allocated at the planning area level in table 2-A and 2-B for each use permitted by the specific plan. The PDP process assigns a final entitlement on a lot-specific level.

Note: Under no circumstances shall the total entitlement exceed totals allocated by Table 2-A or 2-B, by density transfer or any other stated or implied procedure of this specific plan.

The basic parameters within which density transfers may occur are as follows:

1. Density transfer shall be applicable only to residential, office, and R&D uses and only within planning areas which permit these uses as identified in Table 2-A and 2-B.
2. Density may be processed concurrently or subsequent (as an administrative amendment) to the application for a PDP, at the Planning Directors discretion.
3. Density gross floor area transfers or residential units shall be limited to the following cases:
 - a. Office to Office - on a one-to-one basis
 - b. R&D to R&D - on a one-to-one basis
 - c. R&D to Office - Not a permitted transfer.
 - d. Office to R&D - on a one-to-two basis (for example, substitute one square foot of office use for two square feet of R&D use).
 - e. Residential to Residential - on a unit to unit basis.
4. A density transfer otherwise permitted above shall be limited, as necessary to comply with the following provisions:

- a. The maximum total allowable gross floor area, by land use, does not exceed the totals in Table 2-A.
 - b. The maximum number of residential units does not exceed the total in Table 2-B.
 - c. All development standards (parking, landscaping, etc.) established by this specific plan and the applicable PDP can be achieved.
- 5. Density transfers shall not occur without the consent of all record owners of the land affected by the transfer. Density transfers shall be requested, in writing, concurrently with or subsequent to the processing of the PDP. Requests for density transfers shall be approved by the City if they satisfy all applicable requirements imposed by this Paragraph C. Density Transfers requested subsequent to a PDP approval for a given planning area shall be acted upon administratively by the Planning Director.
 - 6. Density transfers under 3. a., b., and/or d., above, between planning area as distinguished from within a planning area shall not exceed a shift of more than 15 percent of the total initial entitlement described in Table 2-A, per use, of the receiving area; density transfers under 3. c., above shall be limited only as provided by other provisions of this Paragraph C and Table 2-A and 2-B.
 - 7. Density transfers under 3. a., b., d. or e., above, within planning areas shall be limited only as provided by this Paragraph C.

D. DEVELOPMENT STANDARDS

The following development standards are provided and shall be implemented through the Planned Development Permit and Conformance Review process.

The development standards provided herein are divided into two parts. The first part includes standards which apply to all planning areas. The second part includes supplemental standards which are unique to individual planning areas. The supplemental standards are best presented in a diagram graphic form, acknowledging the size and unique shape of each planning area. The shaded portion of the diagrams indicates the development area for each planning area. The unshaded area indicates public streets and non-development areas (setbacks/landscaped buffer areas). Additionally, supplemental standards such as height limits and

features unique to the particular planning area are provided on each diagram.

Certain variances and classifications are permitted subject to administrative review and approval by the Planning Director. Examples of these variances may include adjustments in the specific location of access to a planning area, adjustments to building footprints and orientation, variations in the width of designated parkways, and other similar necessary adjustments which might not be revealed until the PDP or Conformance Review phase of the implementation process.

1. General Site Development Standards

a. Permitted Uses

(1) Office

- Any office use permitted by the CO Zone, Section 101.0423, Paragraph B.1., of the Municipal Code in effect on the date of adoption of this specific plan.
- Any other use which the Planning Director or Planning Commission or City Council, on appeal, may find to be similar in character to the uses enumerated in the paragraph.

(2) Research & Development / Light Industrial

- Any use permitted by the SR Zone, excluding office uses, except as accessory to the primary SR use. Section 101.0434, Paragraph B., of the Municipal Code in effect on the date of adoption of this specific plan. Exclusive office use shall be prohibited.
- Any use permitted by the M-IP Zone, Section 101.435.1, Paragraphs 1, 2, 3, 4 and 5 only, of the Municipal Code in effect on the date of adoption of this specific plan. Exclusive office uses shall be prohibited.
- Technical research services including, but not limited to, technical research or

production typically associated with various consulting activities, such as engineering, architecture, geotechnical or environmental analysis, computer software analysis or production.

- Any other uses which the Planning Director, or Planning Commission or City Council, on appeal, may find to be similar in character to the uses enumerated in this paragraph.

(3) Support Retail

The support retail uses for StoneCrest are intended to support the office and R&D/light industrial uses. The proposed support retail uses shall be functionally and architecturally integrated within each permitted planning area or within primary use buildings (office or R&D) as support to project users. Support retail uses within the project shall be oriented in a manner which limits exposure of both the retail building (if freestanding) and signage to the public right-of-way. Signage standards for these "support" retail uses are located in the StoneCrest Comprehensive Sign Plan. Drive-thru retail facilities shall be prohibited in all planning areas designated for support retail use.

- Business machine sales, display and service.
- Drafting, blueprinting, printing and photocopying services.
- Electronic data processing, tabulating and record keeping services.
- Flower shops/kiosks.
- Keymakers.
- Laundry and dry cleaners.
- Financial institutions.

- Office furniture and equipment sales and services.
- Postal services.
- Restaurants/cocktail lounges.
- Secretarial and telephone answering services.
- Shoe repair shops.
- Travel bureaus.
- Any other uses which the Planning Director or the Planning Commission or City Council, on appeal, may find to be similar in character to the uses enumerated in this Paragraph.

(4) Regional Commercial

- Any use permitted in the CA Zone, Section 101.0428, Paragraph B of the Municipal Code in effect on the date on the adoption of this Specific Plan.
- Any use permitted by a Conditional Use Permit, Section 101.0510, Paragraph C of the Municipal Code in effect on the date of the adoption of this Specific Plan upon approval of a Conditional Use Permit subject to the restrictions of the CA Zone.
- Any other uses which the Planning Director or Planning Commission or City Council, on appeal, may find to be similar in character to the uses enumerated in this Paragraph.

(5) Commercial Recreational (Limited)

- The golf driving range use or similar open air recreational use is permitted subject to Conditional Use Permit site plan review. Minor support structures such as pro-shops, offices, maintenance and storage buildings

are anticipated as accessory to these types of uses.

(6) Residential

- Any use permitted in the R-1500 zone, Section 101.0410, Paragraph B of the Municipal Code in effect on the date of the adoption of this Specific Code.
- Any conditionally permitted use as specified by Section 101.0410, Paragraph B of the Municipal Code in effect on the date of the adoption of this Specific Plan, subject to first having obtained approval of a Conditional Use Permit subject to the limitations of the R-1500 zone.
- Any other uses including accessory uses which the Planning Commission, or City Council on Appeal, may determine to be similar in character to the uses enumerated for the R-1500 zone.

b. Parking Standards

Parking shall be provided in conformance with the following standards:

- Office; one space for each 300 square feet of gross floor area. Structured parking shall be provided for no less than fifty percent of office uses within each of Planning Areas 3, 4, 8 and 9.
- R&D/Light Industrial; one space for each 400 square feet of gross floor area.
- Support Retail; shared with primary use (office, R&D, etc.) and determined at the PDP level to the satisfaction of the Planning Director and City Engineer.
- Regional Commercial; one space for each 200 square feet of gross floor area.

- Residential; parking to comply with Section 101.0835.D.2 of the City of San Diego Municipal Code.
- All uses permitted by this plan shall provide bicycle parking spaces (bicycle racks or lockers) as follows:
 - Office and R&D - One bicycle locker for each 20,000 square feet of gross floor area;
 - Retail - One bicycle rack space for each 25,000 square feet of gross floor area.
 - Residential - one bicycle rack space for each 25 dwelling units.
- Showers and lockers shall be provided within all non-residential planning areas (except Planning Areas 5 and 6) to encourage the use of bicycles.
- Parking areas shall be designed in accordance with Chapter X, Article 1, Division 8 of the Municipal Code, as existing on the date of adoption of this specific plan.

c. Landscaping

All project landscaping shall comply with or exceed the City-Wide Landscape Regulations (Municipal Code, Chapter X, Article 1, Division 7) as they exist on the date of adoption of this specific plan. The following landscaping standards are applicable to the entire project and shall be implemented in conjunction with or as additional requirements to the revegetation/reclamation of the project site:

- All reclaimed areas and all manufactured slopes adjacent to undisturbed natural slopes shall be surface stabilized and revegetated with the applicable hydroseed mix and/or ground cover specified in Appendix 3, Hydroseed Mixes (also refer to Figures 10-A and 10-B, Revegetation Cross Sections).

- All plant species (except riparian species) utilized in the revegetation program shall be native or drought resistant species capable of surviving with little or no supplemental irrigation after establishment.
- Each seed mix shall incorporate a nurse crop species or species capable of providing a quick germinating vegetative cover without inhibiting the growth of the more permanent species.
- Plant species required for specific planting areas within this section are identified in Appendix 4, Plant Matrices, and Appendix 3, Hydroseed Mixes.
- Irrigation shall be permanent, automatically controlled systems adequate for the establishment and continued growth of plant material.
- Pop-up irrigation sprinkler heads shall be used adjacent to all walks, drives, curbs, parking areas and public right-of-way.
- Manufactured slopes (except those adjacent to natural slopes as identified in Figures 10-A and 10-B and Appendix 2, Revegetation/Reclamation Plan), shall: (1) be planted with a minimum of one, "liner" or one gallon shrub or tree for each 400 square feet of slope face area; and (2) shall be planted with ground cover plantings of unrooted cuttings or rooted flats at one plant for each one square foot of slope face area.

The following landscaping standards relate specifically to and shall be implemented in conjunction with streetscape development (public street right-of-way and parkways):

- Tree planting at the major project entries shall be a minimum of 36-inch box size, with 25 percent of the total number of trees planted to be a minimum of 48-inch box size.
- All tree planting at individual planning area entries shall be a minimum of 36-inch box size.

- All shrub planting within the streetscape shall be a minimum 5-gallon container size.
- All ground cover plants installed, within streetscape areas, shall be rooted cuttings and shall be planted at 12-inch on center typically, where groundcover is required.
- All decorative mounding within the streetscape shall have a 4:1 maximum slope.
- All lawn areas within the streetscape shall be planted with a sod or a seed mix that incorporates a blend of drought tolerant grasses.
- Daley Center Drive and StoneCrest Boulevard shall have a landscape strip of not less than 16 feet average width, excluding public sidewalks, as measured perpendicular from the face of the curbs.
- West Canyon Avenue (Street 'A') and Murphy Canyon Road shall have a landscape parkway width of not less than 10 feet average width, excluding public sidewalks, as measured perpendicular from the face of curbs.
- A landscaped strip no less than six feet wide shall be provided between the curb and public sidewalk along Daley Center Drive and along StoneCrest Boulevard between Daley Center Drive and North Light Avenue (See Figure 9, Conceptual Streetscape Cross Section).
- Street trees located in parkways along West Canyon and StoneCrest shall be a minimum of 24" box size and the spacing between trees shall meet the landscape regulations.
- Public sidewalks shall be a minimum of five feet in width with a parkway to create visual interest (except West Canyon Avenue).
- Daley Center Drive and StoneCrest Boulevard shall contain planted medians.

- Raised medians shall be 14 feet wide, curb to curb, except where transitioning to turn pockets.
- Planted medians shall be dead level, or graded to drain to their centers, with the drainage collected through a system of inlets and drainage pipes, and routed to street drain system.
- All median areas not planted shall be paved with an enhanced durable surface material such as brick or stamped concrete.
- Median areas less than 8 feet in width shall not be planted.
- Plant species and locations in medians and at planning area entries must provide for adequate vehicle sight distance and clearance.

The following landscape standards apply specifically to planning area landscaping:

- Surface parking areas shall include a minimum of 10 percent landscaping of the subject total parking area and shall otherwise comply with or exceed all other requirements of the City-Wide Landscape Regulations (Chapter X, Article 1, Division 7, Section 101.0706, Paragraph A., Vehicular Use Areas), of the Municipal Code in effect on the date of adoption of this specific plan.
- All utility, refuse collection or exterior storage areas exposed to street views shall be screened with solid walls or fences, or planted with shrubs and trees that will conceal them within three (3) years.
- Trees within parking areas shall be as specified within the Plant Matrices set forth in Appendix 4, to provide shade and diminish visual access to the parking areas.
- Within all non-residential planning areas (except Planning Areas 5 and 6), development areas not used exclusively for parking shall have an area developed and maintained with landscape

improvements not less than twenty-five percent (25%) of the subject total development area not devoted to parking areas. This standard supersedes the street yard and remaining yard requirements contained in the City-Wide Landscaping Regulations.

- Within all planning areas, the non-development area shall be one hundred percent (100%) landscaped, except for portions of the lot devoted to ingress and egress, recreational fixtures of signage.
- Landscaped areas may include gravel, mulch or decomposed granite areas. Gravel, mulch or decomposed granite areas, however, shall in no case exceed 25 percent of the required landscaped area, unless approved by the City, in order to prevent too large an area from being devoted to ground cover. Additional features, such as raised planters, curbs, wheelstops, bollards, and other devices shall be utilized to protect the planted areas from damage by pedestrian, automobile or other types of vehicular traffic.
- Each non-residential planning area (except Planning Areas 5 and 6) shall include an attractive functional lawn, park, plaza or courtyard area for employees. This area shall be at least 10,000 square feet in area and may be provided as either a single area or several areas distributed throughout the planning area. The total area provided shall be credited toward the landscape requirement for each development area. These areas shall include fixtures such as benches, tables and refuse containers of compatible materials.

The following standards apply to the ongoing maintenance (of all landscaping) in order to ensure its success:

- All revegetated and landscaped areas shall be maintained in a weed-free and debris-free condition.
- Lawn and ground cover areas shall be kept trimmed and/or mowed regularly.

- All planted areas shall receive regular watering, fertilization, cultivation and pruning.
- Damaged or diseased plants shall be immediately replaced or repaired as a part of regular maintenance.
- Irrigation systems shall be maintained in a proper working condition and checked, cleaned and adjusted regularly.
- The Deputy Director of the Environmental Quality Division shall review the slope revegetation program once a year for three years to verify that slope revegetation has been adequately established.

d. Lighting

The following lighting standards shall be complied with:

- All artificial lighting shall be shaded so as not to fall on adjacent properties.
- Exterior lighting on and around the development, including any tennis court lighting, shall be designed to compliment the architectural character of the buildings, while creating safe and efficient lighting that is properly shielded to prevent glare and emission of light beyond the immediate development.
- All lighting throughout the project shall be of a similar or compatible light spectrum to maintain uniform color.
- Parking lot and access driveway lighting shall be of a City approved light source used throughout the project. These light poles or standards shall not exceed 25 feet in height except in Planning Areas 5 and 6 where standards shall not exceed 40 feet in height.
- Pedestrian lighting, along street sidewalks and throughout the pedestrian circulation system shall be a compatible light source with that of the parking

lots. Lighting standards shall be shielded to direct the light to the ground.

- Landscaping lighting fixtures shall be no greater than three feet in height.
- Security lighting fixtures shall not be substituted for parking lot or walkway lighting fixtures, and are restricted to lighting only loading and storage locations or similar service areas. If security lighting is required, it shall not project above the tops of buildings and it shall be used to light only specific areas requiring it. The fixtures used shall be shielded to prevent glare.

e. Service/Storage Areas

The following standards apply to service and storage areas:

- Storage, refuse collection and service areas shall be screened by a solid fence, wall or landscaping, unless otherwise approved by the Planning Director.
- Fences and walls shall be designed as an integral part of the architecture or as complementary to the architecture and landscape character.
- Fences or walls used for screening outdoor storage areas shall be constructed to a minimum vertical height of not less than six (6) feet.
- Loading areas, doors and docks and other service, storage or equipment areas shall be screened to minimize their visual effect from the public street. All loading areas must be screened on all sides to a vertical height of not less than six (6) feet, by some combination of walls, solid fencing and/or planting which is consistent with the materials and colors of the main structures being served.
- Telephone, electrical and other utility equipment shall be screened from view by landscaping, while allowing required access for maintenance purposes.

- Where storage and/or refuse facilities face adjacent land uses, they shall be screened from view by effective architectural or landscape treatments to a vertical height of no less than six (6) feet. Outdoor storage areas shall be meant to include all company owned and operated motor vehicles or equipment, with the exception of passenger vehicles.

f. Rooftop Treatment

- No mechanical equipment, tank, duct, elevator enclosure, cooling tower or mechanical ventilator or air conditioner shall be erected, constructed, converted, established, altered, or enlarged on the roof of any building, unless all such equipment and appurtenances are contained within a completely enclosed structure whose top and sides may include grillwork, louvers and latticework or are shielded from view by architectural treatment, intervening topography or landscaping.
- No merchandise or material shall be stored on the roof of any building.

g. Signage

- A Comprehensive Sign Plan regulating all signage shall be developed and approved separately from this specific plan. One Comprehensive Sign Plan shall be required to address Planning Areas 2a, 2b, 3, 4, 7, 9, 10 and 11. Separate Comprehensive Sign Plans shall be required for Planning Areas 1, 5, 6 and 8 to address the unique signage requirements of these planning areas. Concurrently with the processing of the first PDP application, a Comprehensive Sign Plan, including temporary sign standards (construction, leasing or sales) as well as permanent uniform sign standards, shall be prepared, reviewed and approved by the Planning Director, subject to appeal to the Planning Commission and City Council.
- All signage shall comply with or exceed all relevant sections of the City of San Diego Sign Ordinance.

- Signage shall be in accordance with the approved Comprehensive Sign Plans throughout the project.
- The Comprehensive Sign Plans shall include standards regulating the quantity, materials size, height, color, lighting, visual effects and orientation of all proposed signs, including temporary signs and permanent wall, building and ground signs.
- All signage for support retail uses shall be oriented away from the public right-of-way. Signs for support retail uses shall be designed in accordance with the comprehensive sign program.

h. Glass

In all office and commercial planning areas, exterior reflectance shall be limited to 25 percent of the total light. An exterior reflectance of 25 percent of total light eliminates most "mirror" glass and most "medium" glass. Glass with an exterior reflectance of 25 percent would reflect one quarter of the visible light.

i. Lot Coverage

Lot coverage shall be limited to 50 percent of a total planning area. "Lot Coverage" shall be defined consistent with the Municipal Code Definition (Sec. 101.0101.35, Lot Coverage) in effect on the date of adoption of this specific plan.

2. Individual Planning Area Standards

The diagrams on the following pages graphically depict each individual planning area within the project and set forth supplemental standards (e.g., height limits, landscaped buffers and access points) unique to each area. The shaded areas represent development areas and the unshaded represent the non-development areas. Figure 26A-L, depicts the Overall Land Use Plan with the initial entitlements shown within each planning area.

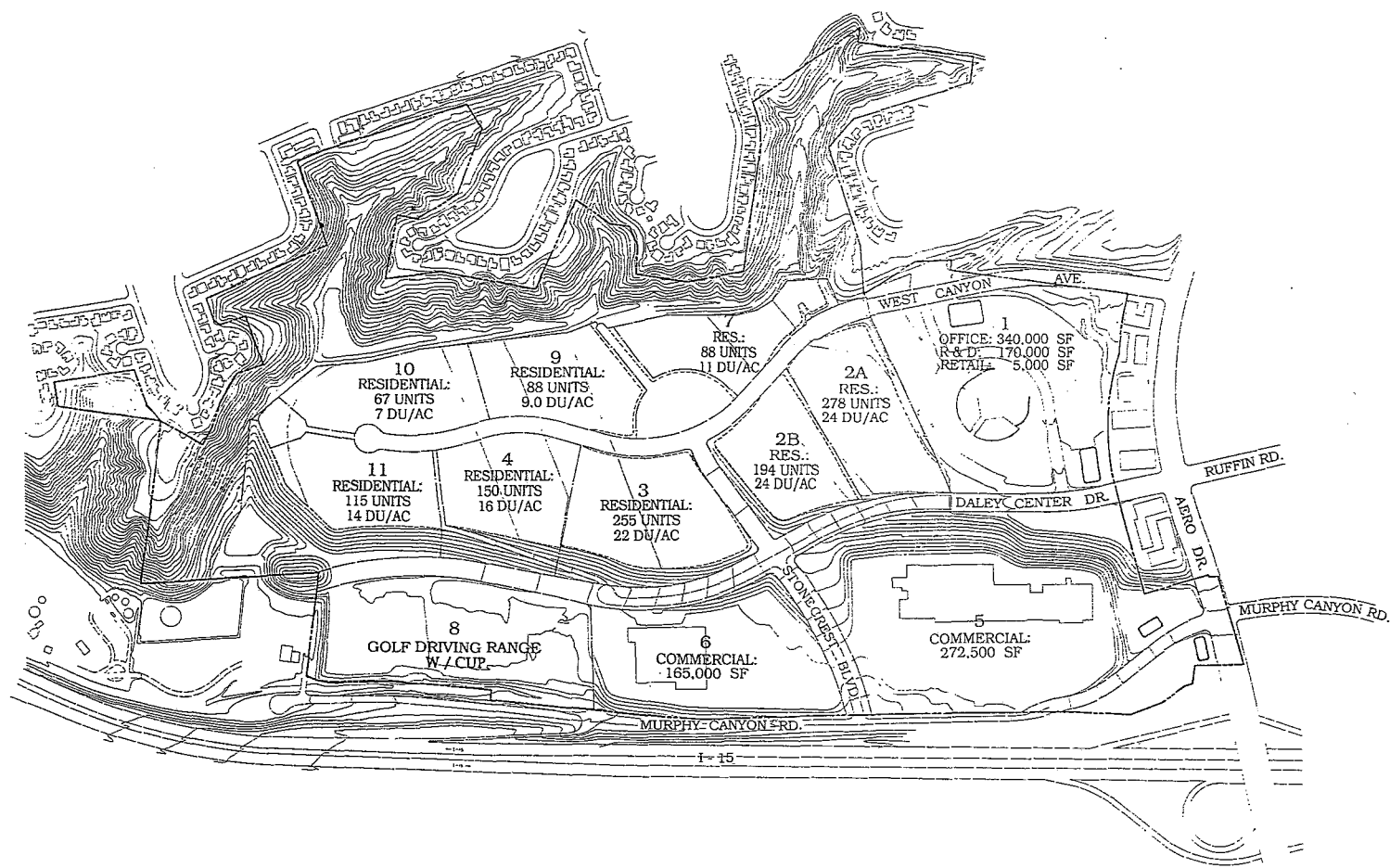
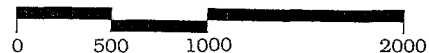


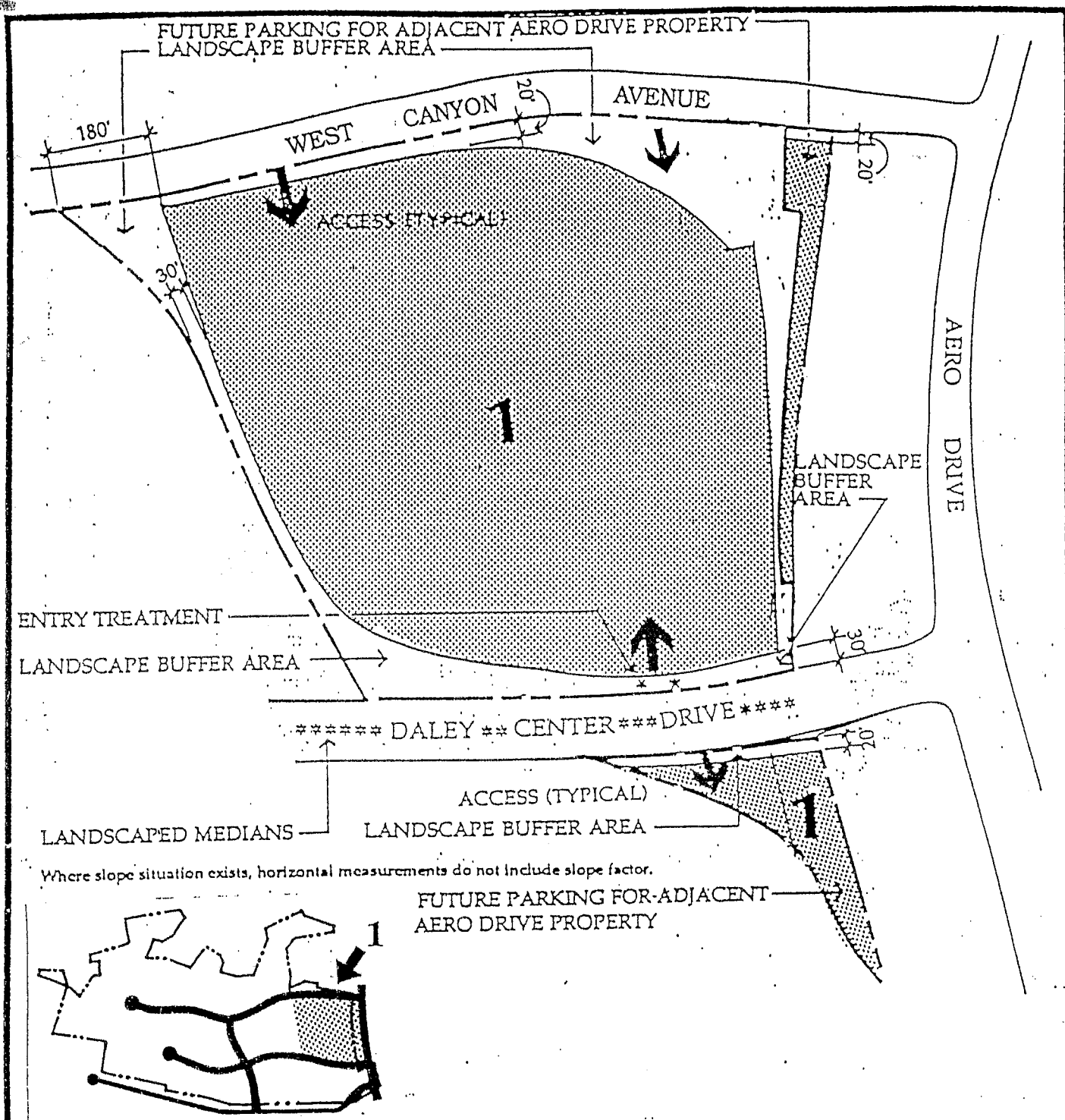
Figure 25

OVERALL LAND USE AND
INITIAL ENTITLEMENT PLAN

NOTE: FOR PRECISE INFORMATION REGARDING RESIDENTIAL
LAND USE ENTITLEMENTS AND PLANNING AREA
CRITERIA REFER TO TABLE 2D ON PAGE 20.



STONECREST



No Scale

KEY MAP

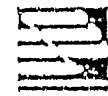
Supplemental Standards

1. Total Area: 29 Acres
2. Development Area: 24 Acres
3. Permitted Uses: Office R & D Retail --
4. Initial Entitlement: 340,000 170,000 5,000 --
(Gross Floor Area, by square feet, prior to density transfer, if any)
5. Maximum Building Height (Stories): 7
6. Landscaping: per Development Standards.
(in addition to Landscape Buffer Area)

Figure 26A
PLANNING AREA 1

LEGEND

- Development Area
- Landscape Buffer Area
- Entry Treatment
- Landscaped Medians



STONECREST

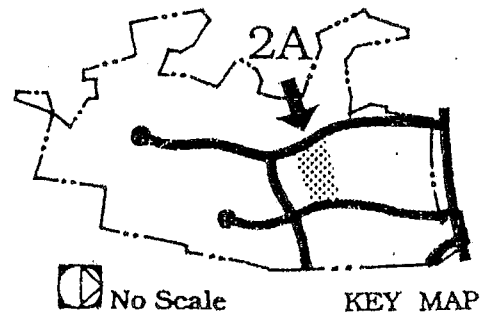
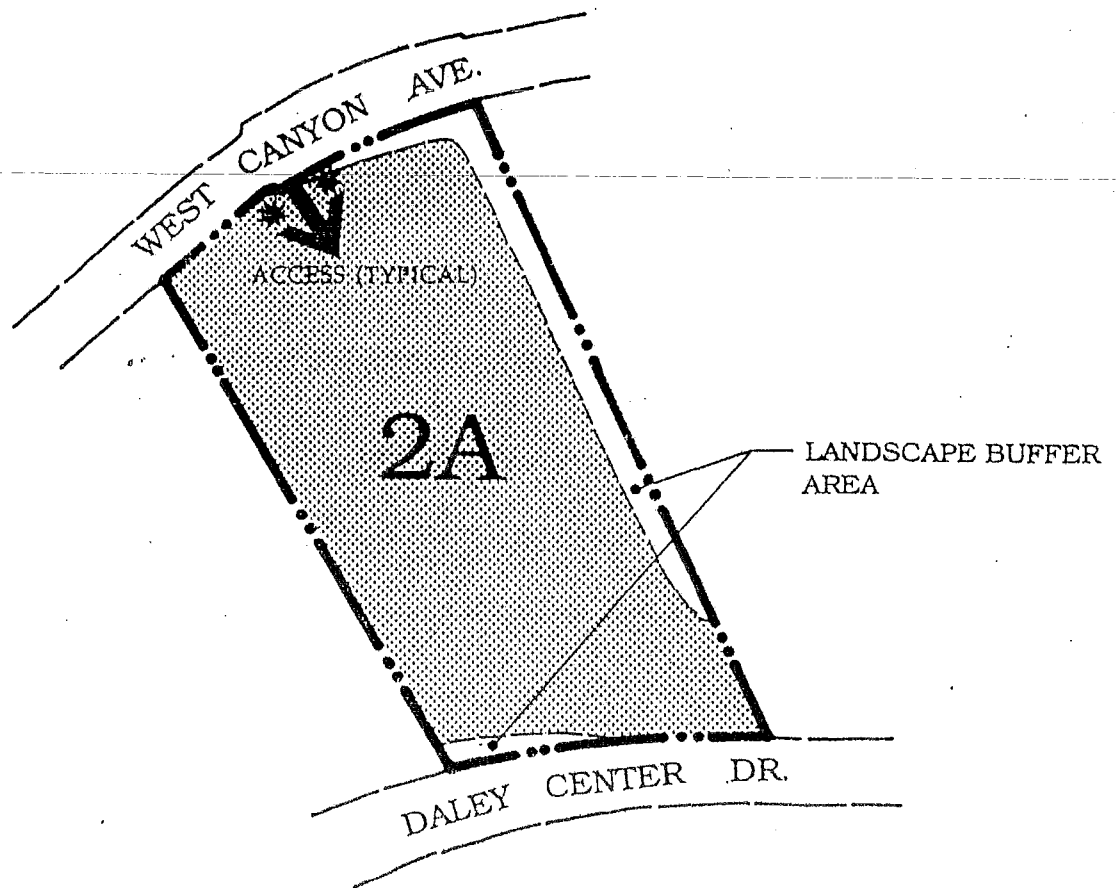





Figure 26B

SUPPLEMENTAL STANDARDS

1. Total Area: 11.7 Acres
2. Development Area: 11.6 Acres
3. Permitted Uses: Residential
4. Initial Entitlement: 278 Units @ 24 Du/Ac
(Prior to density transfer, if any)
5. Maximum Building Height (Stories): 3
6. Landscaping : per Development Standards.
(in addition to Landscape Buffer Area)

PLANNING AREA 2A

LEGEND

-  Development Area
-  Landscape Buffer Area
-  Entry Treatment

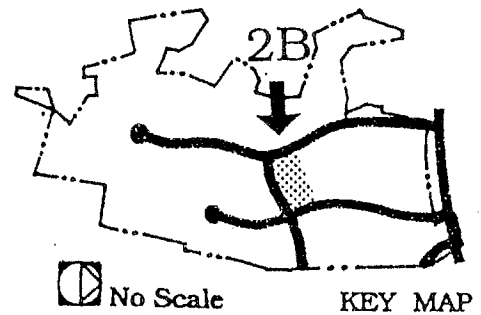
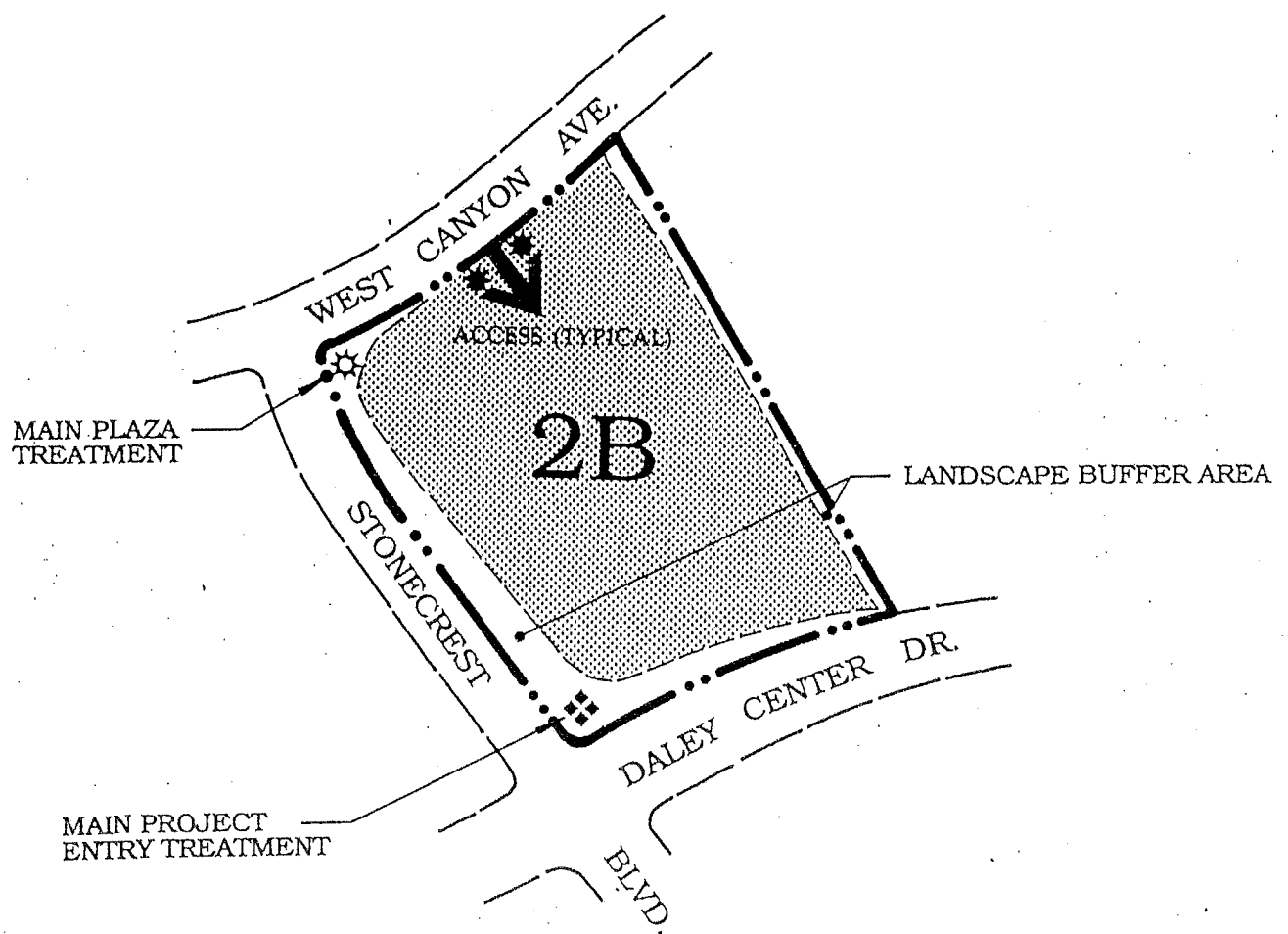





Figure 26C

SUPPLEMENTAL STANDARDS

1. Total Area: 9.6 Acres
2. Development Area: 8.1 Acres
3. Permitted Uses: Residential
4. Initial Entitlement: 194 Units @ 24 Du/Ac
(Prior to density transfer, if any)
5. Maximum Building Height (Stories): 3
6. Landscaping : per Development Standards.
(in addition to Landscape Buffer Area)

PLANNING AREA 2B

LEGEND

-  Development Area
-  Landscape Buffer Area
-  Entry Treatment



STONECREST

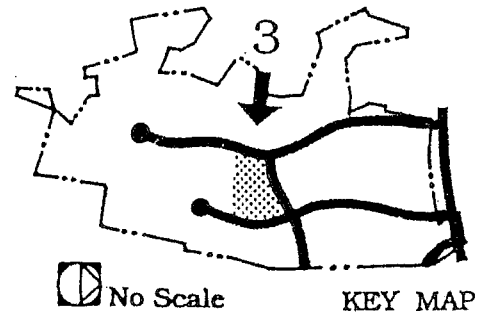
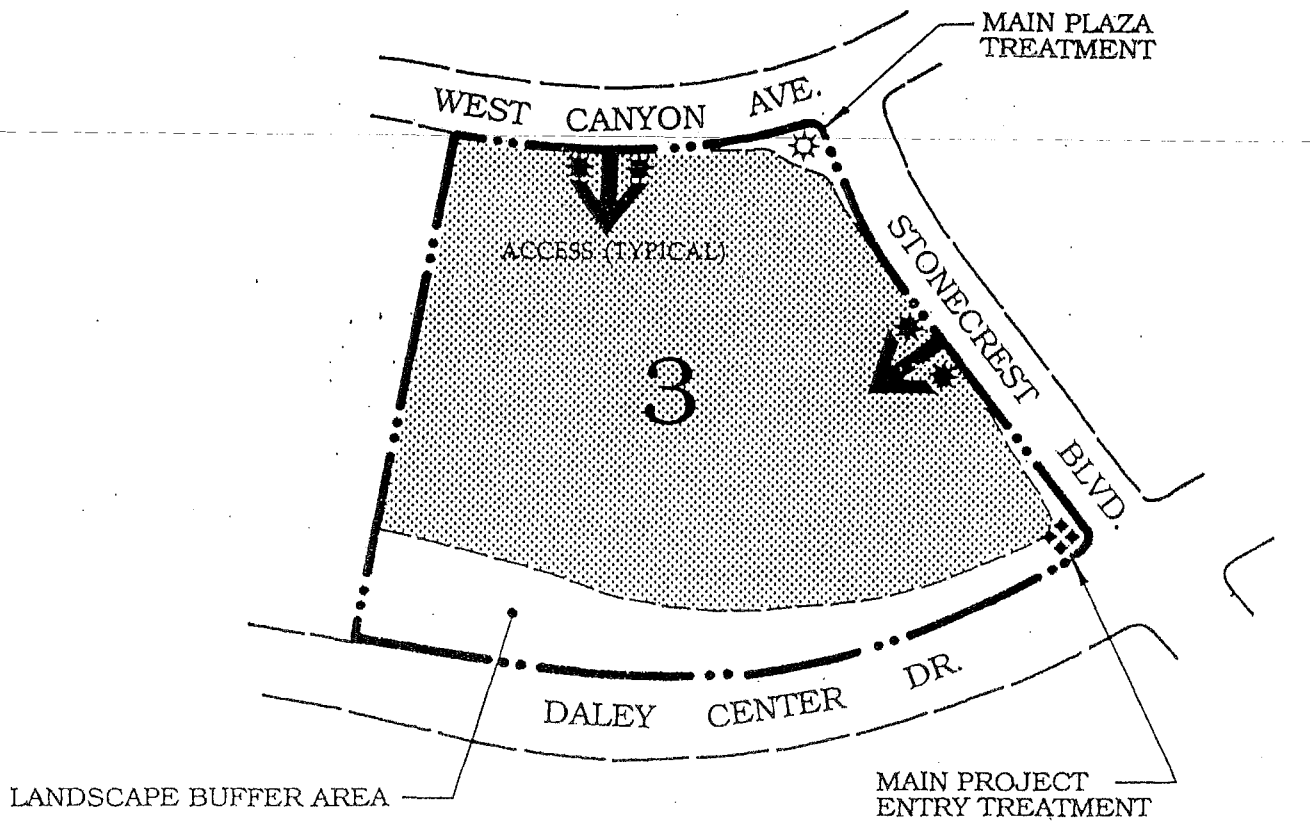


Figure 26D

SUPPLEMENTAL STANDARDS

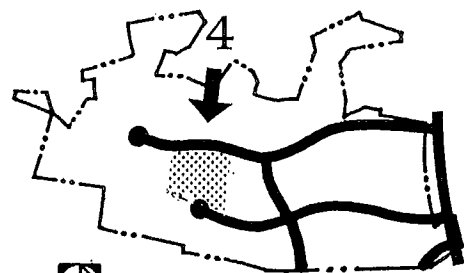
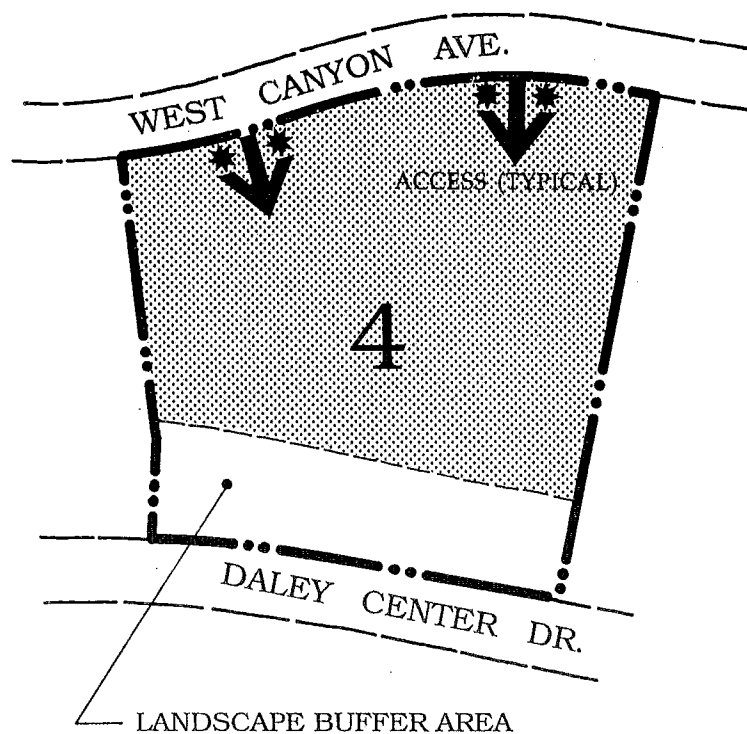
1. Total Area: 14.5 Acres
2. Development Area: 11.6 Acres
3. Permitted Uses: Residential
4. Initial Entitlement: 255 Units @ 22 Du/Ac
(Prior to density transfer, if any)
5. Maximum Building Height (Stories): 3
6. Landscaping : per Development Standards.
(in addition to Landscape Buffer Area)

PLANNING AREA 3

LEGEND

- Development Area
- Landscape Buffer Area
- Entry Treatment

STONECREST



No Scale

KEY MAP




Figure 26E

SUPPLEMENTAL STANDARDS

1. Total Area: 12.0 Acres
2. Development Area: 9.4 Acres
3. Permitted Uses: Residential
4. Initial Entitlement: 150 Units @ 16 Du/Ac
(Prior to density transfer, if any)
5. Maximum Building Height (Stories): 3
6. Landscaping : per Development Standards.
(in addition to Landscape Buffer Area)

PLANNING AREA 4

LEGEND

-  Development Area
-  Landscape Buffer Area
-  Entry Treatment



STONE CREST

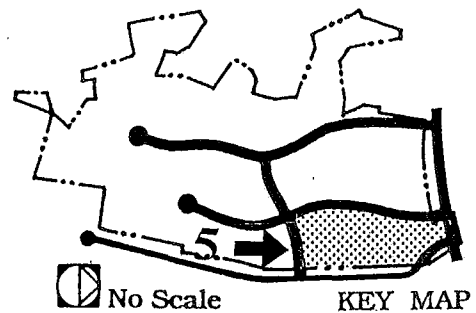
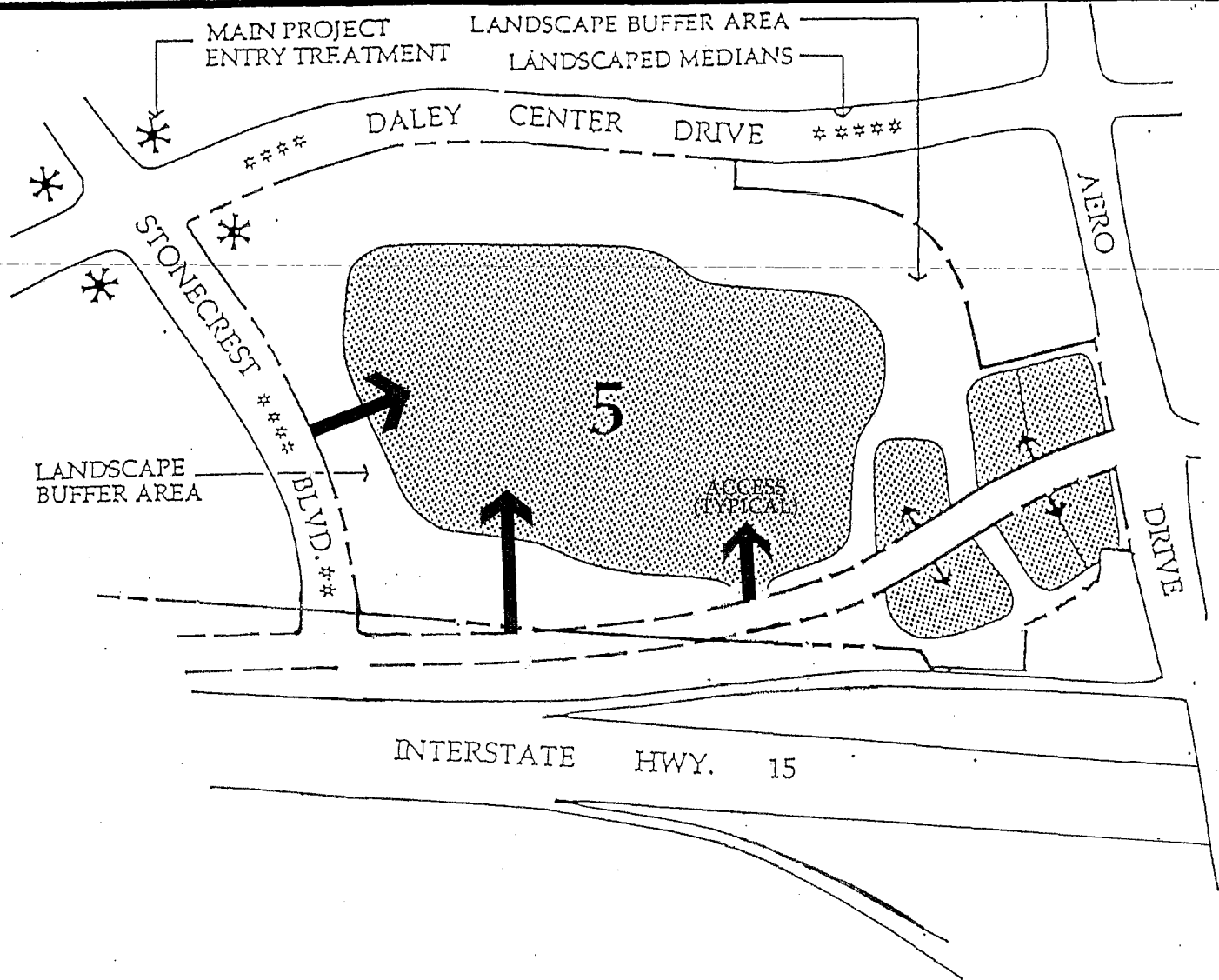


Figure 26F

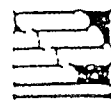
Supplemental Standards

1. Total Area: 45 Acres
2. Development Area: 27 Acres
3. Permitted Uses: Regional Commercial
4. Initial Entitlement: 272,500
(Gross Floor Area, by square feet, prior to density transfer, if any)
5. Maximum Building Height (Stories): 2
6. Landscaping: per Development Standards.
(in addition to Landscape Buffer Area)

PLANNING AREA 5

LEGEND

- Development Area
- Landscape Buffer Area
- Entry Treatment
- Landscaped Medians



STONECREST

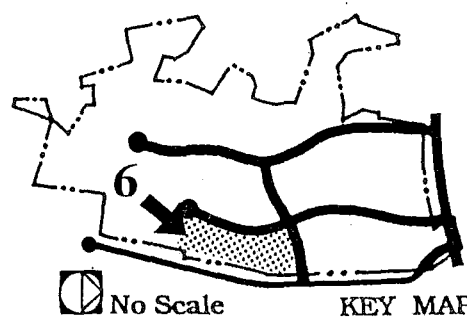
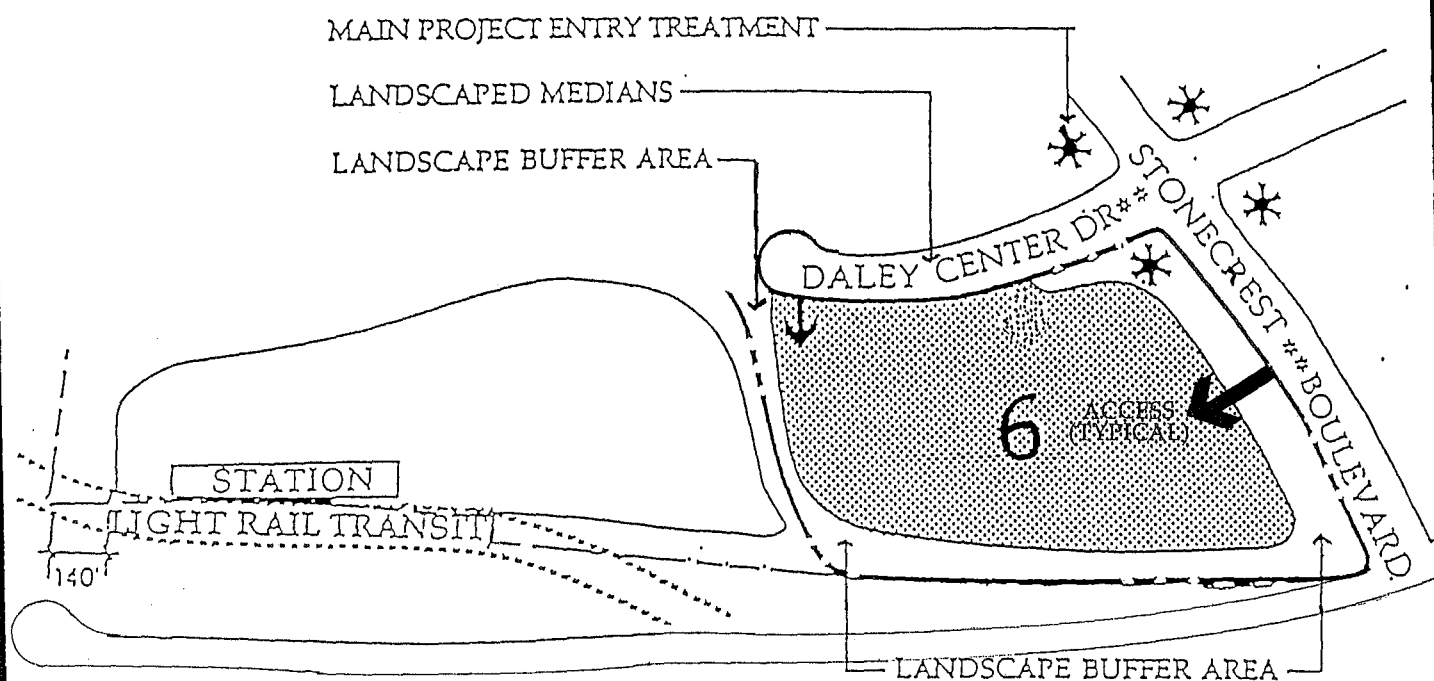


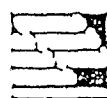
Figure 26G
Supplemental Standards

1. Total Area: 18 Acres
2. Development Area: 15.7 Acres
3. Permitted Uses: Regional Commercial
4. Initial Entitlement: 165,000
(Gross Floor Area, by square feet, prior to density transfer, if any)
5. Maximum Building Height (Stories): 2
6. Landscaping: per Development Standards.
(in addition to Landscape Buffer Area)

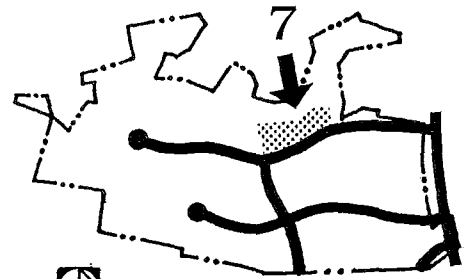
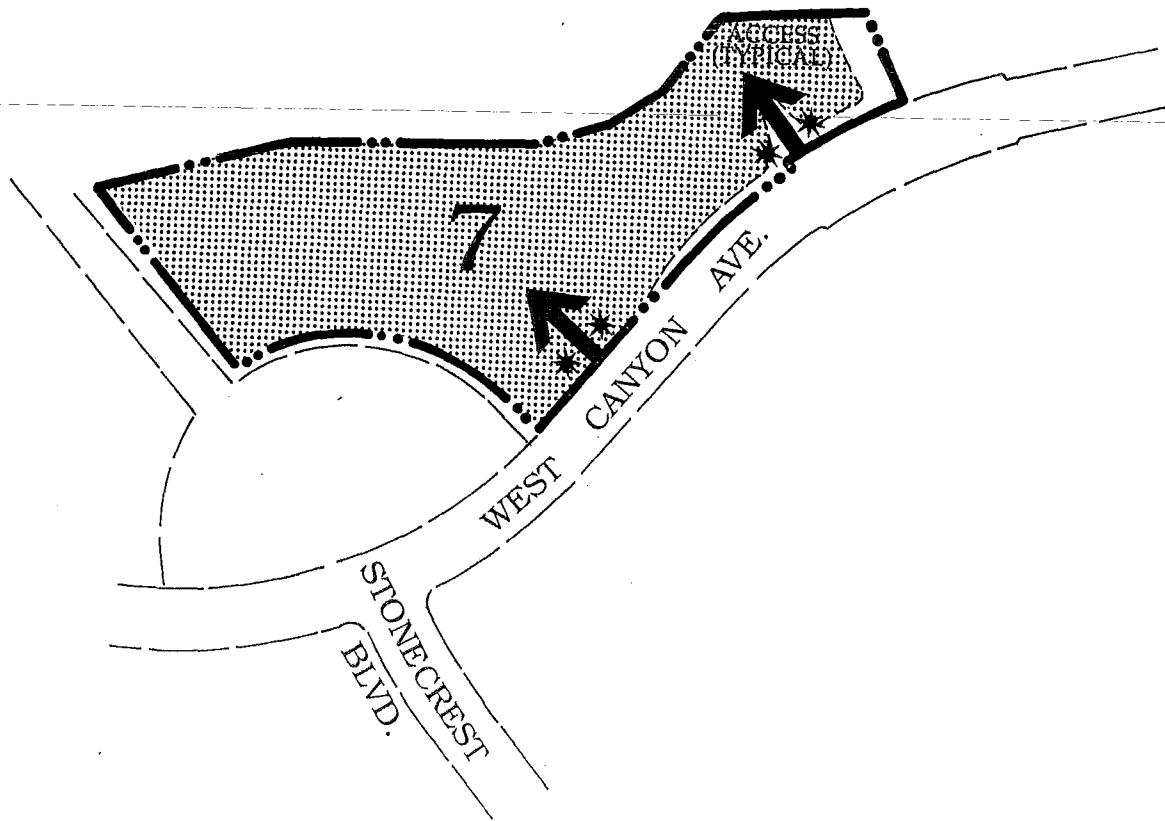
PLANNING AREA 6

LEGEND

- Development Area
- Entry Treatment
- Landscape Buffer Area
- Landscaped Medians



STONECREST



No Scale

KEY MAP




Figure 26H

SUPPLEMENTAL STANDARDS

1. Total Area: 8.0 Acres
2. Development Area: 8.0 Acres
3. Permitted Uses: Residential
4. Initial Entitlement: 88 Units @ 11 Du/Ac
(Prior to density transfer, if any)
5. Maximum Building Height (Stories): 2
6. Landscaping : per Development Standards.
(in addition to Landscape Buffer Area)

PLANNING AREA 7

LEGEND

-  Development Area
-  Landscape Buffer Area
-  Entry Treatment



STONE CREST

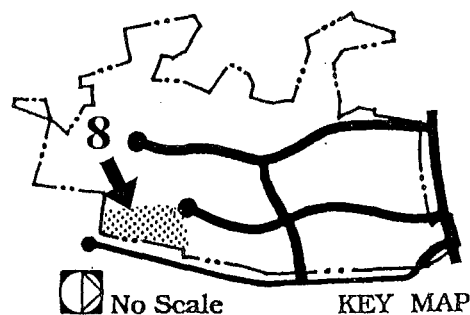
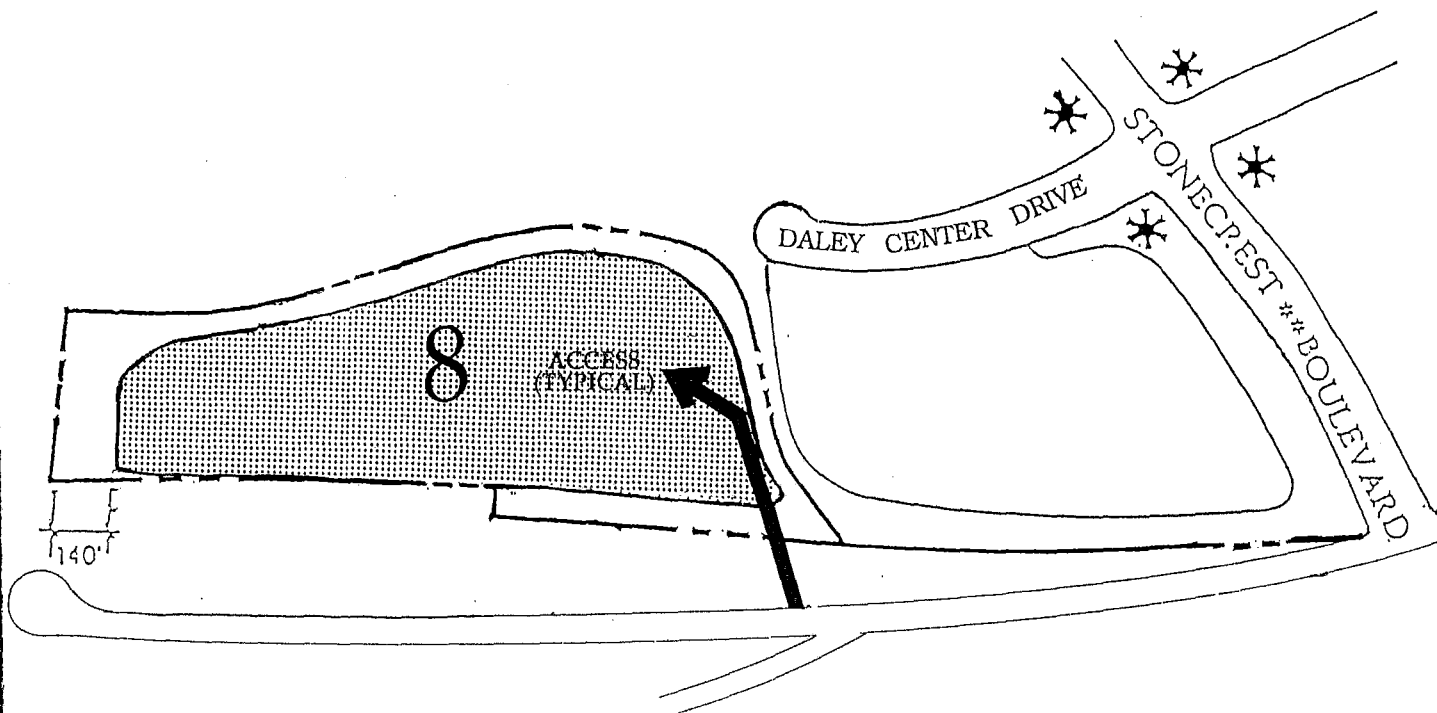






Figure 26I

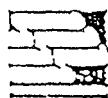
Supplemental Standards

1. Total Area: 21 Acres
2. Development Area: 18 Acres
3. Permitted Uses: GOLF DRIVING RANGE
4. Initial Entitlement: PER CUP PLAN REVIEW
(Gross Floor Area, by square feet, prior to density transfer, if any)
5. Maximum Building Height (Stories):
6. Landscaping : per Development Standards.
(in addition to Landscape Buffer Area)

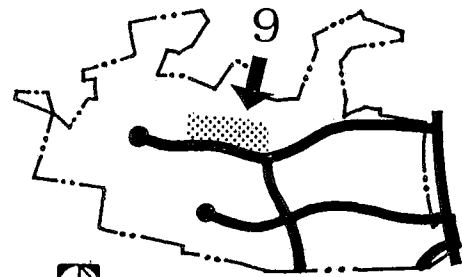
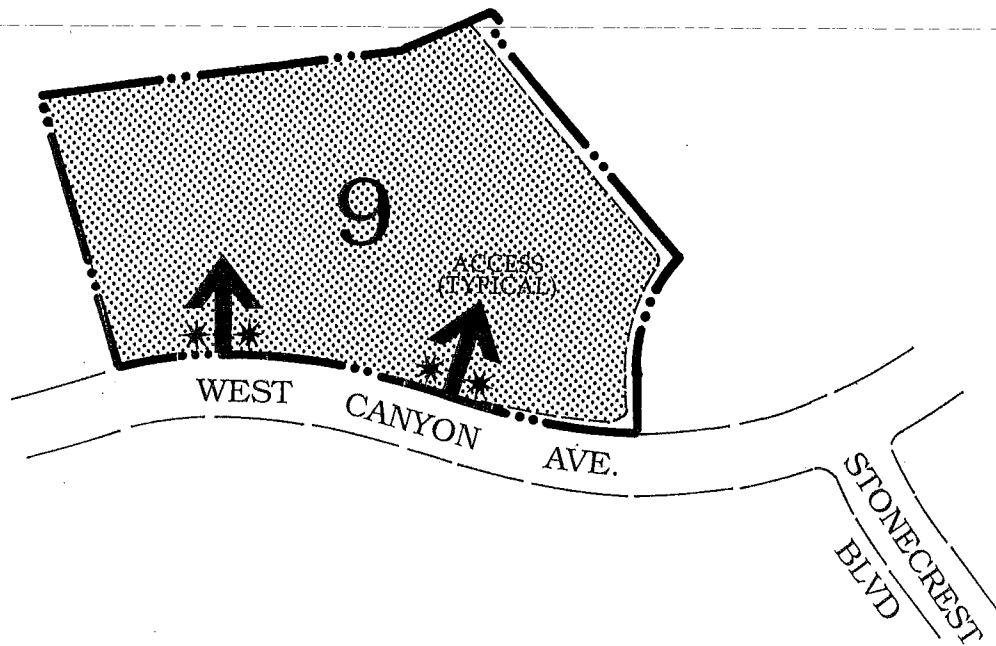
PLANNING AREA 8

LEGEND

-  Development Area
-  * Entry Treatment
-  Landscape Buffer Area
-  * Landscaped Medians



STONECREST



No Scale

KEY MAP




Figure 26J

SUPPLEMENTAL STANDARDS

1. Total Area: 9.8 Acres
2. Development Area: 9.8 Acres
3. Permitted Uses: Residential
4. Initial Entitlement: 88 Units @ 9 Du/Ac
(Prior to density transfer, if any)
5. Maximum Building Height (Stories): 2
6. Landscaping : per Development Standards.
(in addition to Landscape Buffer Area)

PLANNING AREA 9

LEGEND

-  Development Area
-  Landscape Buffer Area
-  Entry Treatment



STONECREST

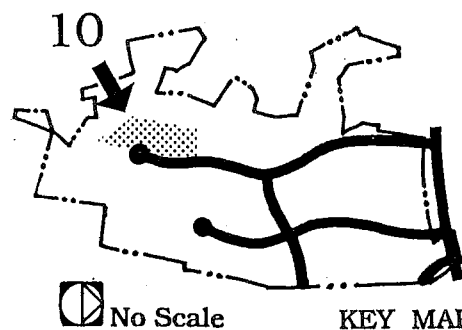
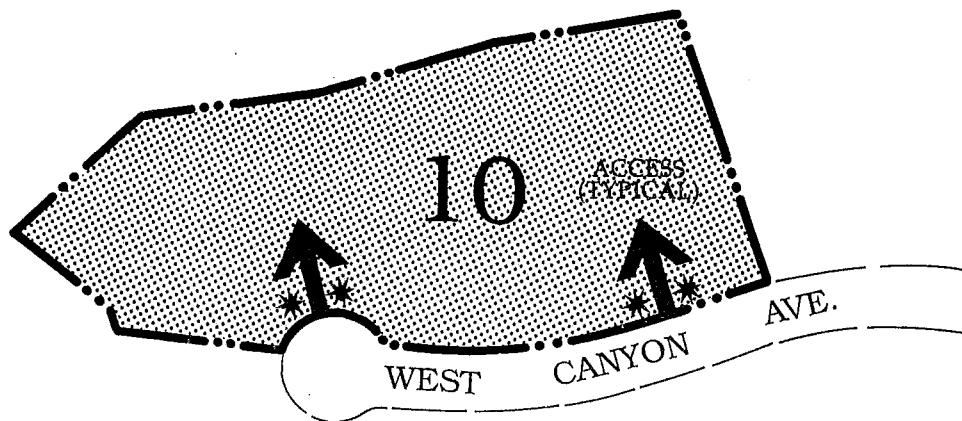





Figure 26K

SUPPLEMENTAL STANDARDS

1. Total Area: 9.6 Acres
2. Development Area: 9.6 Acres
3. Permitted Uses: Residential
4. Initial Entitlement: 67 Units @ 7 Du/Ac
(Prior to density transfer, if any)
5. Maximum Building Height (Stories): 2
6. Landscaping : per Development Standards.
(in addition to Landscape Buffer Area)

PLANNING AREA 10

LEGEND

-  Development Area
-  Landscape Buffer Area
-  Entry Treatment

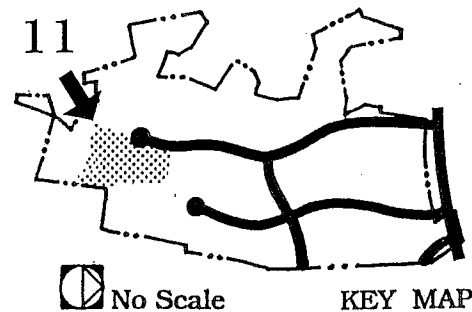
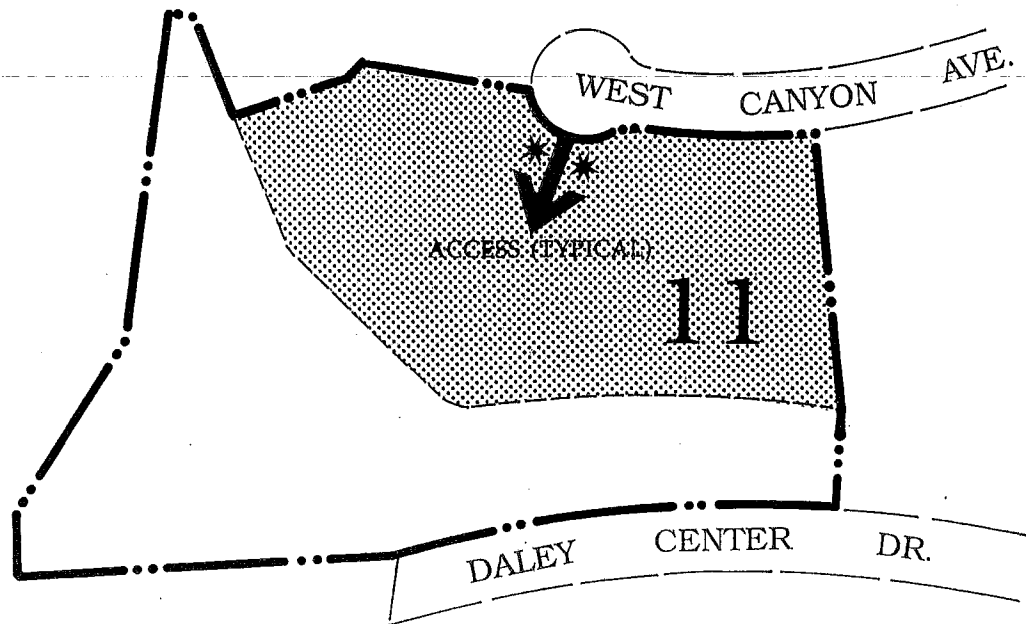





Figure 26L

SUPPLEMENTAL STANDARDS

1. Total Area: 17.7 Acres
2. Development Area: 8.2 Acres
3. Permitted Uses: Residential
4. Initial Entitlement: 115 Units @ 14 Du/Ac
(Prior to density transfer, if any)
5. Maximum Building Height (Stories): 2
6. Landscaping : per Development Standards.
(in addition to Landscape Buffer Area)

PLANNING AREA 11

LEGEND

-  Development Area
-  Landscape Buffer Area
-  Entry Treatment



E. PHASING OF DEVELOPMENT

Phasing of the StoneCrest project will be in accordance with Table 3-A, Transportation Phasing Plan. It is not intended that phasing occur through any numerical sequence. Each phase may include more than one final map, and more than one phase may be included in one final map. If a final map covers more than one phase, the City Engineer may defer certain improvements required for the later phase(s), subject to a PDP accompanying that final map which imposes restrictions satisfactory to the City Engineer that development will not occur beyond the applicable later phase thresholds set forth in the Public Improvements Phasing Plan. Restrictions acceptable to the City Engineer include, (a) a requirement that the subdivider execute an agreement and post security satisfactory to the City Engineer after the final map is filed but before issuance of Conformance Review approvals for such later phase(s), or (b) provision of a lien contract described in Section 66499 (a) (4) of the Subdivision Map Act prior to filing of the Final Map.

The subdivider shall assure the provision of onsite and offsite public improvements in accordance with Section 66464 (a) (1) or (2) of the Subdivision Map Act.

F. PUBLIC FACILITIES AND IMPROVEMENTS

As each phase of subdivision is implemented, certain public facilities will be required onsite and, possibly offsite. These revisions are identified in Table 3. The extent of these public improvements will be disclosed on the Tentative Subdivision Map as revised or replaced or on any new tentative map. Adequate public facilities for each phase of subdivision will be assured through the Tentative Subdivision Map including onsite traffic circulation, public storm drainage, water/sewer facilities and offsite street improvements. The sequence of the phasing will be responsive to market conditions and thus exact timing for providing public facilities with each phase is subject to the transportation phasing plan and the market absorption rate. However, it is recognized that the appropriate tentative map will identify public facilities required to support each phase of construction to the satisfaction of the City Engineer.

G. FINANCING

All improvements shall be assured through conditions of this specific plan and/or the tentative map. Public improvements required by the tentative map shall be the responsibility of the applicant and may be financed by the applicant through means such as assessments or other financing

mechanisms, subject to approval by the Engineering and Development Department.

H. APPLICANT / OWNER

Any reference in this specific plan to an "applicant" or to "owners" or other similar persons, is not intended to preclude such applicant or owner from imposing covenants running with the land, creating districts, imposing contractual commitments, or taking any other actions designed to allocate, pass along, assure or share any obligation imposed by this specific plan, including but not limited to, cost sharing by future owners, tenants, users or occupants of all or part of the project site.

TABLE 3

PUBLIC IMPROVEMENT PHASING PROGRAM

PHASE (PLANNING AREA)	SEWER	WATER
1 (1)	Construct public mains to existing sewer in Aero Dr.	• Construct public mains in West Canyon Avenue, Daley Center Dr. and in Granite Ridge Drive between West Canyon Avenue to Daley Center Drive.
2 (5 and 6)	Relocate existing 30" main to below concrete box culvert from approximately 400' south of Aero Dr. to southerly limit of Planning Area 6. Construct public main in Murphy Canyon Rd. and connect to newly relocated 30" main.	• Construct main in new Murphy Canyon Rd. Extend 16" public main from Murphy Canyon Rd. southerly to StoneCrest Blvd. Construct 12" main in Planning Area 5 between Murphy Canyon Road and Daley Center Drive.
3 (2, 3 and 7)	Construct public main in StoneCrest Blvd. from West Canyon Avenue to Daley Center Dr. Extend public main from southeast corner of planning Area 2A. southerly @ ultimate alignment & grade in Daley Center Dr. to southerly limit of Planning Area 6 then easterly to existing 30" main @ southeast corner of Planning Area 6.	• Extend public main in West Canyon Avenue to StoneCrest Blvd. Construct public main in StoneCrest Blvd. from West Canyon Avenue to Daley Center Dr.

4
(4 and 9)

Construct public main in West Canyon Avenue from southeast corner of Planning Area 9 to the southerly limit of Planning Area 4. Extend public main easterly to emergency access road then northerly in access to Daley Center Dr.

- Extend public main in West Canyon Avenue from StoneCrest Blvd. to the southerly limit of Planning Area 4. Extend public main easterly to emergency access road then northerly in access road to Daley Center Dr.

5
(10 and 11)

Extend public main in West Canyon Avenue from southerly limit of Planning Area 4 to terminus of West Canyon Avenue.

- Extend public main in West Canyon Avenue from southerly limit of Planning Area 4 to terminus of West Canyon Avenue.

TABLE 3-A

TRANSPORTATION PHASING PLAN FOR STONECREST

<u>PHASE</u>	<u>LANDUSE</u>	<u>IMPROVEMENTS</u>
1	Existing Office 340,000 Sq. Ft. R & D 170,000 Sq. Ft. Commercial 5,000 Sq. Ft.	<ul style="list-style-type: none">• Improvements on Aero Drive (and intersecting streets) as depicted in Figure VII-5 of the StoneCrest Traffic Study, includes restriction of all left turns at the east intersection with Murphy Canyon Road by construction of a raised median.• Construction of new StoneCrest Access, called West Canyon Avenue (formerly named North Light Avenue), between Aero Drive and southern extent of development.• Construction of Daley Center Drive between Aero Drive and southern extent of development.
2	Wal-Mart 272,450 Sq. Ft. Incredible Universe 164,900 Sq. Ft. Driving Range 1 CRS	<ul style="list-style-type: none">• Improvements along Aero Drive and Intersection street as indicated in Figure A, attached.

2 (continued)

- Initiation of design ramp metering project, as defined in Project Report by Caltrans.
- Southerly extension of Daley Center Drive to StoneCrest Boulevard, then south to serve Incredible Universe Center development south of StoneCrest Boulevard.
- Construction StoneCrest Boulevard alignment between Daley Center Drive and Murphy Canyon Road.
- Easterly relocation of the portion of Murphy Canyon south of Aero Drive. Conversion of Murphy Canyon Drive between Aero Drive and StoneCrest Boulevard to a private driveway.
- Install ramp meter on existing southbound I-15 entrance ramp from Murphy Canyon Road.

3

Residential
P.A. 2A & B & 7

- Finalize southerly extension of Daley Center Drive from south Phase 1 boundary to StoneCrest Boulevard.
- Construction of West Canyon Avenue from the southerly boundary of Phase 1 to StoneCrest Boulevard.
- Construction of StoneCrest Boulevard from West Canyon Avenue to Daley Center Drive.
- Widen northbound on-ramp to two lanes plus ramp meter and CHP enforcement pad, plus minor traffic signal modifications.
- Restripe Aero Drive east of northbound off-ramp to provide standard lanes. No signal modification or widening.
- Widen southbound off-ramp to provide additional right turn lane plus modify traffic signal.
- Widen Aero Drive to provide right turn lanes at southbound on-ramp.

3 (continued)

4

P.A. 3 & 9

- Provide fair share contribution toward construction of auxiliary between Murphy Canyon on-ramp and Friars Road off-ramp.

- Construct West Canyon Avenue from StoneCrest Boulevard south to extent of development.

- Provide signal at Daley Center Drive at StoneCrest Boulevard when warrants are met.

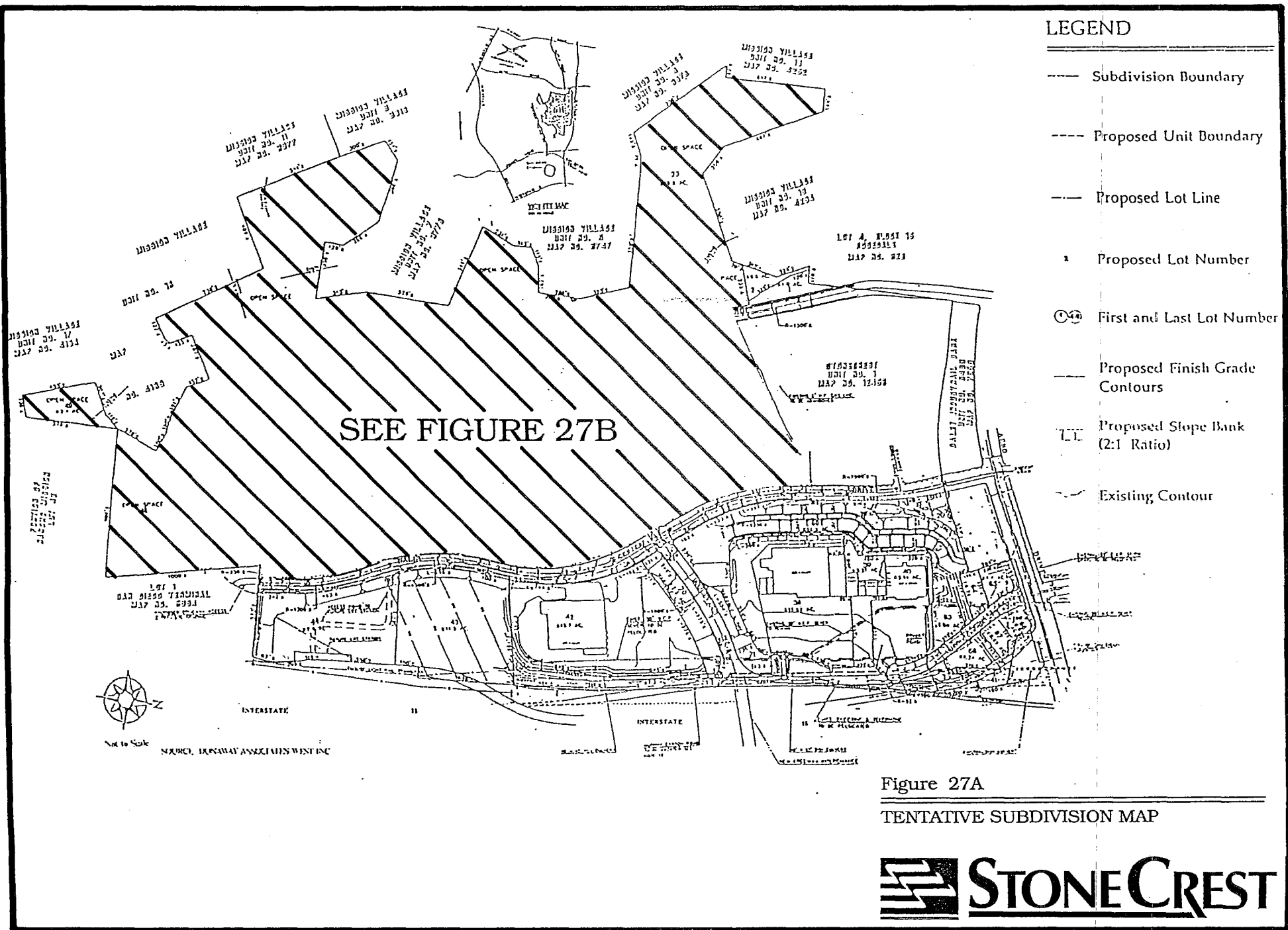
5

Residential
P.A. 4, 10 & 11

- Construct West Canyon Avenue to cul-de-sac.

IX. AMENDMENTS TO SPECIFIC PLAN

The approval processes and other procedures described in this specific plan (including, but not limited to, the Planned Development Permits, Conformance Review approvals, variance procedures, modifications to phasing and density transfer procedures described in Section VIII), shall not require an amendment to this specific plan as and when the same are utilized. However, any proposed change requested by an applicant which deviates materially and substantially from the provisions of this specific plan as determined by the Planning Director (or the Planning Commission or City Council on appeal) shall require an amendment of the plan in accordance with Government Code Section 65453. Examples of material and substantial deviations from this plan include (but are not limited to) increased entitlements above limitations contained in Table 2-A, or a shift or increase in land uses which may result in significant unmitigated traffic impacts. Examples of non-substantial deviations include (but are not limited to) adjustments to individual pad access, lot line adjustments, or modifications to planning area boundaries, the creation of planning area sub-areas, minor modifications to pad sizes, road alignments or grading during final engineering.



MASTER TENTATIVE MAP MASTER PRD, HRP & RPO SITE PLAN **STONECREST VILLAGE** CITY OF SAN DIEGO, CALIFORNIA

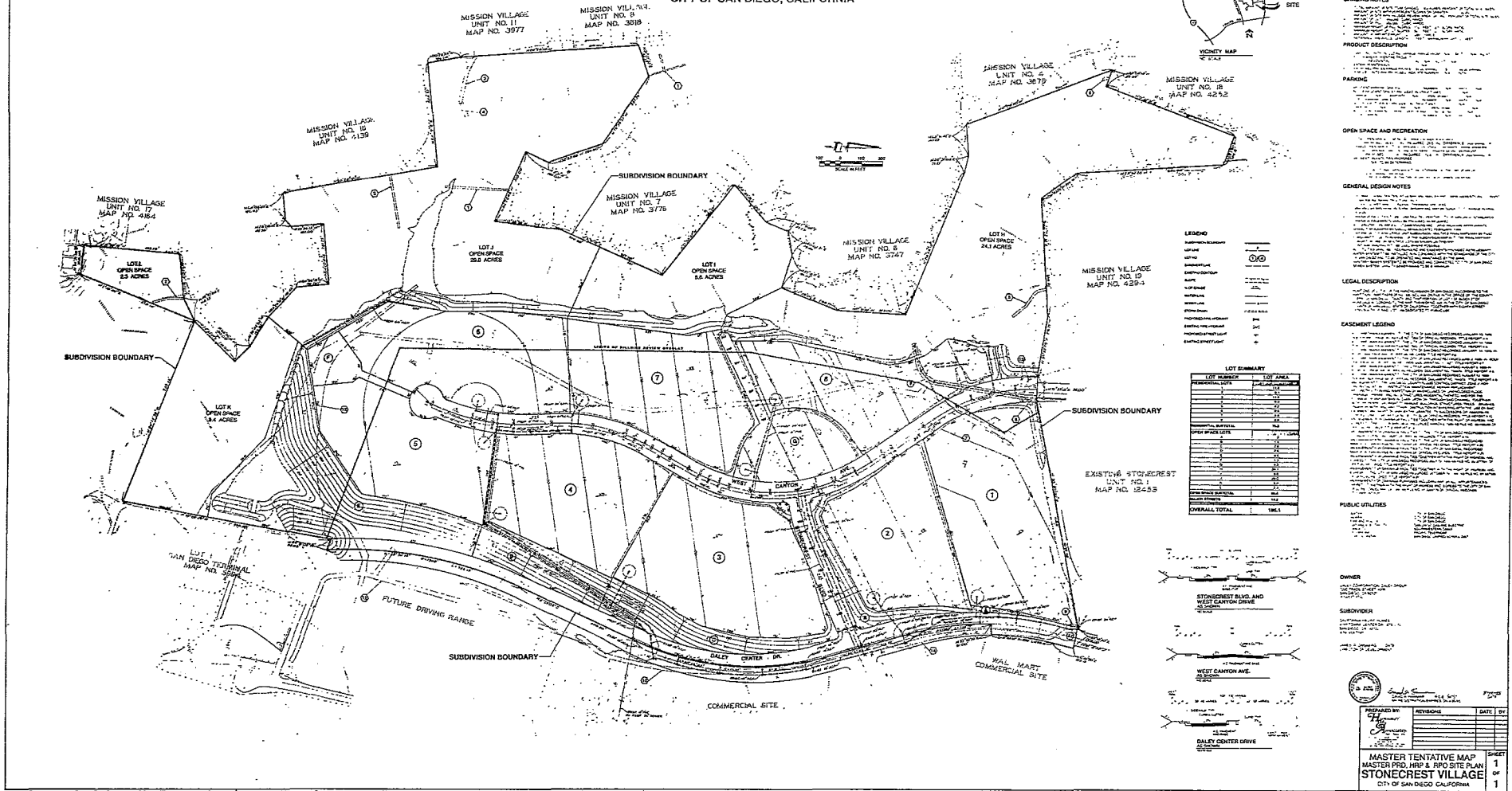


Figure 27B

TENTATIVE SUBDIVISION
MAP

NOTE: FOR PRECISE INFORMATION REGARDING RESIDENTIAL
LAND USE ENTITLEMENTS AND PLANNING AREA
CRITERIA REFER TO TABLE 2D ON PAGE 20.



APPENDICES

APPENDIX 1

SOILS REPORT

Soil reports associated with subdivisions and land developments are on file with the Engineering Services Division.

APPENDIX 2

RECLAMATION PLAN

Reclamation Plan Proponents

1. Applicant

StoneCrest Associates
9449 Balboa Avenue, Suite 310
San Diego, CA 92121
(619) 541-7111

2. Property Owner

Daley Corporation
2400 Murphy Canyon Road
San Diego, CA 92120
(619) 283-6101

3. Owner of Mineral Rights

Daley Corporation
2400 Murphy Canyon Road
San Diego, CA 92120
(619) 283-6101

4. Quarry Operator

Daley Corporation
2400 Murphy Canyon Road
San Diego, CA 92120
(619) 283-6101

5. Agent of Process Steven I. Berg

StoneCrest Associates
9449 Balboa Avenue, Suite 310
San Diego, CA 92121
(619) 541-7111

Location

6. Brief Legal Description:

Portion of Lot 41 of Rancho Mission of San Diego; Lot 4 and Portion of Lot 3, Block 26 and Lot 1 and Portion of Lots 2 and 3, Block 27, Rosedale, Map No. 826; Portion of Lots 43, 49 and 52, Rosedale Tract,

Map No. 826; Portion of Lots 43, 49 and 52, Rosedale Tract, map No. 825, City and County of San Diego, State of California. Approximately 310 acres.

9. Access Route To The Site:

From San Diego:

North on I-5, East on I-8, North on I-15, West on Aero Drive, South on Murphy Canyon Road to site.

10. Vicinity and Location:

Figures 1 & 2 describe the vicinity and location.

Description

11. Mineral commodity to be reclaimed:

Uncompacted embankment fill, alluvium, landslide debris, and formational soils.

12. Geological Description:

Primarily formational soils of the Eocene-age Mission Valley Formation, Stadium Conglomerate, and Friars Formation.

13. Brief Description of Environmental Setting:

REGIONAL SETTING

The 310-acre StoneCrest site is located within the corporate boundaries of the City of San Diego, north of Mission Valley, within the Serra Mesa community. The site is on the east side of Interstate 15, located between Aero Drive on the North and Friars Road on the South. The site is on the west side of Murphy and

southwest of the Tierrasanta community. To the Northwest of the project site (Aero Drive and Ruffin Road) is the Kearny Mesa industrial area.

Immediately west of the site, located on top of a steep slope that borders the site, is a neighborhood of the Serra Mesa residential community which consists primarily of single family homes. The site is bordered on the east by Interstate 15. There are office and industrial buildings on the northern edge of the site and the San Diego petroleum products storage and distribution terminal is on the south. The Daley Corporation office is located on the northeast corner of the site.

The StoneCrest property was in an unincorporated area of the County of San Diego until it was annexed by the City of San Diego in March 1985.

Existing zones on the property include manufacturing (M-1-A) residential [R-1-5, R-1-40,000 (R-1-40)] and Hillside Review (HR). The ongoing Daley Corporation sand and gravel (and related materials) operations are permitted by a permit granted by the County of San Diego in March 1985. A Hillside Review (HR) permit (No. 138) was granted by the City of San Diego in March 1979, allowing grading for a previously proposed residential development on 106 acres of the site in an area zoned R-1-5 with an HR overlay.

The project site is currently used by the Daley Corporation for production of sand and gravel. There are a series of dirt access roads throughout the project site that are frequently traveled by trucks and other large earthmoving equipment. Since the site has been disturbed by 60 years of quarrying operations, i.e., a total of 5,500,000 cubic yards of material has been removed, leaving primarily bare earth with sparse vegetation. The only other structures include an office building, large warehouse, and equipment associated with the excavation operations, including a rock crusher, conveyors and loaders, and the asphalt batch plant facilities (now inactive) located toward the central and northeast portion of the site.

The existing topography of the StoneCrest site varies greatly, with a general decrease in elevation from north to south. The site ranges from 380' above mean sea level (MSL) at the top of the ridge at the northwestern portion of the site, 90' MSL at Murphy Canyon Creek in the southeastern portion of the site. The site is

characterized by manufactured slopes and disturbed areas subject to ongoing excavations associated with continuous sand and gravel operations since the 1920's. Slopes vary considerably, with the site draining predominantly to the southeast. The west side of the site is rimmed by steep, densely vegetated natural slopes which form finger canyons that extend from the main part of the site in a westerly direction. These slopes are topped by single family homes. This portion of the project site is in a Hillside Review Zone. At the bottom of the slopes on the western border is a natural canyon which carries drainage from the existing slopes. There is another steep slope in the northeast portion of the site, behind the Daley office, which is also in the Hillside Review Zone.

The entire eastern edge of the project site, immediately west of Interstate 15, consists of a narrow drainage channel (approximately 3 acres) which is in the remaining portion of Murphy Canyon Creek. This strip of wetland contains potentially sensitive riparian habitat. Immediately west of the drainage channel is an area of approximately 27 acres with settling soil conditions. Soils in the southeast portion of the site must be removed and re-compacted prior to any development.

Existing vegetation on the StoneCrest site consists mostly of native plants in the undisturbed portions and is primarily on relatively steep slopes. Coastal Sage Scrub is found on the arid south and west-facing slopes, in the canyons, and on the west-facing bank of Murphy Canyon Creek. Mixed Chaparral is found in dense stands on the north and east facing slopes on the site. Grassland areas are found in small pockets on the site. Floodplain Scrub is found in the Southwestern most east-west trending canyon bottom.

Proposed Reclamation Operation

14. The Proposed Starting Date of the Reclamation

June 1987 and ongoing for approximately 4 years unphased.

15. The Reclamation Operation

Will be continuous.

16. The Reclamation Operation will involve excavation and recompaction of more than

1,000,000 cu. yards/year.

17. Total Anticipated Production

Will include cuts and fills in excess of 50' and no waste is intended to be retained on the site.

18. Grading method

Will be by open Cut and Fill.

19. The quantity of water required by the reclamation is unknown but will be added to embankment only as needed to reach optimum moisture content for 90% relative density. Presumably, this water will be from City of San Diego domestic Supplies, however, the quality is not important for the Reclamation Program. There will be no surplus or waste water.

20. Attached is a map of the mined lands and an aerial photograph from December 1985.

RECLAMATION PLAN:

21. The enclosed USGS Quadrangle Map designates the area to be covered by the reclamation plan.

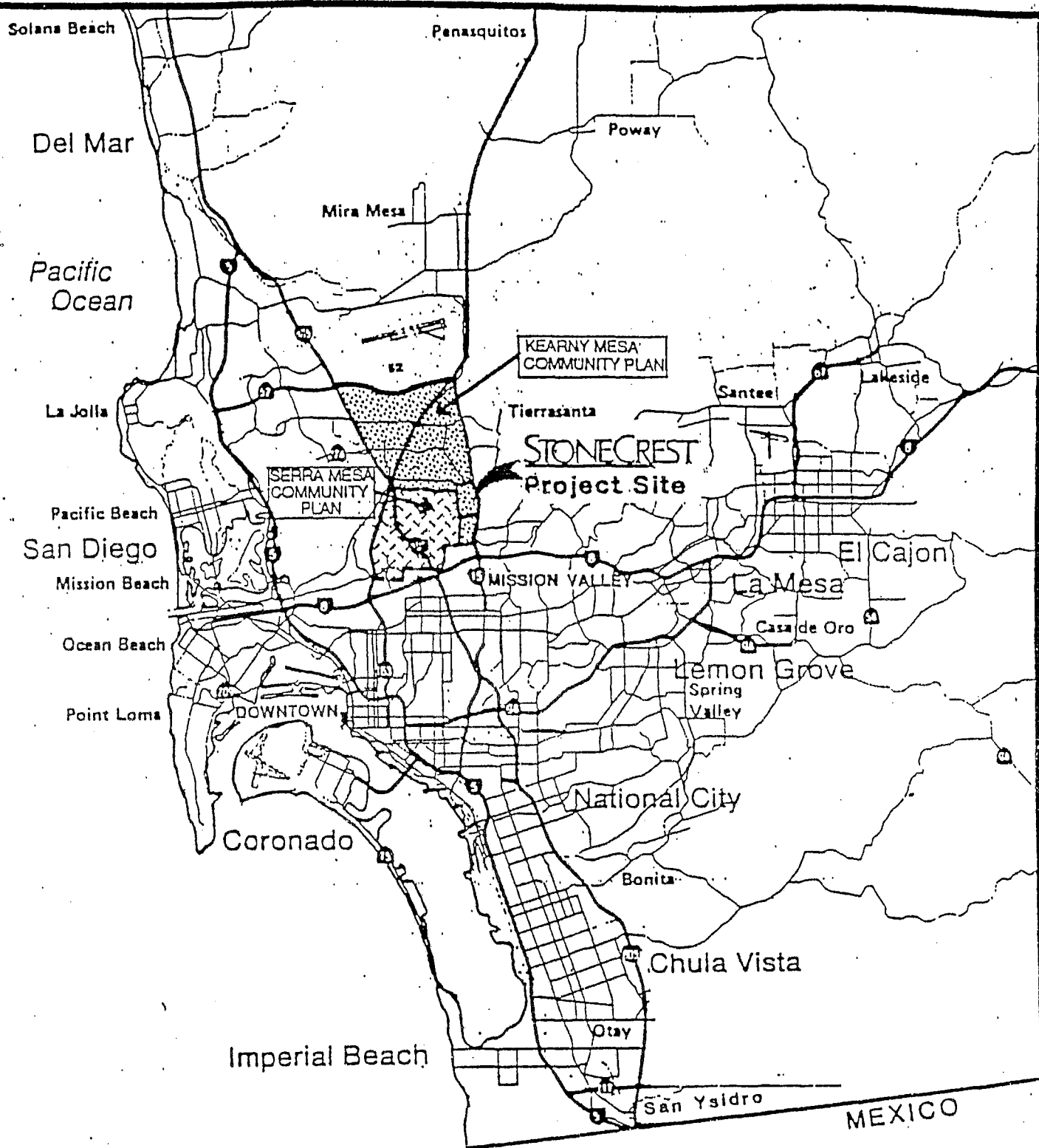
22. The ultimate physical condition and proposed uses of the site.

Project Description

The site will be developed into relatively large sheet-graded commercial and industrial lots. The ultimate use will be primarily Office and Research and Development facilities with attendant, hotel, retail, health club, and restaurant facilities.

Four near-circular "superpads", each encompassing approximately 22 acres, are proposed along the central ridgeline of the property while the low-lying portions of the property to the east and west will support irregular-shaped sheet-graded pads.

Future building locations, heights and foundation loads are not known. It is anticipated, however, that low, medium, and high-rise structures encompassing a variety of conventional building materials will be used.



LEGEND



Kearny Mesa
Community Plan



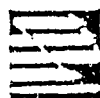
Serra Mesa
Community Plan



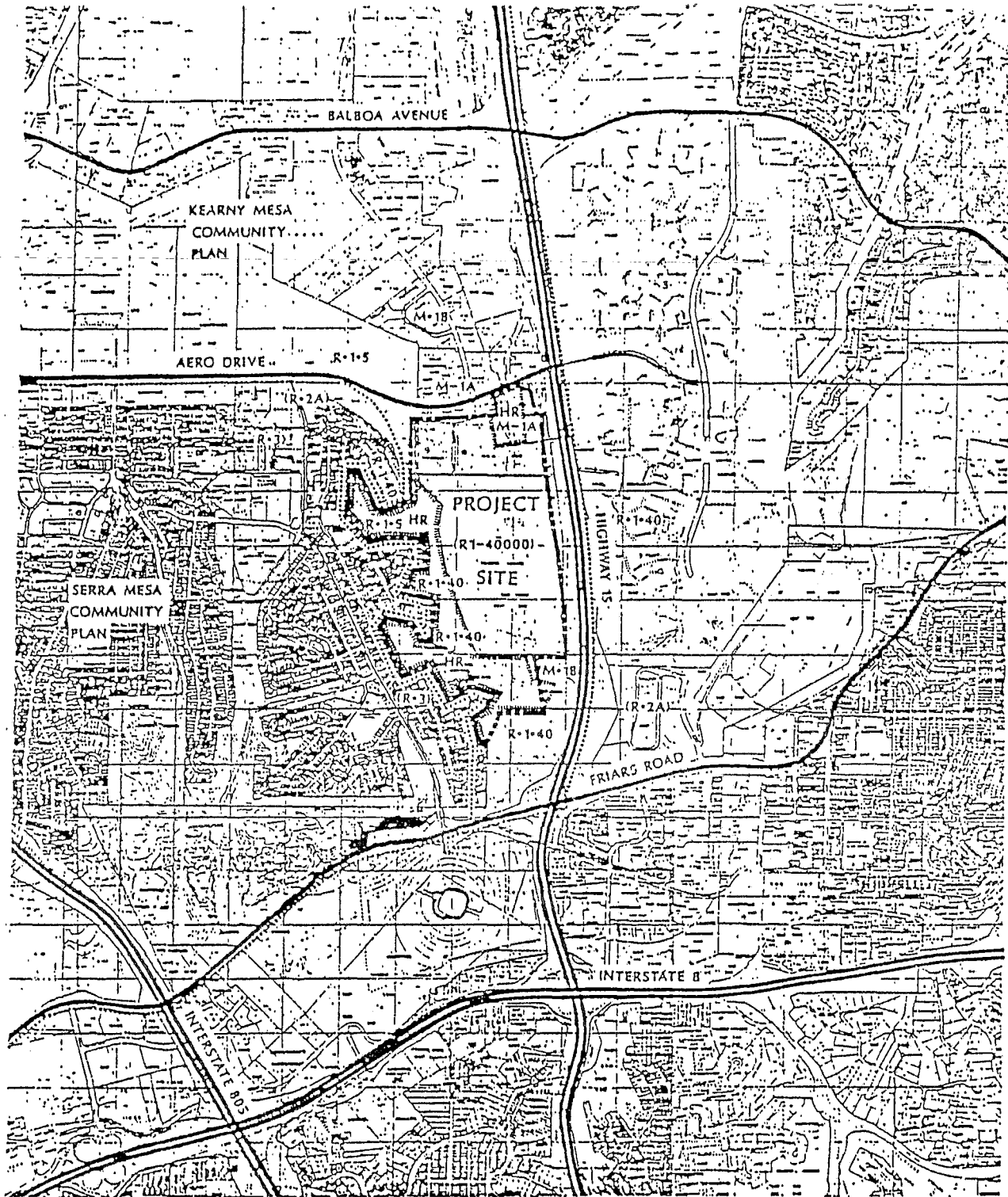
No Scale

Figure 1

REGIONAL LOCATION MAP



STONECREST



LEGEND

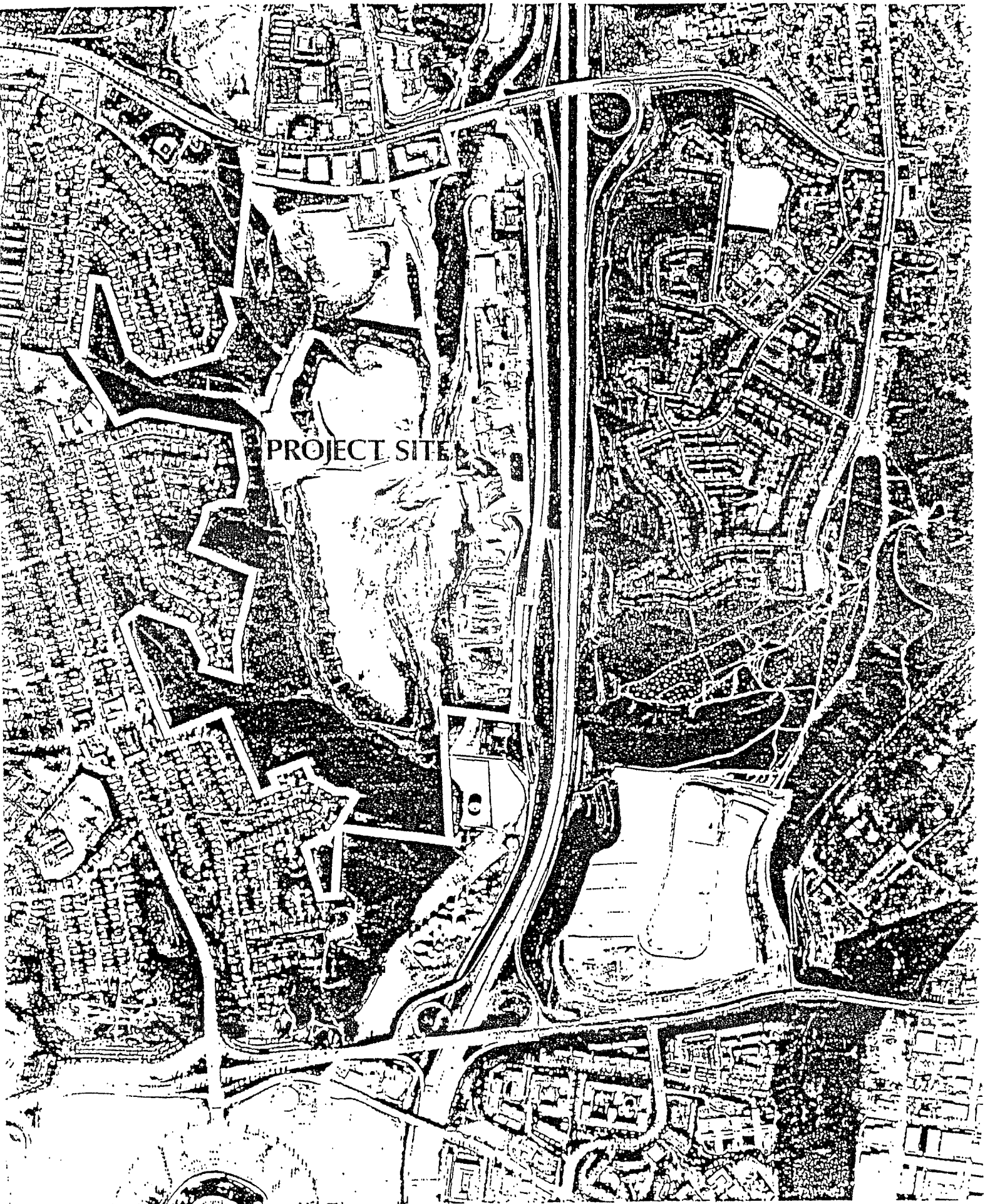
- COMMUNITY PLAN BOUNDARY
- ||||| HILLSIDE REVIEW

PROJECT LOCATION & EXISTING ZONING MAP

FIGURE 2

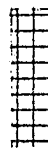


STONECREST

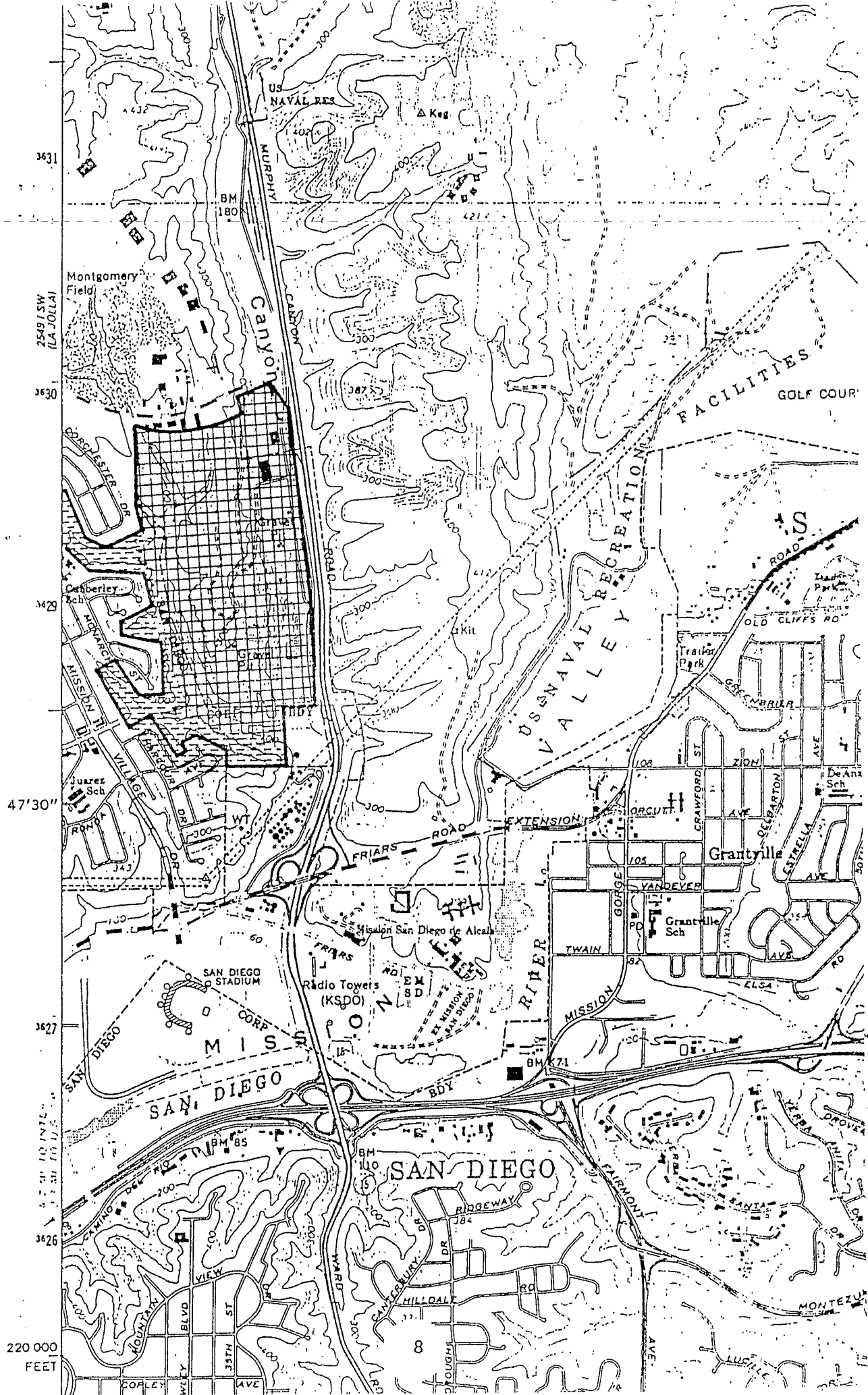


La Mesa Quadrangle
1 : 24000

Photo-Revised 1975

 = Reclamation Area

220 000
FEET



23. There Are No Interim Uses Other Than Quarrying

The ultimate physical condition will be in accordance with an approved specific plan and planned development permit, thereby will meet zoning regulations and general plan elements.

24. Soil Conditions and Proposed Soil Salvage Plan

The soil exposed along the prominent ridge is comprised of loosely cemented conglomerate; along the easterly one-third of the project is primarily clayey-fine to sandy material overlaying well to loosely-compacted alluvial soil.

25. The grading operation which will constitute the Reclamation Plan consisting essentially of cutting along the prominent ridge existing in a north-south direction through the center of the project and filling in a relatively small area to the west of that ridge and substantially along the easterly one-third of the project. This grading operation will be in accordance with the City of San Diego grading ordinance and consists of spreading and compacting relatively thin lifts to 90% relative density. Prior to this grading, the alluvial material underlying the easterly one-third of the project will be removed and re-compacted.

Operations will be observed, tested, controlled, and approved by a qualified soils engineering firm. The slopes will be cut at a maximum of 2 to 1 and will be hydroseeded on an interim basis and, in some cases, permanently landscaped with trees, shrubs, and appropriate ground cover to minimize soil erosion. There are no waste dumps, tailings, etc. which will remain as a remnant of the mining operation being reclaimed. All these materials will be removed and recompact and will become a part of the controlled fill. The pre-mining drainage will be in some cases left in an open channel but in other cases, enhanced to provide a riparian habitat. Several major drainage channels will be routed underground. Most of the pipes will be in flowage easements granted to the City of San Diego constructed in accordance with the City of San Diego regional drawings. The disposal of residual equipment, structures, refuse, unused forms, etc. will all be removed from the site prior to grading. The control of contaminants will be a focus of attention prior to, and during, grading operations. Siltation will be minimized with the use of temporary siltation basins that are integral with the grading plans approved by the City of San Diego. Potential contaminants will be examined for any potential threat to the environment and disposed of appropriately. Underground tanks

will be left in place or removed in accordance with permitted procedures controlled by the County of San Diego Health Department with strict regard to their procedures. The treatment of streambeds and banks will be in accordance with the City of San Diego approved procedures, grading ordinance, and prudent Civil Engineering design. All channels with a one hundred year storm velocity of more than approximately 6' per second will be on properly lined channels, primarily rock slope protection. Resoiling and revegetation will be accomplished by carefully selected plants according to plans and specifications by a landscape architect subject to approval by the Planning Department. Plant materials will be selected to survive in existing soils or topsoil placed over in situ soil. The landscaping treatment is anticipated to be a major feature of the reclaimed land, far exceeding that landscaping necessary to minimize run-off and resultant erosion and siltation.

26. There is no short term phasing of this reclamation project. The reclamation included in this Reclamation Plan is a permanent formation of the land covered with enhanced landscape materials or left in a natural state covered with native plants.
27. Reclamation of the site as outlined herein would essentially prevent future mining at this site. It will be virtually covered with improvements including buildings, landscaping, and parking areas or left in a natural state with further development prohibited by granting of easements, deed restrictions, or other documents which will ensure the open space.
28. The applicant shall be responsible for final site reclamation in accordance with the specific plan to which this Reclamation Plan is attached.

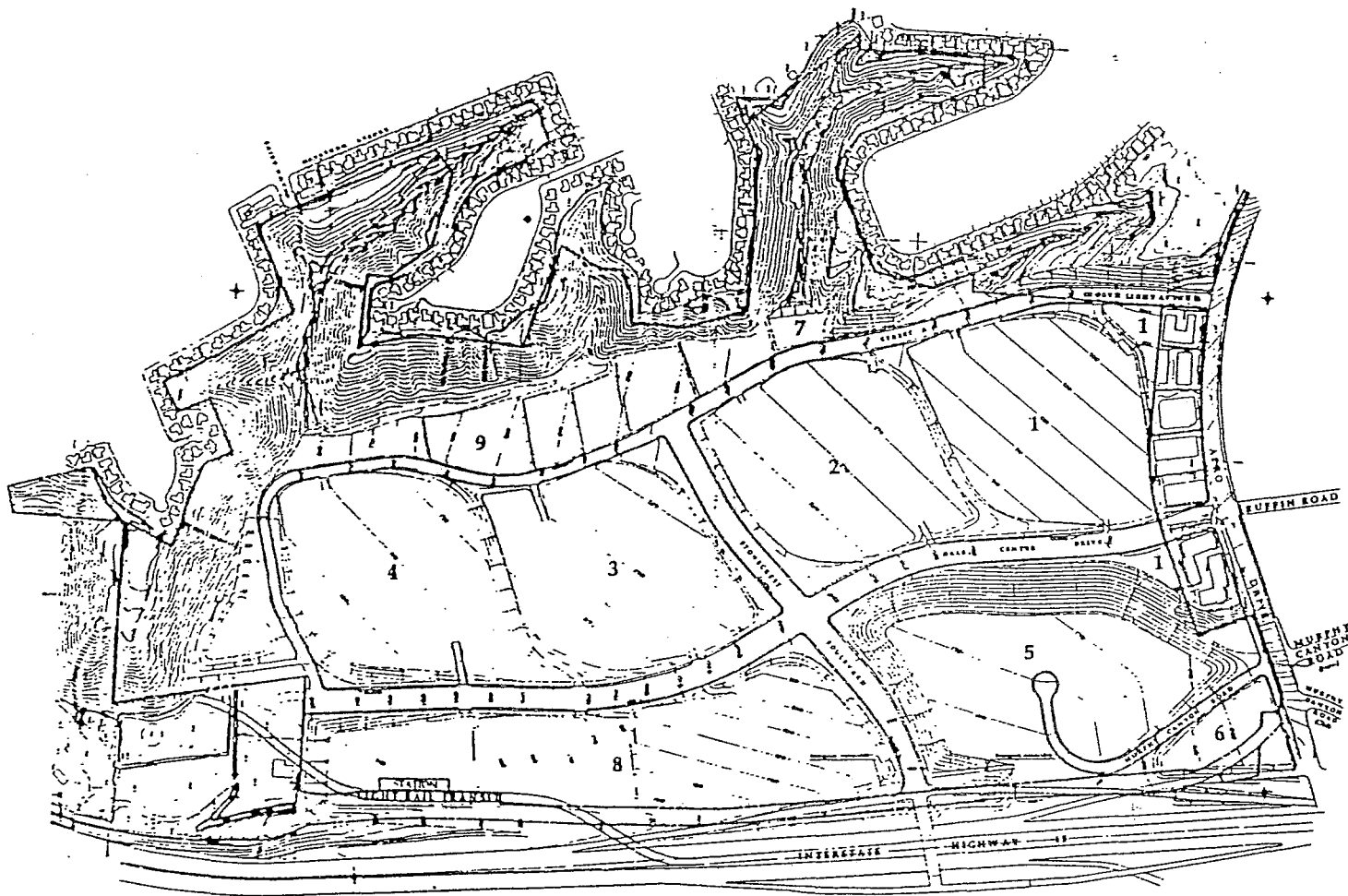
LEGEND

Contours

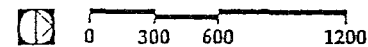
Proposed 2:1 Slope

Subdivision Boundary

CalTrans Right of Way Line

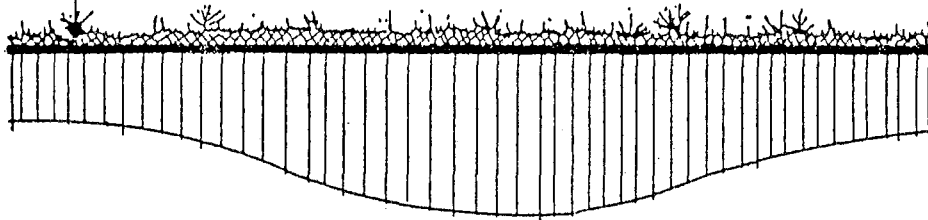


CONCEPTUAL GRADING PLAN



STONECREST

All building pad areas and slopes of 6:1 or less are to be tilled parallel to grades at a minimum depth of 6" and not more than 12" apart. Hydroseed with Mix #1 containing low growing/quick germinating grasses; no irrigation required.

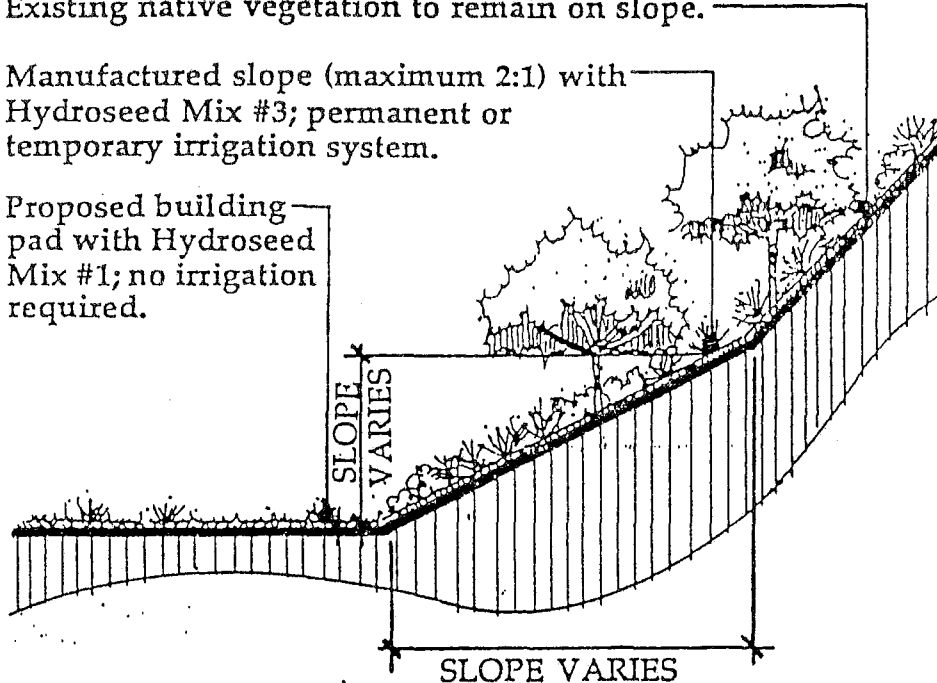


C. RECLAMATION OF DISTURBED AREAS AND SLOPES OF 6:1 OR LESS.

Existing native vegetation to remain on slope.

Manufactured slope (maximum 2:1) with Hydroseed Mix #3; permanent or temporary irrigation system.

Proposed building pad with Hydroseed Mix #1; no irrigation required.



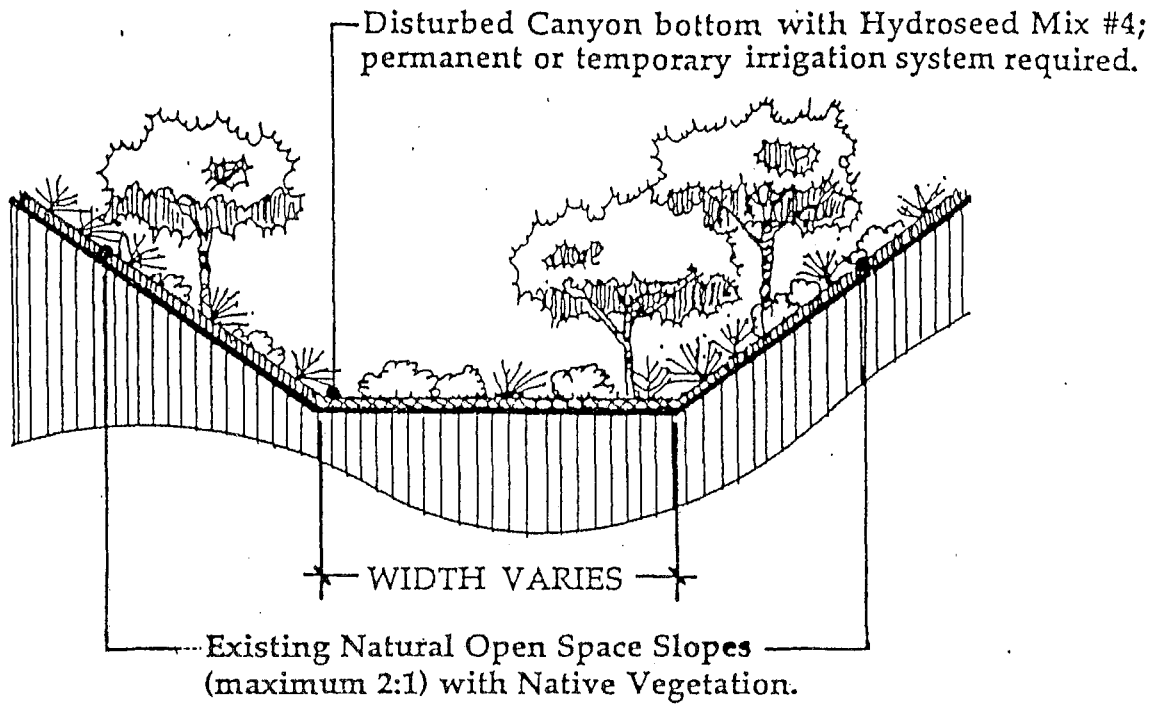
D. MANUFACTURED SLOPE ADJACENT TO EXISTING NATURAL SLOPE.

REVEGETATION
CROSS SECTIONS

No Scale

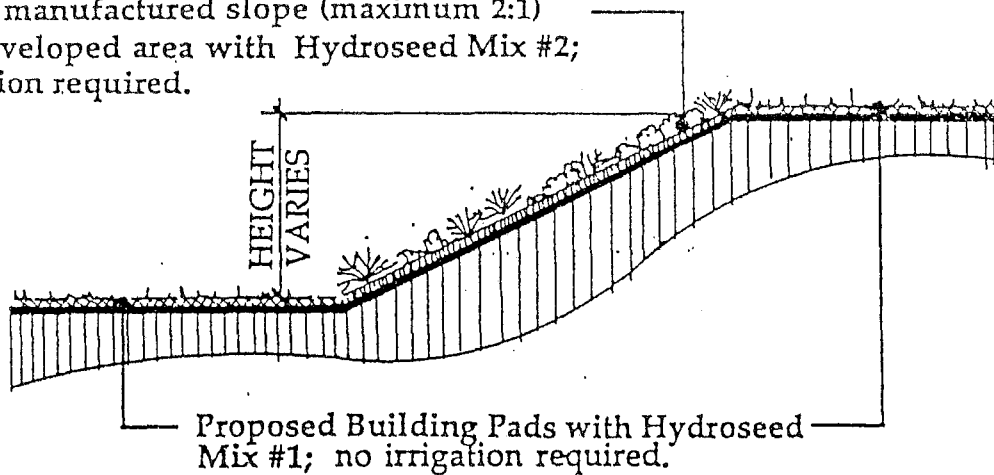


STONECREST



A. RESTORATION OF DISTURBED CANYON BOTTOM ADJACENT TO EXISTING NATURAL OPEN SPACE SLOPES.

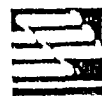
Proposed manufactured slope (maximum 2:1)
within developed area with Hydroseed Mix #2;
no irrigation required.



B. RECLAMATION OF MANUFACTURED SLOPES WITHIN FUTURE DEVELOPED AREAS.

REVEGETATION
CROSS SECTIONS

No Scale



STONECREST

APPENDIX 3

HYDROSEED MIXES

The following lists contain hydroseed mixes for initial revegetation under the Reclamation Plan for both interim and permanent growth. Reasonable, comparable additions or substitutions by a registered landscape architect will be permitted by the City upon request. Rooted cuttings and/or "liner" sized and/or larger containerized plants will also be considered.

Hydroseed Mix #1 (Proposed Building Pads and Slopes 6:1 or Less)

Bromus mollis	Brome Grass
Eschscholtzia californica	California Poppy
Lupinus bicolor	Lupine
Lupinus succulentus	Lupine
Plantago edulis	Plantain
Viguiera laciniata	San Diego Sunflower

Hydroseed Mix #2 (Manufactured Slopes Within Future Development Landscape Areas)*

Bromus mollis	Brome Grass
Encelia californica	Brush Daisy
Eschscholtzia californica	California Poppy
Lotus scoparius	Deerweed
Lupinus bicolor	Lupine
Lupinus succulentus	Lupine
Mimulus puniceus	Bush Monkey Flower
Viguiera laciniata	San Diego Sunflower
Trifolium hirtum "Hykon"	Hykon Clover

***NOTE:**

Should the development alternative of initially providing refined planting on these slopes be implemented, Hydroseed Mix #2 would be deleted from the Revegetation Plan.

Hydroseed Mix #3 (Manufactured Slopes Adjacent to Existing Natural Slope)

Atriplex semibaccata	Ground Saltbush
Baccharis sarothroides	Broom Baccharis

Ceanothus tomentosus
Encelia californica
Eschscholtzia californica
Heteromeles arbutifolia
Lotus scoparius
Lupinus hirsutissimus
Mimulus aurantiacus
Rhus integrifolia
Salvia apiana
Viguiera laciniata

Coast Blue Lilac
Bush Daisy
California Poppy
Toyon
Deerweed
Stinging lupine
Monkey Flower
Lemonade Berry
White Sage
San Diego Sunflower

Hydroseed Mix #4 (Manufactured Slopes and Disturbed Canyon Bottoms)

Dendromecon rigida
Encelia californica
Eschscholtzia californica
Heteromeles arbutifolia
Lotus scoparius
Lupinus succulentus
Mimulus puniceus
Rhus integrifolia
Salix lasiolepis
Salix hindsiana
Viguiera laciniata

Bush Poppy
Bush Daisy
California Poppy
Toyon
Deerweed
Lupine
Bush Monkey Flower
Laurel Sumac
Arroyo Willow
Sandbar Willow
San Diego Sunflower

Hydroseed Mix #5 (Riparian Restoration Areas)

Hydroseed Mix "A" (Freshwater Marsh Vegetative Association)

Artemisia douglasiana
Anemopsis californica
Baccharis saliscifolia
Carex spissa
Juncus acutus, J. bufonius
Mimulus cardinalis
M. guttatus
Oenothera hookeri ssp. grisea
Scirpus robustus
S. acutus
Typha latifolia

Mugwort
Yerba Mansa
Mule Fat
San Diego Sedge
Spiny Rush, Toad Rush
Scarlet Monkey Flower
Seep Monkey Flower
California Evening Primrose
Bull Tule
Viscid Bulrush
Cat-tail

Hydroseed Mix "B" (Riparian Woodland)

Artemisia douglasiana	Mugwort
Artemisia palmeri	Palmer's Sagebrush
Baccharis pilularis var. consanguinea	Coyote Bush
Elymus condensatus	Giant Wild-Rye
Festuca megalura	Zorro Fescue
Iva hayesiana	San Diego Poverty Weed
Lotus scoparius	Deerweed
Oenothera hookeri	Hooker's Evening Primrose
Solanum douglasii	Nightshade
Solidago californica	California Goldenrod

Hydroseed Mix "C" (Transitional Buffer Vegetative Association)

Atriplex breweri	Brewer's Saltbush
A. lentiformis	Quail Saltbush
Baccharis sarothroides	Broom Baccharis
Ceanothus tomentosus	Coast Blue Lilac
Encelia californica	Bush Daisy
Eschscholtzia californica	California Poppy
Lotus scoparius	Deerweed
Lupinus longifolius	Pauma Lupine
Mimulus puniceus	Coast Monkey Flower
Viguiera laciniata	San Diego Sunflower

APPENDIX 4
PLANT MATRICES

PROJECT PLANTING THEME

				NATURALIZED SLOPES			
				REFINED SLOPES			
				CANYON BOTTOMS			
				PARKWAYS			
COMMON AREAS							
COURTYARDS/BLDG. PERIMETER							
PARKING AREAS							
ARAUCARIA EXCELSA		•	•				
BAUHINIA SPECIES		•	•				
CALLISTEMON VIMINALIS		•					
CALODENDRON CAPENSE	•		•				
CASUARINA SPECIES			•			•	
CATALPA SPECIOSA					•		
CHORISIA SPECIOSA		•	•				
CUPANIA ANACARDIOIDES	•			•			
ERYTHRINA SPECIES		•	•	•			
FICUS SPECIES	•	•		•			
GINKGO BILOBA		•	•	•			
HETEROMELES ARBUTIFOLIA					•		•
HYMENOSPORUM FLAVUM		•					
KOELREUTERIA SPECIES		•		•			
LAGERSTROEMIA INDICA		•	•	•			
LAGUNARIA PATERSONII			•	•			
LIQUIDAMBAR STYRACIFLUA		•	•	•			
MELALEUCA SPECIES		•	•	•			
PARKINSONIA ACULEATA						•	•
PINUS SPECIES	•	•	•	•		•	
PISTACIA CHINENSIS	•	•					
PLATANUS ACERIFOLIA			•	•	•		
PLATANUS RACEMOSA						•	
PODOCARPUS ELONGATA	•	•		•			
PODOCARPUS MARCROPHYLLUS		•		•			
POPULUS CANDICANS				•			
POPULUS NIGRA		•	•	•			
PRUNUS CERASIFERA SPECIES		•	•				
PYRUS KAWAKAMII	•	•		•			
QUERCUS AGRIFOLIA					•		•
QUERCUS DUMOSA					•		•
SAMBUCUS MEXICANA					•		•
SCHINUS SPECIES	•			•		•	•
STERCVLIA SPECIES	•	•		•			

	NATURALIZED SLOPES						
	REFINED SLOPES						
	CANYON BOTTOMS						
	PARKWAYS						
	COMMON AREAS						
	COURTYARDS/BLDG. PERIMETER						
	PARKING AREAS						
TRISTANIA CONFERTA	•		•	•			
CINNAMOMUM CAMPHORA	•	•		•			
BETULA ALBA		•	•				
PYRUS CALLERYANA 'BRADFORD'	•	•					
ALNUS RHOMBIFOLIA			•		•		
NERIUM OLEANDER	•	•	•				
FRAXINUS UHDEI			•	•			
CITRUS SPECIES		•					
ACACIA REDOLENS			•		•	•	
AGAPANTHUS AFRICANUS	•	•		•			
ARBUTUS UNEDO	•	•					
ADENOSTOMA FASCICULATUM					•		•
ARTEMISIA CALIFORNICA					•		•
BACCHARIS PILULARIS						•	
BACCHARIS SARATHROIDES					•		•
BAMBUSA SPECIES		•					
BEGONIA RICHMONDENSIS		•		•			
BUXUS SEMPERVIRENS	•	•	•				
CALLISTEMON LINEARIS		•	•			•	
CAMELLIA JAPONICA		•	•				
CARISSA TUTTLEI	•	•	•				
CEANOTHUS SPECIES						•	•
CISTUS PURPUREUS						•	•
CLIVIA MINIATA		•					
COPROSMA BAUERII	•	•					
COTONEASTER HORIZONTALIS	•	•	•			•	
DICKSONIA ANTARCTICA		•					
DODONEA VISCOSA						•	
ECHIUUM FASTUOSUM						•	•
ELEAGNUS PUNGENS	•		•	•		•	
ENCELIA CALIFORNICA							•
ERIOGONUM FASCICULATUM							•
ESCALLONIA FRADESII	•		•			•	
ESCHSCHOLZIA CALIFORNICA							•
FASTIA JAPONICA		•					
FERN SPECIES		•					
FREMONTODENDRON MEXICANUM							•
GRISELINIA LUCIDA	•	•					
HEBE SPECIES	•	•					
HEMEROCALLIS HYBRIDS	•	•	•	•			
HETEROMELES ARBUTIFOLIA						•	•

	NATURALIZED SLOPES							
	REFINED SLOPES							
	CANYON BOTTOMS							
	PARKWAYS							
COMMON AREAS								
COURTYARDS/BLDG. PERIMETER	PARKING AREAS							
ANIGOZANTHOS FLAVIDUS		•	•	•				
BOUGAINVILLEA			•			•		
CISSUS ANTARCTICA	•	•						
CLYTOSTOMA CALLISTEGIOIDES		•						
DISTICTIS BUCCINATORIA	•	•						
GELSEMIUM SEMPERVIRENS	•	•						
HIBBERTIA SCANDENS		•						
JASMINUM POLYANTHUM	•	•						
LONICERA JAPONICA		•	•			•		
MACFADYENA UNGUIS-CATI	•							
PARTHENOCISSUS TRICUSPIDATA	•	•				•		
TECOMARIA CAPENSIS	•	•				•		
TRACHELOSPERMUM JASMINOIDES	•	•				•		
WISTERIA SINENSIS	•	•						
ACACIA REDOLENS			•		•	•		
AJUGA REPTANS		•						
APTENIA	•	•	•	•		•		
BACCHARIS PILULARIS	•		•			•	•	
CEANOTHUS HORIZONTALIS	•		•			•		
DELOSPERMA ALBA	•	•				•		
FRAGARIA CHILOENSIS	•	•	•			•		
GAZANIA SPECIES	•	•	•	•				
HEDERA HELIX	•	•	•	•				
LIPPIA CANESCENS REPENS	•	•	•	•		•		
LYSIMACHIA NUMMULARIA	•	•				•		
MYOPORUM PARVIFOLIUM	•					•		
OSTEROSPERMUM FRUTICOSUM	•		•			•		
POTENTILLA SPECIES	•	•						
CENTAUREA GINERARIA	•	•						
LONICERA JAPONICA	•					•		
VINCA SPECIES	•	•	•	•		•		

	TRANSITIONAL BUFFER		
	RIPARIAN WOODLAND		
	FRESHWATER MARSH		
ALNUS RHOMBIFOLIA		•	•
PLATANUS RACEMOSA		•	•
POPULUS FREMONTII		•	•
QUERCUS AGRIFOLIA		•	•
QUERCUS DUMOSA		•	•
SALIX GOODDINGII	•	•	
SALIX HINDSIANA	•	•	
SALIX LASIOLEPIS	•	•	

	TRANSITIONAL BUFFER		
	RIPARIAN WOODLAND		
	FRESHWATER MARSH		
AMORPHA FRUTICOSA		•	
BACCHARIS SALICIFOLIA		•	
BACCHARIS PILULARIS			•
CEANOTHUS SPECIES			•
FREMONTODENDRON MEXICANUM			•
HETEROMELES ARBUTIFOLIA			•
MIMULUS CARDINALIS		•	
MIMULUS PUNICEUS			•
PRUNUS LYONI			•
RHUS INTEGRIFOLIA			•
RHUS OVATA			•
RIBES SANGUINEUM		•	
ROSA CALIFORNICA		•	
RUBUS URSINUS		•	
SAMBUCUS MEXICANA		•	
CLEMATIS LASINANTHA		•	
CLEMATIS PAUCIFLORA			•
VITIS GIRDIANA		•	
JUNCUS ACUTUS	•		
RORIPPA NASTURTIUM AQUATICUM	•		
RUMEX SPECIES	•		
SCIRPUS SPECIES	•		
TYPHA LATIFOLIA	•		

APPENDIX 5

RIPARIAN RESTORATION PLAN

A. INTRODUCTION AND PURPOSE

The StoneCrest Specific Plan includes a program to replace the riparian habitat that would be lost in the course of development. The specific plan provides for restoration of riparian habitat within the specific plan boundaries at a ratio of approximately 2.5 acres for every acre lots. In addition, the plan calls for the monitoring and maintenance of the riparian replacement area for a period of five years to assure the plan's success. Plants would be replaced as necessary throughout the monitoring period to ensure the successful replacement of a viable riparian habitat.

The specific purpose for the riparian restoration plan is to provide design criteria and specifications for the replacement, establishment and maintenance of existing and proposed riparian woodland/freshwater marsh habitat. The main function of the riparian restoration plan would be to mitigate impacts on existing riparian habitat resulting from implementation of the specific plan. The design of the riparian restoration area would consist of three primary components: freshwater marsh; riparian woodland; and a transitional buffer zone, which would separate the riparian habitat and buffer it from the proposed development. The attached Figure 5-1, Riparian Restoration Plan, illustrates the areas on the project site proposed for riparian habitat replacement.

The purpose of creating these vegetative communities is to produce an environment in which a diverse number of plant species, within a variety of vegetative stand types, would create variations in plant material heights and densities. This design concept would produce the three vegetative types from the outset, rather than depending on natural succession to reach a riparian habitat. The finish riparian habitat, because of its variety in plant heights and densities, would offer an opportunity for wildlife nesting activities within the riparian woodland and/or wildlife foraging within the shrub understory. Plant species would be consistent within a given plant community, but would vary between communities to provide diversity.

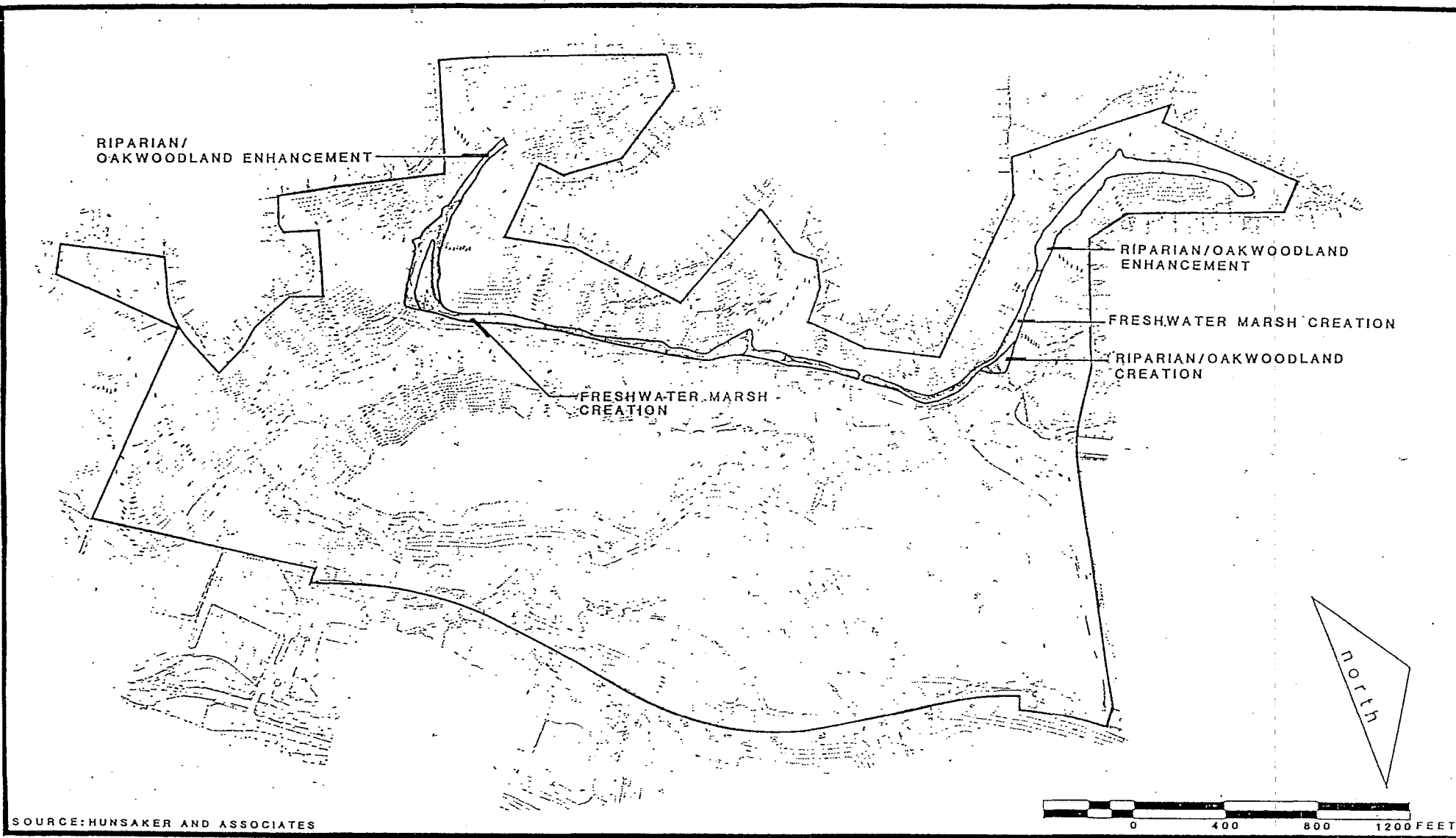
B. GENERAL FEATURES AND LOCATIONS

The freshwater marsh vegetative association would consist primarily of perennial materials such as cat-tails, sedges, rushes and bulrush which can be collected locally and planted from rhizomes or cuttings. This vegetative association would be located along the channel bottom.

APPENDIX 6

TRAFFIC STUDY

(Attached under separate cover and on file at the City of San Diego Development Services Department and Engineering Department).



SOURCE: HUNSAKER AND ASSOCIATES

DATE: 3-20-95

STONECREST VILLAGE
RIPARIAN RESTORATION PLAN

FIGURE 5-1

4

3

1

2

