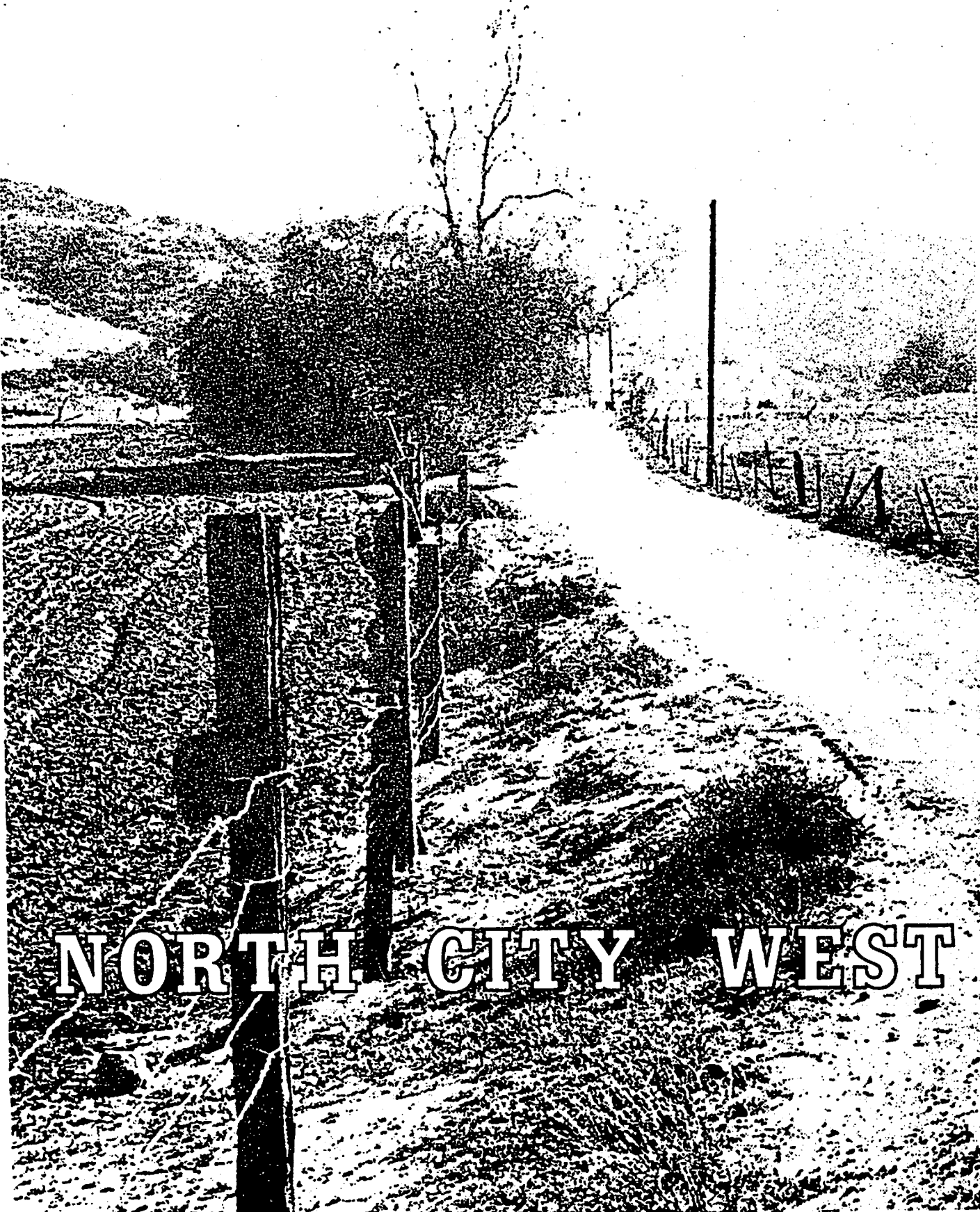


**THE OFFICIAL NAME FOR
NORTH CITY WEST IS CARMEL VALLEY**



NORTH CITY WEST

**THE CITY OF
SAN DIEGO**

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Pete Wilson**

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James L. Goff, Planning Director
Jack Van Cleave, Assistant Planning Director
Max Schmidt, Supervising Planner

NORTH CITY WEST

COMMUNITY PLAN

Prepared by

THE CITY OF SAN DIEGO

REPRINT JANUARY 1985

REPRINT OCTOBER 1988

Approved by the Planning
Commission on November 14, 1973
Under Resolution No. 215

Adopted by the Council
on February 27, 1975, under
Resolution No. 212692



THE CITY OF

SAN DIEGO

CITY ADMINISTRATION BUILDING • 202 C STREET • SAN DIEGO, CALIF. 92101

OFFICE OF
PLANNING
DEPARTMENT
236-6450

March 18, 1975

The following North City West Community Plan was adopted by the Council on February 27, 1975 by Resolution #212692. The Plan presents a proposal for the development of the North City West Study Area as a new community of approximately 40,000 persons.

Since it is the intent of the Community Plan that all public facilities be financed by the property owners within the planning area, special note should be made of the implementation process. Prior to application for subdivisions or rezonings it will be necessary to prepare precise plans for entire development units as illustrated within the plan text. These precise plans will more accurately identify the needs and location of all public facilities. The establishment of assessment districts or other fees assessed against the land only to finance the public facilities must be accomplished before rezoning or subdivisions may proceed.

The preparation of the precise plans, Master EIR, and establishment of the assessment procedure is the responsibility of the developer and land owners. Review, processing and adoption of these items will be accomplished by the City through the normal legislative process.

James L. Goff
Planning Director

JLG:2

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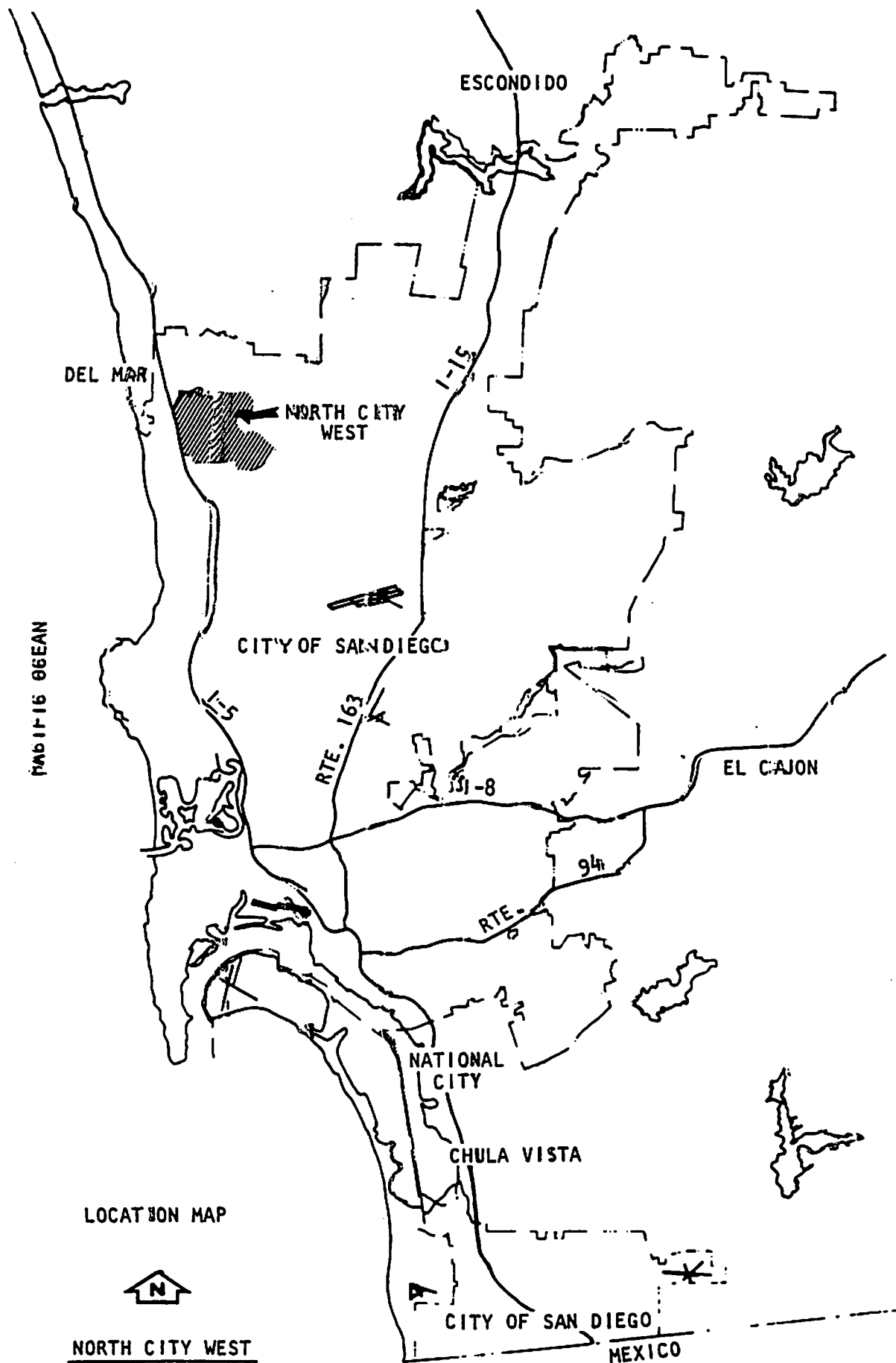
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AUTHORIZATION FOR PLANNING

The Progress Guide and General Plan for the City of San Diego, originally adopted in 1967, designated North City West for urbanization prior to the year 1985. Soon thereafter, pressures for development in this western area appeared. During the early part of 1970, a number of individual proposals for urbanization were presented to the City. Four such proposals were centered within or immediately adjacent to the North City West area.

During the City Council budget deliberations on May 22, 1970, the Planning Commission urged funding for the Planning Department to process the growing work load necessitated by many development proposals. Financial limitations prevented the Council from implementing the Commission proposals. The issue of planning for North City specifically became clear during the City Council public hearings in August 1970, on the Carmel Valley Development Plan. This adopted plan proposes urbanization generally centered in a triangle formed by the intersection of Interstate 5 and the proposed State Route 56.

The need for comprehensive planning led the Planning Commission on September 9, 1970, to again recommend to the Council that the Departmental budget be increased in order to prepare a plan for the entire North City area. The recommendation was reviewed by the Council and resulted in a special meeting held on October 7, 1970 to which all North City property owners were invited. During the conference a general discussion on the importance of adequate planning occurred to insure that City services were provided within the City's financial capability.

At the conclusion of the conference, the City Council directed the Planning Commission and the Planning Department to 1) work with property owners and developers in that part of North City lying easterly of Interstate 15 and to prepare a composite land use map and report within two months, and 2) to review and analyze development proposals submitted within the area adjacent to I-5 shown on the Progress Guide and General Plan for urbanization prior to 1985.

The Department was further directed to consider the basic problems and potentials of development in the area, including public facilities, industrial land allocations, and circulation.

Relative to the first request the Progress Guide and General Plan was amended in 1971 to include urbanization for the remaining area east of Interstate 15. This area encompassed the Carmel Mountain East and Chicarita Creek Development Plan areas.

On June 8, 1971, the City Council adopted a "Statement of Planning Principles," previously adopted by the Commission on March 24, 1971.

These principles outlined concepts which, if followed, would be the beginning of a long-range planning program for the undeveloped areas of North City. On the same date, the City Council and the Planning Commission, in joint workshop, authorized the Department to proceed with its Fiscal Year 1971-72 Work Program and to undertake a planning program for the western portion of North City.

Concurrently with the North City West program the Department was authorized to commence long-range new community studies covering the balance of the North City area. The first phase of this work which is conceptual in nature has been completed. The report entitled "New Communities, A Background Study" provides the framework and planning concepts for more detailed planning studies included in this report.

The North City West Plan is divided into two parts. Part One contains:

- A brief description of the planning principles which were adopted by the Council as development guidelines, as well as their implication with respect to the development of new communities.
- An inventory and analysis of the environment, terrain, and unique characteristics of the North City area in order to identify its natural assets and to determine which lands should logically urbanize as well as those lands which should not urbanize.

- Population research projection leading to the estimate of the number of people who may ultimately reside in the County and City of San Diego and that share of the population which might seek housing in the North City West area.
- A study of market conditions to determine the type and number of housing units which should be provided for various income groups within the North City West area.
- Employment studies to determine the extent to which the North City West study area could facilitate the demand for industrial and commercial employment opportunities.
- A review of existing study area characteristics along with statements describing the planning process and Community Plans relationship to the Progress Guide and General Plan of the City of San Diego.

Part Two describes the North City West Plan. This section begins with an identification of the general goals for the area. The section describes the alternative plans for the arrangement of land use together with reasons for the selection of the preferred plan. Typical land use elements including housing, commercial, industrial, public facilities and circulation are described in terms of objectives, and proposals for implementation. Part two concludes with recommendations for the timing and phasing of development.

PART I

INTRODUCTION

The Planning Concept identified in the New Communities Background Study as well as the implication of the Planning Principles as contained in Section 2 of the report is summarized below:

"The ideal of new community development is that it provides economic and cultural activities to serve the residential population, and that this population be provided a living choice in a variety of housing types within all social and economic ranges.

The attainment of these ideals should minimize transportation and traffic problems, the costly extension of City services and utilities, and the generally monotonous and uniform quality of development. Such development because it is considered in a comprehensive sense should provide a better economic base to support essential governmental services. Containment of the new communities necessarily requires the consideration of the total environment and, therefore, recognition of conservation and preservation as elements which sculpture new communities is required."

Planning Principles adopted by the Planning Commission and City Council recommend that the approach to planning large unurbanized areas must be based on several strongly supported concepts. These principles together with their implications have been extracted from the new communities text.

PLANNING PRINCIPLES

Comprehensive New Community Principles

All planning and implementation programming should be predicated on the concept of developing a series of new communities throughout the study area. Communities should be designed and located to insure that future residents will be afforded an optimum balance of dwelling styles and prices; convenient shopping, office and similar business centers, educational, cultural, recreational and health services and facilities.

Each community should contain a readily identifiable focus achieved through careful utilization of natural terrain in site selection, enhanced and strengthened in the application of the highest standards of the architect and landscape architect disciplines. Emphasis should be placed upon the planned district approach based upon precise plans for center development.

In the centers of new communities more intense use of land must be planned for than has been the traditional approach. Conversely, the areas outside centers must be planned for much less density if the distinctiveness of new communities is to be achieved.

In addition, the multi-purpose aspects of open space should be considered in the application of such systems to areas subject to inundation, along with the circulation needs of new communities.

Housing Development Principles

Heavy emphasis must be placed upon the techniques to be utilized in implementing the housing element of plans for new communities. This, in part, would include strong reliance upon the planned residential development concept. In contrast therefore, reliance upon typical subdivision practices reflecting repetitive, standardized lot and street patterns should be strongly opposed. Similarly, land displacement resulting in cutting, scarring or otherwise disrupting the natural environment justified only to produce greater lot yield, in favor of less dense use of land, should be strongly resisted.

Plans for new communities must result in balance in not only the physical but the social and economic sense as well. Each community not only should be open to all people, but should provide real opportunities to all economic, racial or ethnic groups. It is essential that housing provisions for low moderate as well as high income groups not only are considered in the planning stages of these communities but are actively pursued in later stages of actual development.

Open Space Principles

To realistically create new communities characterized by identity and individuality larger natural open areas must be insured. Careful consideration in planning locations for new community centers must, therefore, recognize the opportunity the natural environment provides in achieving this principle.

This larger network of open spaces should be augmented through a series of inter-connections with smaller neighborhood linkages penetrating into living and working areas.

General distribution and specific siting of active recreation areas, educational and other similar public as well as quasi-public service facilities should relate to the open space system. Locating these services within or immediately adjacent to natural open areas will provide for more effective functioning and greater service to the public.

Employment Center Principles

Employment centers should be provided throughout the entire area strategically located to provide residents with an opportunity to choose a realistic alternative to the typical commuting burden fostered by urban sprawl.

These employment centers should be provided within business, office and similar commercial activities, concentrated within centers of new communities within a series of small industrial park complexes; within supplementary centers such as major higher education facilities.

Transportation Principles

The siting of a series of new communities should carefully consider locations that can most readily accommodate and support realistic future alternative modes of transit other than the automobile. In doing so, interim solutions involving mass transportation through bus transit would also be facilitated.

The transportation system should also be used as a tool for shaping the urban environment. This can be accomplished by integrating the major system into the natural land forms and by complementing open space systems.

Cost Benefit Principles

Studies should be undertaken to insure maximization of economics in the need, distribution and operations of public facilities to serve new communities. Fundamental ecological impact studies of urbanization throughout the area must be undertaken.

The concept of new communities is based upon clustering of development and preservation of as much of the natural environment as possible. At best, these studies could assist in avoiding situations so serious that the fiscal and human costs of rectifying them may be overwhelming. At a minimum, these studies would serve to identify where problems might develop.

Development Phasing Principles

There must be a reasonable and realistic phasing of development of these new communities. The first communities must be developed to a reasonable degree before additional areas are begun. Unless this is done, urban sprawl resulting from premature scattered speculation in land development is inevitable. Forces are already at work to frustrate this orderly development concept. Resisting these pressures requires a strong community will and determined commitment, but if successfully achieved, can result in sound, stable development and attractive living environments.

The overriding purpose of the Planning Principles is the creation of new communities in North City in order to avoid the typical character of urbanization--sprawl, monotony, lack of variety and community identity. In arriving at a concept for the development of the area, the principal objective has been to distinguish land which can be developed from land which should not be developed. This concept is discussed in the next chapter.

ENVIRONMENTAL STUDY

In studying the North City West area it was evident that a systematic analysis of the natural environment was needed in order to understand the environmental qualities of the study area. Only with such analysis could the effect of development decisions on the environment be properly evaluated.

Concurrent with the recognition of the need to initiate planning studies within North City the County of San Diego established the "Integrated Regional Environment Management" Project (IREM). This project was set up to develop an environmental data base of San Diego County for use of local governments within the region. Through use of the computer, this data base could be structured so as to provide an indication of potential effects that land use would have on the natural environment. Basically, through analysis of the mass of data regarding natural environmental factors it would be possible to discover which variables or combinations thereof were the key environmental impact indicators. Considering the size of the data base the computer provided the tremendous advantage of data correlation that would have been very time consuming to accomplish through manual methods.

In view of these considerations the City Planning Department contacted the Environmental Development Agency of San Diego County. A joint study format for conducting an environmental study of the entire North City area, including a more detailed analysis of the North City West study area, was prepared. A formal contract between the two agencies was executed in December 1971 in the amount of approximately \$10,000 with the City and County sharing the cost equally. A description of the program follows:

Data Coding

All natural environmental factors which could be determined were coded for computer programming. These included basic and hazardous geology, flood plains, slope categories, and soil characteristics such as extractable minerals, soils susceptible to erosion and runoff potential. The GRID computer mapping technique was used. This program requires two sets of data for input, the environmental values for each grid, and a series of instructions to the computer program which permits the recall of information for analysis and display.

For these studies, two cell (data unit) sizes were used. For the entire North City area the larger 1000' x 1000' grid (22.96 acres) was used because of the general nature of the study. It proved to be very useful in providing an overview of the area's potential and limitations. A smaller grid, 333' x 333' (2.55 acres), was used for North City West since more detail was required.

Open Space Model

The programming of natural environmental factors into computer model form was then accomplished. The purpose was to determine which areas should be urbanized and which should be left in a natural state. These factors include flood plains, hazardous geology, and slopes in excess of 25 percent. When compiled, this information identified a natural open space system which provides form, character, and definition of community areas and also separates these communities from one another.

The following is a summary of the basic environmental components which were finally determined to comprise the open space model:

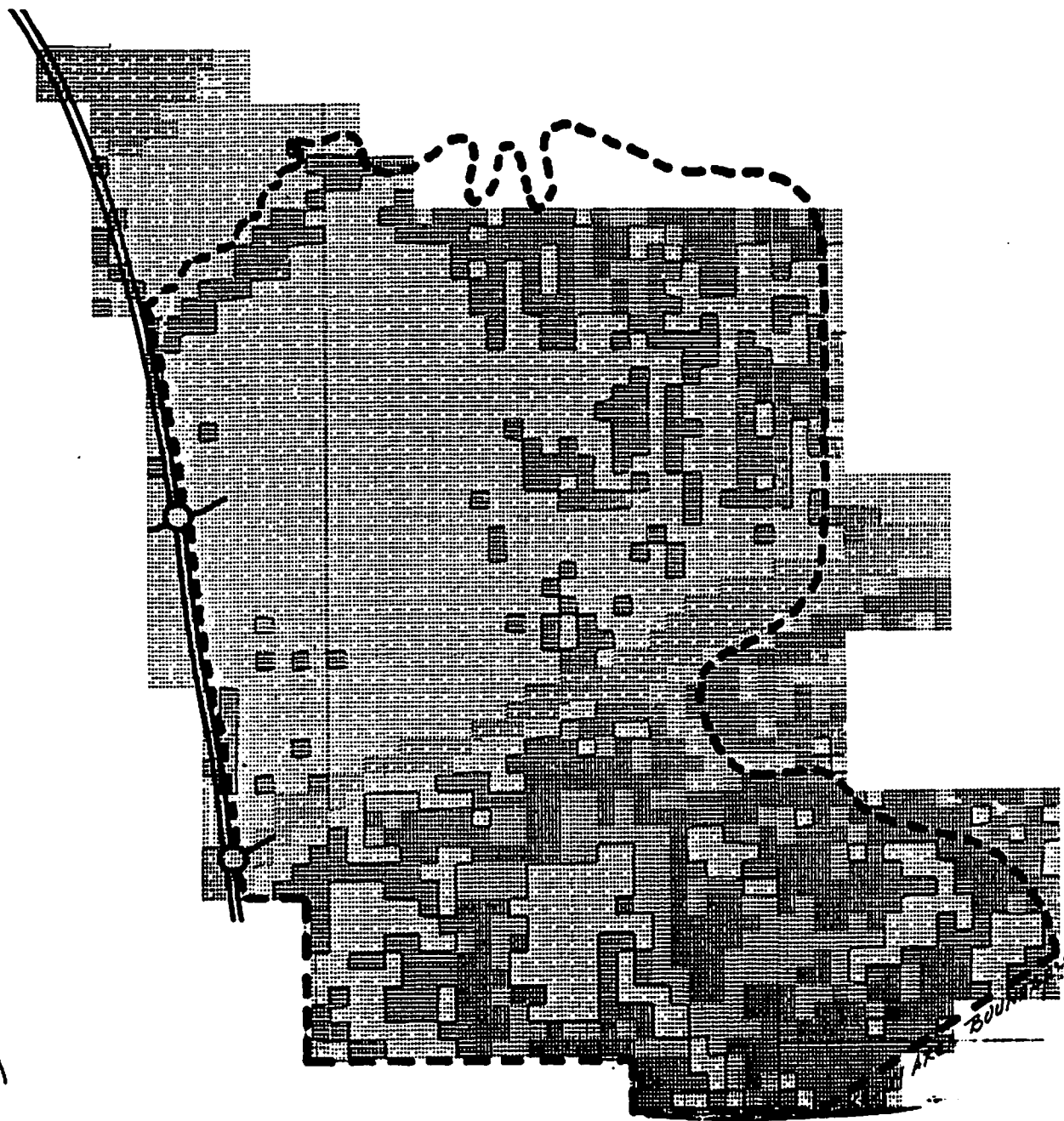
Flood Plains

The primary purpose of the flood plain is to drain the surrounding areas of excess runoff and route the water back to the sea to complete the hydrologic cycle. As part of this process sand, necessary for beach maintenance, is replenished. In the past, damming of most of the major streams in the San Diego area has curtailed this natural process, which has resulted in a shortage of sand and consequent shrinkage of beach areas.

The flood plains have a more abundant supply of ground and surface water than surrounding areas. As a result vegetation is of a higher order than occurs in the dryer regions. Alluvium deposited from the runoffs that periodically occur have minerals and nutrients taken from exposed soils elsewhere. The end result is that flood plain soils are usually deeper and more fertile than the area it drains. This fertility also contributes to the vegetal growth and indirectly to the beauty such growth provides. This fertility and availability of water accounts for the location of agricultural activities in such areas. Further this chain of events has produced an area which provides food and shelter for numbers of wild animals and birds. Also the absorption of water into the earth helps to maintain the water table as well as decrease the total runoff and lessening erosion. Depletion of ground water close to the ocean edge permits salt water intrusion, which has occurred in the San Diego (Mission) and Tijuana River Valleys. This intrusion renders ground water saline for many years until the balance of the system can be restored. This summary is an oversimplification of the processes that occur as part of flood plain ecology.

It is clear that channelization to provide flood protection and permit urbanization drastically alters the natural ecological balance. Channelization is an expensive solution which actually conflicts with those planning principles advocating the preservation of the natural environment. For example, it has been estimated that the construction of a flood channel in Penasquitos Canyon from I-15 to I-5 would cost in the magnitude of \$26,000,000,

PACIFIC OCEAN



NORTH CITY WEST • OPEN SPACE MODEL

DATA SHEET

NORTH CITY WEST

Second run open space model

(without minerals extractable)

(Cell size = 2.55 AC)

TOTAL MODEL AREA

LEVELS	FREQUENCY DISTRIBUTION OF DATA POINT VALUES IN EACH LEVEL				
	LOG VALUES				
	1	2	3	4	HIGH VALUES
SYMBOLS	.....	.....	.....	.....	.....
FREQUENCY	1173	0	170	435	254

CELLS

ACRES

- 0 = not open space - developable
- 1 = Water features - open space
- 2 = Hazardous geology - open space
- 3 = Slopes over 25% - open space
- 4 = Hazardous geology and slopes - open space
- 5 = Flood plain - open space

1,173	2,991.15
-0-	-0-
170	433.50
435	1,109.25
254	647.70
137	349.35



and would result in nearly all of the land being utilized for intense urban purposes.

In considering the utility of the floodplain the essential question is, should the floodplain be channelized or should the natural drainage systems be used to structure the form of urbanization. The format used to date to determine this question is the cost benefit ratio. This ratio when used in its typical form serves to accelerate development in flood plains since plans for future intensive development are usually suggested to achieve the necessary 1 to 1 ratio which justifies urbanization. A policy which precludes the urbanization of flood plains would avoid those costly public improvements. It would provide a natural open space system which has utility for both passive and active recreation or agricultural use. The IREM model clearly points out the benefits of this flood plain area in that the natural flood plain also preserves the ground water supply, vegetation, wildlife areas and best soil types. All of which are environmental reasons for not allowing urbanization in flood plain areas. Perhaps more importantly it would also confine new communities and limit urban sprawl. Knowledge of location and extent of flood plains is therefore essential in judging the environmental impact of the plan for North City West.

Steep Slopes

As in the case of flood plains, a natural ecological system exists on the slopes, although it is not as complex. Examination of the study area and available geologic data indicates the land form is sensitive to erosion. This is due primarily to unstable geologic conditions, the nature of the soil, and a high runoff potential. On most of these slopes, a plant community has developed that serves to protect these areas from erosion damage. Since this protection is natural, it is also economical and more effective than a man-made system designed to accomplish the same purpose. Some 22 percent of the study area is in slopes over 25 percent, according to the computer analysis.

In order for these steep lands to be utilized, extensive cut and fill earthmoving operations would be required. This would render the area more vulnerable to erosion, and the resulting siltation would be deposited in the Penasquitos lagoon. The lagoon and its value as a wildlife habitat would then be wiped out, perhaps forever.

Slopes exceeding 25% were determined to be too steep for urbanization. The development of these areas would adversely affect the amenity and natural characteristics of the area and result in significant adverse environmental impact. A 25% slope maximum is recommended for engineered structures in a recent study entitled "A Pilot Study of Land Use Planning and Environmental Geology"

prepared by the State Geological Survey of Kansas and the University of Kansas. The report specifically recommends conventional housing on grades to 15% and engineered structures on grades from 15 to 25%. The 25% gradient as a limiting condition for development therefore seems reasonable although it must be recognized that virtually no land is undevelopable if the owner is willing to spend the money to change it. This philosophy however, has an adverse effect on the environment. Those slopes which exceed 25% are expected to have limited recreational potential, for example, hiking and equestrian trails. This will provide urban dwellers an opportunity to enjoy some of the benefits of living in a natural environment without having to get into the family car and drive to it.

Hazardous Geology

Geologic factors are elements which must be analyzed if the full environmental impact implications of urbanization are to be completely understood. The health, safety and welfare of persons who may ultimately purchase homes in areas subject to these conditions may be affected.

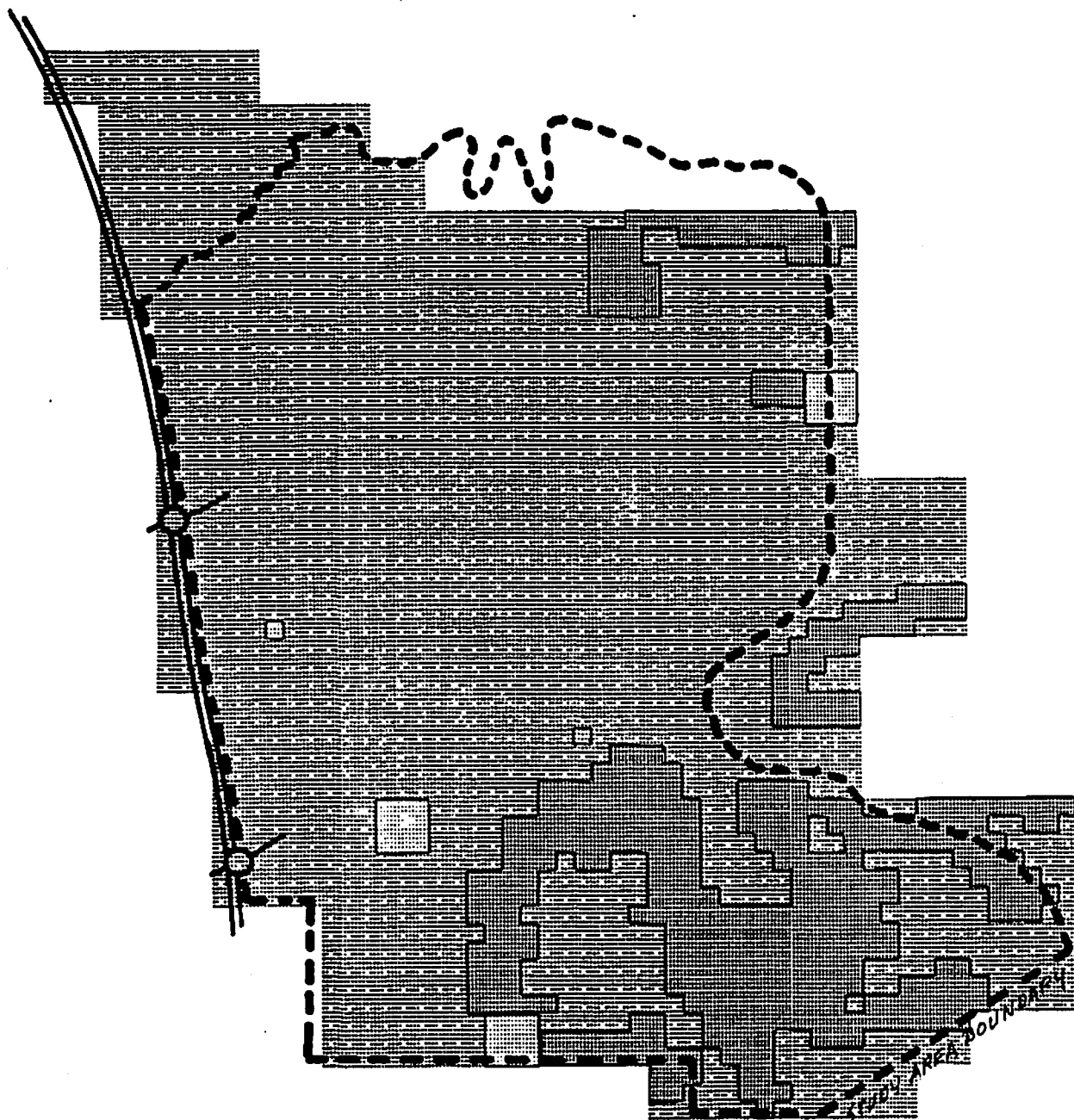
The Friars Formation is a hazardous condition in the study area which is prone to landslides. The hazard is apparently due to the occurrence of siltstone, mudstone, or claystone in this formation. When these fine grained rocks are subjected to the action of air and water, they often change to clay which can be responsible for landslides on slopes as gentle as 5-10%.

In addition, most rock formations are broken by planes of weakness. These are often thin layers of clay parallel to the strata; or the units can be broken by fractures and faults which are often filled with a thin layer of clay. These planes provide access to percolating water which lubricates them and adds to the weight of the material and therefore to possible slippage. On occasion, otherwise stable rock will fail along these planes.

There are three actions which will make a slope more unstable. These are: increasing the angle of the slope by removing material from the bottom of the slope; adding fill to the slope top thereby creating additional weight; and, saturating the slope with water from gutter runoff or diverted drainage. Excavation of areas that have steep slopes and soft, clay-rich rock often exposes old landslides and can reactivate or create new slides.

Because the problem intensifies on sloping terrain, grading should not be allowed on slopes in excess of 25 percent. In level areas with geologic problems it is believed that development can take place if the proper precautions are taken. This is a reasonable approach as long as the basic environmental objectives of the plan are not violated. For example, if the unstable material lies close to the surface it may be possible to correct these situations in the earthworking stage. If the unstable material lies very deep, the earthwork required might be so severe that correction measures may violate environmental planning objectives. In this case development should not be allowed. In any event, the owners of property in or near identified areas of geological hazards must be responsible for determining the procedures necessary for rendering the land safe for roads and structures. A soils engineering report stating the required mitigating procedures, and city approval of these procedures, with a finding of consistency with Plan objectives, should be required for public safety and environmental protection.

PACIFIC OCEAN



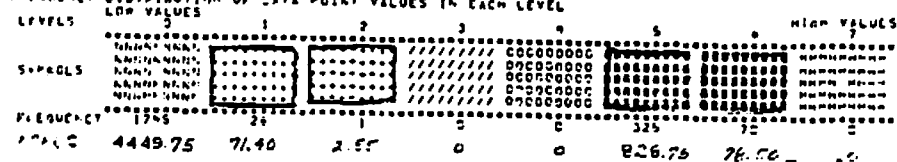
NORTH CITY WEST • HAZARDOUS GEOLOGY MODEL

HAZARDOUS GEOLOGY MAP

FEBRUARY 1972 NORTH CITY STUDY--SMALL AREA

- 1 = NONE
- 2 = LANDSLIDE (WITHIN CENTER CELL)
- 3 = LANDSLIDE (WITHIN LARGE CELL)
- 4 = UNSTABLE AKAATH SHALE (WITHIN CENTER CELL)
- 5 = UNSTABLE AKAATH SHALE (WITHIN LARGE CELL)
- 6 = UNSTABLE PRIARS FORMATION (WITHIN CENTER CELL)
- 7 = UNSTABLE PRIARS FORMATION (WITHIN LARGE CELL)

FREQUENCY DISTRIBUTION OF DATA POINT VALUES IN EACH LEVEL



Development Model

Once the open space model had been prepared it was then necessary to determine the limitations of the lands which were identified as subject to development. The development model utilizing the computer approach permitted a correlation of many factors which are instrumental in determining land use limitations. These included geologic stability, soil permeability and potential for runoff and soil susceptibility to erosion.

The stability classifications were derived based on the occurrence of the variables in the individual cells. The areas classified POOR contained unstable geology, high runoff, and severe erosion, essentially negative conditions. The EXCELLENT classification, on the other end, possessed highly stable geology, low runoff, and moderate erosion, mostly positive qualities.

It must be emphasized that the intent of the development model is to provide a tool which identifies the limitations of the land. It follows then that developers can design their proposals with these factors in mind and thus minimize the adverse impact of the development on the environment.



NORTH CITY WEST • DEVELOPMENT MODEL

DATA SHEET

NORTH CITY WEST

First run open space/residential model

(without minerals extractable)

(Cell size = 2.55 AC)

TOTAL MODEL AREA

0 = Open space from second run

1 = Poor for development

2 = Fair for development

3 = Good for development

4 = Excellent for development

FREQUENCY DISTRIBUTION OF DATA POINT VALUES IN EACH LEVEL						
LEVELS	0	1	2	3	4	HIGH VALUES
SYMBOLS	.....	.....	.....	.....	.....	.....
FREQUENCY	996	453	142	390	188	0

CELLS ACRES

2,169 5,530.95

996 2,539.80

453 1,155.15

142 362.10

390 994.50

188 479.40

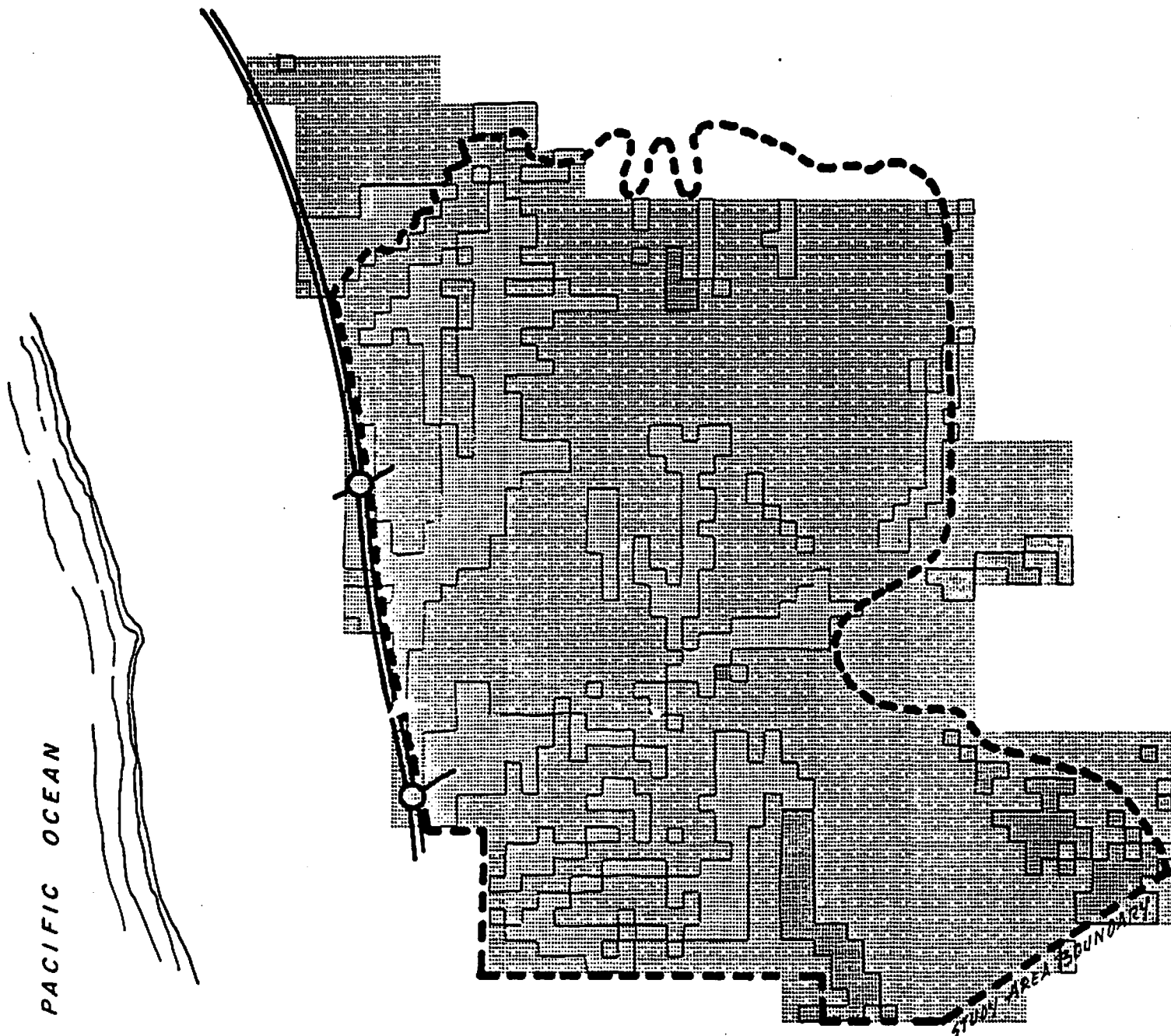


Agricultural Model and Minerals Extractable Run

The agricultural model and minerals extractable run were prepared to determine possible uses for large portions of the open space areas. Of course economics places a severe limitation in many areas due to the development potential or high land costs. However, within certain open space areas, such as flood plains, agricultural use of the land may be a potential source of revenue.

Two methods were developed to obtain an indication of the potential areas for agricultural use. The first was an analysis which determined the conditions which exist in areas presently under cultivation and interpolate those conditions to indicate other areas within the study area that had the same conditions. The second method was to rate sites from their highest to lowest potential according to an analysis of soil potential, slope rating and climate conditions. The model results indicate that most of Carmel and Shaw Valleys have potential for agricultural use.

The minerals extractable analysis was performed to determine if some areas designated for open space had a potential for sand and gravel extraction. While not a particularly desirable use it could represent a source of revenue in some open space areas. However, the land would have to be reclaimed simultaneously with the mining operations. This use should be allowed only where the effect on the environment is minimal, and only in the event the land is not suitable for agriculture or recreational use.



NORTH CITY WEST • EXTRACTABLE MINERALS

FEBRUARY 1972 NORTH CITY STUDY---SMALL AREA

- 1 = SAND
- 2 = GRAVEL
- 3 = DECOMPOSED GRANITE

FREQUENCY DISTRIBUTION OF DATA POINT VALUES IN EACH LEVEL

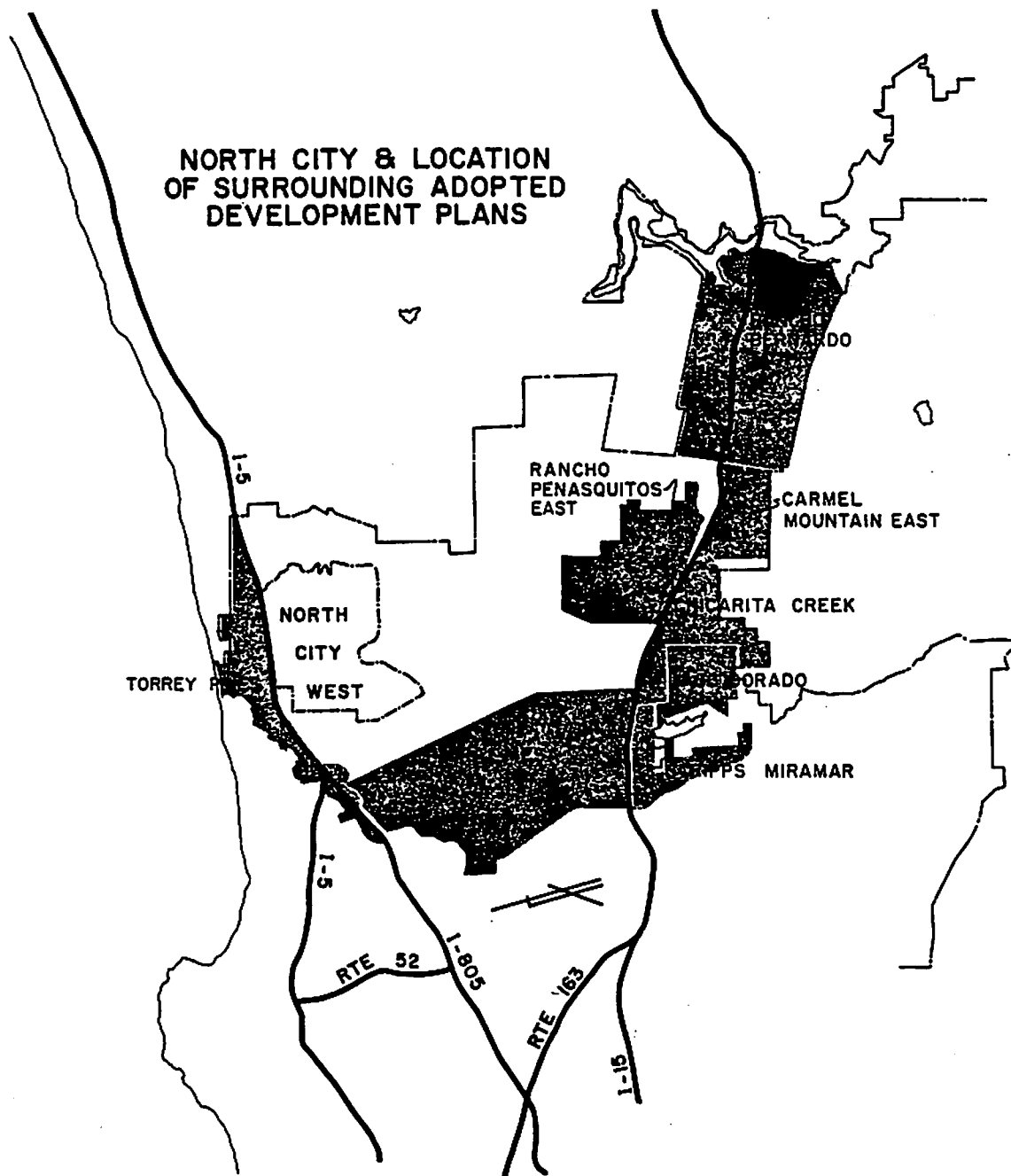
LEVELS	LOW VALUES	1	2	3	HIGH VALUES
SYMBOLS	LLLLLLLLLL	LLLLLLLLLL	OOOOOOOOOO	OOOOOOOOOO	HHHHHHHHHH
FREQUENCY	1551	513	104	1	0
ACRES	3955.05	1308.15	265.20	2.55	0



Summary

The computer modeling approach which was used to provide a basic framework for the North City West Community Plan involved the collection and manipulation of a data base with thousands of individual pieces of information. Through use of the computer all of this information was arranged and rearranged until the key natural variables and combinations thereof were defined. The result of this approach is set forth within the Open Space, Development and Agricultural Models. These models define those lands which should be preserved in their natural state and for what reasons, the relative priority of development on those lands which are suited for urbanization, and the potential for agricultural use on the open space lands.

The modeling approach prepared for North City West utilizes the natural environmental variables of the land form to determine the structure of urbanization. This in turn implements the environmental planning principle of creating urbanization for people in harmony with nature. The North City West Community Plan, which follows in Part II of this report, carefully adheres to the environmental constraints of the land form which were defined by the preceding environmental study.



POPULATION STUDY

Following the identification of lands which should not urbanize and conversely those lands which can best support urbanization special studies were undertaken to determine the future demand for housing in the area.

North City General - The State Department of Finance has estimated that the population of San Diego County will grow by some 750,000 people by 1990. The Planning Department Research Studies Section has estimated that the City's share of this growth will amount to approximately 250,000 for the same time period. This would mean that the total City population could approach 1,000,000 by 1990.

The entire North City area consists of 34,000 acres* of vacant (or nearly so) land. If the undeveloped area were to develop to the average density of the presently urbanized portion of San Diego, about 10 persons per acre, some 340,000 persons could be accommodated. In addition, perimeter planning areas, if fully developed could accommodate an additional 220,000 persons for a staggering 560,000 potential population in the entire northern portion of the City.

AREA	POPULATION		GROWTH	TARGET COMPLETION
	PRESENT*	ULTIMATE		
RANCHO BERNARDO	9,200	50,000	40,800	1985
CARMEL MOUNTAIN EAST	-0-	17,000	17,000	1985
CHICARITA CREEK	-0-	16,500	16,500	1985-1990
LAGO DORADO	-0-	10,000	10,000	None
SCRIPPS-MIRAMAR	2,500	12,000	9,500	1985
MIRA MESA	15,700	86,500	70,800	1990
PENASQUITOS EAST	5,100	54,000	48,900	1985
TORREY PINES	4,600	12,000	7,400	1990
TOTALS	37,100	258,000	220,900	

*Estimate as of 10-1-72

*Excluding land area within Penasquitos East and Rancho Bernardo development plans.

Recent city growth has occurred mainly on its periphery in South San Diego, Camp Elliott, Navajo, and San Carlos to the east, and north of Miramar N.A.S. Present research indicates that the entire northern portion of the city can expect to gain approximately, 74,000 persons by 1990 (or approximately 4,400 per year). As of October 1972, a total of 37,100 persons lived within the northern portion of the city.

From the map it is very apparent that most adopted development plans are concentrated along the eastern corridor (1-15). Since the adopted status gives these areas an advantage in terms of City commitment to their planning, it is possible that the majority of population growth in North City will take place in this area rather than the West. The combined population of these development plans well exceeds the entire expected growth within all of the northern portion of the City. The ability of these plans, as well as new areas such as North City West, to become fulfilled in terms of urbanization by their expected target date is highly questionable.

North City West

Having examined the population growth that may occur and can be accommodated in North City, attention should be focused on the study area.

The North City West Study area of 4286 acres contains approximately 13 percent of the entire North City area. A major question for which an answer must be sought is: how much of the total population growth within the northern portion of the City can be reasonably expected in North City West? North City West at present, is not subject to the same problems facing development along the 1-15 corridor with its water, sewer, and traffic considerations. Therefore, it seems reasonable that North City West should receive a sizeable share of the market. However, it is important to note that the problems in the east are not insurmountable and that the land area served by 1-15 which gives access to more developable acreage. For these reasons it is estimated that the western corridor could attract nearly 20 percent of the projected population growth for North City by 1990, while the eastern corridor may gain approximately 80 percent.

HOUSING STUDY

One of the more important considerations of the North City West Community Plan is the market demand and feasibility for housing. Before this important question can be answered it is necessary to identify the number and income levels of people expected to reside in the study area. It is also important to relate the demand for housing to goals advocated in the planning principles which would provide a balance of housing for all social-economic groups.

The following section outlines the research and analysis that has been conducted. It concludes by summarizing the type and number of housing units which should be provided in the study area for certain income groups.

Multiple vs. Single Unit Development

The trend from single family to multi-family construction has been influenced by expensive land and high construction costs which encourage the more economical multiple units. Growth of population groups such as the elderly, young married, and singles, whose economic means are often limited also encourages apartment development. As costs continue to rise faster than income, more families will be priced out of the single family house.

SINGLE UNIT VS MULTIPLE UNIT CONSTRUCTION

City of San Diego, 1960-1972

<u>Year</u>	<u>% of Single Family</u>	<u>% Multiple</u>
1960	70.6	29.4
1961	64.8	35.2
1962	56.8	43.2
1963	67.3	32.7
1964	38.3	61.7
1965	41.2	58.8
1966	45.1	54.9
1967	50.2	49.8
1968	38.2	61.8
1969	36.7	63.3
1970	40.6	59.4
1971	44.2	55.8
1972	37.9	62.1

City of San Diego Planning Department, Research Section

Although 62% of all housing was multi-family in 1972, it should also be pointed out that growing vacancies may tend to lessen future apartment growth. This is especially true of apartments in the higher rent ranges where an oversupply exists. In addition, local experience in Mira Mesa shows that more than fifty percent of new buyers of single family homes formerly rented apartments. While it is premature to conclude that the multiple family trend will continue, it is apparent that many people live in apartments because they have no other choice and that they will move to single family housing if it is available at a reasonable cost. This is supported by a recent housing survey conducted by the City of San Diego which indicated that three-fourths of the population surveyed preferred a single family house.

Factory Built Housing

Little experience data exists on factory-built or modular housing making it difficult to project its impact on the housing market. While the state factory-built housing law has removed many of the regulatory problems that might have slowed the trend to modular construction, other factors limit the amount of factory housing being built. These include the availability of mobile home units at competitive prices, attractive financing and lower taxes. Also the ability of producers of conventional homes to approximate factory-production techniques in many phases of the construction process makes the price of conventionally built units comparable to that of the fully factory produced unit. In summary, modular producers cannot reduce costs well below costs of conventionally produced housing until they can achieve sufficient volumes of production to permit full efficiency in the construction process. Until strong demand is evident, producers will not establish full-line production facilities because of sizeable front-end investment costs. At the present time and foreseeable future there remains a problem of consumer acceptance thereby curtailing the development of the factory-built or modular housing industry.

Mobile Homes

Although mobile homes are also factory-built housing units they are considered separately due to their popular acceptance and potential for providing lower cost housing units. At the present time there is continuing debate as to the comparative costs to the purchaser of the mobile home and the conventionally produced home. Advantages of the mobile home include lower down payment and quicker payoff of the unit. Disadvantages include a continuing site rent factor. At the present time 5% of the housing units within the San Diego Region are mobile homes and the number is rapidly increasing. Recent developments in mobile home park site planning and unit design, and rising costs of conventional housing, will probably make mobile homes more attractive to the typical family in the future. Generally, mobile homes are expected to continue to appeal to very young

families without children and to the elderly.

Housing Needs

According to the Housing Plan Guide, distributed in support of City Council Policy 600-19, 'Fostering of Balanced Community Development for the City of San Diego', a series of Housing Needs percentages were projected for the year 1975. Within the communities of Rancho Bernardo, Los Penasquitos, Mira Mesa, Scripps-Miramar and Del Mar Heights the following percentages of housing construction were determined to be needed to serve the following income groups.

Housing Needs North City		
Housing Category	Annual Family Income	Percent of Market
A	Less than \$3,500	12%
B	From \$3,500 to \$6,999	10%
C	From \$7,000 to \$10,999	22%
D	\$11,000 and greater	56%
		<u>100%</u>

In comparing the above example with market data provided by local builders and observation of housing trends in North City, it is apparent that housing costs are above the reach of families making less than \$7,000 yearly. In fact nearly 90% of the housing built in the area requires a qualifying family to have an annual income of at least \$11,000. It is clear that housing for families with annual incomes of less than \$7,000 is not being constructed. The following discussion briefly describes the type of housing which needs to be built within the North City West study area in order to achieve the previously mentioned housing percentages for various income groups and thereby achieve a Balanced Community.

Housing units for families having an annual income of less than \$4,500 must of necessity consist mostly of subsidized rental units. Because of their limited or unstable income, families in this category rarely have the possibility of home ownership. As a general rule, the larger the unit, the greater the subsidy that is required. Small units (studio and one bedroom) in low-rise apartment buildings would be the most inexpensive to build and would meet the needs of the low income individual or couple, many of whom are elderly and/or disabled. It is conceivable that some units of this type can be built without public subsidy; however, larger units designed for families with children present a more difficult problem. It has been the experience of the San Diego Housing Authority that even an older, three or four bedroom house cannot be provided a poverty family without some form of

public subsidy. The construction of units containing 1,000 square feet or more floor area would have to take full advantage of money saving land use and building techniques such as planned residential development and factory construction. Moreover, units with common wall construction and shared open areas would likely predominate. Larger units might be built in garden apartment style with private entrances.

Housing units for low and moderate income groups with annual incomes between \$3,500 and \$6,999 are expected to be of multiple family type. Both rental and ownership should be fairly equally represented. However, ownership is more likely in the upper limits of this category. Again, both rental and ownership units will require some public subsidy. Development techniques such as Planned Residential Districts, townhouse and condominiums should be utilized.

The possibility for employing the more innovative techniques of factory-built housing within this price range should be explored. Another possibility within this price range is the mobile home. Averaging \$10 per square foot, the mobile home might be able to provide adequate family housing for this income group. However, the additional site rental cost may offset the construction cost advantage. High development standards for mobile home parks are also essential to insure environmentally desirable communities.

Lastly, this income category should include a substantial percentage of private market offerings. San Diego builders have been successful in marketing individual two and three bedroom units in fourplex structures, and some single family detached homes (usually two bedroom) aimed at families with incomes approximating \$7,000 a year.

Housing units for lower middle and middle income groups with annual incomes between \$7,000 and \$10,999 are expected to be provided by the private market. However, the spiraling cost of housing has made many lower middle income families unable to afford a single family house. However, in most cases the family earning between \$7,000 and \$10,999 will be able to afford tract homes. The building industry is presently producing various kinds of multiple family units in this price range. The most common has been an eight unit apartment building with few if any amenities. There is a need to provide a greater variety of apartment, townhouse, and condominium complexes with increased amenities in this price range.

Housing units for middle and upper middle income groups with annual incomes above \$11,000 should be provided exclusively by the private market, primarily the single family detached home. In addition all types of apartment, townhouse, and condominium units can be built for families within this income range.

Housing Breakdown by Type and Price for North City West

Based on the study of the available housing information the following breakdown of housing units by type and price range for the North City West study area is recommended.

North City West Percentage Estimate of Dwelling Unit Needs Based on Family Income				
	Percent of Housing Type by Income Category			
	A Under \$3,500	B \$3,500- \$6,999	C \$7,000 \$10,000	D \$11,000 and up
Total				
45% Single Family Detached	---	---	10%	35%
22% Townhouse	---	---	7%	15%
15% Garden Apartments	6%	5%	---	4%
5% Mobile Homes	---	5%	---	---
13% Apartments (High Density)	6%	---	5%	2%
	12%	10%	22%	56%

Conclusion

This brief summary of the housing market study attempts to indicate the estimated housing need that should be satisfied within the North City West community based upon the balanced community concept. The goal is to provide a variety of housing for all income ranges so that persons from different walks of life will have a real choice of living within the North City West community. As indicated previously, the continuation of current building trends within the North City area in general will not achieve the estimated housing need for lower income group families within the area. It should also be obvious that the North City area with its thousands of acres of vacant land offers the best opportunity to provide housing for lower income groups. Certainly, the economics of providing lower income housing within the developed and thereby higher land cost areas of the city present a much more difficult situation. Therefore it is felt that the percentages of estimated need by income category must be clearly identified and implemented.

EMPLOYMENT STUDY

Employment studies to determine the extent to which the North City West Community can provide employment opportunities were initiated. The establishment of an employment center which serves the exclusive needs of the resident community implies a conscious effort to attract employment opportunities. However, it should be recognized that the North City West study area can only allocate land for industrial use, which if developed will provide job opportunities for future North City residents. Inasmuch as other industrial areas throughout the City are well established, it may be necessary to provide incentives in order to attract new industry. These should include a sufficiently large site to create an attractive working environment, well situated with respect to access, available labor and industrial skills and competitive land prices. The objective of the North City West Plan is to provide the greatest employment opportunities possible so as to reduce commuter trips to outside employment areas thereby reducing the dependency or accommodation of personal vehicles.

Employment Projections

The Progress Guide and General Plan for the City of San Diego projects that industrial uses consisting of construction, manufacturing, transportation, communication and utilities and wholesale trade will approximate 30 percent of the total civilian work force by 1985. Government and services categories will each approximate 24 percent whereas the retail trade finance, insurance and real estate group will approximate 22 percent of the total civilian work force.

On the basis of the population projection of 40,000 for North City West, it is estimated that the total civilian work force will be approximately 13,000, or 1/3 of the total population.

Possible Employment Opportunities

The City Planning Department's Industrial Study, Phase Two, Demand for Industrial Land is the source of information for various employment categories within the City of San Diego.

The following table summarizes various industrial and other employment categories. The first column identifies the employment category, the second is the estimate of whether the industry will grow or decline. The third column estimates its probable location in North City and the last column provides a reason for a positive or negative rating.

ADAPTIBILITY OF EMPLOYMENT TYPES TO NORTH CITY WEST

<u>Category</u>	<u>Potential</u>	<u>North City Location</u>	<u>Reason</u>
Construction	Growth	Positive	Large percentage of future City growth to be in North City
Food Processing	Decline	Negative	Not in major food producing area
Apparel, Related	Growth	Negative	Not accessible to low cost labor, presently downtown oriented category
Wood, Furn., Fixt.	Grow/stab.	Positive	To serve North City growth
Printing, Publishing	Stable	Positive	To serve local business and industry
Chemicals	Growth	Positive	Medical-research complex in La Jolla area
Stone, Clay, Glass	Stable	Positive	Will serve construction
Primary, Fabricated Metals	Decl./grow	Positive	Growth of fabrication likely to serve other uses
Nonelectrical Machinery	Stable	Positive	Includes computers which have a certain future
Electrical Machinery	Growth	Positive	Growth seems assured
Aerospace, Ordnance	Stab./decl	Negative	Slowing military expenditures
Misc. Durable Goods	Grow./stab.	Positive	Scientific instruments may locate near University, etc.
Misc. Non-durable Goods	Decline	Negative	Not enough growth projected
Trans., Comm., Utilities	Grow/stab.	Positive	To serve future urbanization
Wholesale Trade	Grow/stab.	Positive	To serve local market only
Retail Trade	Grow/stab.	Positive	To serve local market only
Fin., Insur., Real Estate	Growth	Positive	To serve local market only
Service	Growth	Positive	To serve local market only
Research, Development	Growth	Positive	Although most likely demand will be satisfied by established areas, i.e. Surrento, Torrey Pines
Government	Growth	Negative	To serve local market but large facilities will remain centralized.

From the table it is apparent that some employment categories may not be possible for North City West. The table also illustrates which employment categories may be feasible for the study area. The following narrative amplifies what appears to be a reasonable employment base together with approximate land requirements for the North City West Community.

Industrial Employment

This category includes construction, wood, printing and publishing, chemicals, fabricated materials, electrical machinery, durable goods, transportation, wholesale trade and research and development industries. Due to the close proximity of Sorrento Valley, a major employment area, it will be difficult to locate a large industrial park within the study area. Although the site designated in North City West has a locational advantage adjoining the freeway and may therefore attract research and development firms, locational advantages in Sorrento Valley are definitely superior since the area is served by rail and is located at the junction of two major freeways. In addition, Rancho Bernardo and Mira Mesa, located in the eastern and southern portions of North City also compete for industrial firms which might otherwise locate in the North City West study area.

Based on the review of the table and a determination of the land requirements, a 100 acre industrial park site has been allocated. This size conforms to the recommended minimum size for industrial parks based on the City's Industrial Land Use Report. Assuming an average employment density of approximately 25 employees per net acre, an employment base for some 2,500 persons could be provided.

Government Employment

The prospect for large numbers of governmental employees within the North City West study area is limited. Major federal, state, county, and city administrative centers are presently located within the downtown core and are expected to remain there. This expectation is reinforced by the fact that all of these governments have extensive facilities or commitments which would be expensive to replace. The North City West area can expect employment generated by school facilities as well as fire and library services, recreation services, a possible branch post office, and other public service facilities. It is estimated that some 600 governmental positions will be generated by public service facilities when development is complete.

Finance, Retail Trade and Service Employment

Commercial development is directly related to the purchasing power of the surrounding population, access, and locational requirements. Since commercial centers are occupied by a variety of uses, it is very difficult to predict their employment potential.

Review of the trends of new commercial development indicates that the locational and scale factors of commercial developments are undergoing substantial change. The former function of the community center is being usurped by the regional center. In fact, indications are that the super regional centers, which are clusters of two or more regional centers together, will be the future form of commercial development. Town centers which are a cross between the old community center and regional center will serve large community areas. Neighborhood centers oriented to neighborhood trade will probably be the third type of commercial center. The tendency of regional and town centers to locate at the juncture of two heavily travelled streets or freeways will continue but will also be affected by mass transit systems. The current trend to a greater land use mix and vertical development will be emphasized. Neighborhood, or convenience type centers should be located central to the captive population.

Two forms of commercial centers are proposed within the North City West Community Plan. The first, the town center, will provide community-wide services for the entire community. The second, the neighborhood center, should be placed near the center of the neighborhood it will serve and be designed to encourage pedestrian use.

Commercial facilities within the town center area should range from very large to very small to include a full range of commercial goods and services. Offices and selected arts and crafts of an industrial nature might even be included within the center. Employees of such land use can help support the town center and help to create the kind of activity which is desired to make the center a vital and dynamic place. Housing should be developed within the center for the same reasons. It is expected that uses within the town center will be mixed and developed both horizontally and vertically in order to permit shops and or office facilities together with residential uses above the first floor. Governmental and cultural facilities have a definite place within the town center. Churches and other activities of a social nature as well as parks and educational facilities should locate on the perimeter of the center to further strengthen its function as the activity focus of the community.

It is felt that the town center concept conforms well to the trends presently being established by new commercial developments

throughout the county. First, the concept allows a center of sufficient size to adequately serve the surrounding population on a competitive basis. Second, because of the undeveloped nature of the North City West study area, the transportation system can be developed so as to adequately serve and emphasize the center as a focus of the community. Third, the town center emphasizes vertical development and shopping as an activity of human life. The town center concept allows the combination of shopping trips with picking up books from the library, going to the community park and allows employees the opportunity to shop on their lunch hour. It is felt that the North City West study area with a projected 40,000 population plus an additional 25,000 population projected within immediate surrounding service areas will provide the town center with enough population and expendable income to justify the centers' development.

The basis for land allocation within North City West for commercial development is therefore calculated with the town center concept in mind. The following guidelines are therefore used for allocating commercial land use.

COMMERCIAL LAND USE ALLOCATION

<u>Commercial Category</u>	<u>Acreage Ratio</u>	<u>Trading Area</u>	<u>Minimum Site</u>	<u>Parking Ratio</u>
Town Center	1.5 ac/1,000	50,000 plus	50 ac.	3:1
Neighborhood and Convenience	.6 ac/1,000	2,000-10,000	2-5 ac.	3:1

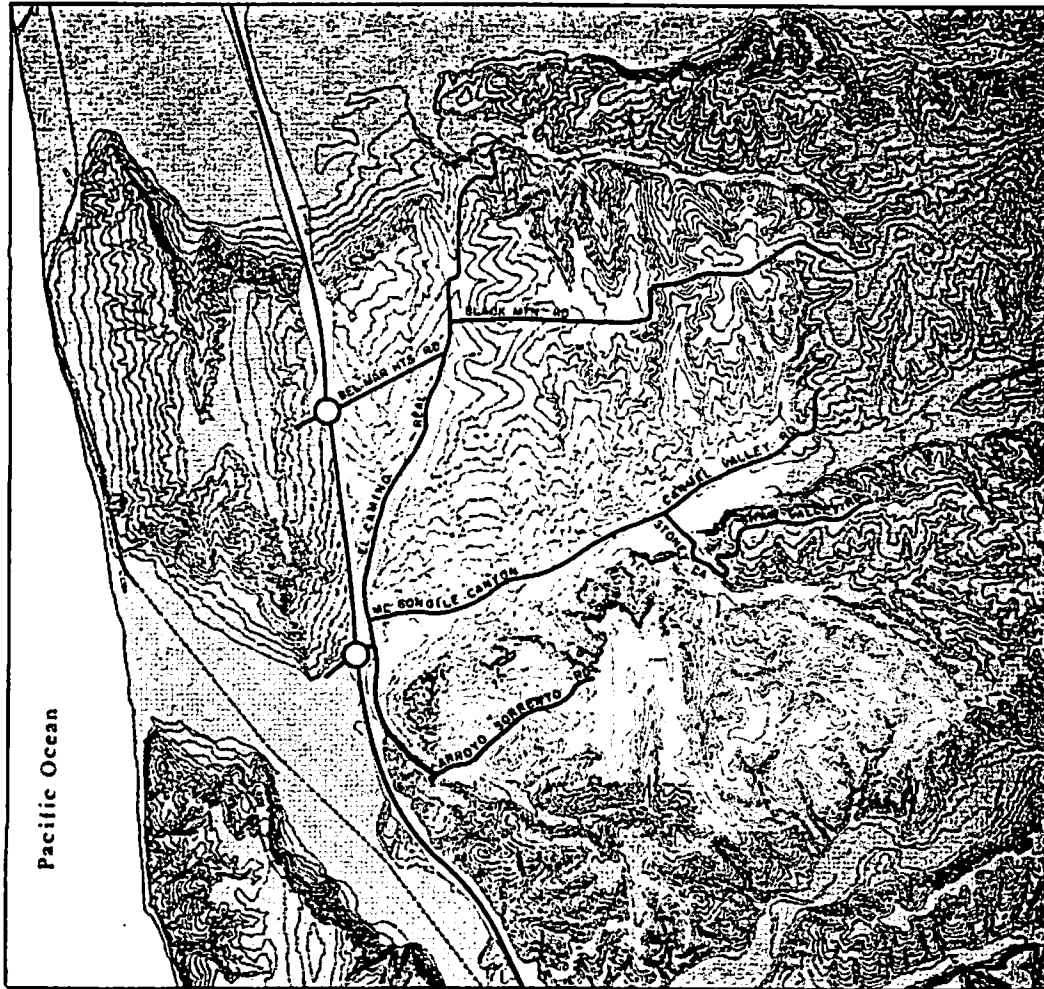
Other commercial facilities such as hotel and office developments are more dependent upon locational requirements. Therefore sites have been designated based upon a specific locational advantage. In total, approximately 100 acres have been allocated for commercial use within the North City West community, a ratio of 2.5 acres per 1,000 population.

The estimate for commercial employment is based on the amount of acreage proposed to be devoted to commercial or related use. Based upon a 3:1 parking ratio and a rule of thumb estimate that about 800 square feet of retail floor area will generate one employee, the commercial allocation within North City West will provide employment for approximately 1400 persons.

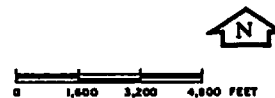
Conclusion

Employment for approximately one-third of the North City West labor force is expected to be provided in the study area. Of the

estimated 4500 jobs created approximately 2500 would be located in the industrial area, 600 would result from typical community facility needs including schools, parks etc., and 1400 positions would result in commercial and office facilities. It must be emphasized that these estimates are highly generalized and extremely subject to decisions by future individual businessmen regarding the number of employees needed.



NORTH CITY WEST STUDY AREA



STUDY AREA & PLANNING PROCESS REVIEW

A brief review of existing study area characteristics along with an explanation of the planning process, the philosophy of the Community Plan, and its relationship to the Progress Guide and General Plan of the City of San Diego is included in this section. This section concludes Part I of the report which summarizes the background studies and research conducted in preparation for the North City West Community Plan which follows in Part II.

The Study Area

The North City West study area contains approximately 4,286 acres of land and is located on both sides of Carmel Valley east of the City of Del Mar and Interstate 5. It is generally bounded by the northern limits of the Penasquitos Sewer District, on the east by Bell and Shaw Valleys, on the south by Penasquitos Canyon and on the west by I-5.

There are three distinctive land forms within the planning area. The first includes the major east west valleys and lateral canyons, which contain most of the wildlife and significant vegetation within the study area. They are also subject to flooding. Sides of the canyons are steep, with slopes generally exceeding 25 percent. The second major land forms consists of mesas or sloping land which are generally best suited for urbanization. The third category includes lands with distinctive physical characteristics, such as eroded bluffs which are highly visible within the study area. They are the same geological formation as the bluffs within Torrey Pines Park.

Vegetation within the study area consists of chaparral, sage and other cover typical of semi-arid regions. Grasslands predominate with scattered stands of Eucalyptus trees.

A major advantage to the study area is its access. Situated adjacent to Interstate 5 the study area is well-linked via highways to the highly-developed urban core of the San Diego Metropolitan Area.

What is the Community Plan?

The North City West Community Plan is a guide for development of a new community. It includes population, housing and market research, land use designations, proposals for public services and facilities and recommendations for implementation.

The purpose of the plan is to provide imaginative guidance for the creation of an environment which eliminates many of the problems, social and physical, that result from present development practices. For example, commercial facilities which serve the resident population and are a focus for community identification

and activity; industrial areas which provide employment within the community and decrease the need to commute to other parts of the city for employment; residential development which provides a choice of housing for all income groups; and finally, the insurance that all public facilities will be available where and when they are needed by the residents in the community.

While this Plan sets forth many proposals and recommendations for implementation it does not by its adoption establish new regulations or legislation nor does it rezone property. It does, however, provide a guideline for the preparation or amendment of City ordinances such as zoning, subdivisions, housing, building or other development controls which must be enacted separately through the regular legislative process.

It is the intent of this Community Plan that all public facilities be financed by the property owners within the planning area by a charge against the land only in the planning area. In most cases the exact location for such facilities has not yet been determined. The final site selection and acquisition, however, must be accomplished prior to the filing of rezonings and subdivisions within the area to be serviced by the public facilities.

Private development shall specifically conform to Council policies 600-4 (standards for public rights-of-way improvements), 600-10 (adequate public services in connection with development proposals), 600-18 (residential/commercial/industrial developments phasing), and 600-19 (fostering of balanced community development). Other present or future policies of the City of San Diego which may be effective when future development proposals are evaluated must also be observed.

Periodic updating of the plan will be necessary as conditions within the area change. Once adopted by the City Council, any amendments, conditions or deletions from the document will require that the Planning Commission and City Council follow a similar public hearing procedure as utilized in initially adopting this plan.

Relationship to Progress Guide and General Plan

Proposals within this Community Plan have been coordinated with the Progress Guide and General Plan for the City of San Diego. A harmonious relationship exists with respect to general goals and policies of City-wide significance. Although the land use proposals presently reflected by the Progress Guide and General Plan are recommended for revision, these differences will be resolved during the course of the concurrent hearings held at the time of the adoption of the community plan. This procedure is in accordance with City Council Policy No. 600-7. It should also be pointed out that future comprehensive reviews of the Progress Guide and General Plan may produce recommendations for changes in the Community Plan. The normal procedures for legislative actions including hearings must be followed before changes to both the Progress Guide and General Plan and the North City West Community Plan can be accomplished.

Consistency of zoning with the General Plan in Relation to the North City West Plan

Section 65860 of the Government Code requires that zoning ordinances shall be consistent with the General Plan, provided that: (1) there is an officially adopted General Plan; and (2) the various land uses authorized by the zoning ordinance are compatible with the objectives, policies, general land uses and programs specified in the General Plan.

One of the principal objectives set forth in the City's General Plan reads as follows:*

"Prevention of Sprawl. The Plan contemplates that during the next two decades urban growth will be directed in an orderly manner, and that new suburban communities will be properly related to the patterning and phasing of greater San Diego's development. The Plan does not contemplate the creation of isolated, noncontiguous communities dependent upon the uneconomical and premature extension of government facilities and services for great distances."

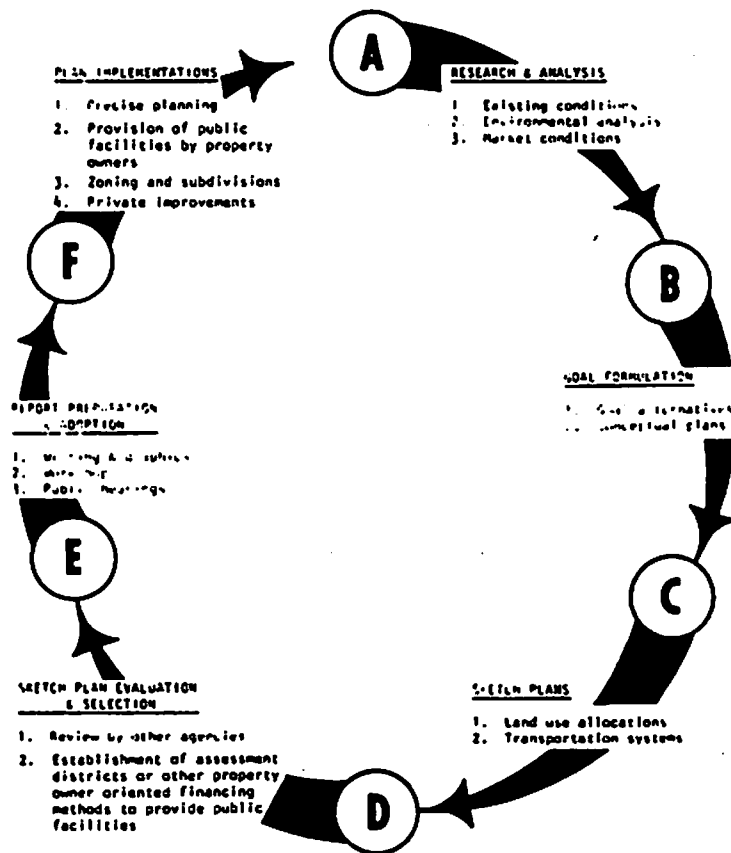
In order that the foregoing objective may be met in North City West, the zoning of undeveloped areas shall be limited to zones more restrictive than the R-1 zones. Rezoning of such areas to less restrictive zoning classifications will be approved by the Council only upon the presentation of evidence that essential public services will be provided concurrent with their need, as stipulated in Council Policy 600-10.

*Pg. 72, Progress Guide and General Plan for the City of San Diego

The Planning Process

The planning process illustrated in the following diagram was used in preparing the North City West Community Plan. The Plan is not to be viewed as an end result, rather as a beginning. It represents a basic framework to be used as a guide for further precise planning studies. These studies should culminate in the development of North City West as an organized new community which offers a better way of life and community services to its residents. Further planning studies undertaken in regard to specific aspects of the North City West Community Plan will undoubtedly identify new data and conditions which will necessitate modifications to the overall plan:

The continuous planning process will therefore be the necessary ingredient in developing North City West into the viable community that people think it should be.



Review of Existing Conditions

The research for North City West included a comprehensive inventory of existing and proposed utilities and streets, ownership patterns, political boundaries including school districts, and zoning, which were mapped at a scale of 800'=1". A topographic model was also prepared. A review of each of these factors follows:

Utilities and Streets

The North City West study area, while basically undeveloped, contains major public utility improvements. A description of major improvements is as follows:

Sewer

The Penasquitos Sewer District serves the North City West planning area except for a small portion lying within the northwest quadrant. The Carmel Valley trunkline connects to the City's metropolitan sewage treatment plant at Point Loma via the Sorrento Valley, Rose Canyon and Pacific Highway trunklines.

Water

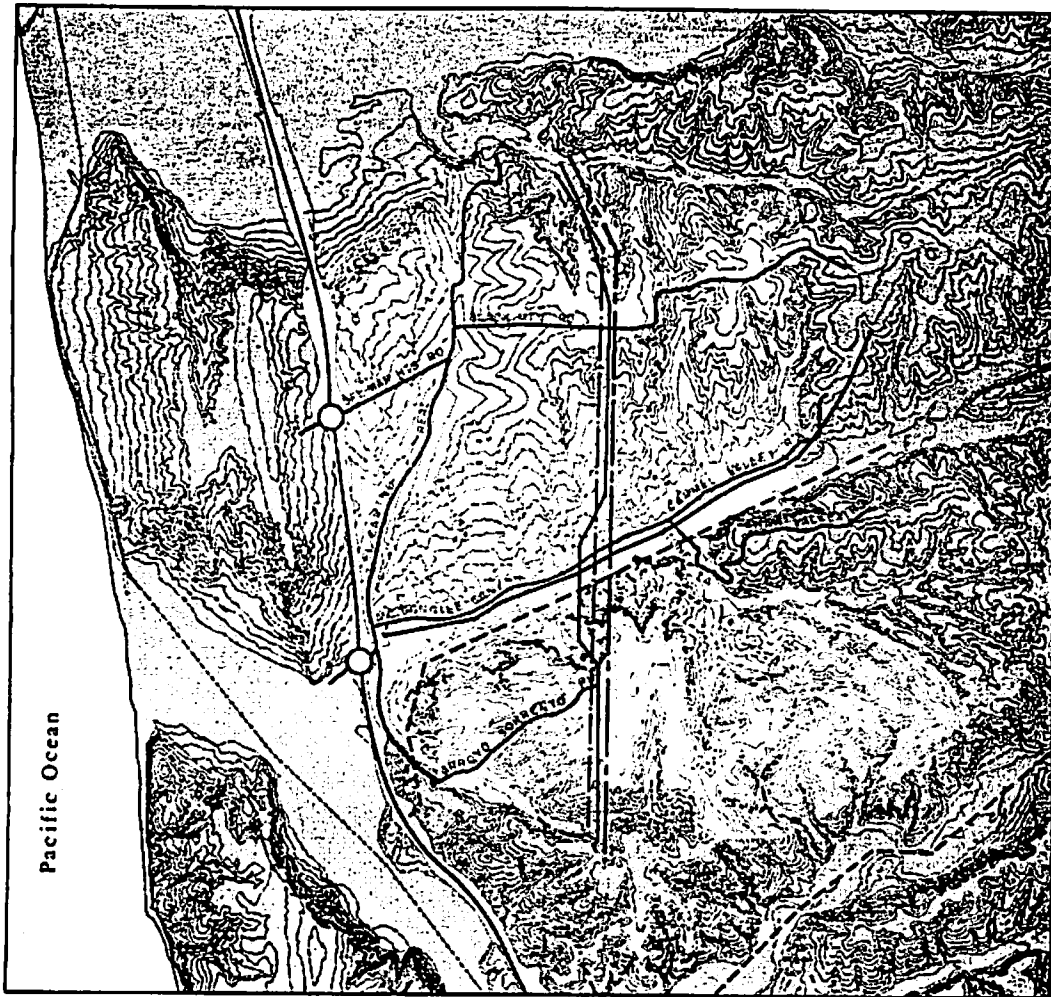
Water service to the portion of North City West lying northerly of Carmel Valley is provided by the Del Mar Heights Road water main. Service to the area lying south of Carmel Valley is not presently available. Service to the area will be programmed to implement the phasing element for the North City West plan.

Gas and Electricity

The San Diego Gas and Electric Company transmission line which serves the San Dieguito area is located about one mile east of I-5. A 138 kv facility connects to the Penasquitos Substation located southerly of the North City West study area. In addition, a 69 kv transmission line traverses the western portion of the study area roughly adjacent to El Camino Real. The gas line lies within the 150 foot right-of-way of the 138 kv electric transmission line.

Telephone

The Pacific Telephone Company provides service to the study area. A distribution line runs through Carmel Valley and then proceeds easterly generally along Black Mountain Road.

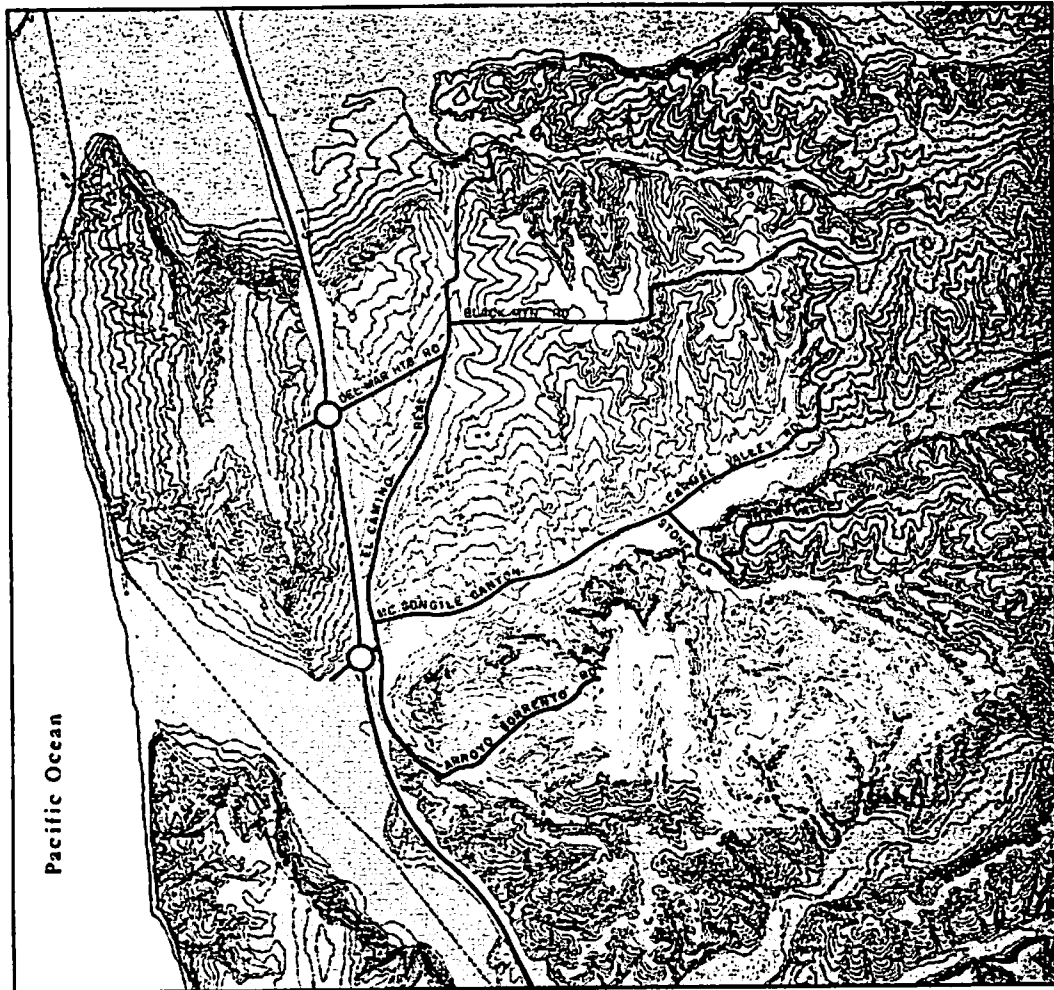


NORTH CITY WEST

EXISTING UTILITIES

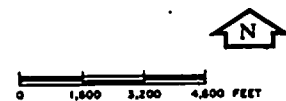
- | | |
|------------------------|-------------------|
| — ELECTRIC LINES | — TELEPHONE LINES |
| - - - LIQUID FUEL LINE | - - - SEWER LINES |
| — GAS LINE | |





NORTH CITY WEST

DEDICATED STREETS



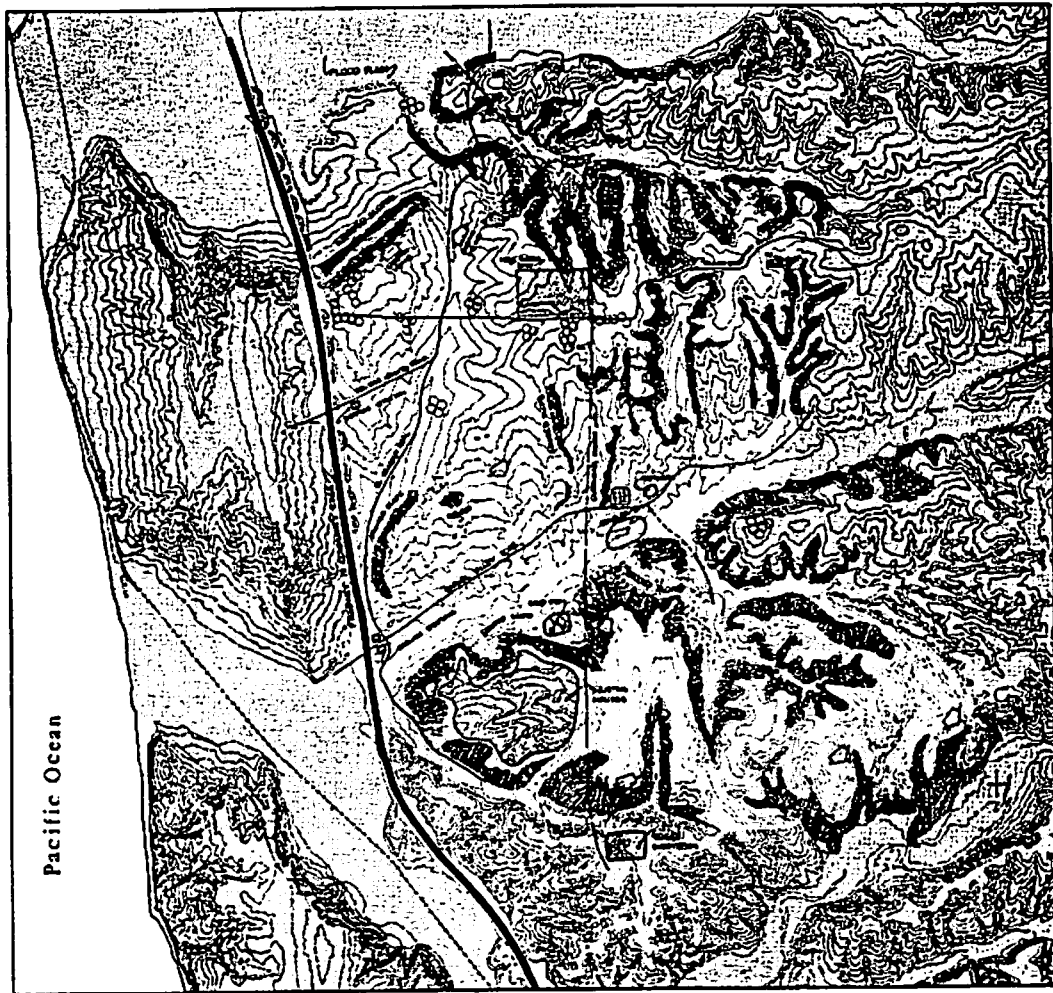
Street Patterns

The existing street system is rural consisting of two-lane improvements on El Camino Real, Carmel Valley Road and Black Mountain Road. All other streets are private easements and are unimproved. In general, the present alignment and rights-of-way of these roads will not facilitate future major streets since location, right-of-way, and curve radii are not adequate.

Topography and Natural Factors

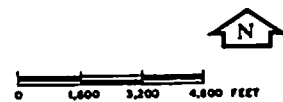
The environmental study previously described is the basis on which the inventory of topography and natural features in the North City West area were identified. This information, including floodplains, excessive slopes and hazardous geological characteristics, was the basis for determining lands best suited for development within the study area.

In addition, existing empirical data together with a field investigation of unique site characteristics, including groves of trees, natural vegetation, unusual geologic formations, and ocean views were recorded and are illustrated on the Map. The information was also plotted on a three dimensional topographical map and has been subsequently used to further identify unique characteristics of the land form in North City West.



NORTH CITY WEST **CULTURAL FEATURES & DEVELOPMENT CONSIDERATIONS**

- | | |
|--------------|---------------------|
| VIEWS | EXISTING FACILITIES |
| STEEP SLOPES | EXISTING ROADS |
| FLOOD PLAIN | FREEWAY NOISE |
| TREES | |



Land Use and Zoning

At the present time there are 61 single family structures built within the North City West study area. These structures along with one duplex, one private school, a church, a cemetery, three gas stations, a restaurant and antique shop, and a sand and gravel operation are the only other non-agricultural uses within the study area. A portion of the study area, generally located within Carmel and Shaw Valleys, is being used for agricultural purposes. Such agricultural lands include a horse ranch, farming and pasture lands.

Existing zoning includes the A-1-1, A-1-5, and A-1-10 agricultural holding zones. The four automobile service station sites located adjacent to I-5 are zoned CA.

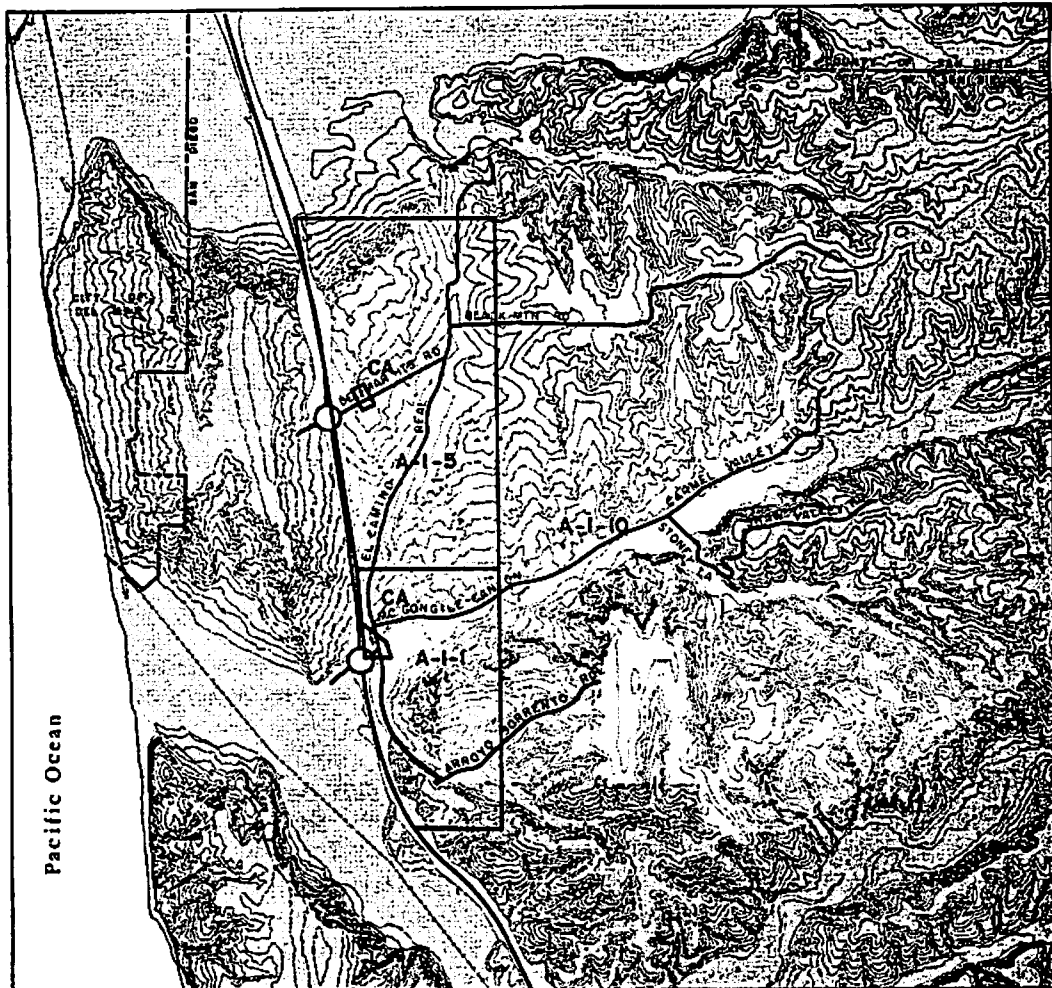
Ownership

The total 4,286 acres of land (4,184 acres of which is in private ownership) within the North City West study area is divided among approximately 159 separate owners according to the County Assessor records as of July 1972. Nine major owners control a total of 2,317 acres or over 55% of the acreage. Forty-three owners control a total of 1,216 acres in amounts varying from 10 to 100 acre parcels, which comprise 29% of the private land area. One hundred seven additional owners control 16% of the acreage consisting of parcel sizes of less than 10 acres.

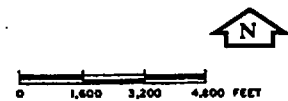
School Districts

Three school districts serve the study area and the adjoining Del Mar and Solana Beach communities. The Solana Beach and Del Mar Union Districts serve the primary school needs of the area. The San Dieguito Union High School District serves the high school needs of the immediate area including all of the North City West study area.

The allocation of land use within the study area is particularly important to the three school districts inasmuch as the distribution and intensity of land use creates a tax base for the support of these districts.



NORTH CITY WEST **EXISTING ZONING**



Plans of Public Agencies and Private Industry

The following plans were reviewed for their recommendations and proposals concerning the North City West study area.

COMPOSITE DEVELOPMENT PLANS - These are reviewed in "North City Study - Area Adjacent to I-5" report dated December 9, 1970. This report evaluated the cumulative effect of four separate master plan developments comprising approximately 3,200 acres as they related to one another and on the future urbanization of the North City area. This report also contains a response from the State Division of Highways, County Public Health Department, concerned school districts, Federal Housing Administration, and various operating departments of the City with respect to the impact of these developments on their respective areas of responsibility.

SAN DIEGO COUNTY GENERAL PLAN - In North City West, urban residential is the primary land use that has been proposed. Generally the goals for this use are to minimize sprawl, keep out incompatible uses, encourage low densities in rough terrain to reduce grading, preserve existing identifiable communities, provide a variety of housing types and price ranges, and correlate development with public services and facilities.

PROGRESS GUIDE AND GENERAL PLAN - Pertinent comments regarding the application of this plan are to be found in the December 9, 1970 report, "North City Study - Area Adjacent to I-5."

CITY TRAFFICWAYS PLAN - The "1964 City of San Diego, Select System of City Streets" revised to 1969 illustrates some differences between the City Council General Plan Circulation Element and the Select Street System.