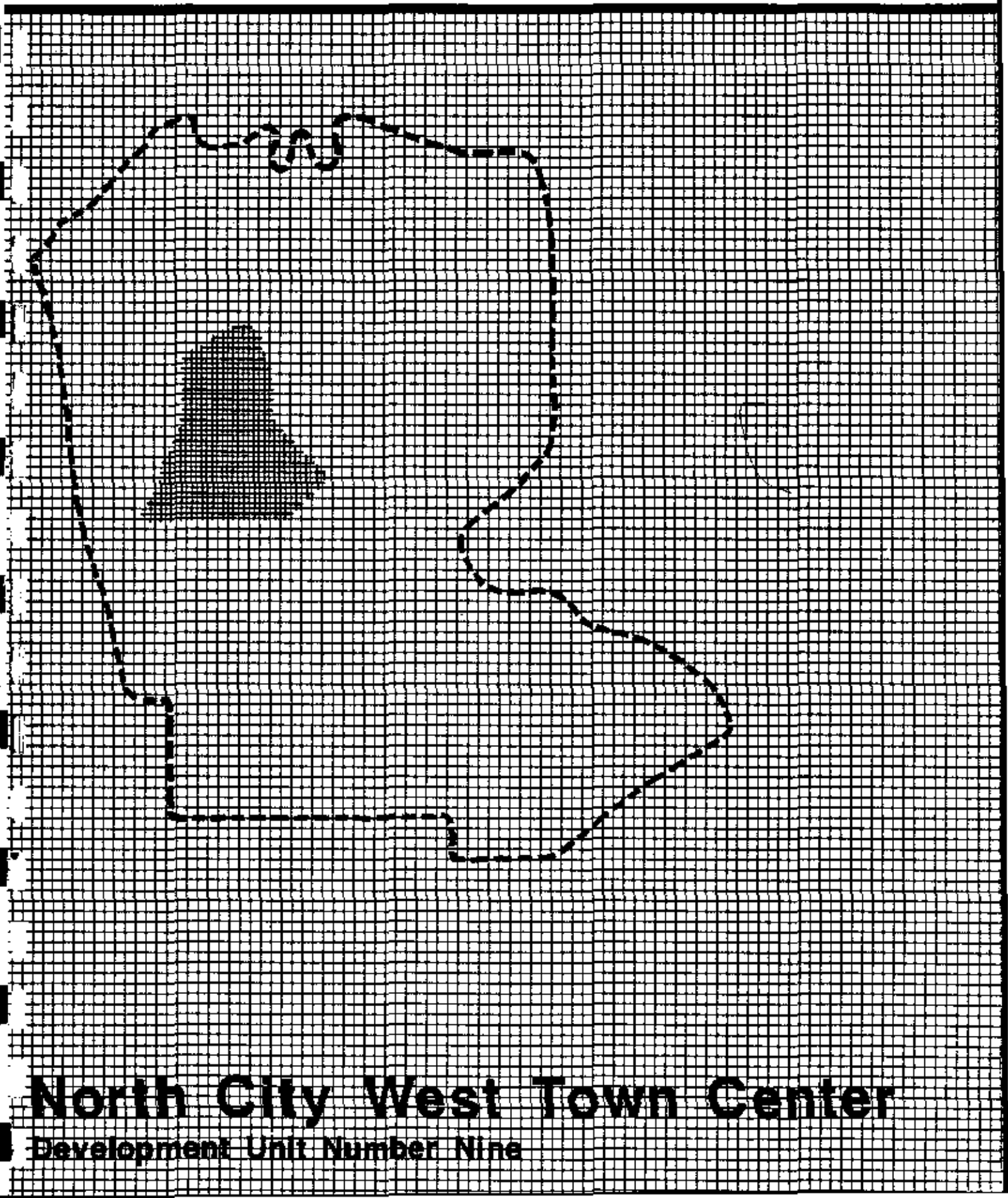
CARMEL VALLEY 13.75

PRECISE PLAN



North City West Town Center

Development Unit Number Nine

NORTH CITY WEST

DEVELOPMENT UNIT NINE

TOWN CENTER PRECISE PLAN

SEPTEMBER, 1986

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APPROVALS:

Planning Commission: April 24, 1986 - Resolution No. 6265

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INTRODUCTION

PURPOSE

The North City West Community Plan requires the preparation of individual Precise Plans for each Development Unit prior to proceeding with grading, zone changes, and tentative maps. The purpose of this Precise Plan, beyond describing the Plan's conformance to the Community Plan's five general goals and the associated individual plan element objectives, is also to provide guidelines for the development of the Town Center Precise Plan Unit.

This document is divided into four sections. The first section introduces the Plan, discussing the history and requirements of the plan processing within the Community Plan's framework. It also briefly describes the location and setting of the Precise Plan area. The following section titled, Plan Elements, describes the individual plan elements; land use, circulation, and public services and facilities, in terms of size, location, development character, density or intensity of use, and relationship to adjacent uses. Included with the respective plan element description is a discussion of the Precise Plan's conformance with the North City West Community Plan objectives. The third section, Design Element, describes and illustrates the design concepts and objectives for the Town Center Precise Plan Unit. The Design Element will guide designers, developers, and reviewing agencies in implementing the Precise Plan. The fourth and final section titled, Plan Implementation, discusses the financing programs, development controls, and phasing associated with the Town Center Precise Plan Unit.

Companion documents to the Precise Plan include the North City West Planned District Ordinance (PDO), the accompanying Environmental Impact Report (EIR), the the North City West Public Facilities Financing Plan, the School Facilities Master Plan, and the Carmel Valley Precise Plan Design Element. The PDO and Precise Plan Design Element section establish the procedures and standards for City review of land development within the Precise Plan area. The EIR cites the existing conditions in the precise plan area, anticipated impacts of development and the associated mitigation measures. The Public Facilities Financing Plan governs the financing, timing of development, and maintenance of public facilities. Procedures for the provision of schools is outlined in the School Facilities Master Plan. Figure 1 illustrates the steps in the planning process leading to development within the Precise Plan Unit.

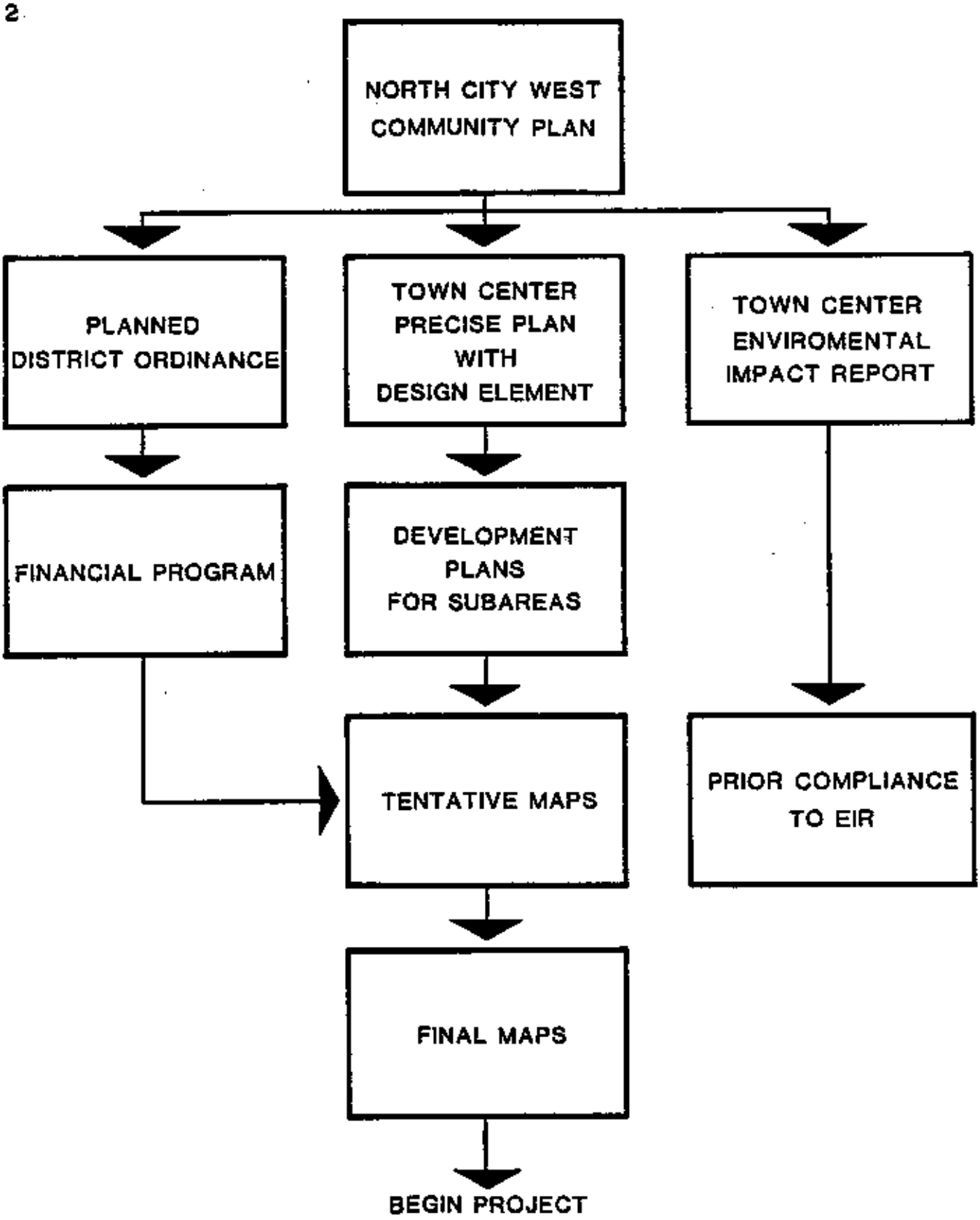


FIGURE 1
PLAN PROCESSING

LOCATION

The Town Center Precise Plan Unit is located within the North City West Community, a designated community planning area in the northern portion of City of San Diego. Several established communities are located in the general vicinity of the Precise Plan Unit. Approximately two miles to the west is the town of Del Mar which is bordered by the Pacific Ocean. Solana Beach and Rancho Santa Fe are to the north. La Jolla is to the southwest of the community. Interstate Five (I-5) is approximately one mile west from the center of the Precise Plan area. Figure 2 illustrates the Precise Plan Unit's subregional location.

Within the North City West community the Town Center is bordered by three major arterials; Del Mar Heights Road on the northern edge, El Camino Real to the west and Carmel Country Road to the east. Development Unit Six, a residential neighborhood, immediately borders the Precise Plan Unit to the south. The Town Center's location adjacent to the three major arterials places it at what might be called "the crossroads of the community".

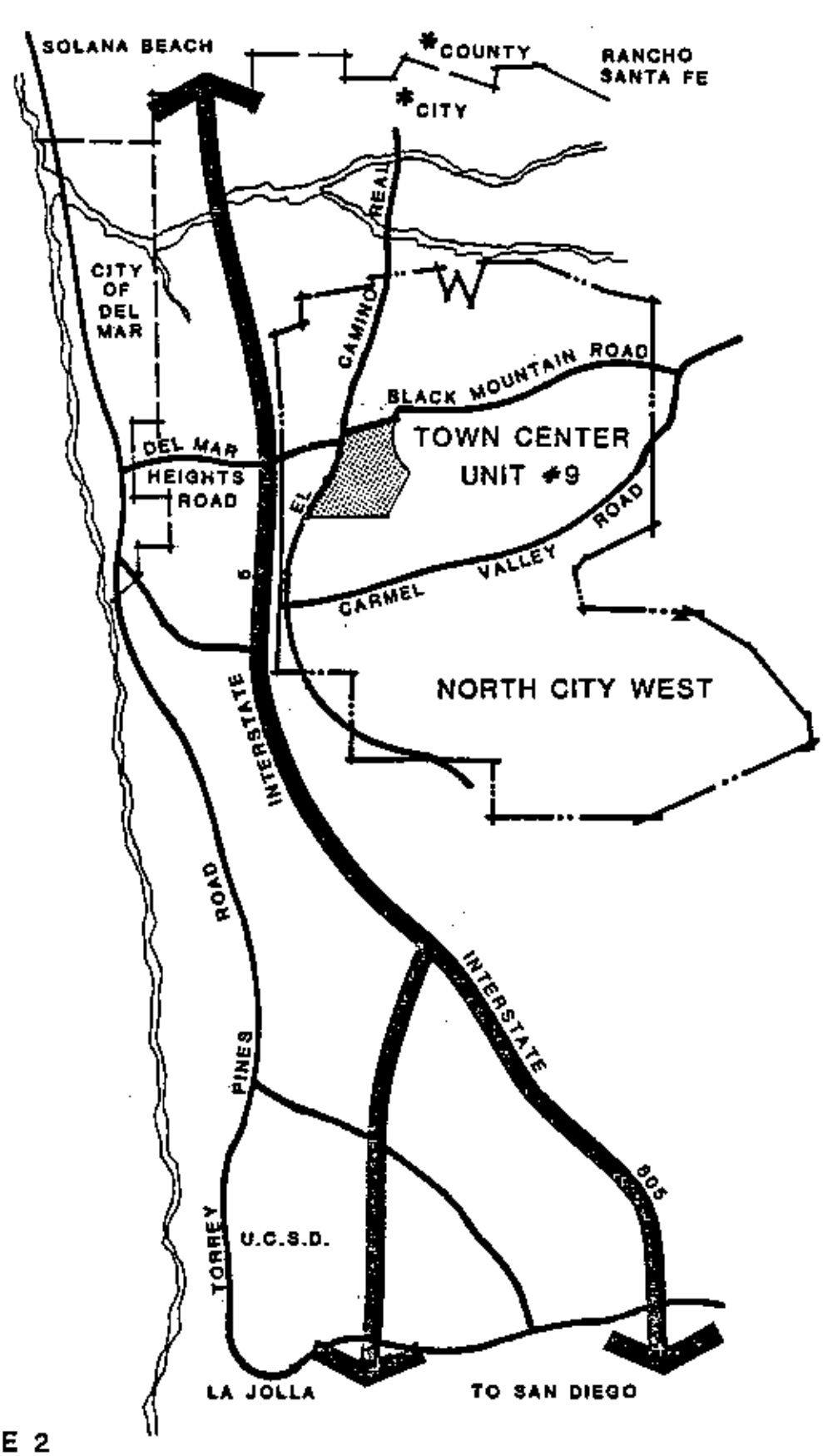


FIGURE 2
LOCATION MAP

COMMUNITY PLANNING CONTEXT

The San Diego City Council adopted the North City West Community Plan on February 27, 1975, after several years of study into the implication of urbanization of the North City West area. The North City West Community Plan was prepared as a development guide for a planned new community, based on the City of San Diego urbanization policies. An important element of the Plan is a phased development program. The phased development program ensures the timely provision of adequate public facilities within the Plan area.

A number of planning principles were created to guide the development of the community. These principles were interpreted into general goals. The following five general goals stated in the Community Plan summarize the overall adopted planning approach for North City West.

1. To establish a physical, social, and economically balanced community.

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

3. To preserve the natural environment.

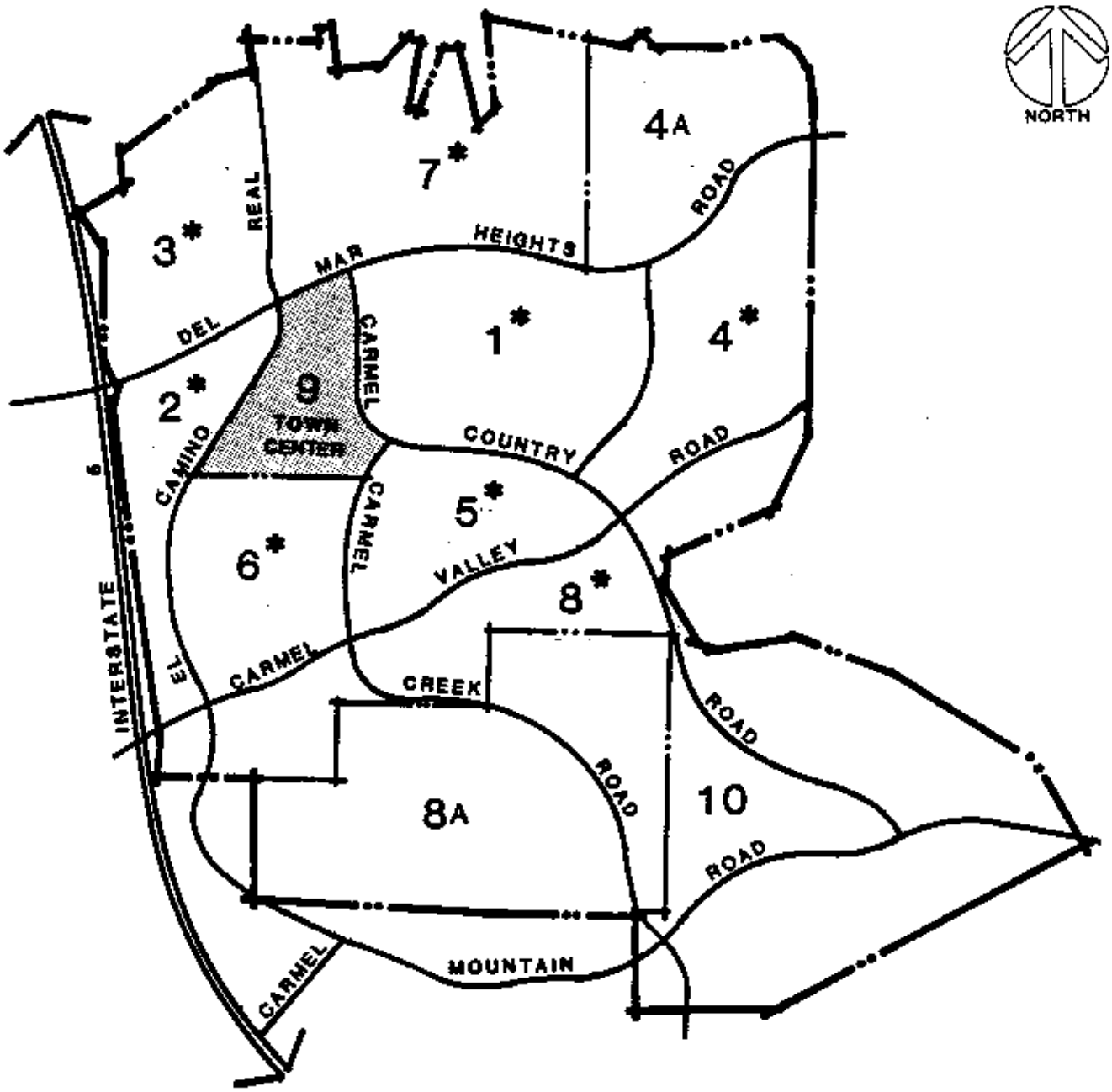
4. To establish a balanced transportation system which is used as a tool for shaping the urban environment.

5. To establish realistic phasing of development within the community based on maximum utilization of the privately-financed public facilities.

The Community Plan, with the five goals as a framework, outlines the conceptual development of North City West. The Plan calls for the orderly development of commercial, industrial and residential uses and associated public facilities on 4,286 acres of land creating an estimated population of 40,200 people. The Town Center Precise Plan Unit, measuring approximately 168.3 acres, has been designated the focus of commercial and cultural activity within North City West.

At the present time, Precise Plans for eight of the twelve designated Development Units (or neighborhoods) of North City West have been prepared and adopted by the City of San Diego. Actual development has occurred within Development Units One, Two, Three, Five, Six, Seven, and Eight.

The Planning Commission approved the commencement of the Town Center planning effort at a workshop on July 26, 1984. The Town Center Precise Plan should provide direction for development of the site through the design phase and eventual build-out. Figure 3 illustrates the location of the Town Center Precise Plan Unit in relationship to the adjacent Development Units.



* PREVIOUSLY APPROVED PRECISE PLANS

FIGURE 3

PRECISE PLAN DEVELOPMENT UNITS

SITE ANALYSIS

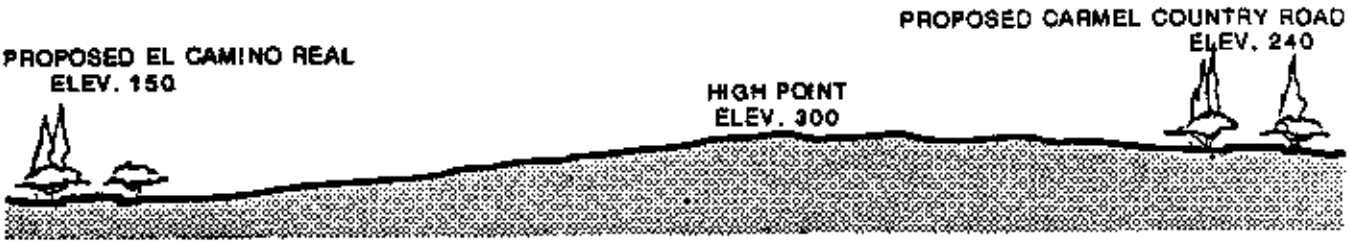
The existing intersection of Del Mar Heights Road and El Camino Real is located at the project's northwestern boundary with El Camino Real roughly defining the western boundary of the site. The proposed extension of Del Mar Heights Road and Carmel Country Road will form the site's northern and eastern boundaries. Paved access to the site is via El Camino Real while onsite access is obtained through a network of unimproved dirt roads.

The site is situated on west-facing tributary canyons and ridges within the ridge separating Carmel Valley and San Dieguito Valley. All on-site drainage is to the west by sheetflow and along tributary gulleys into the southerly draining canyon adjacent to El Camino Real. That canyon drains into Carmel Valley.

Total relief on-site is approximately 170 feet. Approximately one-half of the site area contains slope gradients of 0-10 per cent. These areas are limited to the tributary gulleys between the ridges. A small portion of the site is occupied by slopes of 11 to 25 per cent with some areas steeper.

Past land use has been primarily agricultural (cattle grazing). Vegetation over the site consists of a moderate-to-heavy growth of chaparral. Extensive wooded areas are absent with only a few isolated Torrey Pines scattered over the parcel. It appears that some areas on-site were utilized for sand borrow. A number of residences exist on-site as well as separate church and school facilities.

SECTION A-A



SECTION B-B

FIGURE 4

EXISTING SITE SECTIONS

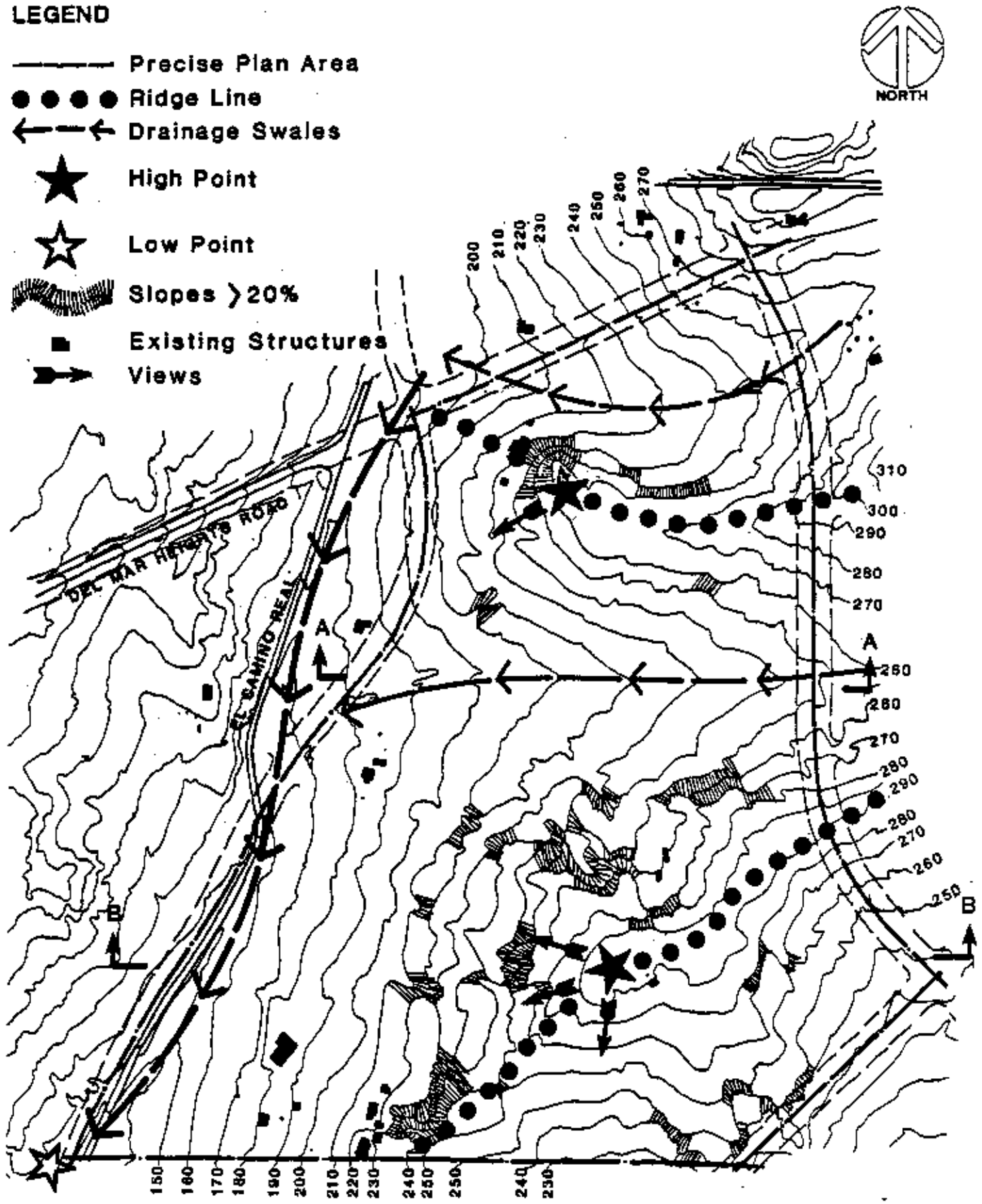


FIGURE 5

SITE ANALYSIS

PLAN ELEMENTS

INTRODUCTION

The Town Center Precise Plan Unit encompasses a number of types of land use within a single Development Unit. Located within the designated boundaries of the Town Center unit are medium density and low-medium density residential projects, shopping facilities, professional offices, a community park, Junior High School, Public Library, and transportation facilities. Table 1 summarizes the land use acreage and allocations in the Precise Plan Unit.

The diversity of land use types has made the Town Center Precise Plan Unit the most complex and challenging of the twelve Development Units. The Town Center Commercial Element has been called the "singular most important land use element of the North City West Community Plan".

The arrangement of land use and circulation for the Town Center Unit are illustrated in Figure 7. In general, this land use plan follows the North City West Community Plan arrangement of land use which is illustrated in Figure 6. Variations in boundaries and road alignments arise from the characteristics of the site's land form and property ownership lines.

The planning and design framework for the arrangement of land use elements within the Town Center Precise Plan Unit has been the neighborhood design concepts and environmental criteria stated on pages 64 through 68 of the Community Plan. Although the Town Center Development Unit would not be considered a typical neighborhood within North City West, the physical planning concepts for the Town Center adhears to the spirit of the called-for design concepts and environmental criteria. A complete discussion of the compatibility of varying uses and design relationships is included on page 59 of this document.

In addition to the physical planning concepts, objectives are set forth for each land use or plan element of the Precise Plan Unit. The Precise Plan objectives clearly define the actions that will be necessary to carry out the five, broadly stated, planning goals for the North City West Town Center.

The following portions of this section of the document describes each plan element of the Precise Plan Unit. Each plan element begins with a description of the nature, location, and acreage of the plan element within the Precise Plan Unit. It is then followed by an outline of objectives as restated from the Community Plan with a discussion of the Plan's conformance.

While the Precise Plan outlines specific acreage for each land use element (as well as residential density and dwelling unit counts for each residential site) the site sizes, densities, and yields may be subject to minor modifications. These modifications may arise out of adjustments in street alignments,

grading, and utility layout during engineering of development plans and tentative maps. Substantial changes to the content or information contained in this document are not anticipated.

It is also important to note that this section of the document provides only a quantitative or functional description of the precise plan. The Design Element section of this document discusses the more qualitative or design aspects of the land use (plan elements) proposed for the Town Center Precise Plan Unit.

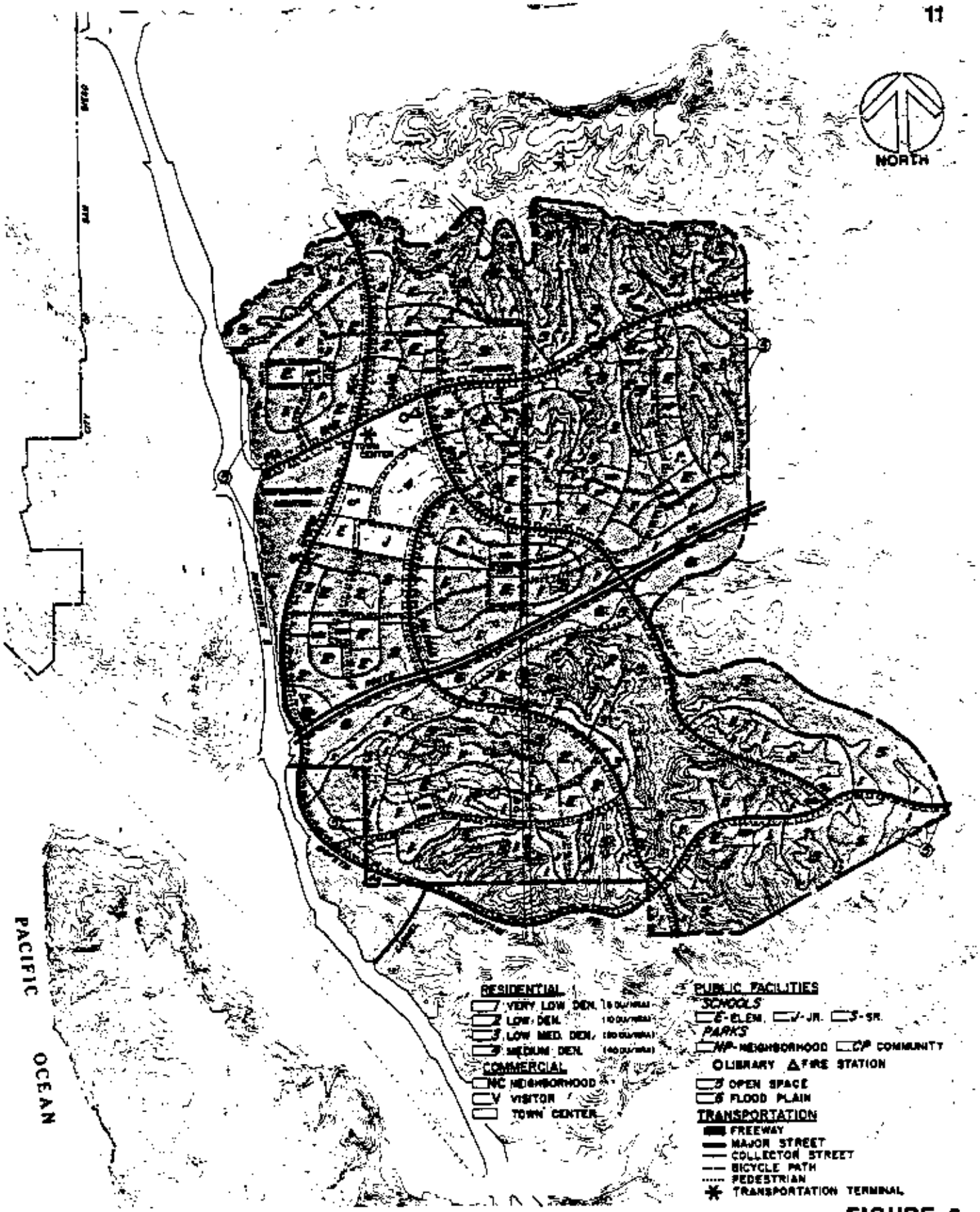


FIGURE 6

NORTH CITY WEST COMMUNITY PLAN

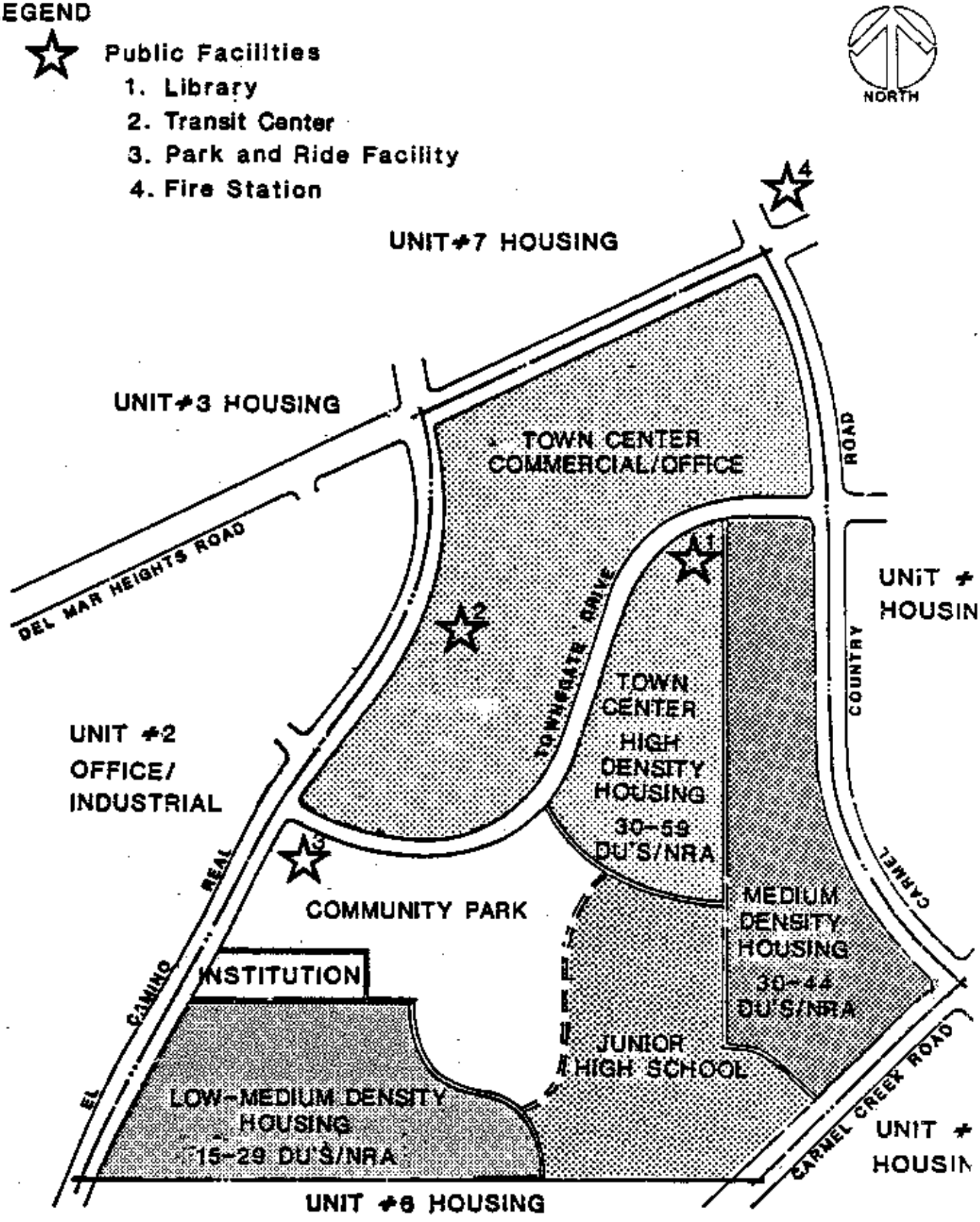


FIGURE 7

LAND USE PLAN

LAND USE	ACREAGE (GROSS)	DWELLING UNITS (NET)	SQ. FT. COMMERCIAL	SQ. FT. OFFICE	PER CENT OF TOTAL
TOWN CENTER *	59.3	799	528,800	200,000	35.7
MEDIUM DENSITY HOUSING	24.1	901			14.5
LOW-MEDIUM DENSITY HOUSING	23.4	577			13.1
COMMUNITY PARK	17.7				10.6
JUNIOR HIGH SCHOOL	21.7				12.8
INSTITUTION	2.5				1.5
PARK AND RIDE FACILITY	1.0				.6
TOWNSGATE DRIVE, EL CAMINO REAL, CARMEL COUNTRY ROAD, DEL MAR HEIGHTS ROAD	18.6				11.0
TOTAL:	168.3	2,277	528,800	200,000	100.0

* INCLUDES ACREAGE ALLOCATION FOR 1.5 ACRE LIBRARY SITE AND .4 ACRE TRANSPORTATION TERMINAL SITE.

TABLE 1

LAND USE ACREAGE ALLOCATIONS

TOWN CENTER COMMERCIAL ELEMENT

Introduction

The Town Center core area is approximately 59.3 acres in size and is bounded by two major arterials; El Camino Real and Del Mar Heights Road. To the south the Town Center is bordered by the Community Park, and to the west by medium density housing. The location of the Town Center at the juncture of the two major arterials, as well as the center's topographically prominent location identifies it as a visual focus of community activity. The image as a visual focus of community activity is further amplified by the diverse mixture of facilities and uses located within the boundaries of the Town Center.

In order to promote the Town Center concept as an integrated group of related uses as opposed to separate and isolated facilities, the Town Center Plan, Figure 8, is presented as a combination of use areas.

The edges of the use areas have been purposely illustrated to overlap so as to provide an integration of uses as well as building and landscape forms between recognized use areas.

The Town Center Precise Plan Criteria on page 134 of the Community Plan specifically calls for a "Site plan layout of uses, parking, landscaping and walkways within the Town Center and include the relationship to adjacent uses". Figure 8 and the following discussion is limited to a description of the Town Center facilities and their generalized location. A complete discussion of adjacent use relationships and design features is included in the section titled, Design Element.

Land Use Description

The focus and major facility of the 528,800 square foot Town Center Commercial Retail Element is an approximately 425,000 square-foot regional type commercial center (Area 1 in Figure 8). The Center will house a variety of anchor department stores and mall shops. This two- and three-story retail facility is intended to serve the shopping and passive recreational needs of not only the North City West community, but also the surrounding region. Permitted uses within the commercial facility are restricted to those described in the following section titled Zoning and Land Use.

Located within Area 1, adjacent to the regional facility, will be an approximately 88,800 square-foot community or neighborhood shopping facility. The design intent of the overall Town Center Commercial Site Plan will be to relate the two facilities so as to create an integrated commercial development. Services provided by the neighborhood facility will be similar but more extensive than the other neighborhood centers located through-out the North City West community. Anticipated facilities within the Center will be a supermarket,

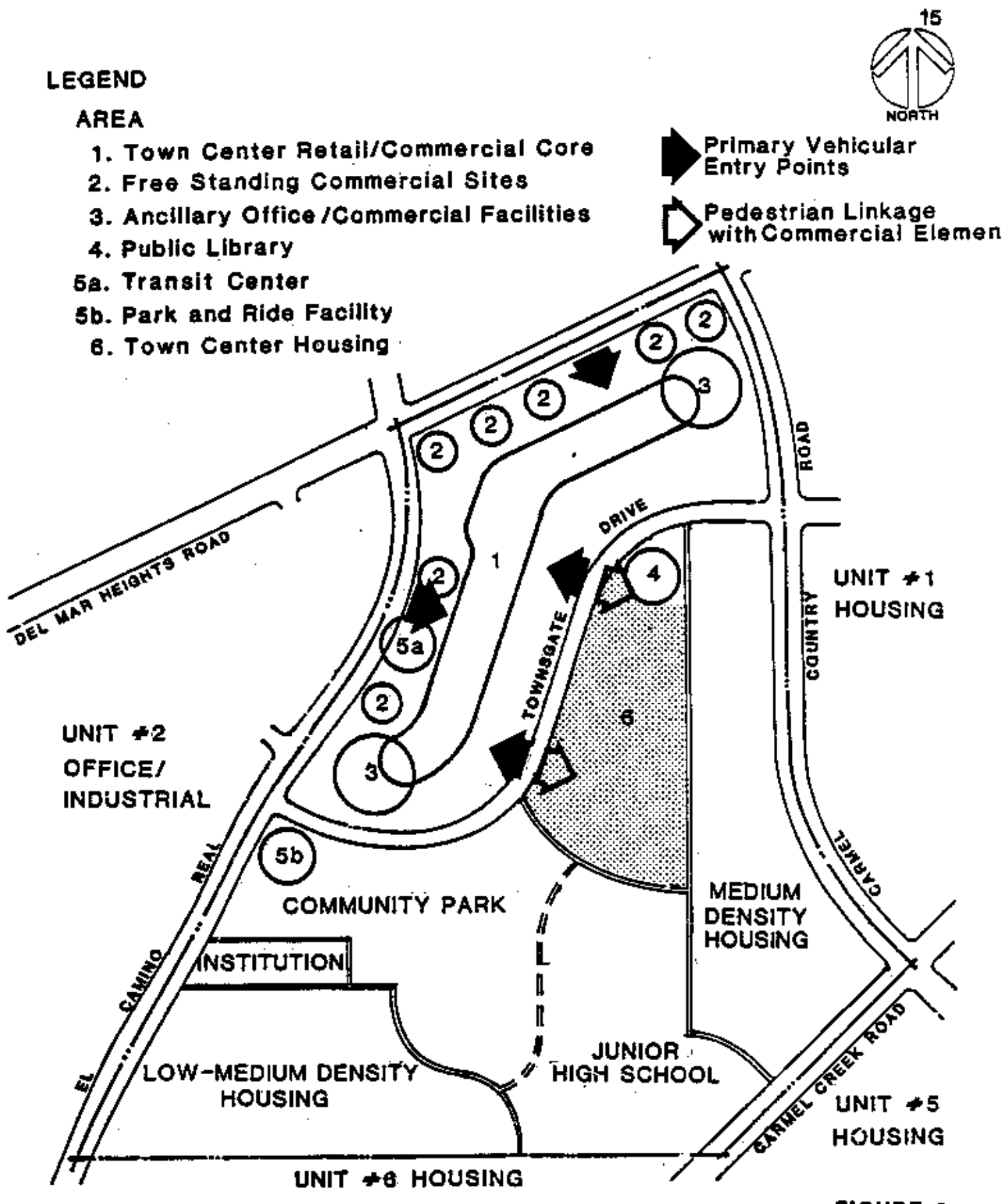


FIGURE 8

TOWN CENTER COMMERCIAL ELEMENT

drug store, dry cleaners laundromat, beauty and health shops, delicatessen, and other retail establishments. Also to be included within the Community Center's realm will be a Day-care Center for children of Shopping Center patrons as well as employees of the nearby Employment Center.

Area 2 will contain a number of free standing commercial and service facilities sites at the northern and western edge of the Town Center site. Area 2 will be composed of approximately 26,500 square feet of building area. (This figure is included as part of the total square footage called for in the neighborhood/ regional commercial area). While these facilities are independent of the primary Center they will be integrated into the whole Center by means of a series of landscaped walkways. These walkways are illustrated in the Design Element section.

Residential neighborhoods are an important aspect of the urban concept for the Town Center and are limited to the portion of Town Center illustrated by Figure 8 as Area 6. A variety of housing types and densities are proposed within the Town Center. These housing products range to a maximum of four stories or 50 feet in height. Both housing types are over structure parking over structure parking. The structured parking which ranges in height from one to three levels is partially below grade. Providing a mixture of housing densities is a fundamental concept of the Town Center Precise Plan. In addition to the 901 units contained in the medium density area, and 577 units in the low-medium density area, the Town Center core area itself will contain 799 units of the highest density.

The Town Center housing units will be concentrated as shown in the General Planning Concept Plan on page 59 forming a transitional residential core for the surrounding lower density housing. While the Town Center units if distributed evenly over the 59.3-acre Town Center core would represent a density of less than 15 DU/NRA; site specific densities may reach 59 DU/NRA. This concept provides for a variety of building forms and product types. It also provides a buffer between high activity commercial areas and lower density residential areas while concentrating population adjacent to commercial areas and the Community Park.

Location of residential neighborhoods directly adjacent to the Town Center, reduces the home-to-work trip for residents by placing homes close to potential retail and employment locations. Additionally, the residential units locate people in proximity to the nighttime entertainment opportunities available in the theatres and restaurants associated with the Regional Center. All of this will contribute to a vital and exciting urban environment.

An important cultural amenity to be located adjacent to the Town Center's diverse mixture of facilities will be a 13,000 square-foot Public Library (expansion capabilities to 20,000 square feet have been provided). Locating the Library directly adjacent to the Town Center commercial core fulfills the request of the Library administrative staff that it be located close to areas of high pedestrian traffic. The Library's location is illustrated as Area 4.

Also located within the Town Center will be a Transportation Terminal. (Area 5a of Figure 8). The Terminal, with space provided for three bus bays and a shelter, is centrally located off El Camino Real based on the requests of San Diego Transit. The Terminal will provide regional as well as local transit connections for the North City West community.

Employment facilities are a necessary ingredient in maintaining the diverse mixture of uses within the Town Center. Located within the Town Center core will be approximately 200,000 square feet of office space. The office employment facilities within the Town Center will differ in permitted uses designated for the Employment Center, Unit Number Two. The Employment Center is intended to provide a setting for high-quality industrial office uses, whereas the Town Center will be limited to business and professional office uses.

Zoning and Land Use

The Planned District Ordinance (P.D.O.) which implements the zoning for all of North City West has established zoning for the Town Center Precise Plan Unit. The zoning is illustrated in Figure 66. The Town Center (T.C.) zone is modeled after the CA (Area Shopping Center) zone of the Municipal Code of the City of San Diego which includes a broad range of uses. Most uses of the zone are permitted in this Plan, however, Figure 8 establishes the land use locations the various uses must follow within the T.C. zone.

PERMITTED USES

Refer to the North City West P.D.O. for the Town Center Commercial Element permitted uses.

PERMITTED USES BY AREA (FIGURE 8).

AREA 1

All uses of the zone provided the first phase of development provides a minimum of 50,000 sq. ft. of neighborhood commercial uses including food and drug store(s) and three other convenience services, such as dry cleaning, hardware, liquor store, barber and beauty shops, deli, or other similar use. The area when fully developed will provide for a minimum of 88,000 square feet of neighborhood commercial uses.

AREA 2

All retail uses and financial institutions, apartments, business and professional uses, and theatres are not permitted. Drive-through facilities for either food service or financial institutions are permitted only with the approval of the City of San Diego Traffic Division of the Engineering and Development Department.

AREA 3

All uses of the zone except apartments (and/or condominiums.)

AREA 4

Public service use: Library.

AREA 5 a and b

Public service uses: Transit Terminal and Park-and-Ride.

AREA 6

Apartments (and/or condominiums.)

TOWN CENTER COMMERCIAL

Conformance with the North City West Community Plan

The Town Center Precise Plan Criteria described on page 134 of North City West Community Plan states that the plan "must be in general conformance with the North City West Community Plan objectives and proposals in terms of overall concept and major street system". The following text outlines the Plan's conformance with the five precise planning objectives for commercial land use within the North City West Community. A discussion of the Town Center residential conformance is included in the following section titled, Residential Neighborhoods.

Plan Goal	Conformance Assessment
1. "In order to promote North City West as a balanced community, development of the Town Center to provide social, cultural and recreational needs as well as the shopping function must be emphasized."	1. A unique and vital element of the North City West Community is the Town Center. With a diverse mixture of uses including housing, shopping, entertainment, cultural facilities, the commercial core area is anticipated to incorporate nearly all of the community wide services and facilities required by future residents. Furthermore, this mixture of mutually supporting uses and facilities in an urban environment is intended to maximize opportunities for a diversity of activities during varying times of the day and night, promoting liveliness, convenience and maximum potential for interaction between residents of the community.

2. "In order to promote self-containment and community identity, construction of the Town Center must be initiated as soon as possible."

2. The Town Center is far too large and complex to be constructed in its entirety at the onset. The neighborhood oriented commercial component of the center will begin as soon as all the necessary approvals and permits are granted. This will provide the current and near-term new residents of North City West with a complete range of convenience goods and services.

   The regional oriented retail component of the Town Center will be constructed when the surrounding population and infrastructure is capable of supporting this full range Center. Because the Regional Center's nature is that of providing discretionary shopping for goods and services of a less than basic and necessary level, the need for this component in the core of the community will not be felt for some time.

3. "In order to promote preservation of the natural environment, commercial development must be designed and constructed as part of an overall planned commercial development".

3. The North City West Community Plan recommends that individual developments must rise above the typical minimum standards for design and development. As such, the Design Element section of the Precise Plan document contains an Urban Design Plan which will dictate controls for all common landscaping, streetscapes, entry ways, pedestrian walkways, and other major elements. Additional controls for grading will ensure that the site

maintains some semblance of its existing state by creating multiple pads for development as opposed to singular flat pods. A complete discussion of these major elements can be found in the Design Element section.

4. "In order to promote a balanced transportation network, development of an interior transportation system for the Town Center, linkages from the Town Center to the residential areas and provision for a transit system site are necessary".

4. A number of vehicular, bicycle and pedestrian movement systems have been incorporated into and adjacent to the Town Center. These movement systems include a public pedestrian promenade linking major retail facilities within the commercial core area; bicycle and pedestrian ways providing convenient access from the surrounding residential neighborhoods; and a bus Transporation Terminal within the Town Center commercial area to serrvice shopping patrons of the community as well as surrounding communities. It is likely that local bus service would interface with the regional bus Transportation Terminal to provide drop-off points within the commercial core area and the adjacent Park-and-Ride site. A complete discussion of the various circulation systems serving the Town Center as well as the Precise Plan area can be found in the section titled, Circulation.

5. "In order to promote realistic phasing of development, Planning Commission approval of a Precise Plan for the Town Center before proceeding with sub-division maps, zone changes or grading will be necessary".

5. The Precise Plan, as described in the Precise Developmnt Plans section on page 132 of the Community Plan, should be in basic conformance with the Community Plan. Provision for installation of all necessary public facilities must be satisfied through the assessment district procedure or other property owner financed methods prior to land use development.

TOWN CENTER
RESIDENTIAL ELEMENT

Introduction

The Precise Plan Residential Element is planned to range from the Community Plan's low-medium density categroy of 15-29 dwelling units per acre to the medium density category of 30-44 dwelling units per acre. Of the planned 1,478 units outside of the Town Center (T.C.) zone, 577 will be low-medium density residential units with the remaining 901 units devoted to medium density residential units. The housing mix is summarized in Table 2.

The acreage figures illustrated in Table 2 may be subject to minor modification during detail engineering and design phases. However, the maximum number of dwelling units allowed in each housing category will not exceed those called for in Table 2.

Residential Location and Mixture

The location of the varying residential categories illustrated in Figure 9 are based on the parameters established by the North City West Community Plan. All of the medium density housing category has been allocated to the Town Center Precise Plan Unit. Representing the highest density category, the majority of the medium density residential units will be clustered adjacent to the Town Center core with the emphasis on shopping, entertainment, and cultural activities. The benefits of providing higher density residential areas adjacent to the commercial area are twofold. The first benefit is that it will further the objectives of energy conservation by placing a greater number of individuals closer to the shopping, entertainment, and transit facilities associated with the Town Center commercial core. The second benefit is that the vertical character associated with the higher density fourstory housing category is intended to compliment the Town Center's more intense architectural massing. Architectural and site planning Design Guidelines as they relate to the highter and lower density residential categories are included in the section titled, Design Element.

The low-medium density housing category is intended to be located close to the major activity areas of the community according to the North City West Community Plan. Consequently, the location of the low-medium density category adjacent to the Community Park and Junior High School as well as within walking distance of transit and shopping is within the Community Plan's guidelines.

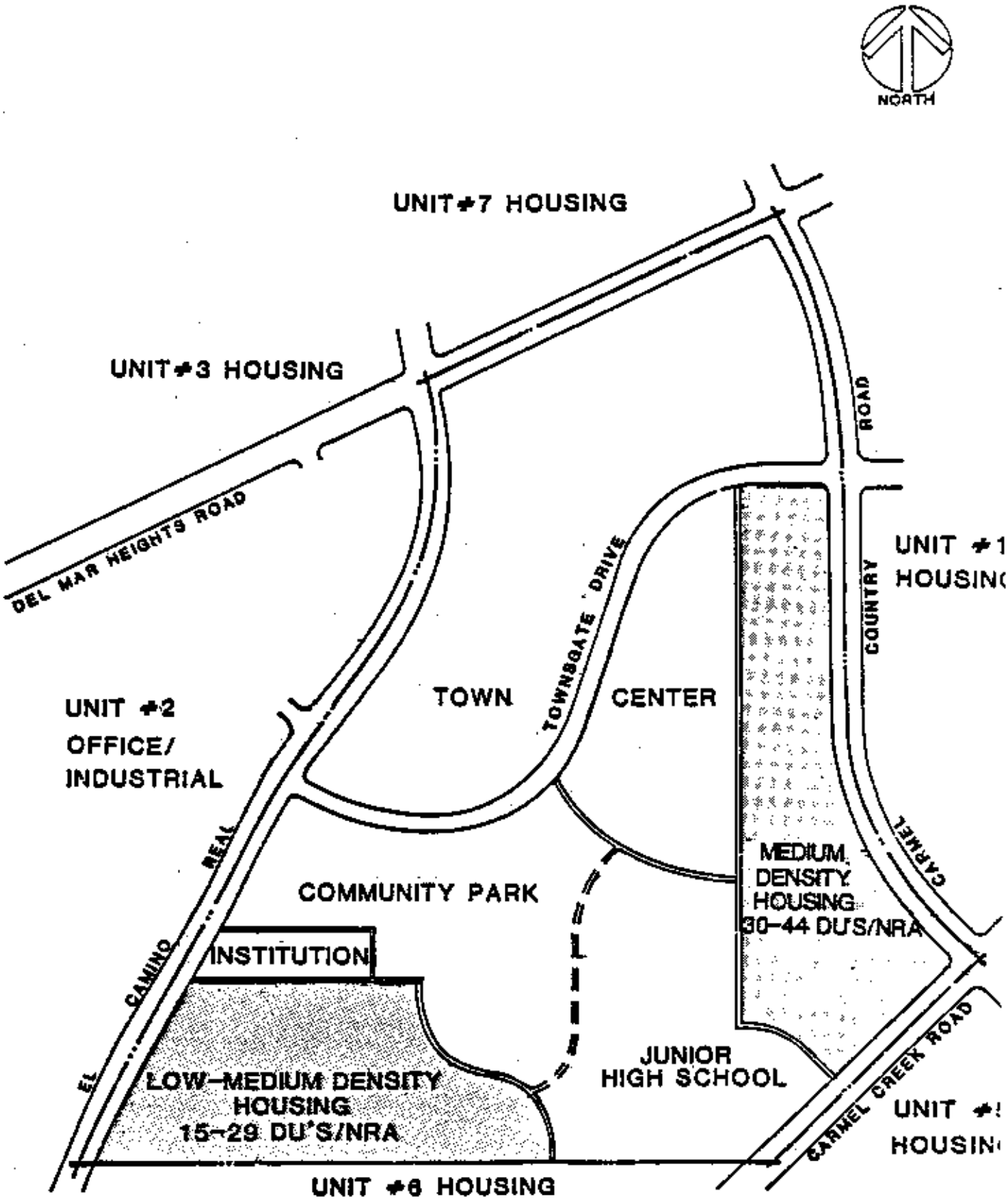


FIGURE 9

RESIDENTIAL NEIGHBORHOODS

HOUSING CATEGORIES
(Does not include Town Center Residential Zone)

	LOW-MEDIUM DENSITY	MEDIUM DENSITY
DENSITY RANGE DU/NRA	15-29	30-44
AREA IN ACRES	23.4	24.1
NUMBER OF DU	577	901
PERSONS PER DU	2.0	1.5
ESTIMATED POPULATION	1,154	1,352

TABLE 2
HOUSING CATEGORIES

RESIDENTIAL ELEMENT

Conformance with the North City West Community Plan

The Precise Development Plan Criteria described on page 132 of the North City West Community Plan states that "the Plan must be in general conformance with the North City West Community Plan objectives and proposals in terms of overall density, neighborhood concept, major open space delineation and major collector street patterns." The following outlines the Plan's conformance with the five precise planning objectives for residential land use within the North City West community.

Plan Goals	Conformance Assessment
1. "In order to promote NCW as a balanced community, enforcement of a balanced community housing program consistent with Council Policy 600-19 will be necessary."	1. Council Policy 600-19 requires that developers within a Precise Plan area provide a comprehensive selection of dwelling unit types and price ranges. There will be a wide range of housing types and prices provided within the Precise Plan area. The higher density attached housing will offer the best opportunity to provide more moderately priced housing within the North City West Community. An effective affirmative marketing plan will be utilized in conjunction with all residential projects. The Affirmative Action Program of the San Diego Building Industries Association, or equivalent, should be employed, in order to ensure affirmative marketing of sale and rental units.

2. "In order to promote self-containment and community identity, the community must be designed as a total physical, social, economic unit."

2. The Town Center Precise Plan will represent the most "people-oriented" community of the North City West neighborhoods. The combination of diverse housing types, a variety of shopping opportunities, recreation facilities, cultural activities, public library, theatre, employment opportunities (provided by the office and shopping center component), and a 17.7-acre Community Park all linked together by a series of pedestrian movement systems will foster a sense of community within the Town Center.

3. "In order to promote preservation of the natural environment, all developments, particularly residential, must be carefully sited."

3. The Precise Plan area's existing sloping topography is a major issue to consider in preservation of natural features. The general tendency in higher density residential developments is to mass grade the site into large simple pads. This accepted norm was discarded in favor of smaller terraced grading pads. The benefit of this approach will lead to building pads that appear to step with the site's existing natural topography. A complete discussion of grading and the consequent impact on existing site conditions is included in the sections titled, Design Element.

4. "In order to promote a balanced transportation network, the residential aspect of the plan must take into consideration the need to provide for separate pedestrian and bicycle systems."

4. Beyond the community-wide bicycle and pedestrian system to be provided along the public parkways within the community, connection will be provided to a localized system which will service individual residential enclaves. The concept envisioned is a hierarchy of pathways in terms of scale and design embellishment which would identify major and minor pedestrian thoroughfares. A complete discussion as well as location plan is included in the sections titled, Circulation, and Design Element.

5. "In order to promote realistic phasing of development, Planning Commission approval of a Precise Plan for the Town Center before proceeding with sub-division maps, zone changes or grading will be necessary."

5. The Precise Plan, as described in the Precise Development Plans section on page 132 of the Community Plan should be in basic conformance with the Community Plan. Provision for installation of all necessary public facilities must be satisfied through the assessment district procedure or other property owner financed methods prior to land use development.

PUBLIC FACILITIES AND SERVICE ELEMENT

Introduction

Provisions for the financing of public facilities within the Town Center Precise Plan Unit are contained in the North City West Public Facilities Financing Plan dated April 26, 1982 and currently being amended. The Plan allocates public facilities through a facilities benefit assessment, subdivision map improvements, and schools in accordance with the North City West Schools Facility Master Plan. Major facilities and services identified within the Precise Plan area are: Junior High School, Community Park, Park-and-Ride Facility, Library, Transportation Terminal, utility lines, and major road systems with associated bicycle lanes.

Junior High School

The North City West Community Plan designates an approximate 25-acre Junior High School site to be located within the Town Center Precise Plan Unit. The school would be located in, and administered by, the San Dieguito Union High School District.

A number of criteria have been considered in locating the Junior High School within the Precise Plan area. The most prominent criteria required a contiguous physical tie with the 17.7-acre Community Park. The Plan provides for ease of access between the School and Park through grading techniques and pathway systems. Furthermore, a joint use relationship in terms of athletic facilities is provided by locating tennis courts, track, and other sports facilities adjacent to the School and Park boundary.

The western edge of the school fronts a community-wide bicycle and pedestrian path which is intended to provide a pedestrian-based connection to residential communities north and south of the school. The site is buffered from housing areas to the north, south, and west by landscaped slope banks.

The site design for the Junior High School as depicted within this document is intended to be for illustrative purposes only. The Development Plan for this facility should include sufficient detail to ensure adequate bus and pedestrian access to the satisfaction of the San Dieguito Union High School District.

Community Park

The North City West Community Plan proposes that two community parks with recreation centers be developed within the community. The Town Center Precise Plan Unit has been designated to contain one of the community parks. The planned park measures approximately 17.7 acres.

The Community Park will contain a Recreation Center building of approximately 10,000 square feet in size. Included within the Center will be a competition size swimming pool with shower and change facilities. Additional

recreation facilities will include a number of baseball and multi-use fields, tennis and multi-purpose hard courts, as well as picnic areas. The athletic facilities have been located along the eastern edge of the Park so as to provide for a joint-use relationship between the Park and Junior High School.

Vehicular access to the Park is from Townsgate Drive with parking for approximately 120 cars inside the park boundaries. Pedestrian and bicycle access is also from Townsgate Drive as well as a community-wide pedestrian and bicycle path along the Park's western edge.

The Park's centralized location within the Precise Plan Unit provides for a beneficial open space edge condition for the adjacent commercial, housing, and educational facilities.

Park and Ride Facility

A park-and-ride facility and Transit Center are designated within the Town Center Precise Plan Unit. Although called for as a single facility, Park-and-Ride and Transportation Center together, discussions with the respective administrative agencies (Cal Trans and San Diego Transit) have recommended they be separate facilities.

The Park-and-Ride Facility measures approximately one acre in size and provides parking for approximately 110 vehicles. These spaces allocated for the Park-and-Ride Facility are separate from the spaces provided for community park users. The facility's primary purpose is to encourage transit alternatives to traditional vehicular travel. These alternatives include ride-sharing and bus transit. Location of the facility at the corner of El Camino Real and Townsgate Drive has been designated by Cal Trans. The location provides direct proximity to bus service on El Camino Real and is away from conflicting facilities such as the Shopping Center's parking areas. An additional benefit provided by the park-and-ride facility's location adjacent to the Community Park is the additional parking spaces, beyond the park's allocated 120 stalls, available to park users on weekends.

Transit Center

The Transit Center is located within the commercial element directly adjacent to El Camino Real. The location is considered optimum by San Diego Transit since a larger share of bus ridership will be patrons of the Shopping Center. A bus shelter, as well as stalls for three buses will be provided at the Center. The Transit Center will require approximately .40 acre of land in order to accommodate various services and facilities.

Both the Park-and-Ride Facility and the Transit Center are located adjacent to major pedestrian and bicycle routes. This concept maximizes residents' usage of

alternative transportation modes within the community.

Library

The North City West Community Plan designates a 10,000 square-foot Library be provided on a one acre site within the Town Center Precise Plan area. The Library's administrative staff, however, has indicated a desire for a 13,000 square-foot facility with expansion capabilities to 20,000 square feet. The facility is to be provided on a 1.5 acre site. Discussions with the Library's administrative staff have indicated that the Library should be located in an area of high pedestrian traffic and visible from a major arterial. With this criteria in mind, the Library has been located at the corner of Townsgate Drive and Kelsford Place. Benefits associated with the Library's location is its proximity to the community and regional Shopping Centers. The shopping center is viewed as a facility drawing a large number of visitors on a daily basis.

Religious Institution

A 2.5-acre church site presently exists within the Town Center Precise Plan Unit. The Church is located between the Community Park and the low-medium density housing site and is entered from El Camino Real. Directors of the San Diego Southern Baptist Church have stated that the land will remain in use as a religious institution. In the event the site changes from an institutional use the low-medium land use area should be expanded to include the existing 2.50-acre site.

Other Facilities and Services

In addition to the facilities located within the Town Center Precise Plan area, a number of other facilities and services will be made available to Town Center residents. These include a variety of services provided by public and private groups and are the following:

CITY OF SAN DIEGO SERVICES:

* Police protection for the Town Center will be provided by the City of San Diego Police Department from their northern area station located at 4285 Eastgate Mall.

* Fire protection will be from a fire station to be located within the North City West Community. Presently the Community Plan and Public Facilities Financing Plan illustrate a fire station to be located at the corner of Del Mar Heights Road, and Carmel Country Road.

* Trash collection and solid waste disposal will be provided by existing and proposed City landfills and disposal facilities.

* Ambulance and paramedic service will be provided by the City of San Diego via an agreement with an ambulance company.

SEMI-PUBLIC AND PRIVATE SERVICES:

* Additional religious institutions.
* Medical and health care clinics or offices.
* Childcare centers.
* Private education facilities.
* Community and service-oriented organizations.

Utilities

Several utility services and facilities are located within the Town Center Precise Plan Unit. Figure 10 illustrates the location of these major utilities.

WATER SERVICE

Water service in the Precise Plan Unit will be provided by the City of San Diego. Water is supplied to the area by the existing Del Mar Heights Road pipeline. In addition, elements of a 30-inch installation along the proposed route of an ultimate transmission linkage to the existing 51-inch Miramar pipeline. The proposed 30-inch pipeline will be located on Carmel County Road and the proposed major street Carmel Creek Road. Distribution within the Development Unit will be provided by public water mains within street rights-of-way or by public mains in private streets with appropriate public utility easements. The location and sizing of water mains are subject to further engineering studies.

SEWER SERVICE

Sewer service will be provided by the City of San Diego. An 18-inch sewer main exists in El Camino Real and a future sewer is proposed for Carmel Country Road. These sewers will both connect to the existing Carmel Valley trunk sewer.

DRAINAGE

The site drains southerly to Carmel Valley and ultimaely to Los Penasquitos Lagoon. Drainage from developing areas which contribute to the Los Penasquitos Lagoon must be adequately controlled in order to protect the environmentally sensitive Lagoon from the effects of increased runoff and siltation. A community wide hydrology study by Leeds/ Hill identified detention basins as the means for controlling runoff to the Lagoon. An existing basin in the Employment Center, Unit #2, will provide detention and desiltation for the majority of the Town Center Precise Plan Unit, the remainder will be controlled by an existing basin in Neighorhood Unit 6 at the intersection of Carmel Creek and Carmel Valley Roads.

On-site drainage will be controlled through a system of underground conduits, graded scales and surface improvements and connected to existing underground drainage networks in new El Camino Real and Carmel Creek Road, which have been previously sized to handle the ultimate runoff from surrounding areas including Town Center.

POWER

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

TELEPHONE SERVICE

Telephone service will be supplied by Pacific Telephone Company via underground lines connecting into individual service laterals and pre-wired buildings. An existing Pacific Telephone facility on Del Mar Heights Road will coordinate telephone service within North City West.

CABLE TELEVISION SERVICE

Cable television service will be provided through underground facilities installed in common trenches adjacent to power and telephone lines. The cable television lines will connect to individual service laterals and pre-wired buildings.

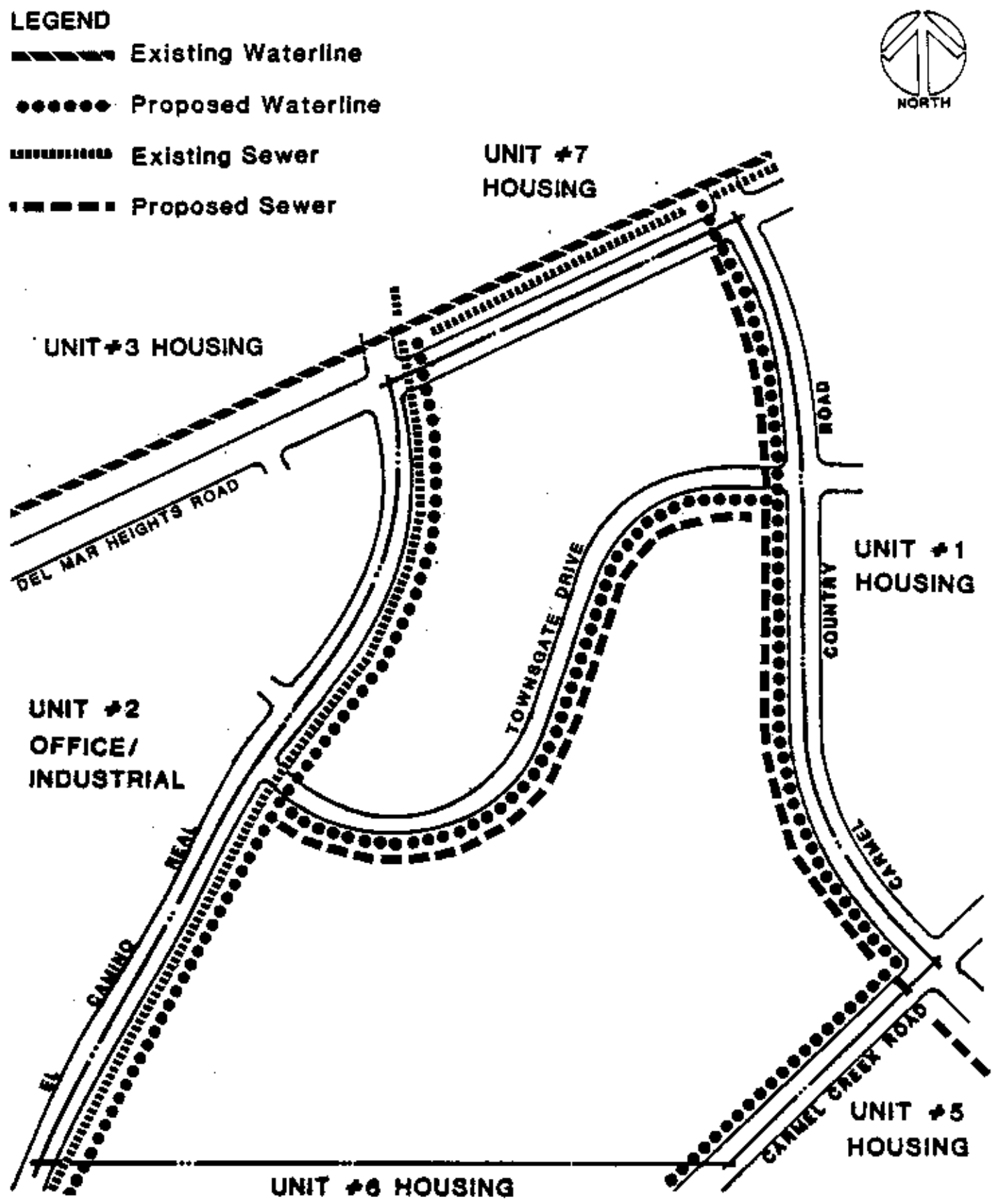


FIGURE 10

MAJOR UTILITIES

PUBLIC FACILITIES AND SERVICE ELEMENT

Conformance with the North City West Community Plan

The Precise Development Plan criteria described on page 132 of the North City West Community Plan states that "the Plan must be in general conformance with the North City West Community Plan objectives and proposals in terms of overall density, neighborhood concept, major open space delinlation and major and collector street patterns". The following outlines the Plan's conformance with the five precise planning objectives for the North City West community.

Plan Goals	Conformance Assessment
1. "In order to promote North City West as a balanced community, provision of public services and facilities of high quality are necessary to attract the balanced community population, diverse in age groups, social and economic status."	1. From the beginning and throughout the planning and design process for the Town Center Precise Plan area, the various public service agencies having jurisdiction over public facilities have been involved. This direction was taken in order to assure that "no stone was left unturned" in terms of specifying the quantity, as well as quality, of public facilities within the Town Center. The process has been valuable in that the representatives of the public agencies involved have been fully informed of the goals and objectives of the Town Center Development Unit and will take the necessary steps in order to further the planning goals.

2. "In order to promote self containment and community identity, excellence in the design of all public facilities will be required. The arrangement or grouping of facilities, preferably in an architecturally and carefully controlled environment in a manner complementing other land uses, will promote the image of North City West as a new community."

2. The arrangement and grouping of public facilities within the Town Center has been given careful consideration. Beyond specific locational criteria of public facilities based on ease of access or joint use relationships, urban design criteria played a major role in the final siting of various facilities. The Library, for instance, has been located so as to provide visual prominance at the key intersection of Townsgate Drive and Carmel Country Road. It, furthermore, provides for the location of a major civic feature directly adjacent to what will invariably be a focus of community pedestrian activity, the Community/Regional Shopping Center. Similarly, siting criteria for the Junior High School recommends that the building mass of the school be placed along the northeast corner of the site so as to be visually unobtrusive to park users, as well as adjacent homeowners. These are a few of the urban design proposals developed for the Town Center.

3. "In order to preserve the natural environment, the environmental analysis of specific projects must be based on the implementation of the intent of the new communities concept. Local agencies responsible for community facilities should set a high level of design quality as a desirable example for private development to follow."

3. As stated earlier, the public agencies having jurisdiction within the Town Center have been fully informed of the intended character and quality of the various facilities called for. To date, these agencies have expressed a desire to maintain the design quality dictated for public facilities.

4. "In order to promote a balanced transportation network, the location of bus stops and facilities which serve such a transportation network should complement the development of these areas as nodes of activity which are accessible to all forms of transportation."

4. The location of bus stops and the two major transit facilities within the Town Center have been based on the desires of the respective governing agencies. A complete discussion of the location rationale is included in the section titled, Circulation.

5. "In order to promote realistic phasing of development, assessment districts or other property owner financing methods must be established for public facilities prior to proceeding with subdivision maps, zone changes or grading."

5. The Precise Plan, as described in the Precise Development Plans section on page 132 of the Community Plan, should be in basic conformance with the Plan. Provision for installation of all necessary public facilities must be satisfied through the assessment district procedure or other property owner financed methods prior to land use development.

Access and External Road System

Regional access to the North City West Community Plan Area is provided by two freeway interchanges, Interstate Five (I-5)/Del Mar Heights Road interchange and I-5/Carmel Valley Road interchange. The Del Mar Heights Road/I-5 interchange was designed and constructed to accommodate future expansion. Modification of the existing bridge and ramp will increase the capacity of the interchange to handle North City West community traffic. Major surface streets providing access to the community as well as servicing the Town Center Precise Plan Unit are: Del Mar Heights Road, El Camino Real, and Carmel Country Road. Carmel Creek Road, designated as having four lanes provides services to the southeast edge of the Precise Plan area. Community bicycle and pedestrian paths are proposed paralleling these major streets and tying into the neighborhood bicycle and pedestrian routes. Figure 11 illustrates the planned arterials and streets in the North City West Community Plan area.

In order to insure adequate external access to the Town Center Precise Plan Unit, certain improvements associated with the above major arterials and streets will be required. They are as follows:

* El Camino Real be improved 1/2 width as a six-lane major street adjacent to the project.
* Del Mar Heights Road be improved 1/2 width as a sixlane prime arterial street adjacent to the project.
* Carmel Creek and Carmel Country Roads be improved 1/2 width as four-lane prime arterial streets adjacent to the project.
* That traffic signals be provided at the intersections of the following roads as traffic warrants are met or as directed by the City Engineer:

  El Camino Real and Townsgate Drive.

  El Camino Real and the western Shopping Center access drive.

  Del Mar Heights Road and El Camino Real.

  Del Mar Heights Road and the north Shopping Center access street.

  Del Mar Heights Road and Carmel Country Road.

  Carmel Country Road and Townsgate Drive.

  Carmel Country Road and Carmel Creek Road.

Internal Road System

Access to the surrounding streets must be carefully controlled as to preserve their operating characteristics. Too many access

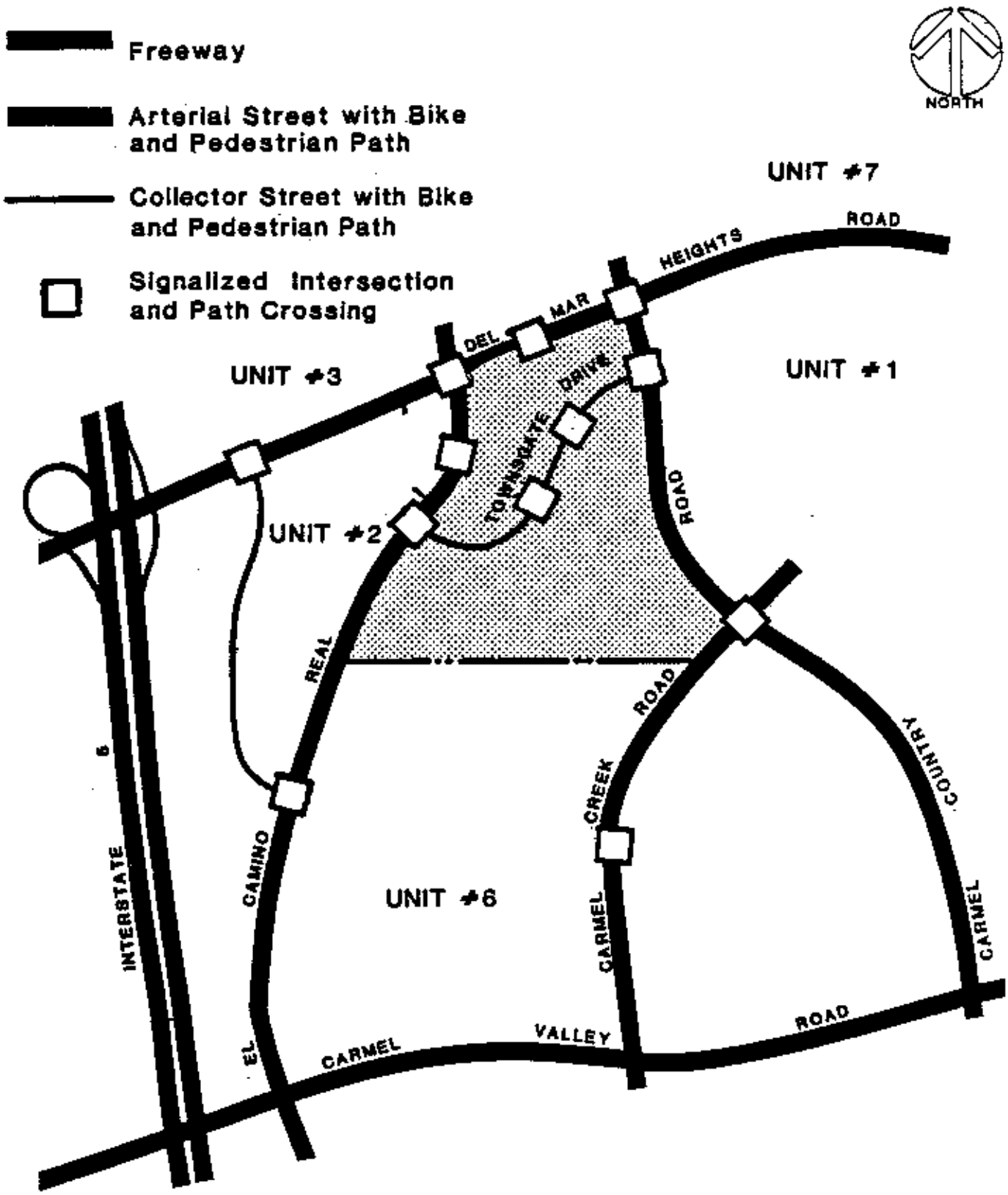


FIGURE 11

ACCESS AND EXTERIOR ROAD SYSTEMS

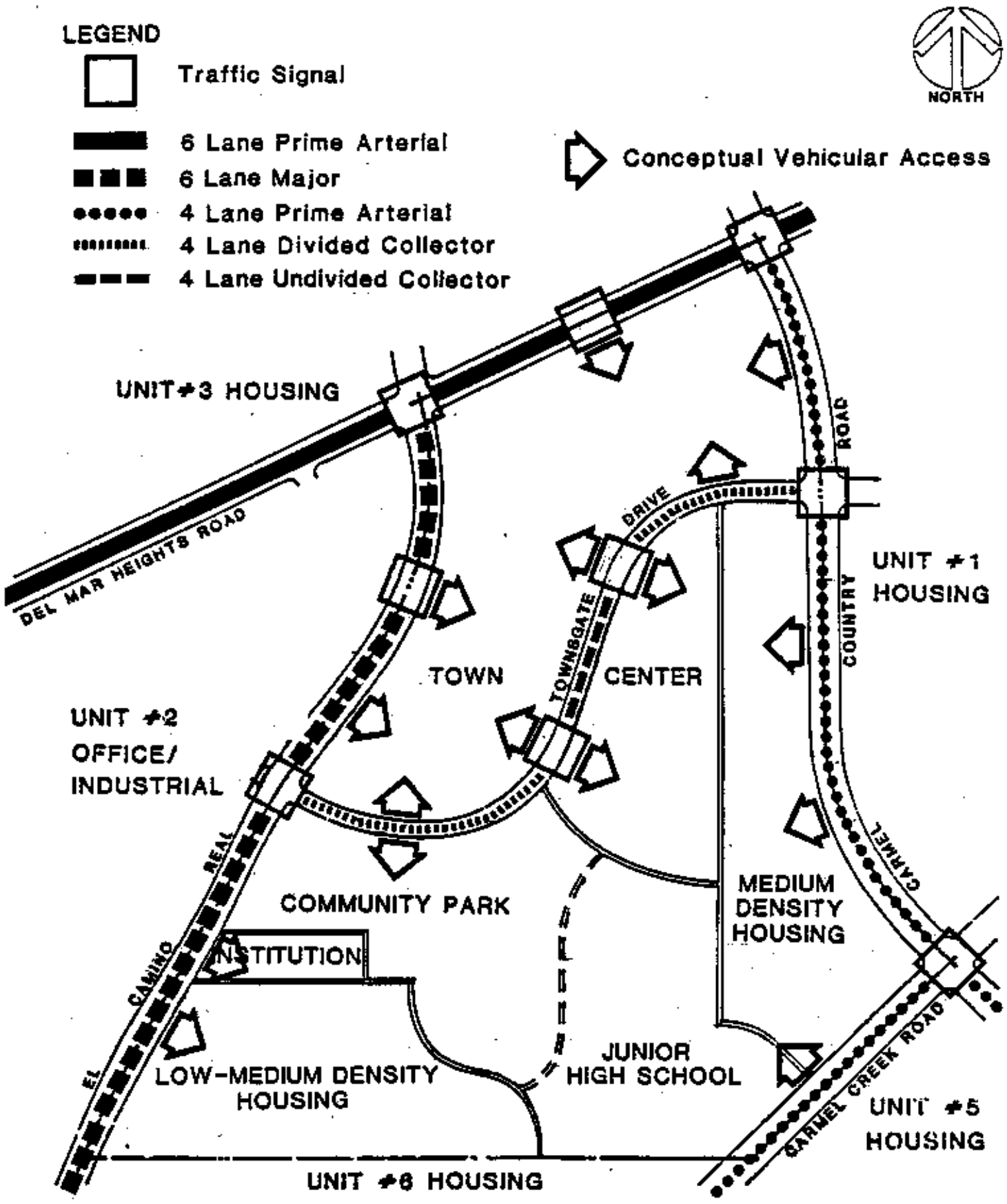


FIGURE 12

TOWN CENTER VEHICULAR CIRCULATION

points may lead to an excess of traffic signals in the future. An overabundance of signals could disrupt smooth, efficient traffic flow, therefore, the number and location of points was carefully considered in preparing the Circulation Plan. Figure 12 is the Circulation Plan for the overall Town Center street system, internal access system for parking and auto circulation for the Shopping Center, and major access street connections for each land use element.

The two access points to El Camino Real and the addition of a new east west collector road, Townsgate Drive, have been carefully designed to minimize any disruption of traffic on El Camino Real and provide a more uniform distribution of traffic demand.

The central access point to the Town Center from El Camino Real will be signalized and all turn moves possible. The Del Mar Heights Road entrance will also require signalization and will be designed to enhance turning moves by providing internal circulation which will allow the selection of alternative access points for entering and leaving the Shopping Center site.

The parking for the Town Center regional shopping is distributed to reduce internal auto circulation and balance the multiple access points from El Camino Real, Del Mar Heights Road and Townsgate Drive. The Regional Center access points are located specifically to balance auto demand to the Center and reduce congestion on the major access streets. By providing additional access points along Townsgate Drive, appropriately spaced and with turn moves designed to compliment each other, the Town Center auto demand impact on the street system can be minimized.

Townsgate Drive will provide important east west traffic access for land uses adjacent to the Town Center. It will function as a distributor link in the overall street system, disbursing traffic to the primary north south streets and ultimately to the freeway gateway streets. The intersections of Townsgate Drive with El Camino Real, and Townsgate Drive with Carmel Country Road, will also require signalization.

The access requirements for the project areas south of Townsgate Drive will not create any significant impacts at either the project or cumulative traffic level. Access for the low-medium density housing area and church site will be from El Camino Real. Access for the Junior High School will be from Carmel Creek Road connecting to Carmel Country Road. Access and road locations for housing areas and public facilities south of Townsgate Drive are illustrated in Figure 12.

In order to assure adequate internal circulation within the Town Center Commerial element certain improvements will be required. They are as follows:

* Construct Townsgate Drive as a combination four-lane divided and undivided collector street between El Camino Real and Carmel Country Road.

* That driveway access points to the Shopping Center site be constructed to adequate design standards in accord with the requirements of the City Engineer.

* That traffic signals be provided along Townsgate Drive at the intersections illustrated in Figure 12.

Parking

Off-street parking for all uses within the Town Center precise plan unit shall be required per the Municipal Code, City of San Diego. Requirements for off-street parking are described per the respective zones of the Precise Plan Unit.

In order to provide safe and convenient travel for bicyclists within the North City West community, on-street parking along arterial, major and collector status roads is prohibited. Figure 12 illustrates the location of proposed bicycle lanes within and around the Precise Plan Unit.

In those cases where commercial, residential, cultural or civic uses are intermixed, such as the Town Center (T.C.) zone, the concepts of shared parking or joint use parking should be considered where appropriate, and properly documented through local parking studies based on the City of San Diego Engineering and Development Department requirements. This concept is applicable to commercial as well as residential projects within the TC zone. Future planned development submittals for the Town Center commercial sites should clearly indicate where parking would be available for guests of the residential units.

Alternative Transportation Modes

TRANSIT

The Town Center Precise Plan Unit will be a focus of transit service for the entire North City West Community. Located within the Town Center core adjacent to the Regional Shopping Center will be a transportation terminal. The Transportation Terminal will act as a distribution point for the regional transit system connecting to a series of localized transit routes servicing the North City West community. The Terminal is located directly adjacent to El Camino Real which is part of Route 150, a proposed regional bus system linking North City West with other major communities to the north and south. Figure 13 illustrates the transit route location.

Due to the low density type of development and the limited access street patterns in the individual neighborhood units in North City West, conventional fixed-route bus routes may not be appropriate for local transit

services. A public demand responsive type of service, similar to San Diego Transit's DART (Direct Access to Regional Transit) service in Mira Mesa, could more adequately meet the community's needs.

The Park-and-Ride Facility is also located adjacent to El Camino Real. A bus stop will provide transit connections to regional and sub-regional destinations. The Park-and-Ride Facility will include space for securing a number of bicycles.

BICYCLE CIRCULATION

Bikeways within the Town Center Precise Plan Unit will be designed as a separate, but integral portion of the total transportation system for North City West. The neighborhood bikeway system for the Town Center is illustrated in Figure 13.

The bikeway system has been organized as a hierarchy of routes beginning with marked bicycle lanes along the community-wide road system. The community-wide system is located within the street right-of-way consisting of El Camino Real, Del Mar Heights Road, Carmel Country Road, and Carmel Creek Road, and provides connections to other neighborhoods within North City West. Bikeways within this system will conform to the City of San Diego's Class II Standards.

The next level of service is along Townsgate Drive. The bikeway, which is located within the street right-of-way, serves dual purposes. First, it provides an east west link from El Camino Real to Carmel Country Road through the Precise Plan Unit.

Secondly, the centralized location of Townsgate Drive provides ease of access for bicycle users whose destination is the park, residential enclaves, or shopping facilities. Bikeways along Townsgate Drive will also conform to the City of San Diego's Class II Standards.

A combined bicycle/pedestrian route enters the Precise Plan Unit from Neighborhood Unit Six from the south. The route will provide a vehicular free connection from the southern neighborhoods to the Community Park, Junior High School, and Shopping Center. Additional bikeway connections and routes are planned within the residential enclaves of the Precise Plan Unit. Design Guidelines for implementing the combined bicycle/pedestrian route are illustrated in Figure 38 on page 79 of this document.

Bicycle parking shall be provided at appropriate central locations within each land use area.

Pedestrian Pathway System

The pedestrian pathway system illustrated in Figure 13 will provide walking and jogging links between the various land uses and neighborhood facilities within the Precise Plan Unit. It will also provide connections, primarily in the form of sidewalks,

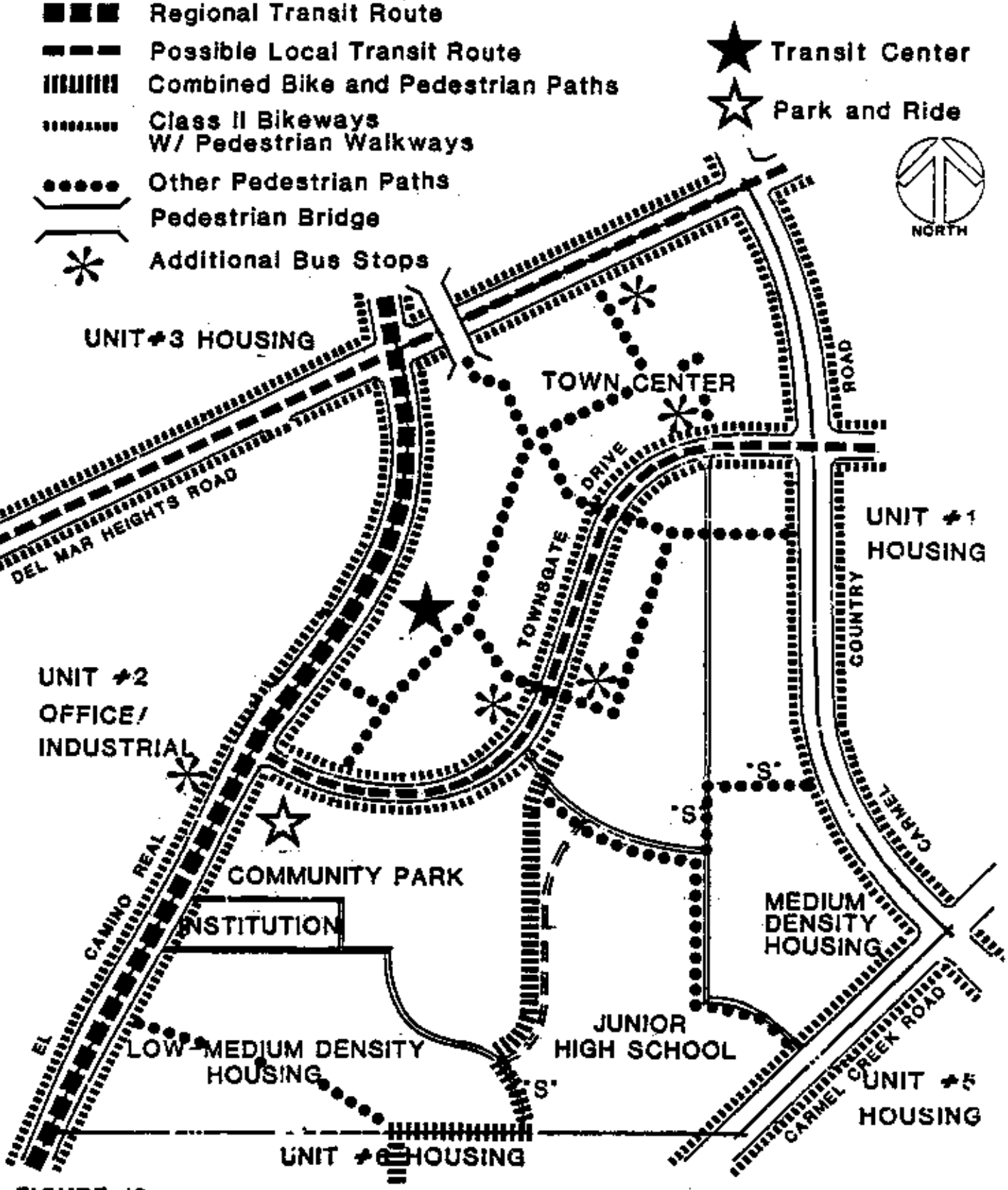


FIGURE 13

ALTERNATIVE TRANSPORTATION ROUTES

within the community-wide pedestrian circulation system. Special attention will be given to major and minor intersections especially within school zones in order to denote pedestrian crossing areas.

Sidewalks will be designed in conformance with the City of San Diego requirements and located within the right-of-way of public streets. In addition to pedestrian pathways paralleling streets, an interior system within the Precise Plan Unit will be installed. This pathway may take several forms. Types of walkways envisioned may vary from a dual bike/pedestrian trail within the interior of the Precise Plan Unit to a more formal urban walkway system located adjacent to the Regional and Community Shopping center. The goal is to create a variety of walkway systems based on the scale and design character of the supporting land use element. All systems will interconnect, in order to further enhance the accessibility of the Town Center.

PATHWAY IMPLEMENTATION

To implement the internal pathway system, it is proposed that the subdivision map for the land use adjacent to the proposed facility dedicate an open space easement. The easement on each map shall contain a minimum 5-10 foot wide area (See Figures 36 and 38 for right-of-way width location criteria) adjacent to the property line, to provide for actual construction of the pedestrian and "S" on Figure 13 designates the segments of the pathway system right-of-way that are to be shared between adjoining property owners. Segments of the pathway without the symbol "S" are either located in public streets or within the associated land use.

The section of the combined bike and pedestrial path along the southern boudary of the Precise Plan Unit will be located entirely within the low-medium density housing area. A more direct route across the low-medium density housing is an acceptable alternative that may be approved in conjunction with the Development Plan for this property.

Construction of a pathway, which is situated on a common property line, will occur when the first subdivider adjacent to the pathway submits their plans. Prior to construction of the pathway, the adjoining property owners must submit a Letter of Permission To Grade as well as an Access Easement Agreement. In the event the initial subdivider fails to obtain the required agreements, the responsibility for construction of the pathway will rest with the subsequent subdividers of the adjacent property upon submittal of their plans at a later date. Other open space and walkways within each land use should connect to the pedestrian pathway. Figure 37 illustrates a conceptual relationship between the individual development and the open space linkage facility.

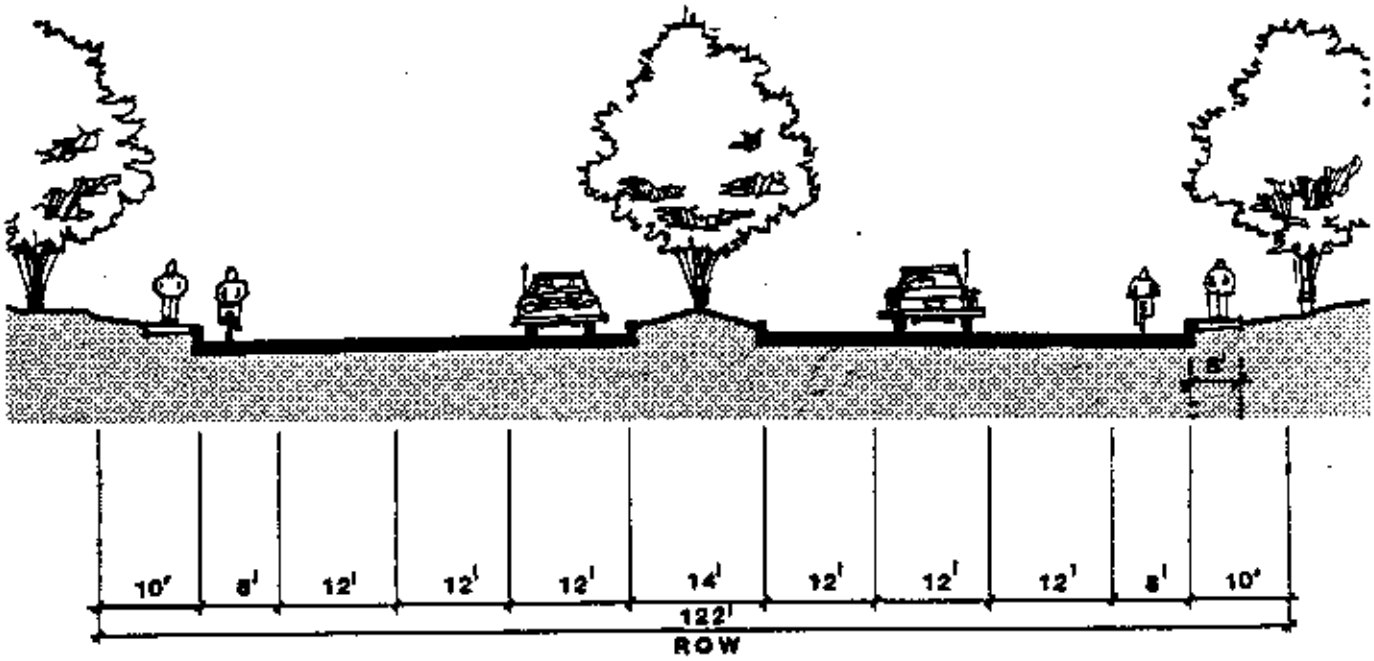
PEDESTRIAN OVERCROSSING AT THE INTERSECTION OF DEL MAR HEIGHTS ROAD AND EL CAMINO REAL

A grade separated pedestrian facility (pedestrian overcrossing) will be provided at the intersection of Del Mar Heights Road and El Camino Real. Specifically, the pedestrian overcrossing will be located over the eastern edge of the intersection and will provide a direct link from the Town Center commercial core area to the southwest corner of Development Unit Seven. Figure 13 illustrates the overcrossing's location.

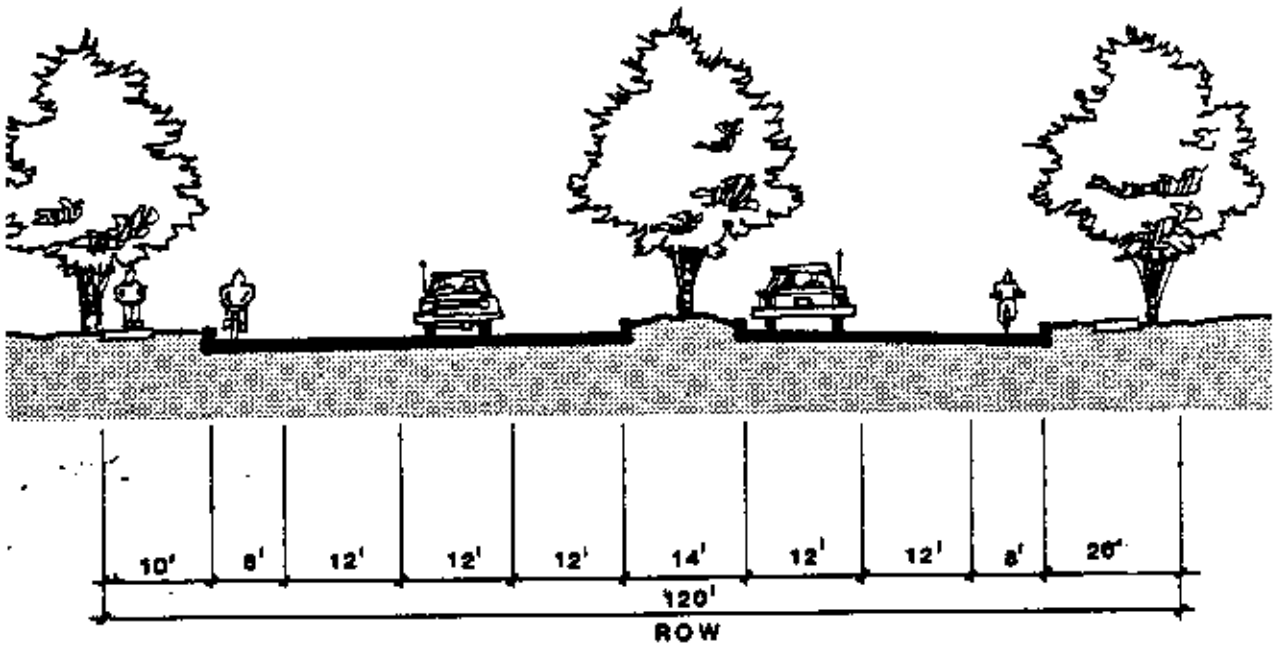
The pedestrian travelway of the overcrossing will be eight feet wide and will be constructed to city standards. A plan illustration depicting the overcrossing's access relationship to the Town Center with pedestrian connections to the adjacent street levels is shown in Figure 1 of the Design Element, Section 23.

Public Streets

Typical street sections for the Town Center Precise Plan Unit are illustrated in Figures 14, 15, 16 and 17.



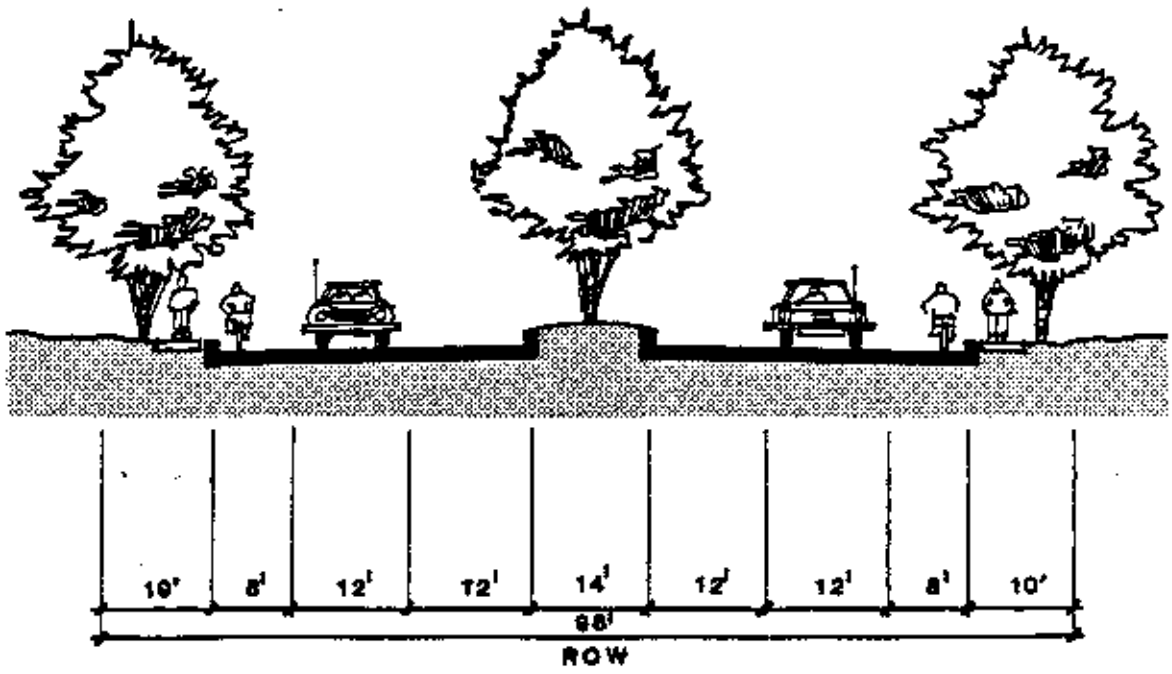
Typical Cross Section El Camino Real and Del Mar Heights Road



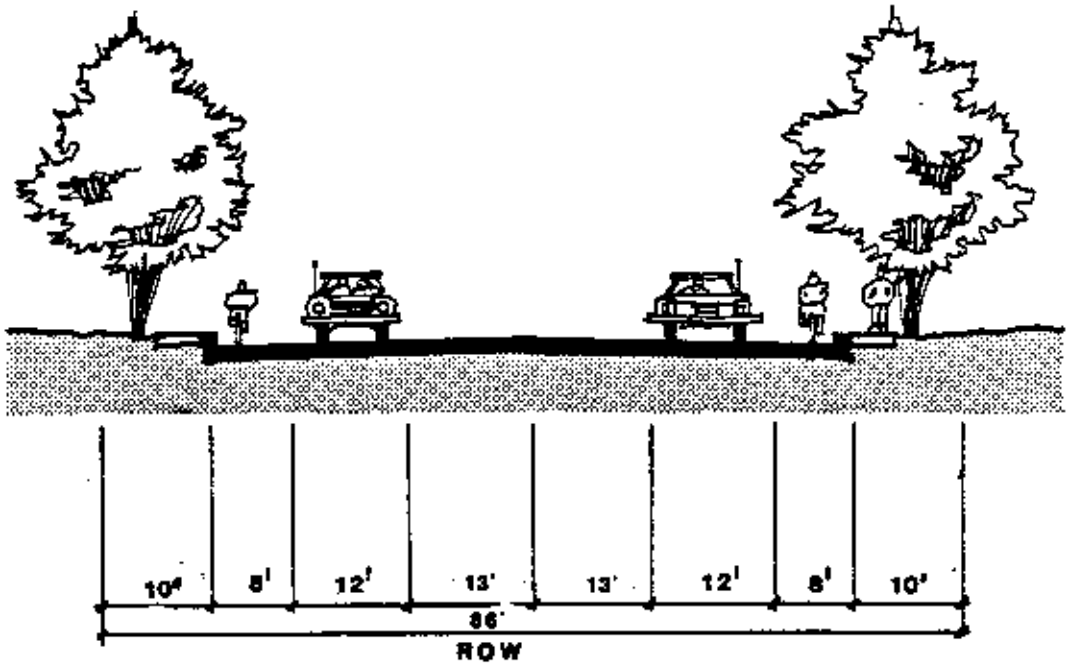
Typical Cross Section Carmel Country Road

FIGURE 14

PERIMETER STREETS



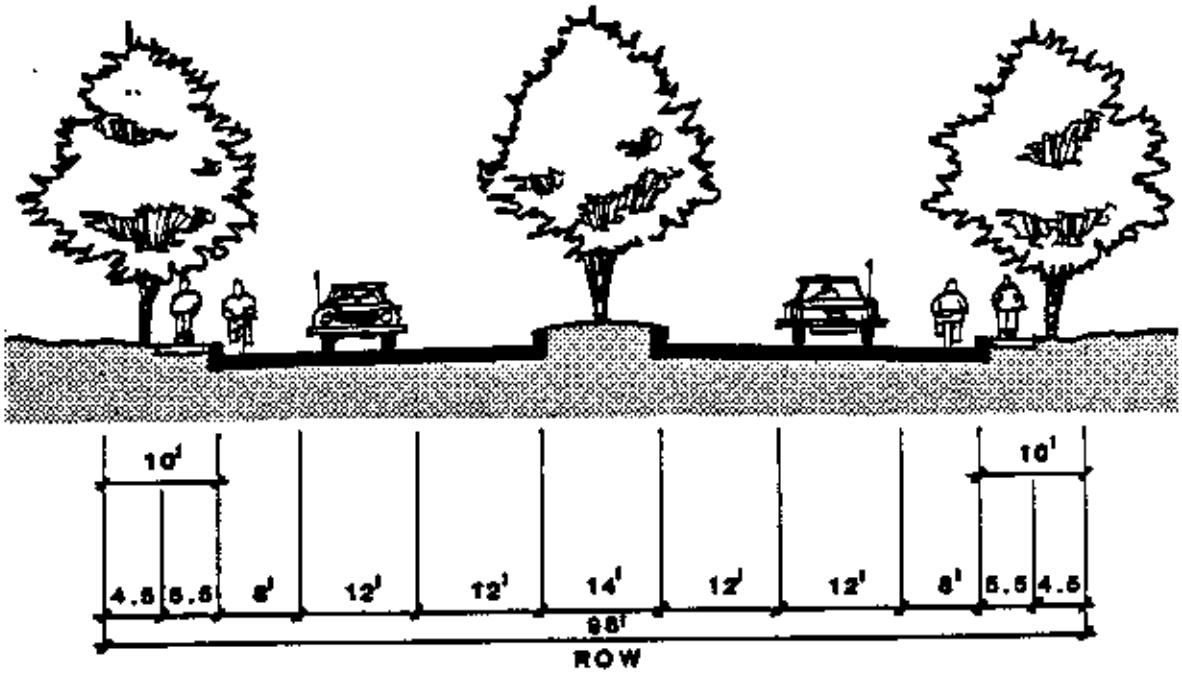
Cross Section with Planted Medium



Typical Cross Section

FIGURE 15

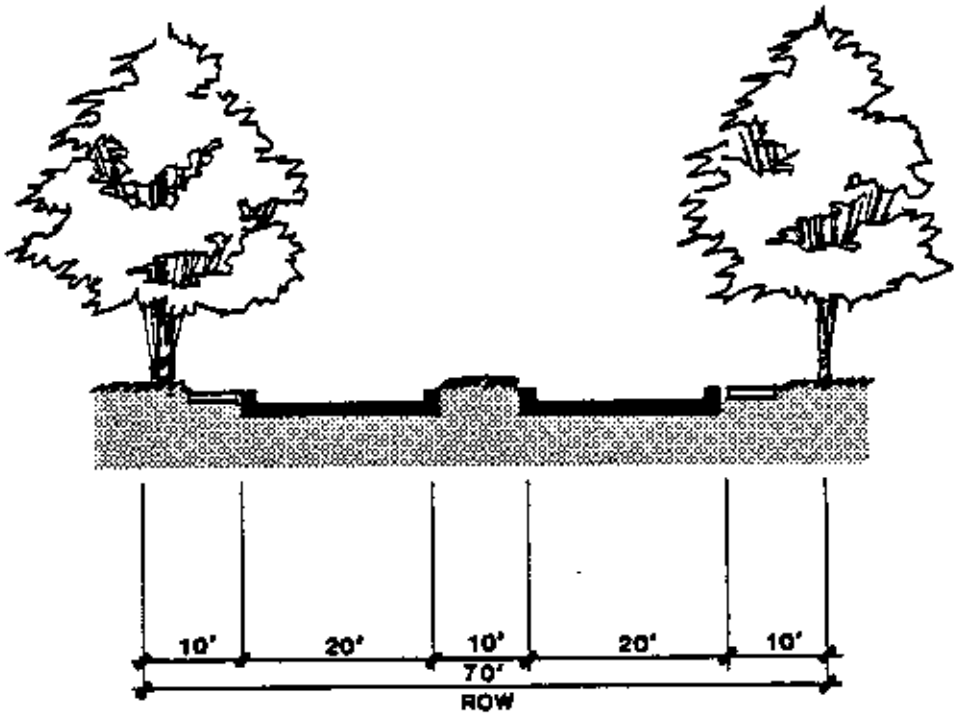
TOWNSGATE DRIVE



Typical Cross Section

FIGURE 16

CARMEL CREEK ROAD



Cross Section with Planted Median

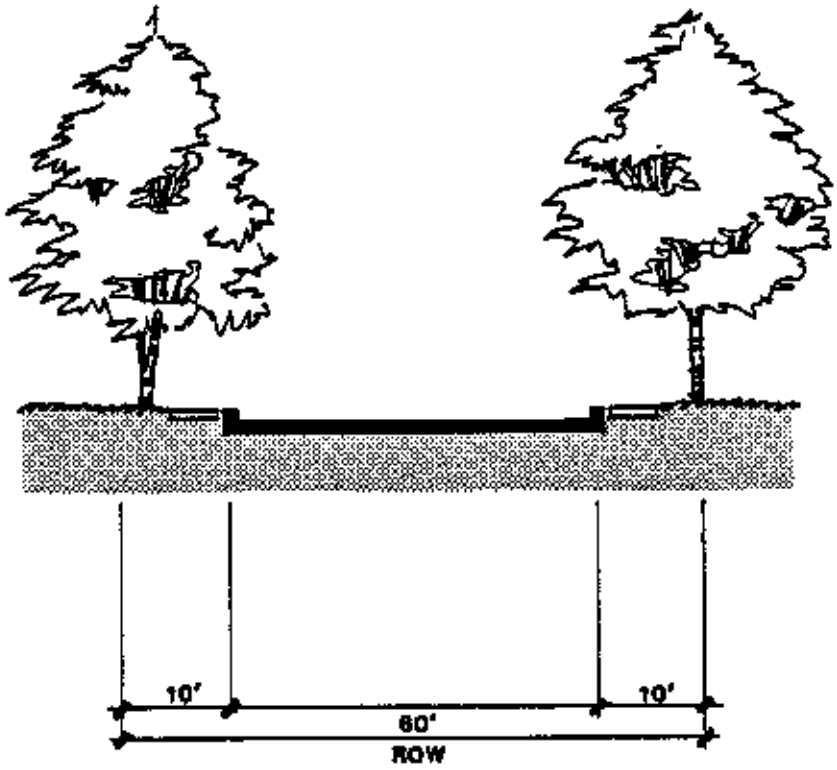
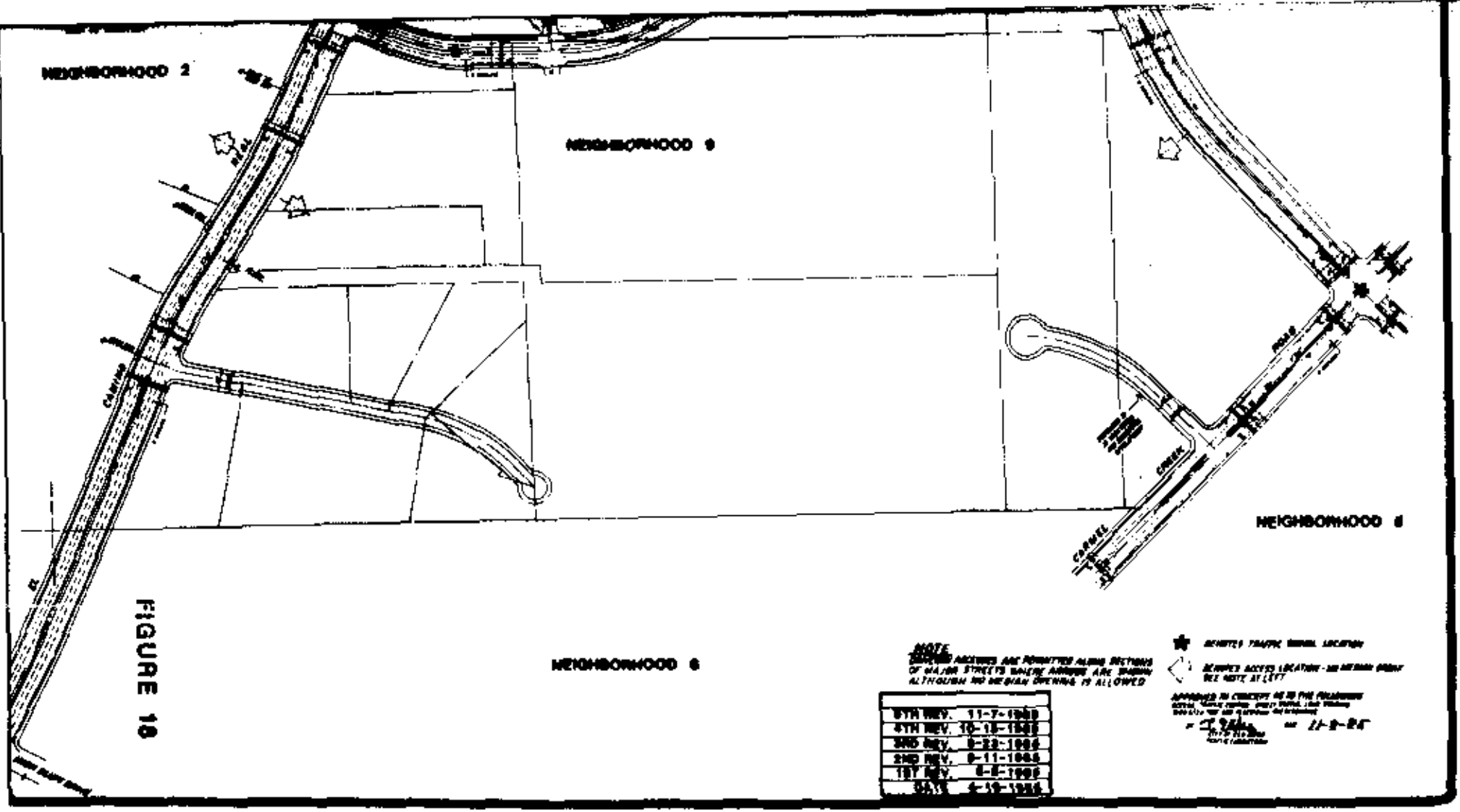


FIGURE 17

Typical Cross Section

LOCAL STREETS



TRAFFIC CONTROL & ACCESS PLAN

DEL MAR HIGHLANDS TOWN CENTER

NORTH CITY WEST NEIGHBORHOOD 9

FOR

PARDEE CONSTRUCTION COMPANY

13700 19th BLUFF DRIVE, SAN DIEGO, CALIFORNIA 92130

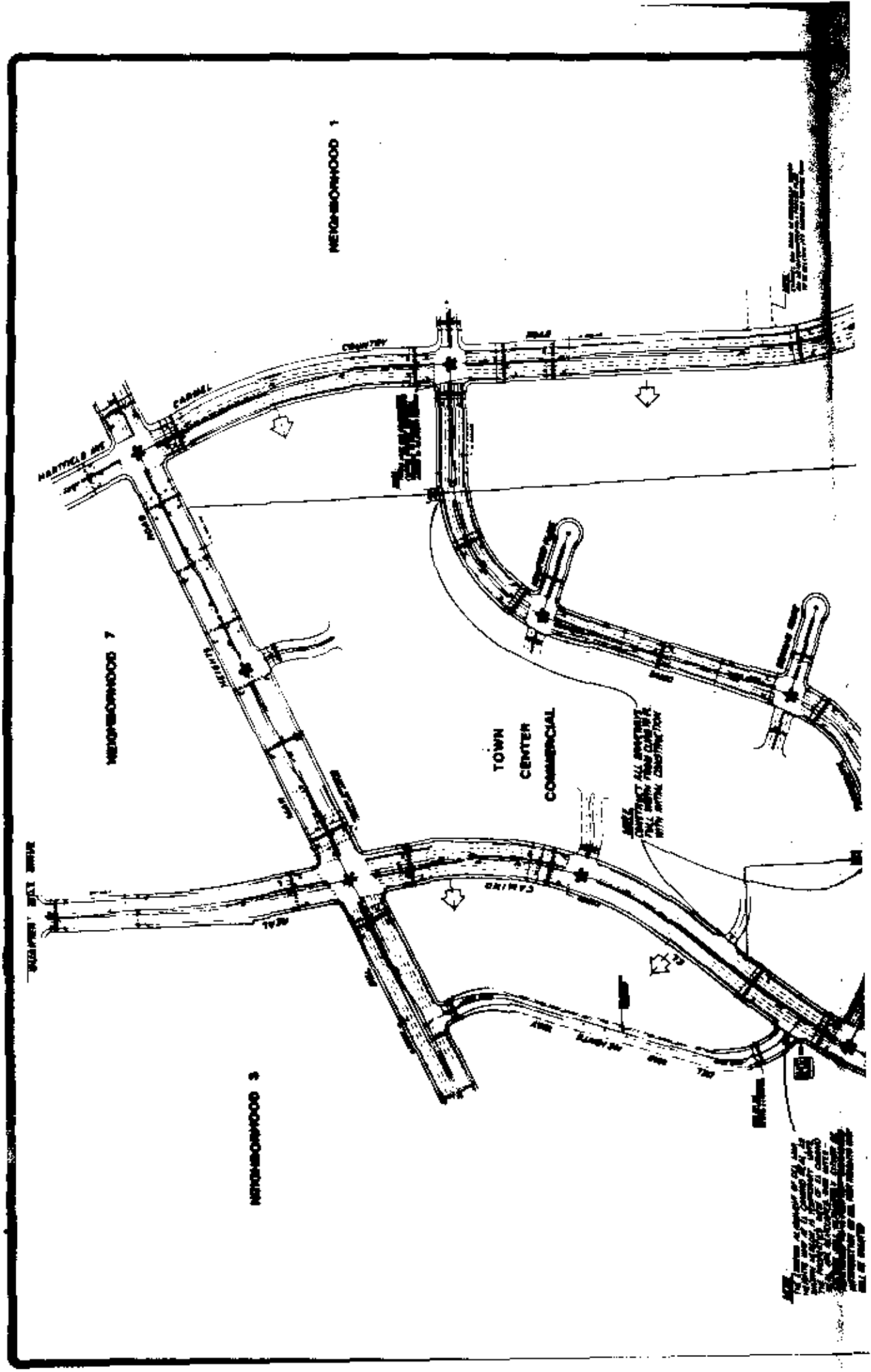
BY

PROJECT DESIGN CONSULTANTS

500 'A' STREET, SAN DIEGO, CALIFORNIA 92101

NORTH

0 100 200 300


NEIGHBORHOOD 1
NEIGHBORHOOD 2
NEIGHBORHOOD 3
TOWN
CENTER
COMMERCIAL
CARMEL
HASTINGS AVE
DRIVE

CIRCULATION ELEMENT

Conformance with the North City West Community Plan

The Precise Plan Development Criteria described on page 132 of the North City West Community Plan states that "the Plan must be in general conformance with the North City West Community Plan objectives and proposals in terms of overall density, neighborhood concept, major open space deliniation and major and collector street patterns". The following outlines the Plan's conformance with the five precise planning objectives for the North City West community.

Plan Goals	Conformance Assessment
1. "In order to promote North City West as a balanced community, a balanced transportation system must be included in initial construction of North City West."	1. The Town Center Precise Plan Area has been designed to incorporate all modes of transportation. These transportation modes vary from a station point for regional-wide bus connections to localized pedestrian walkways servicing the Precise Plan Area itself. Recognition of a hierarchy of desired transportation modes will assure mobility and access to all parts of the Precise Plan Area for all residents and, therefore, facilitate a social balance.
2. "In order to promote self containment and community identity, transportation systems must be designed to complement the planning concept and land use."	2. The general location of the Transportation Center and Park-and-Ride Facility within the Town Center Precise Plan Area has been designated by the North City West Community Plan. The specific location of the facilities has been arrived at through discussion

with the respective public authorities. The Transportation Center has been sited to complement the commercial land use element since a larger share of bus ridership will be patrons of the Shopping Center. The Park-and-Ride facility, beyond the requirements of being sited adjacent to a major transit route, will complement the Community Park by providing additional parking spaces for weekend park users. A centralized pedestrian walkway system will provide a continuous and identifiable link to all major land uses within the community. It is, furthermore, part of a larger network serving adjacent neighborhoods to the north and south.

3. "In order to promote preservation of the natural environment, transportation facilities should be regarded as an integral part of the landscape in which they are sited."

3. Townsgate Drive, a four-lane collector bisecting the Precise Plan Area, will have the most significant impact on the site's existing sloping topography. The need for an east west road has been discussed in the previous section, thus, the major issue will be designing the road as a "space" as opposed to a "straight line". The road's horizontal and vertical alignment has been carefully designed to blend with the site's sloping topography as well as provide the spacial requirements for a major landscape statement. A complete discussion of Townsgate Drive, as well as other significant roadway and pathway

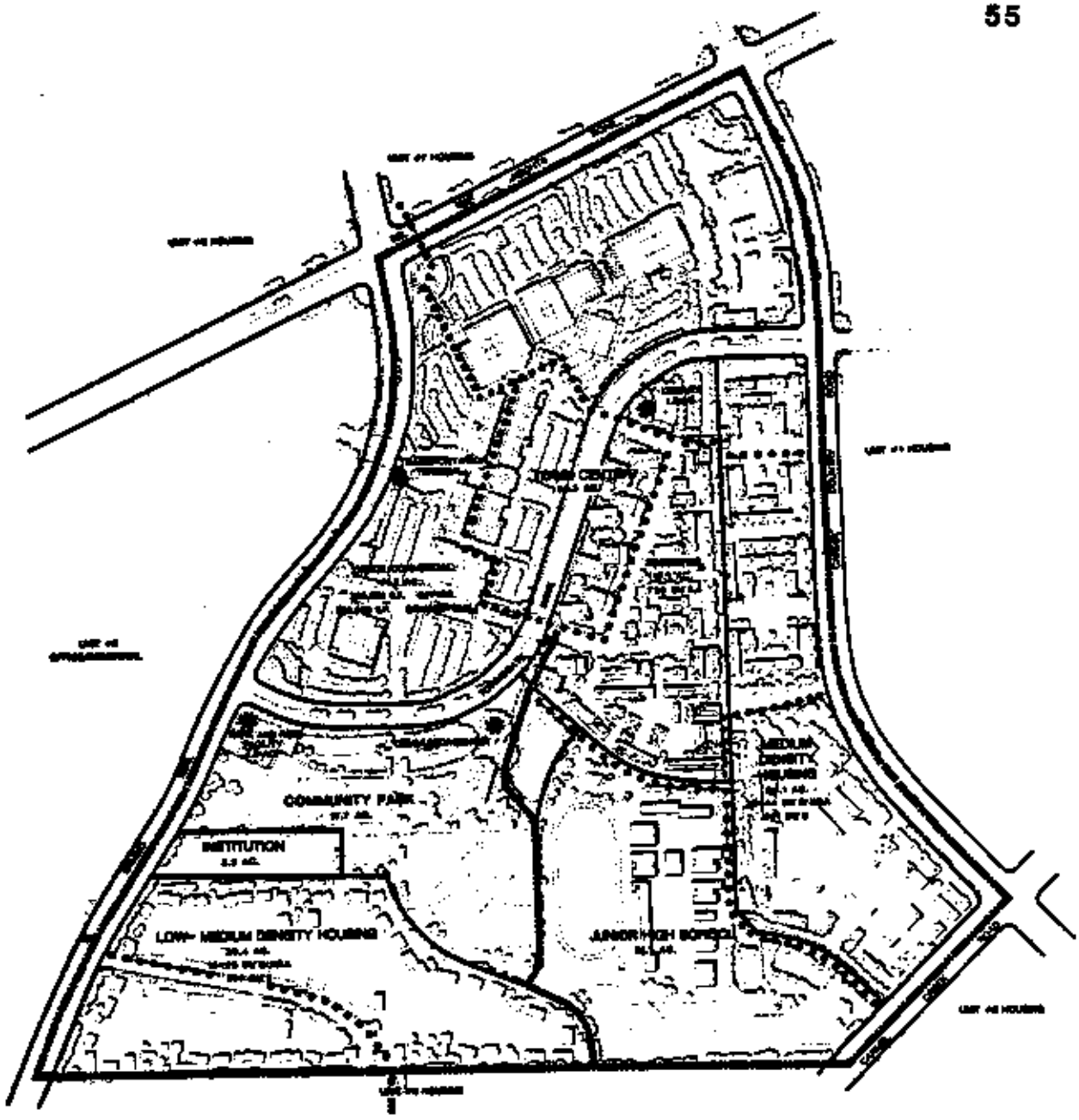
systems and their impact on the site's existing conditions, is included in the section titled, Design Element.

4. "In order to promote a balanced transportation network, dependence on the private automobile as the dominant mode of transportation must be reduced by developing an integrated system of pedestrian, bicycle, local transit and automobile facilities."

4. Figure 13 titled, Alternative Transportation Routes, has been developed to incorporate all modes of transit in order to enhance energy conservation and reduce reliance on the automobile. By viewing the transit opportunities as a hierarchy of systems, from local pathways connecting to community-wide bikeways (connecting to major transit facilities) which provide connections to regional wide points of interest, the automobile can eventually become less dominant as the primary mode of transportation.

5. "In order to promote realistic phasing of development, the precise plan for each development unit must include a complete circulation system which relates to the total North City West Circulation system."

5. The circulation system for the Town Center Precise Plan area has been designed to fit within the larger circulation framework of the North City West Community. The North City West Community Plan establishes the location and route for major arterials, collector streets, bikeways, pedestrian paths and transit facilities. More specific elements such as traffic light locations, driveway entrances, and local streets have been designed to work within the established framework.



PLAN SUMMARY

LAND USE	ACRES	DWELLING UNITS	BUILDING SQUARE FOOTAGE
TOWN CENTER	55.3	795	726,000
MEDIUM DENSITY HOUSING	24.1	961	-
LOW-MEDIUM DENSITY HOUSING	33.4	877	-
JUNIOR HIGH SCHOOL	21.7	-	-
COMMUNITY PARK	17.7	-	-
COMMUNITY CENTER	-	-	-
PARK AND RIDE	1.0	-	-
INSTITUTION	5.0	-	-
LIBRARY	-	-	-
TRANSPORTATION TERMINAL	-	-	-
PRIMARY ARTERIAL AND COLLECTOR	18.0	-	-
PLAN TOTAL	160.3	5,277	726,000

LEGEND

- TOWN CENTER BOUNDARY
- LAND USE BOUNDARY
- SEPARATE PEDESTRIAN/BIKE PATHS
- COMBINED PEDESTRIAN/BIKE PATH
- PEDESTRIAN PATH

FIGURE 19

PRECISE PLAN
NORTH CITY WEST TOWN CENTER

Pardee

DESIGN ELEMENT

INTRODUCTION

The Design Element of the Precise Plan document describes the Urban Design Guidelines, or design framework, for the Town Center Precise Plan Unit. The Design Guidelines for the Town Center are composed of three parts and are arranged in a manner to explain those influences on the individual developments from the broadest scope down to the more specific.

The Design Element begins with a discussion of the site's design opportunities and constraints leading to the evolution of a General Planning Concept Plan for the Precise Plan Unit. Although the North City West Community Plan establishes the general location for the various land use elements, the Planning Concepts Diagram defines the physical design relationships with adjacent Development Units and the community as a whole.

The second section, titled, Urban Design Plan, locates and describes the common design elements within and immediately adjacent to the Precise Plan Unit. These design elements often relate to the major circulation systems, open space features, or service facilities that serve the entire community as a whole. The design elements are seen as the thread that binds the individual land use types together in order to develop a cohesive design character throughout the community.

The third and final section, titled, Site Planning and Architectural Guidelines, applies to specific building sites. They are: Town Center commercial core area; Town Center residential area; medium density housing areas; Community Park and Junior High School. Detailed design criteria for the low-medium density residential area have been standardized and documented previously in the Carmel Valley Precise Plan, Urban Design Element, and are employed as part of this document.

The guidelines in this manual are meant to assure that the myriad of design and development decisions that will occur over the ensuing years will continue to contribute to a positive community identity as well as maintain the character of the initial development. Therefore, the Design Element is designated by the Planned District Ordinance as the guideline for design review of Town Center Precise Plan projects by the City of San Diego.

DESIGN OPPORTUNITIES AND CONSTRAINTS

The Town Center Precise Plan Unit is composed of approximately 168.33 acres of land owned by several different entities. Just as the topography spans across many of the ownerships, so must the various uses of the Precise Plan. Therefore, this area has been analyzed as though it were one continuous parcel.

The area is bounded on the west by El Camino Real, the north by Del Mar Heights Road and to the east by Carmel Country Road. The southern boundary is the northern limits of Development Unit Number Six.

The site is characterized by two ridges extending from the east at elevations ranging from 250 to 275 feet above sea level. The low land between these land forms is from 170 to 200 feet above sea level. This dramatic grade differential is referred to in the Community Plan, "Through vertical development and the elevated nature of the site itself, the core area should be a visible focus of the community from almost everywhere within the North City West planning area".

The overall grade relationships of the Town Center Precise Plan Unit are seen to be an asset and should be reflected in the final land and building forms.

Two street intersections are located respectively along El Camino Real and Carmel Country Roads. These are intersections created as a result of previous Precise Plans and form natural major entry points into the Town Center Plan Area. The connection of these two intersections with a lateral collector street offers the possibility to establish grades that will reflect the natural land configuration.

The anticipated high volumes of traffic along El Camino Real and Del Mar Heights Road are an asset to the successful commercial development of the area. However, the volumes must be considered in the design of the center in relationship to safety, pollution and noise issues.

There is no significant vegetation in the area that could be considered a design constraint. The land uses surrounding the area are residential on three sides and business on the fourth. These uses, which are supportive of the Town Center core facilities, offer excellent opportunities for complete integration of the Center into the community.

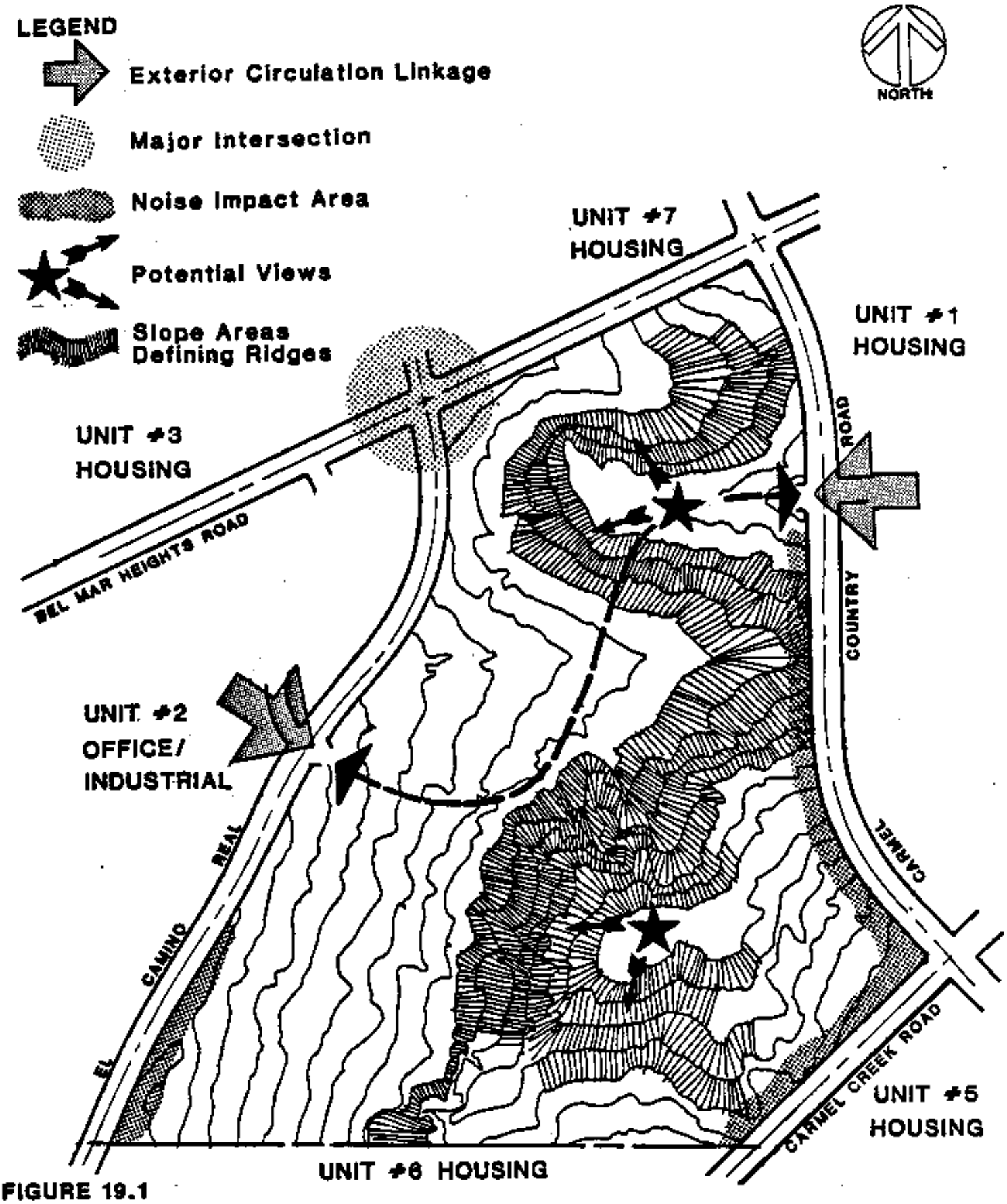


FIGURE 19.1

DESIGN OPPORTUNITIES AND CONSTRAINTS

GENERAL PLANNING CONCEPTS

The Town Center Precise Plan Unit is conceived as a totally integrated Plan composed of many uses that are necessary to form the core of the North City West community. It is the interrelationship of these uses that forms the real essence of the core and creates the activity associated with an urban center.

There are three main components of the Precise Plan: Land Use Plan; Urban Design Plan; and the Architectural and Site Planning Design Criteria. The General Planning Concept Diagram is intended to illustrate the design relationship of all the Plan elements.

As shown in the Community Plan, the retail uses are concentrated at the northwest corner of the Plan area to provide exposure and access from the intersection of the two main roads in North City West. This access is further enhanced by the introduction of the east west road forming the south and west edges of the retail area.

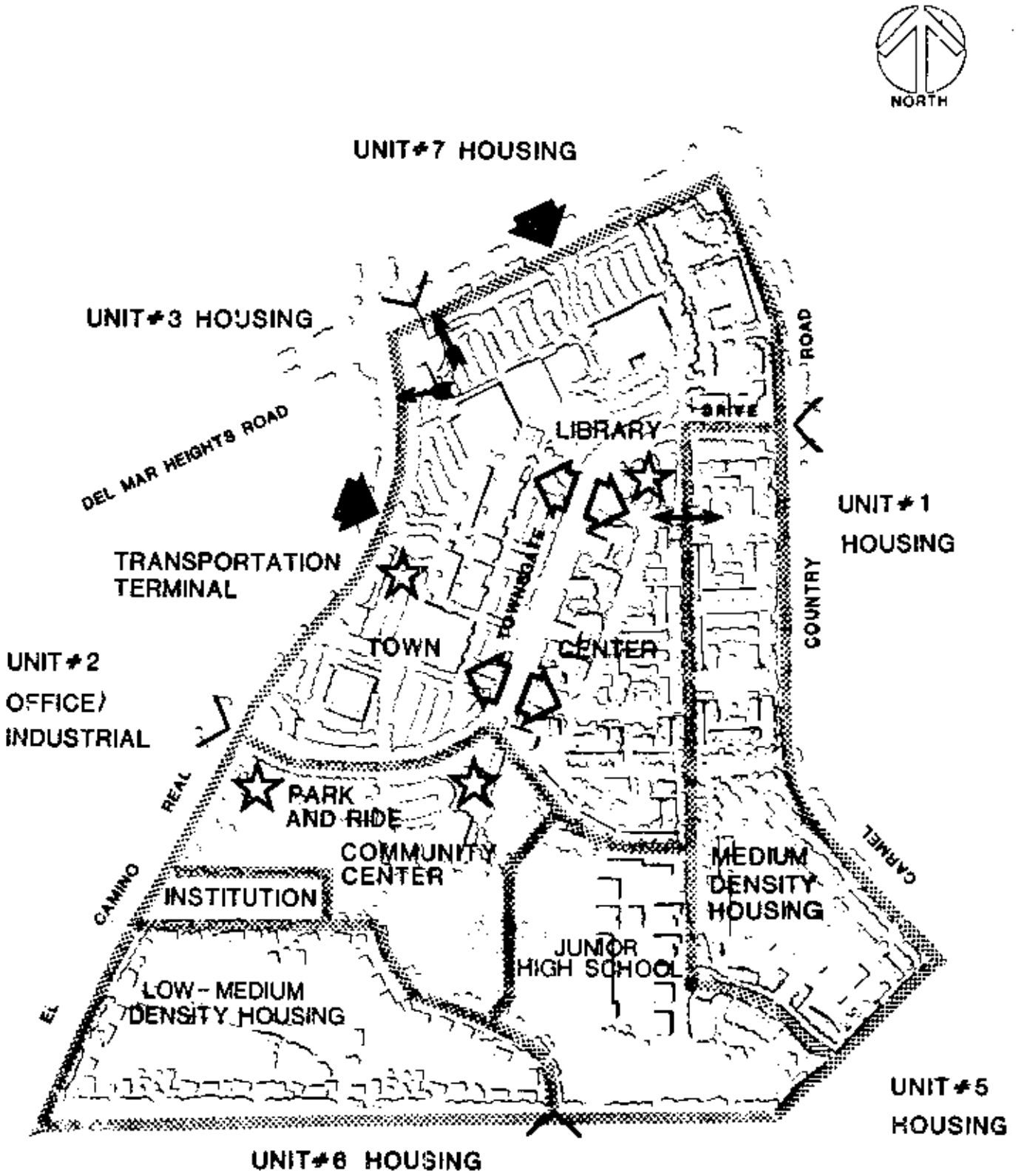
The highest density housing is placed immediately adjacent to the retail area to establish the maximum possibility of interaction between he residential and commercial uses. This interaction between uses is the key to a lively urban environment. The site planning concept also places the vertical element of mid-rise four-story housing at the focus location referred to in the Community Plan in the Plan's description of the core area.

This residential area is then surrounded on the east and south by medium density housing forming a transition to the lesser housing densities of the neighboring development units.

The Community Park and Junior High School are respectively placed as shown in the Community Plan to provide access from El Camino Real and access from the residential areas. The Community Park also provides open space access for both the retail area and the highest density housing. This relationship is vital to the success of the Town Center core area.

The low medium density housing to the south of the Park provides an excellent transition to the Development Unit Six housing areas.

Various "public amenities" are placed within the called for land use pattern as supporting elements. These include Park-and-Ride Facility, Transit Center, Library, and the Community Center Building in the Park.


NORTH
UNIT#7 HOUSING
UNIT#3 HOUSING
DEL MAR HEIGHTS ROAD
LIBRARY
ROAD
DRIVE
UNIT#1
HOUSING
TRANSPORTATION
TERMINAL
TOWN
CENTER
TOWNE
COUNTRY
UNIT#2
OFFICE/
INDUSTRIAL
REAL
PARK
AND RIDE
COMMUNITY
CENTER
CAMINO
INSTITUTION
MEDIUM
DENSITY
HOUSING
CARMEL
JUNIOR
HIGH SCHOOL
LOW-MEDIUM
DENSITY HOUSING
EL
UNIT#5
HOUSING
UNIT#6 HOUSING

LEGEND

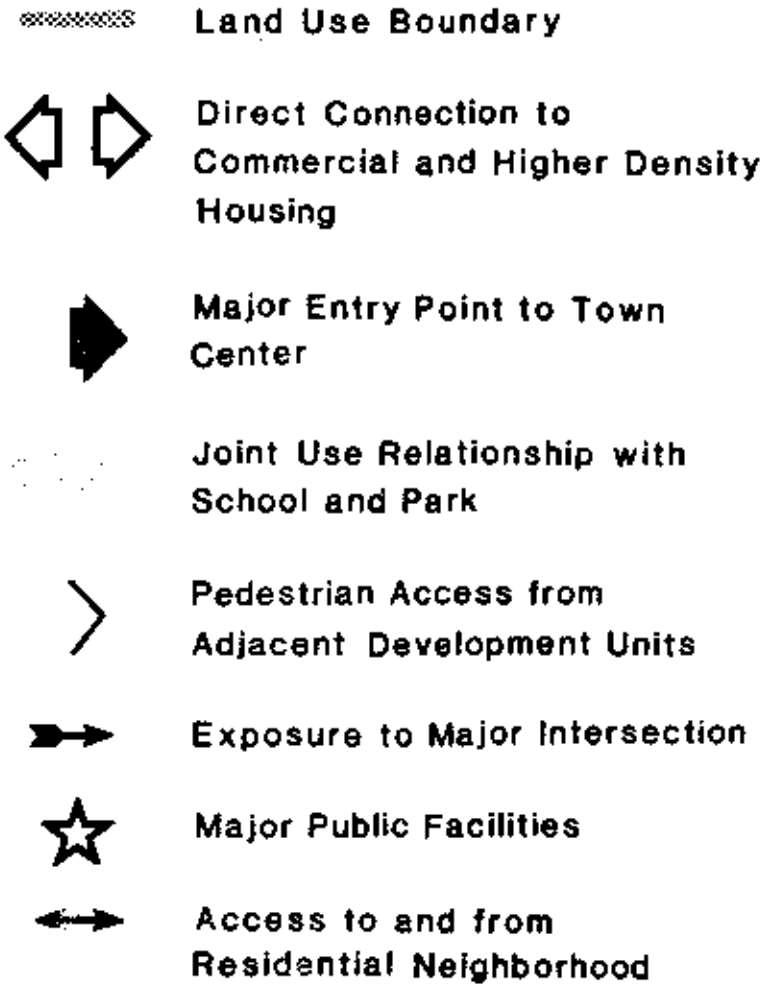
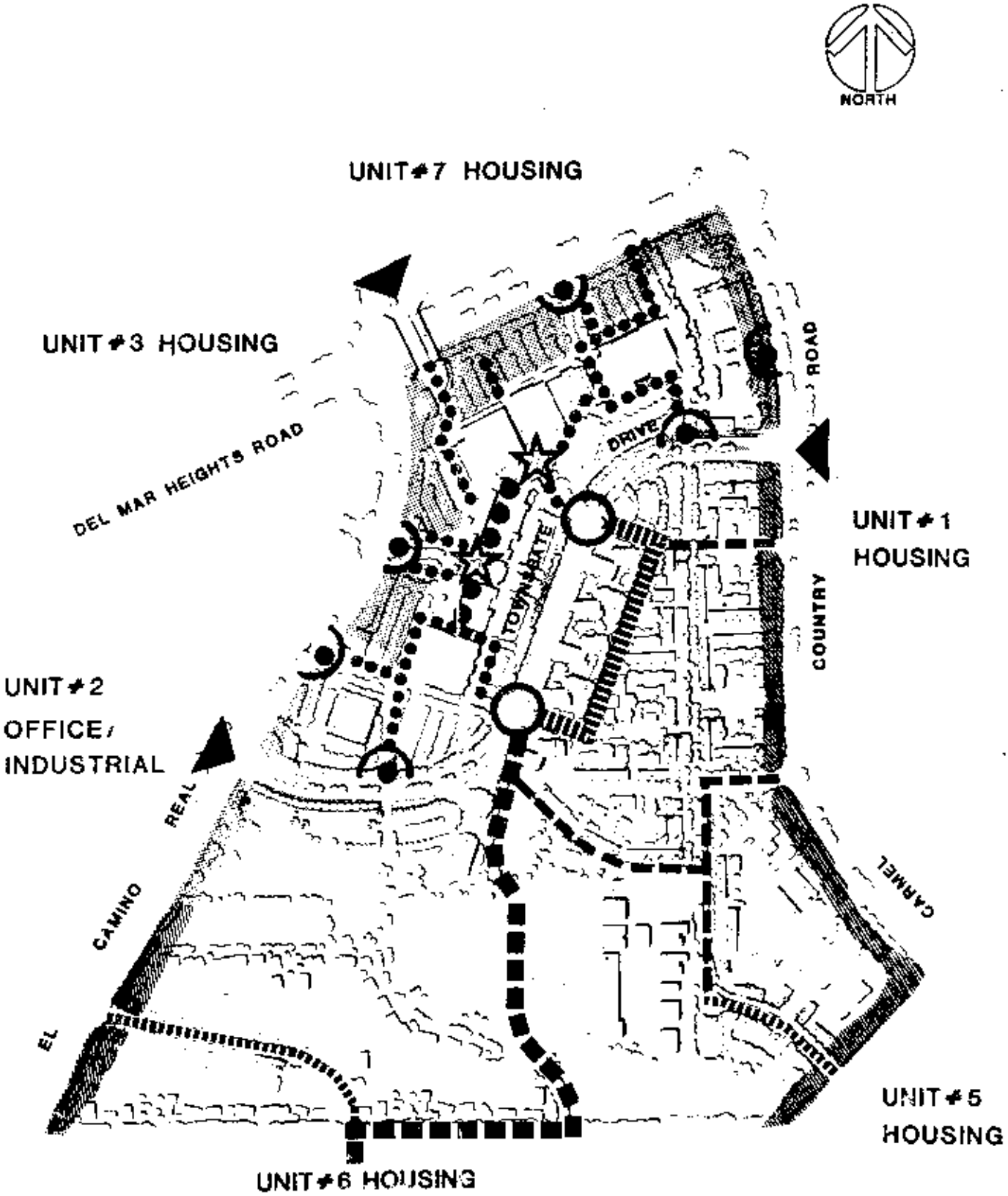


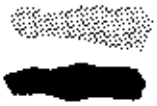
FIGURE 20

GENERAL PLANNING CONCEPTS


NORTH
UNIT #7 HOUSING
UNIT #3 HOUSING
DEL MAR HEIGHTS ROAD
DRIVE
ROAD
UNIT #1
HOUSING
TOWNHOUSE
COUNTRY
UNIT #2
OFFICE/
INDUSTRIAL
REAL
CAMINO
EL
CARMEL
UNIT #5
HOUSING
UNIT #6 HOUSING

LEGEND

Precise Plan Arterial Edge Conditions



Commercial Element

Residential Element

Town Center Entry

Special Intersections

Town Center Plazas/Squares

Townsgate Drive

Garden Residential Walkways

Urban Residential Walkways

Urban Commercial Walkways

Major Pedestrian Access Points

ajor Building Mass Location

NOTE: BUILDING OUTLINES ARE GENERAL IN NATURE AND ARE NOT INTENDED TO REPRESENT FINAL BUILT FORMS.

FIGURE 21

URBAN DESIGN PLAN

URBAN DESIGN PLAN

An important feature of the planning and design process for the Town Center is the creation of an Urban Design Plan, or framework. One of the objectives of establishing a community-wide urban design framework is to create conceptual guidelines for the more detailed design work to be accomplished in subsequent development plans and tentative tract maps for the Town Center. An important design element for establishing a positive community identity and a cohesive design character throughout the Town Center is the Urban Design Plan.

The Urban Design Plan maintains the continuity of the diverse circulation systems linking the several land uses and ownerships. The development of these linkages and the spaces providing for informal social gatherings are the essence of the Town Center regardless of architectural styles or forms. Adherence to this framework guarantees interaction between uses.

Without some semblance of design continuity between uses, the Town Center might become nothing more than a shopping center surrounded by unrelated housing. The interaction between neighborhood and regional retail is assured by this Plan, as well as the interactions between retail and housing, retail and park, and housing and park. The Urban Design Plan provides for the diversity and excitement that is envisioned in the Community Plan.

The Urban Design Plan and the associated individual community-wide design elements that follow interpret the information concerning building mass, height, and building character to develop a series of conceptual guidelines for streets, crossroads, trails, and public facilities. These public elements are seen as the means to maintain and perpetuate the character of the initial developments within the Town Center.

Precise Plan Arterial Edge Conditions Commercial and Park Element

Del Mar Heights Road, El Camino Real, and Carmel Country Road serve as the major circulation linkages into and within the North City West community. Because of their importance as representing the public image of the community, special attention will be devoted to developing an appropriate parkway landscape character. Graded slopes will be a common visual element along both Del Mar Heights Road and El Camino Real. The illustration below dictates landscape planting techniques.

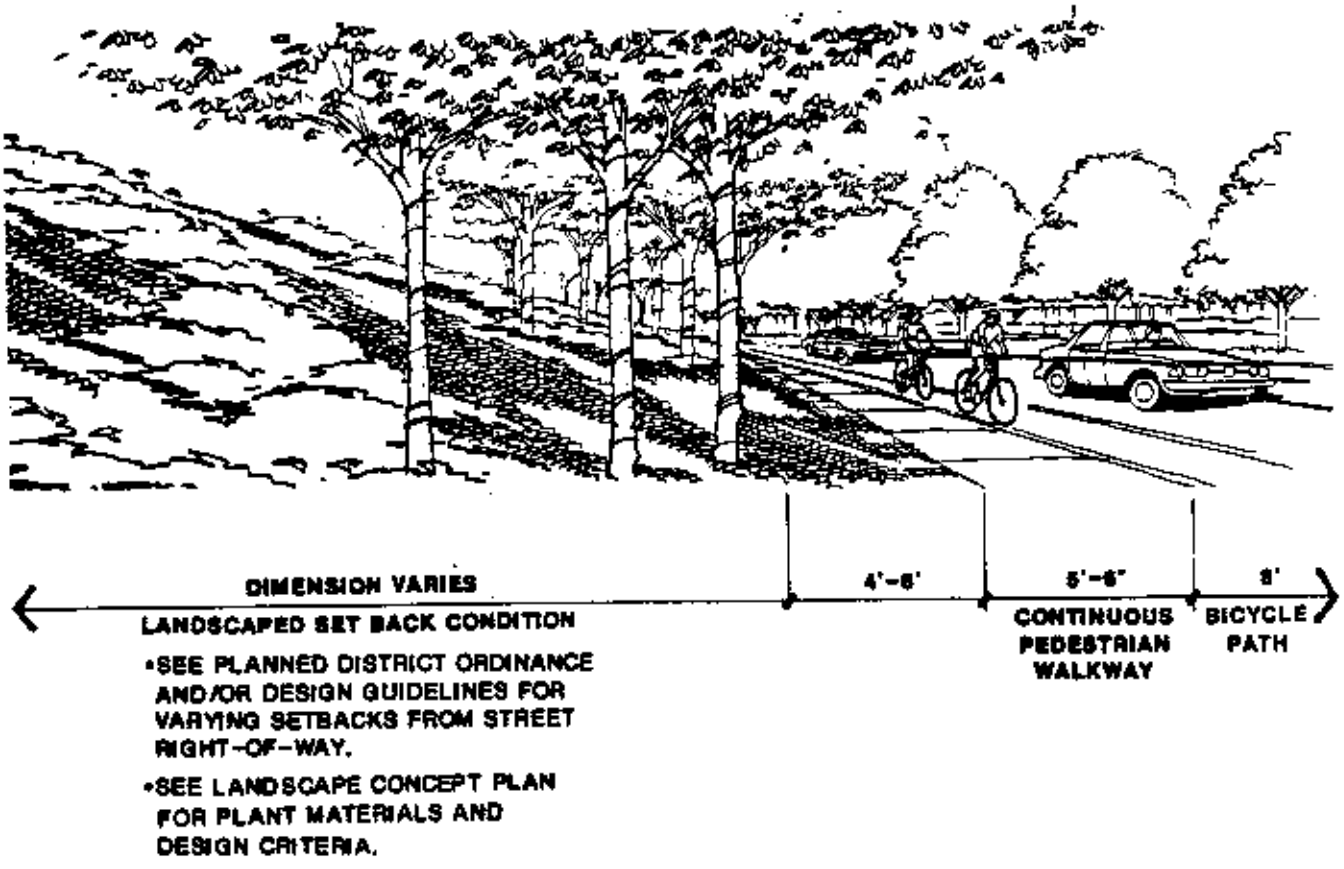


FIGURE 22

CONCEPT SKETCH:PARKWAY EDGE CONDITION

Parking areas associated with the Shopping Center are an additional element to contend with along the two arterials. Although the streets, particularly along El Camino Real, will be below the surface elevation of the parking area, additional measures will be taken to mitigate the view of surface parking areas. These measures will include a variety of screening and setback techniques and are illustrated in the guideline drawing, Figure 24 on the following page.

Figure 23 below illustrates additional landscaping criteria within commercial parking areas fronting arterial or major streets. Specific criteria concerning landscape parking strips and islands is provided under the section titled, Landscape Concept Plan.

A pedestrian/bicycle system is proposed along the arterials. The travelway provides for an approximate five-foot wide pedestrian walkway with a six-foot wide bike lane adjacent to the parkway edge as illustrated in Figure 22. A ramped walkway will be provided for pedestrians and bicyclists from the street level to the pedestrian overpass crossing Del Mar Heights Road. Community-wide connections are illustrated on the Alternative Transportation Route Diagram, Figure 13.

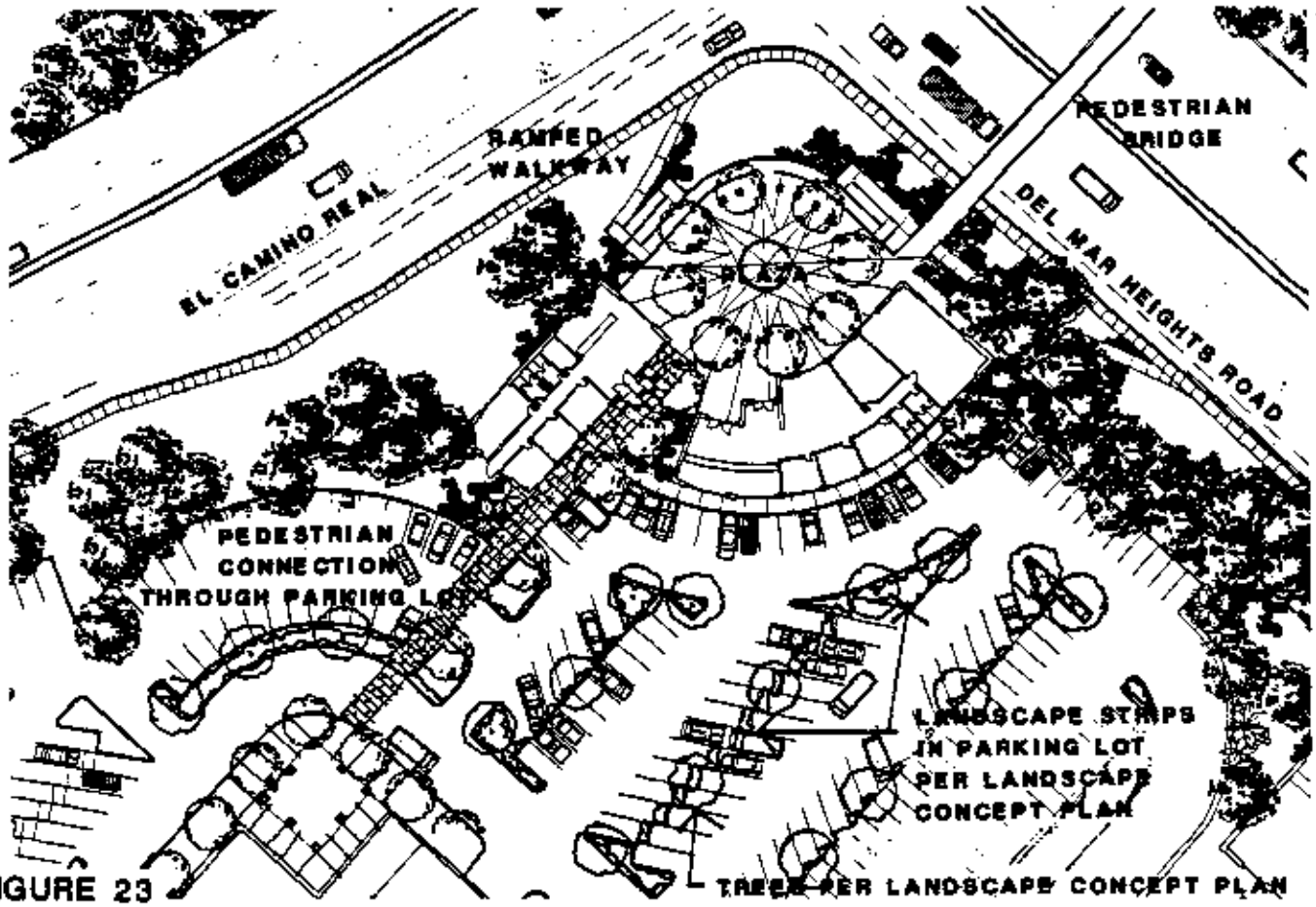


FIGURE 23
COMMERCIAL ELEMENT EDGE CONDITION: PARKING FACILITIES

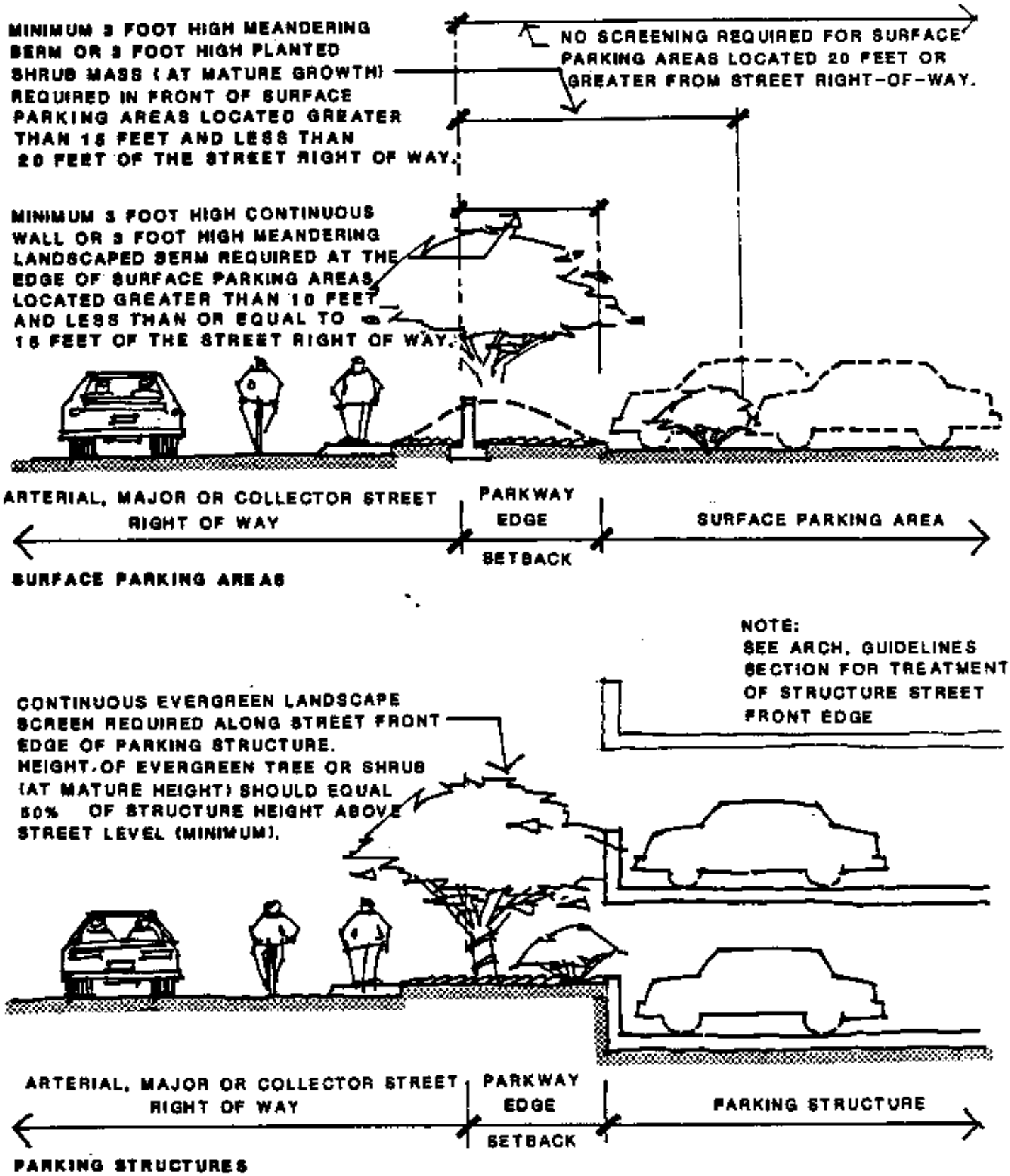
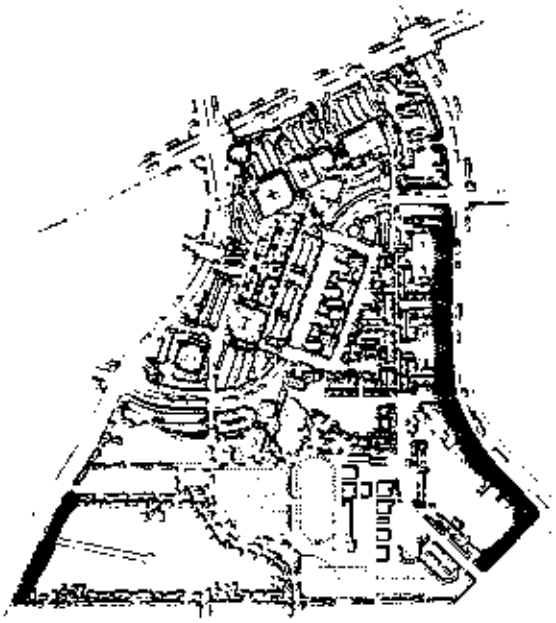


FIGURE 24

COMMERCIAL ELEMENT EDGE CONDITION: PARKING FACILITIES



Precise Plan Arterial Edge Conditions Residential Element

The edge treatment along residential developments will be similar to the design concept called for along Del Mar Heights Road and El Camino Real. Slopes are not anticipated to be a prominent element along the parkway edge as the other two arterials. However, landscape screening and setback dimensions are important criteria to consider in order to mitigate the impacts of vehicular traffic along what will be primarily a residential edge. Under such conditions guidelines for screening and setbacks have been established and are illustrated on the following pages.

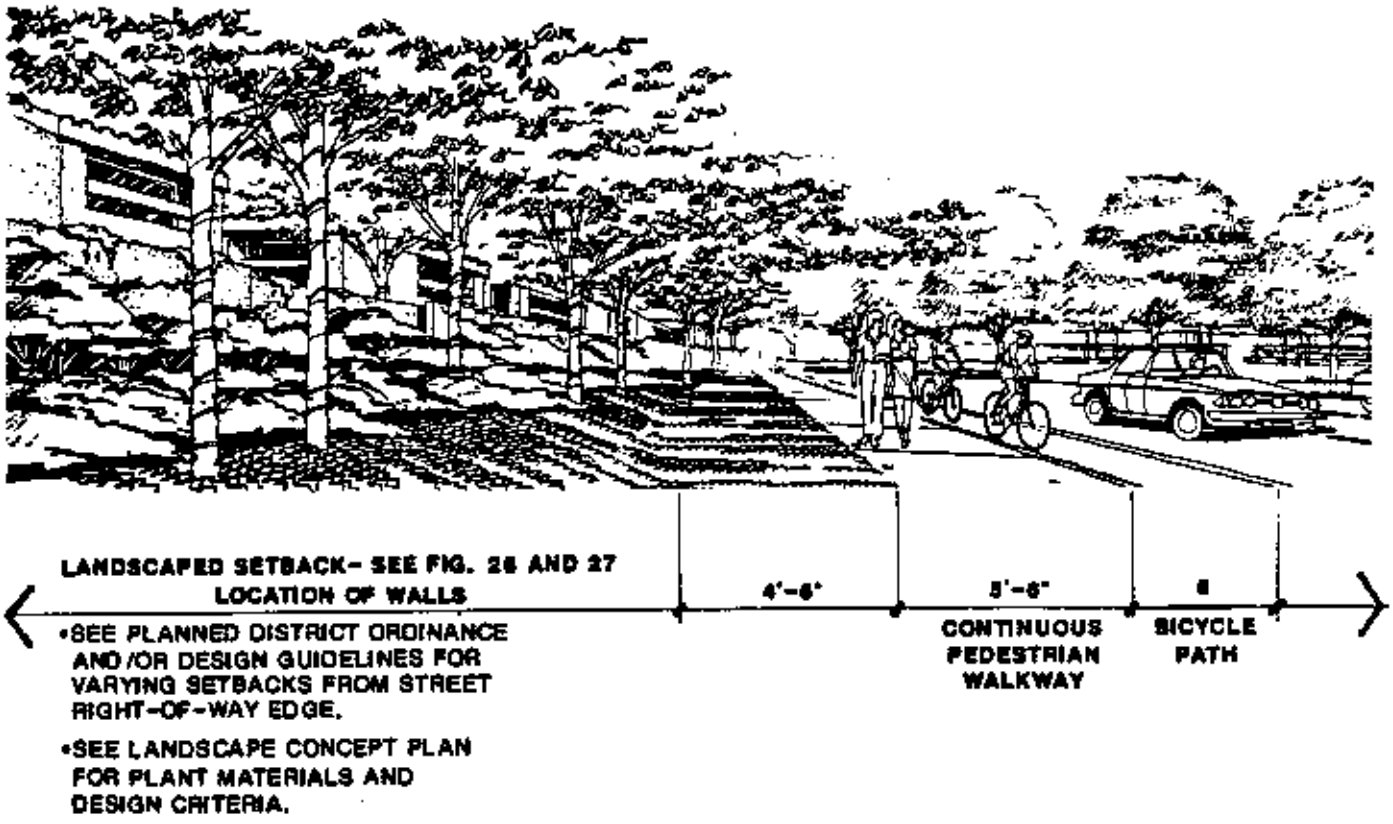


FIGURE 25
CONCEPT SKETCH: PARKWAY EDGE CONDITION

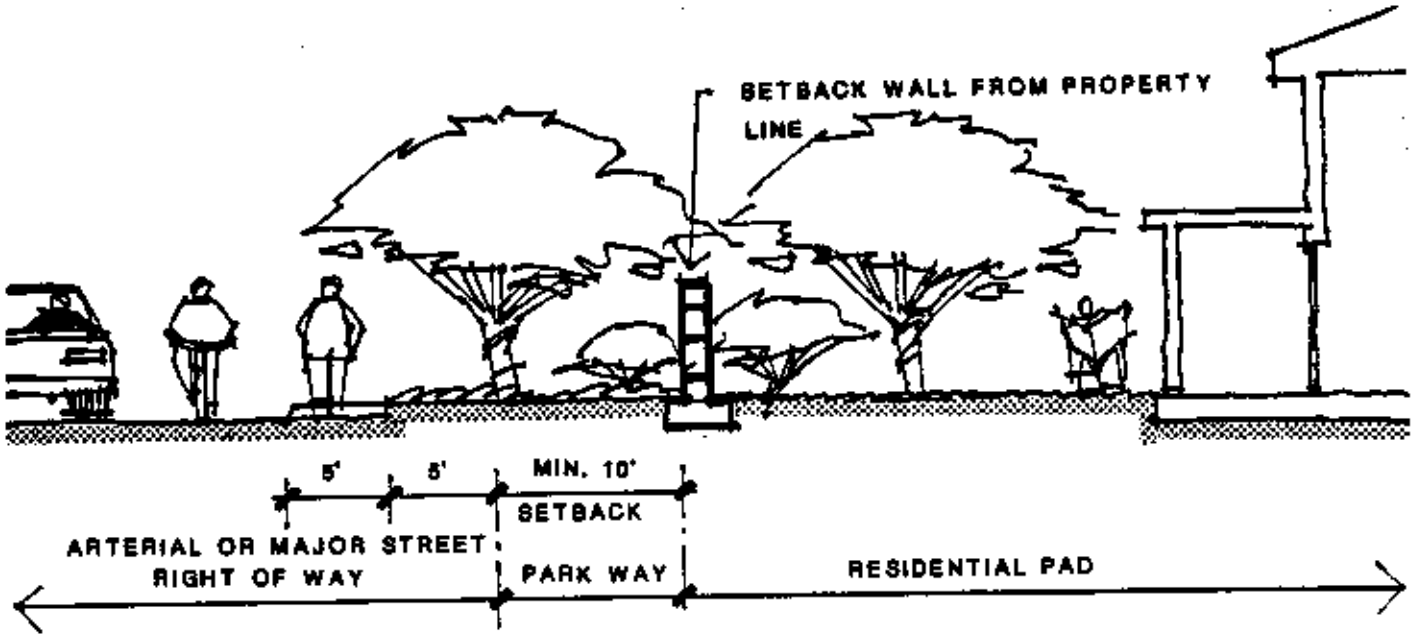
A maximum six-foot-high wall is to be incorported along the parkway edge as a buffer to vehicular traffic. A number of techniques, however, can be used to mitigate the visual effect created by the wall. These techniques are shown in Figures 26 and 27. Figure 28 dictates specific criteria concerning the design characteristics for community walls.

Figure 29 provides guidelines for the screening of parking areas within the residential developments.

Included within the arterial parkway edge is an approximate 5' wide pedestrian walkway. A 6' wide bikelane is adjacent to the landscape parkway edge.

Street trees recommended to be used are from the Arterial Edge Condition Theme, which is found in the Landscape Concept Plan Section of this document.

APPROXIMATELY LEVEL CONDITION

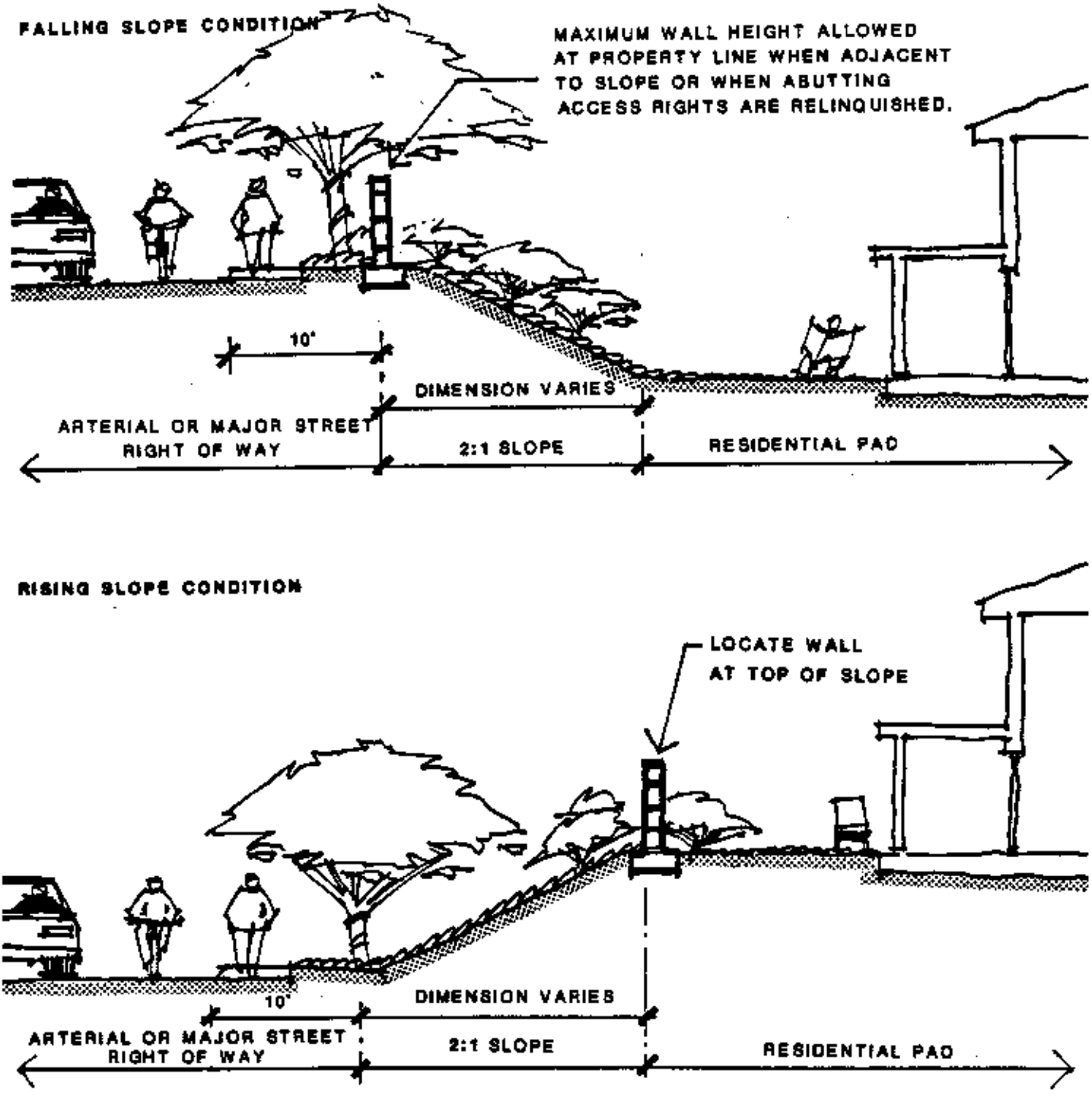


NOTE: (TYPICAL FOR FIGURE 27)

IN ADDITION TO THE ABOVE SETBACK CONDITIONS SCREEN OR NOISE WALLS SHOULD VARY IN SETBACK FROM 10' TO 25' FROM THE STREET CURB WITH AN AVERAGE SETBACK OF 20' PER DEVELOPMENT PLAN AREA.

FIGURE 26

RESIDENTIAL ELEMENT EDGE CONDITION: NOISE/SCREEN WALLS

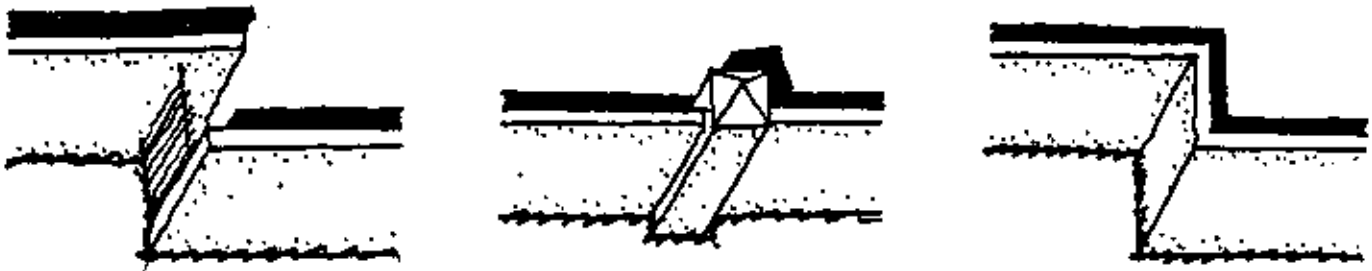


NOTE: SEE FIGURE 26

FIGURE 27

RESIDENTIAL ELEMENT EDGE CONDITION: NOISE/SCREEN WALLS

ARTICULATE HORIZONTAL ALIGNMENT



JOG EDGE

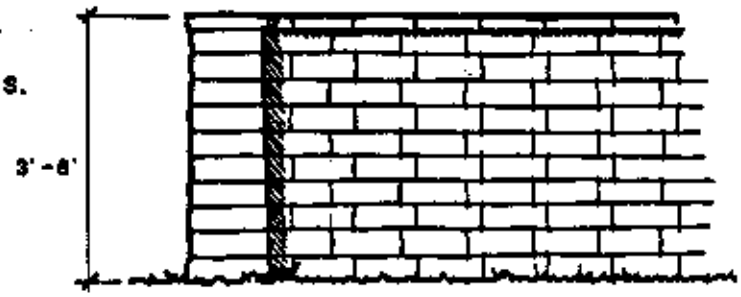
INTRODUCE VERTICAL ELEMENT

OFF-SET WITH VERTICAL PLANE

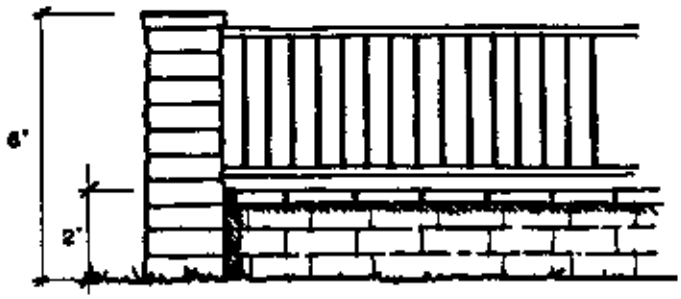
TYPICAL WALL AND FENCE TREATMENT

SOLID WALL DESIGN ALONG PRIME ARTERIAL AND MAJOR STREETS WITH DIRECT VIEWS INTO ADJACENT RESIDENTIAL DEVELOPMENTS.

FINISH AND COLOR TO MATCH ADJACENT ARCHITECTURE. TYPICAL.



SEMI TRANSPARENT WALL DESIGN ALONG RESIDENTIAL EDGE CONDITIONS WHERE THE DEVELOPMENT PAD IS SIGNIFICANTLY ABOVE THE ELEVATION OF ADJACENT PRIME ARTERIAL OR MAJOR STREETS.



TRANSPARENT WALL DESIGN LIMITED TO CONDITIONS WITHIN THE INTERIOR OF A RESIDENTIAL DEVELOPMENT.

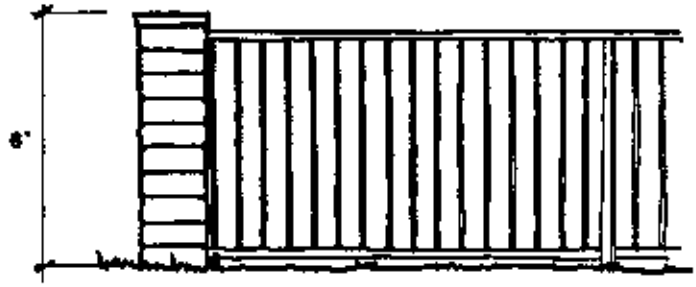
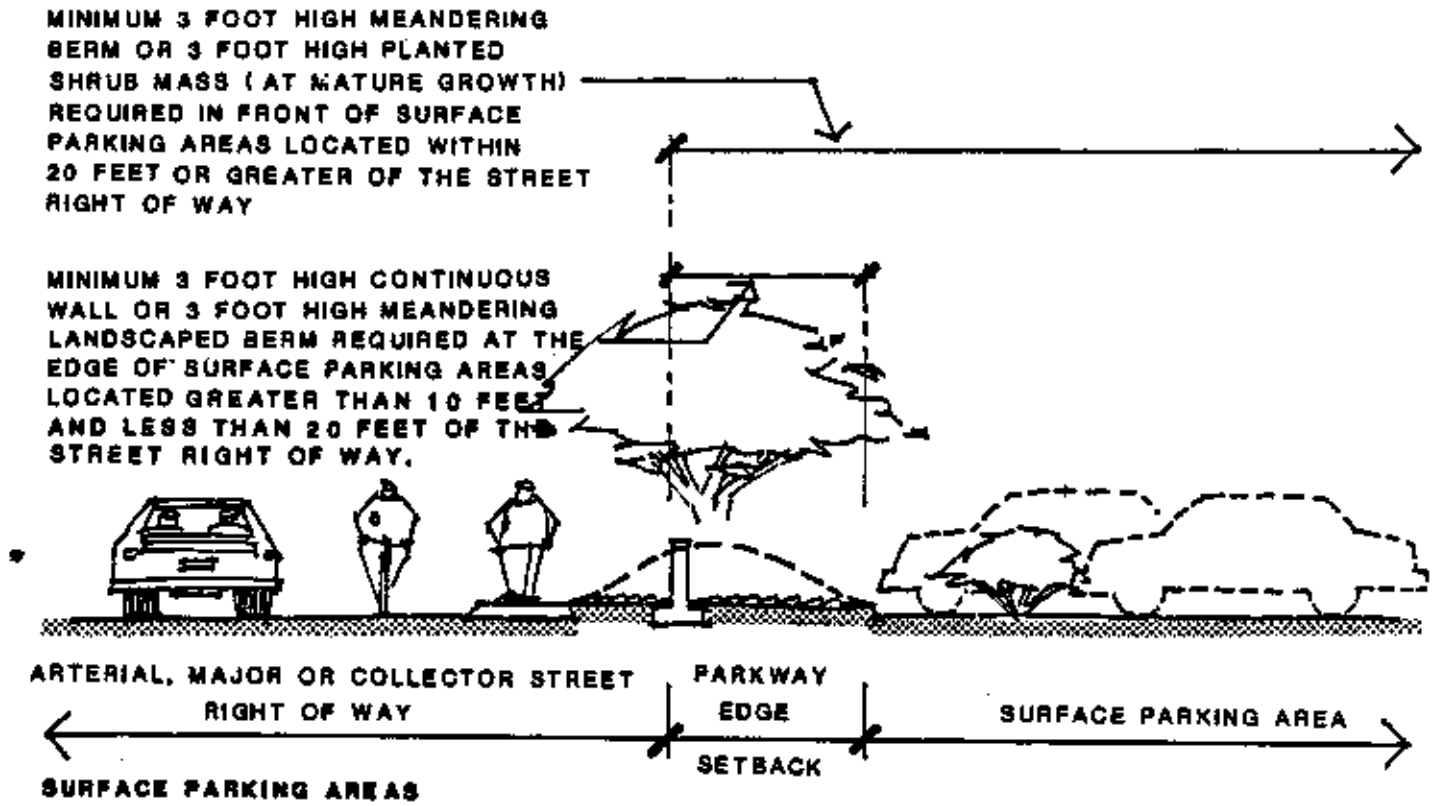


FIGURE 28

DESIGN EXAMPLES FOR NOISE/SCREEN WALLS



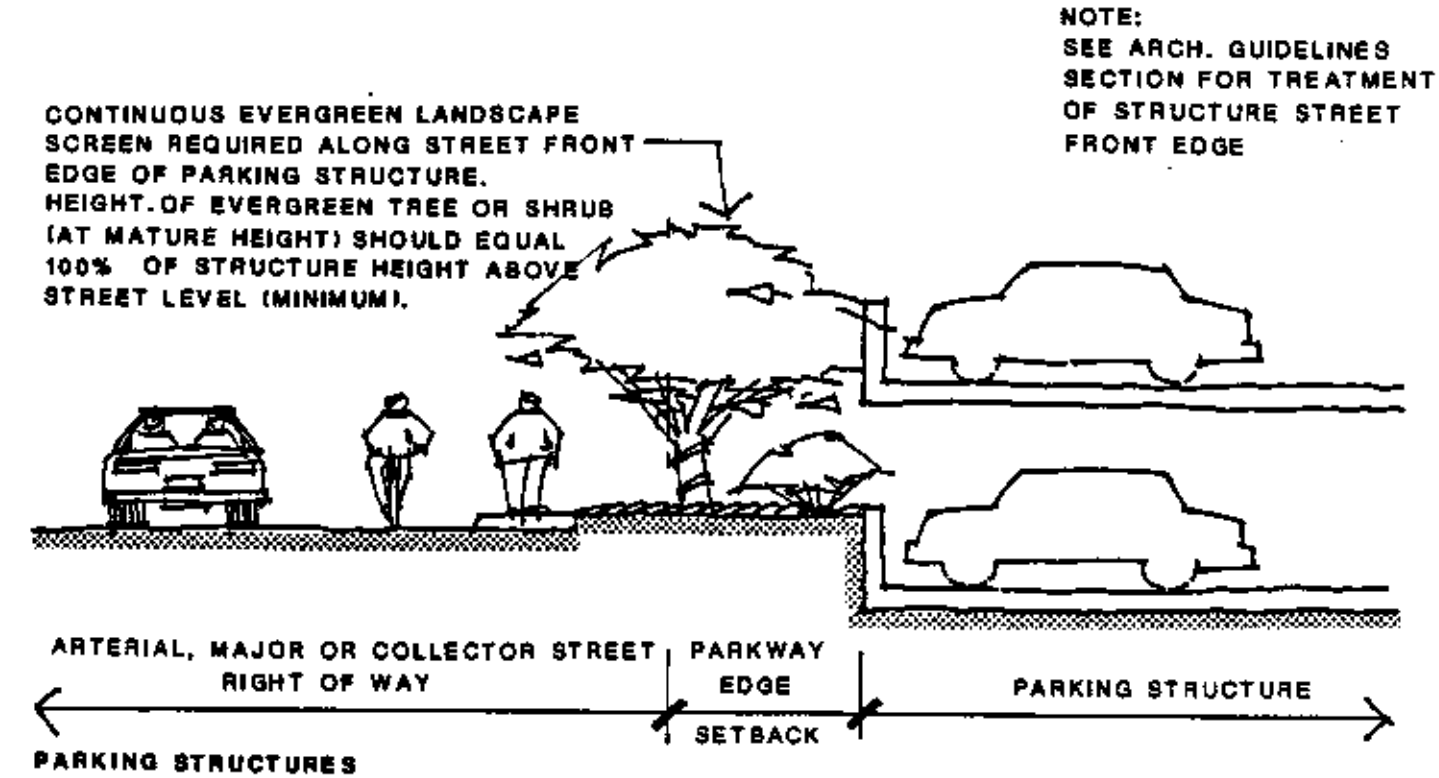


FIGURE 29
RESIDENTIAL ELEMENT EDGE CONDITION: PARKING FACILITIES

Special Intersections

Two specific intersections have been designated for special treatment along Townsgate Drive. These intersections are intended to act as secondary entrances to the commercial core area and primary entrances to adjacent land uses. They will distinguish a break from housing enclaves to the Commercial Center.

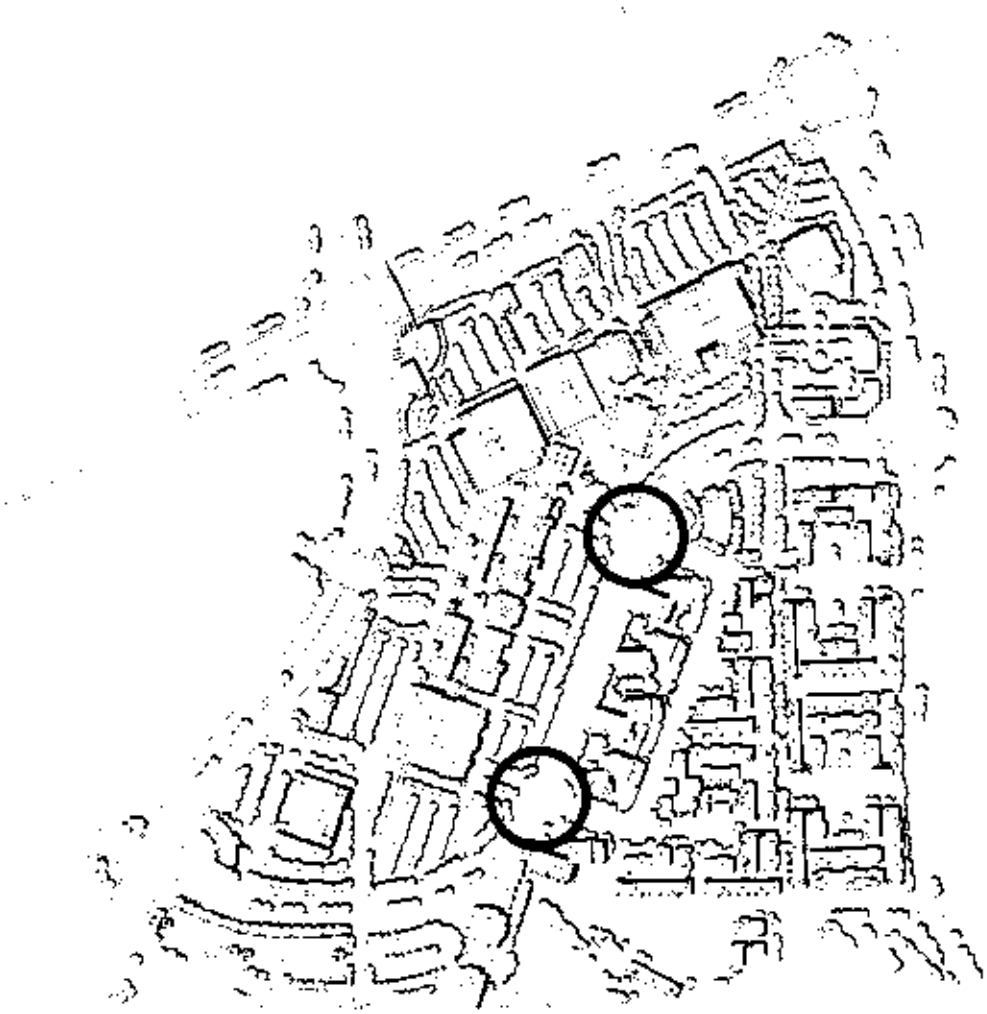


FIGURE 30

LOCATION: SPECIAL INTERSECTIONS

Although the special intersections are intended to be part of a larger concept for the landscape treatment for Townsgate Drive, the emphasis at these points is on hardscape features which are described below. The following items will be included:

* Entry monument - See signage section for requirements.

* Directional information - See signage section for requirements.

* Vehicular and pedestrian scale lighting - See lighting section for requirements.

* Pedestrian crossings.

* Formal landscape statement - See Landscape Concept Plan for criteria.

* Enriched paving material.

* Traffic signal.

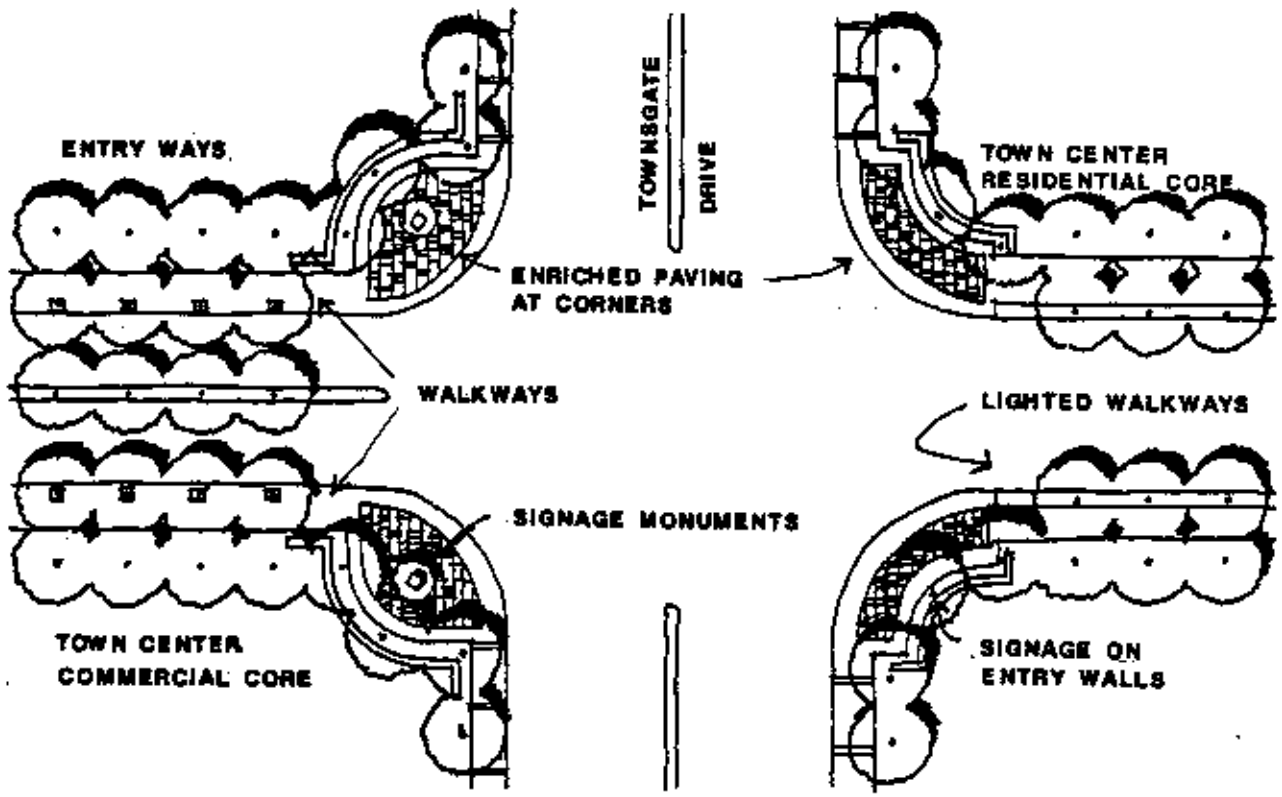


FIGURE 31

DESIGN TECHNIQUE: SPECIAL INTERSECTIONS

Town Center Entries

Two locations have been designated for special design treatment since they denote the primary entry points to the Town Center's Commercial Core area. The Town Center Entries are located mid-way along the commercial area's northern and western edge respectively bordering Del Mar Heights Road and El Camino Real. The emphasis on hardscape elements (signage monuments, paving, lighting, walls) versus landscape (plant materials) is encouraged in order to distinguish a break in transition along the landscaped parkway areas of the two major arterials.

Secondary entries are located at the southwest and northeast areas of the Town Center. These entries are provided to allow individual and/or combined access to the ancillary office/commercial facilities as well as the retail/commercial core.

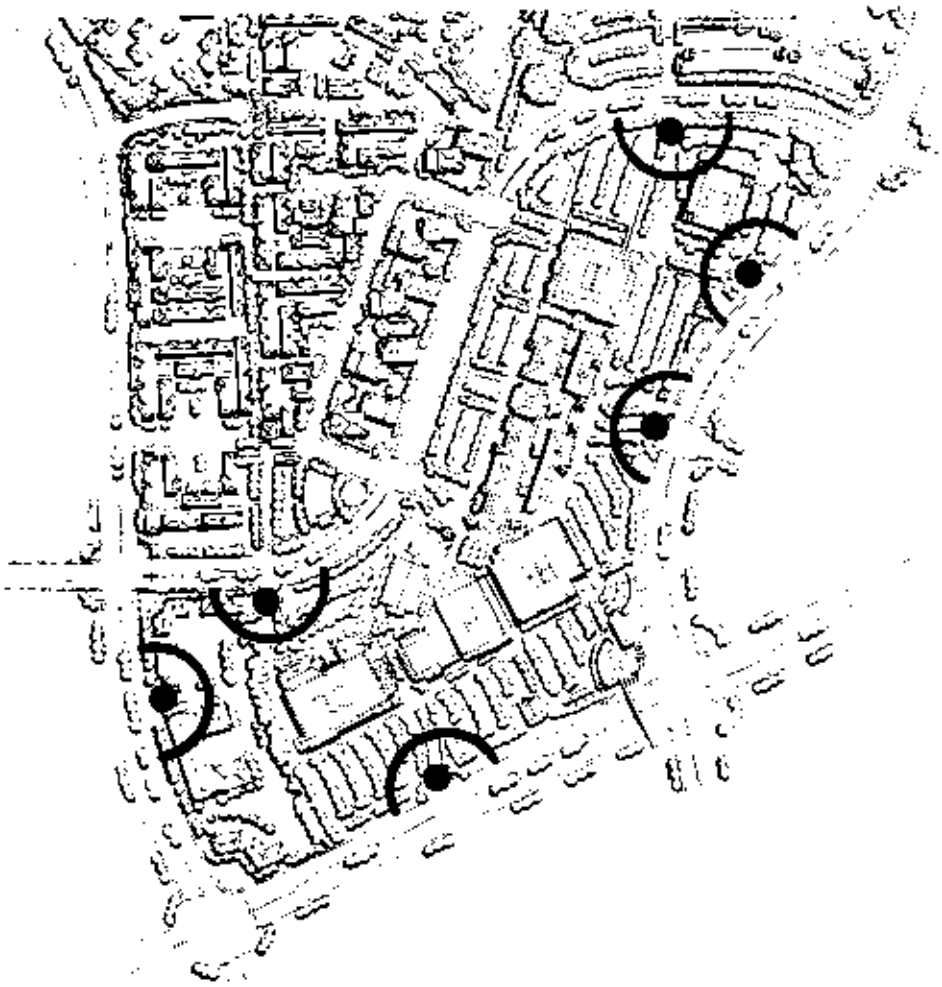


FIGURE 32

LOCATION: TOWN CENTER ENTRIES

Street trees will conform to the Plant Material List described in the section titled, Landscape Concept Plan. Identification of the Town Center Entries will include:

* Entry monument - See signage section for requirements
* Traffic signal.
* Street lighting - See lighting section for requirements.
* Pedestrian crossing.
* Formal landscape statement - See Landscape Concept Plan for criteria.
* Landscaped median.
* Enriched paving material.

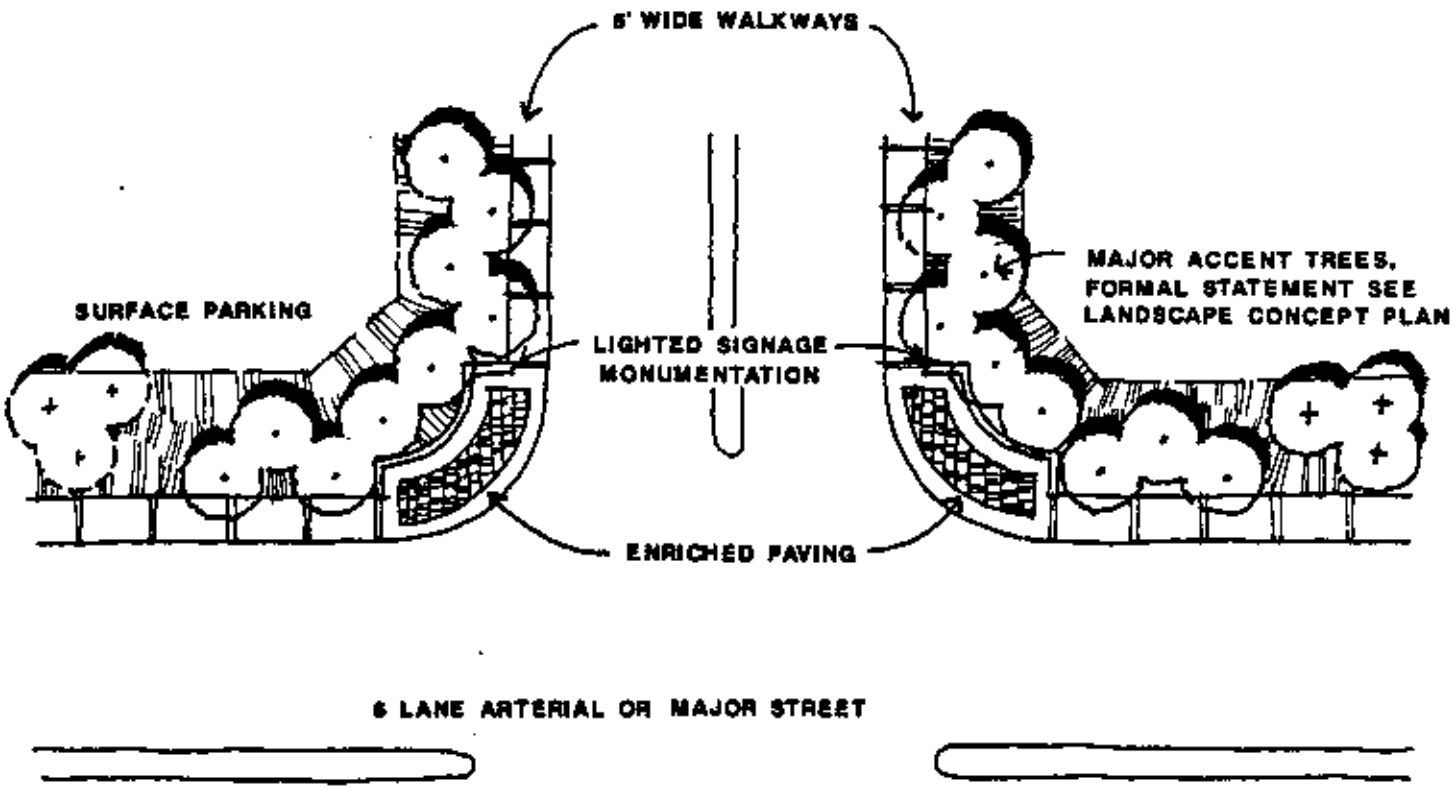


FIGURE 33

DESIGN TECHNIQUE: TOWN CENTER ENTRIES

Urban Residential Walkways

The Urban Residential Walkway is intended to provide a setting for pedestrian activity within the Town Center Precise Plan residential communities. The concept behind the street theme is to create a linear space that not only serves as a means for local vehicular circulation, but also doubles as a focus of community life. Like the Town Center design elements, greater emphasis will be given to the treatment of hardscape elements, particularly walkways, pedestrian scale lighting, and small seating areas for meeting and conversation.

Two types of walkway systems have been developed and are illustrated in Figure 35. The Primary Walkway is intended to be used within the Town Center residential area along private streets. Figure 34 is a conceptual sketch of the proposed walkway. The Secondary Walkway is designed to be limited to public streets and the locations illustrated in Figure 35 are intended to be diagrammatic in their alignments.

Street trees and design concept for this design element should conform to those called for in the Landscape Concept Plan Section.

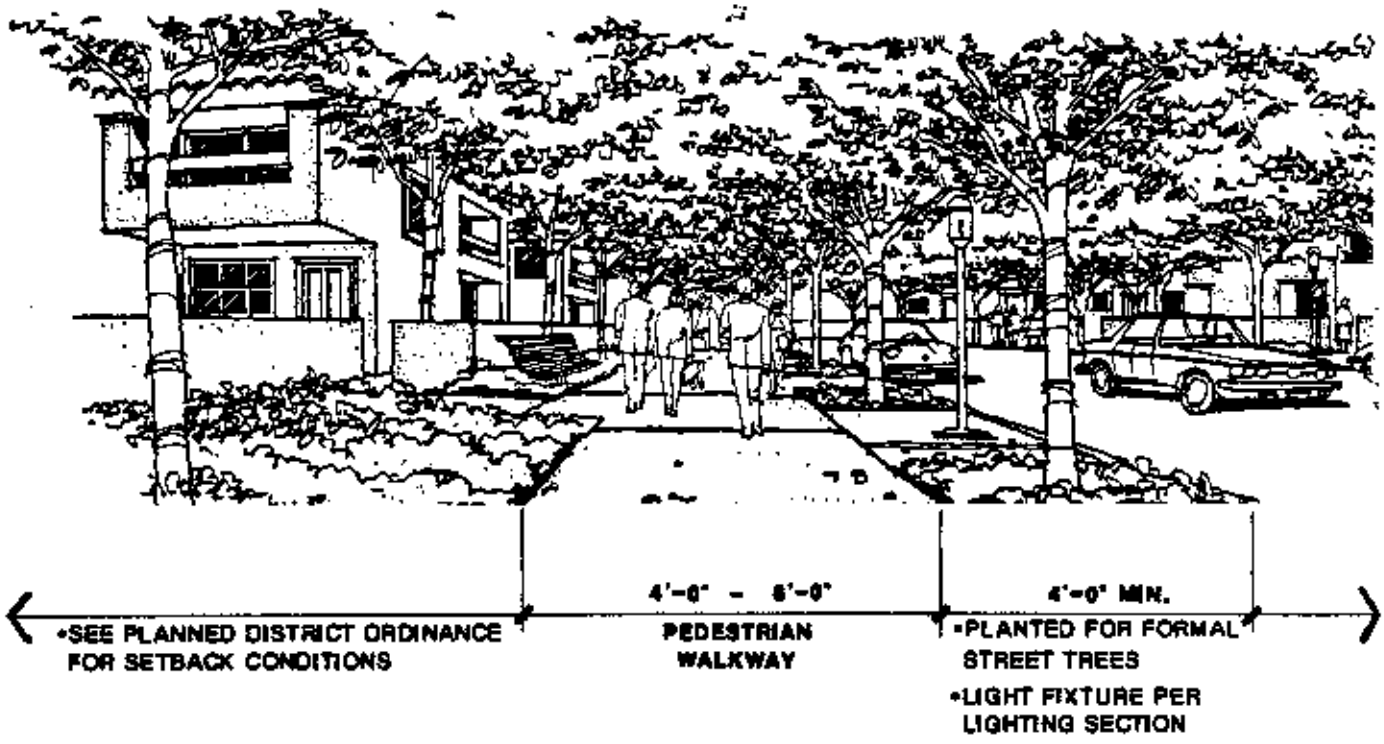


FIGURE 34

CONCEPTUAL SKETCH: TOWN CENTER RESIDENTIAL WALKWAY

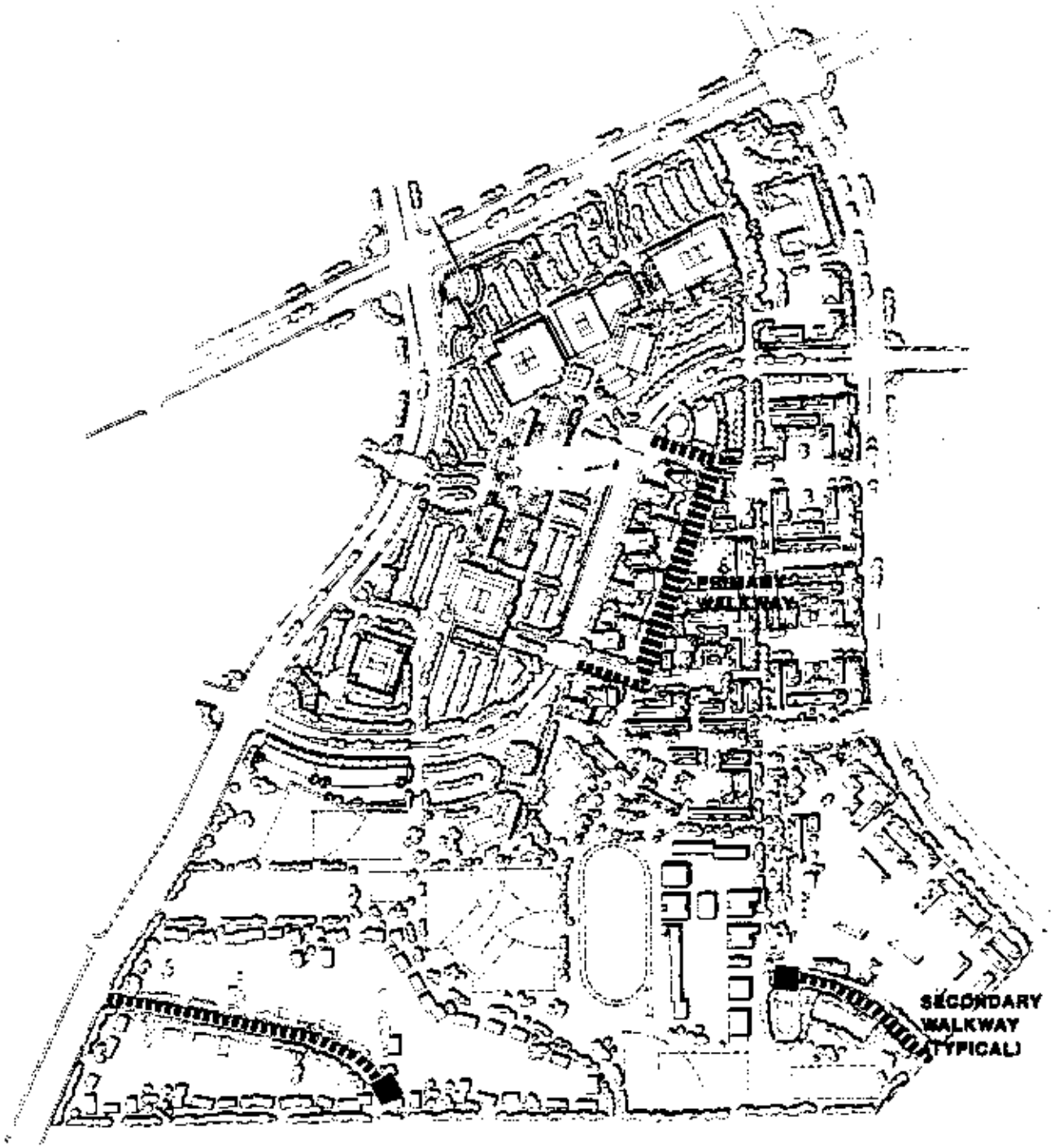
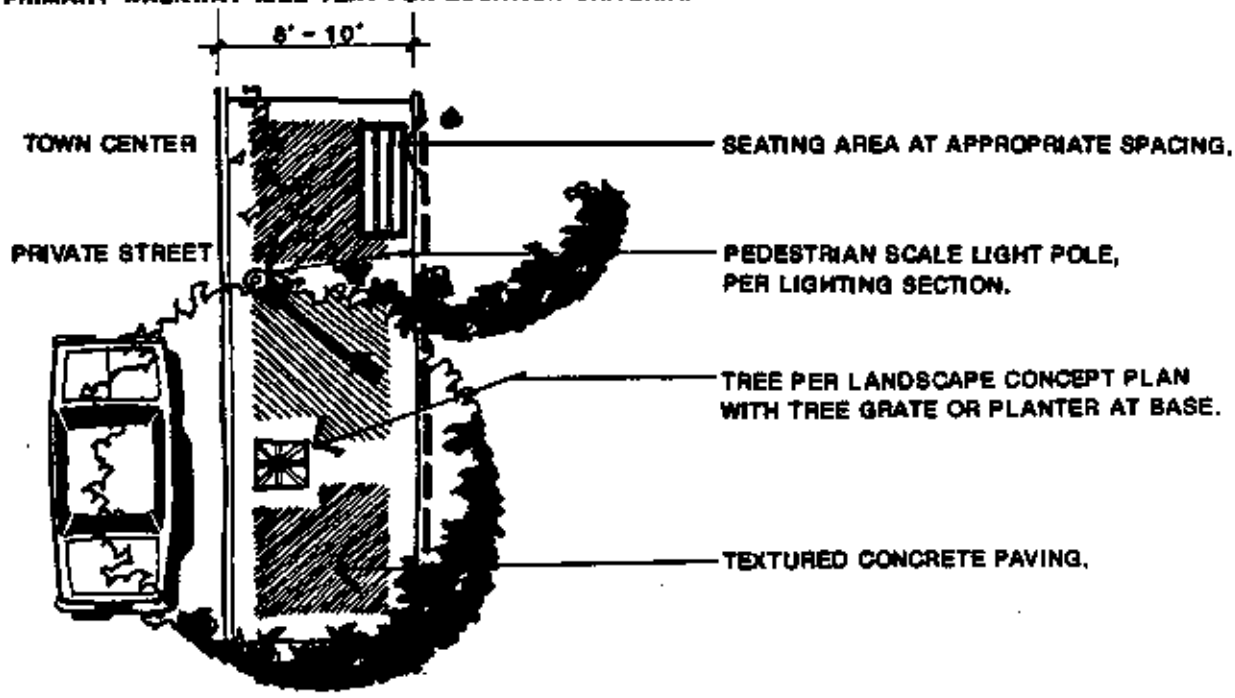


FIGURE 35
LOCATION: URBAN RESIDENTIAL WALKWAYS

PRIMARY WALKWAY (SEE TEXT FOR LOCATION CRITERIA)



SECONDARY WALKWAY (SEE TEXT FOR LOCATION CRITERIA)

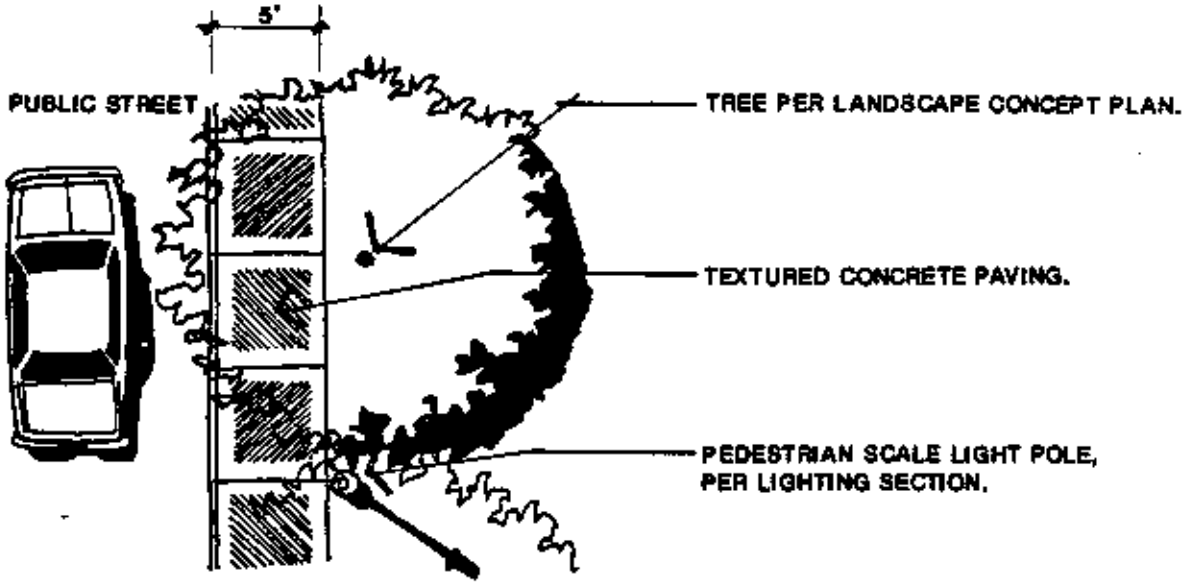


FIGURE 36
DESIGN TECHNIQUE: URBAN RESIDENTIAL WALKWAYS

Garden Pedestrian Walkways

The Garden Pedestrian Walkways form the backbone of the interior pedestrian walkway system for the Town Center Precise Plan Unit. The walkway system has been located so as to provide a convenient and vehicular free means of access to the major public and private facilities within the Town Center for residents of Neighborhood Unit Number Six.

There are two forms of Garden Pedestrian Walkways. The primary walkway connecting Unit Six to the Town Center core is designed to accommodate dual bicycle and pedestrian traffic as well as exclusive pedestrian movement. Figure 38 illustrates additional features recommended for the walkway. A secondary walkway system is provided to serve as a linkage from the Town Center residential neighborhoods to the commercial/retail core area. A means of access to and from both walkway systems should be provided by adjacent residential developments.

Trees along the walkway should conform to the Plant Material List described in the section titled, Landscape Concept Plan.

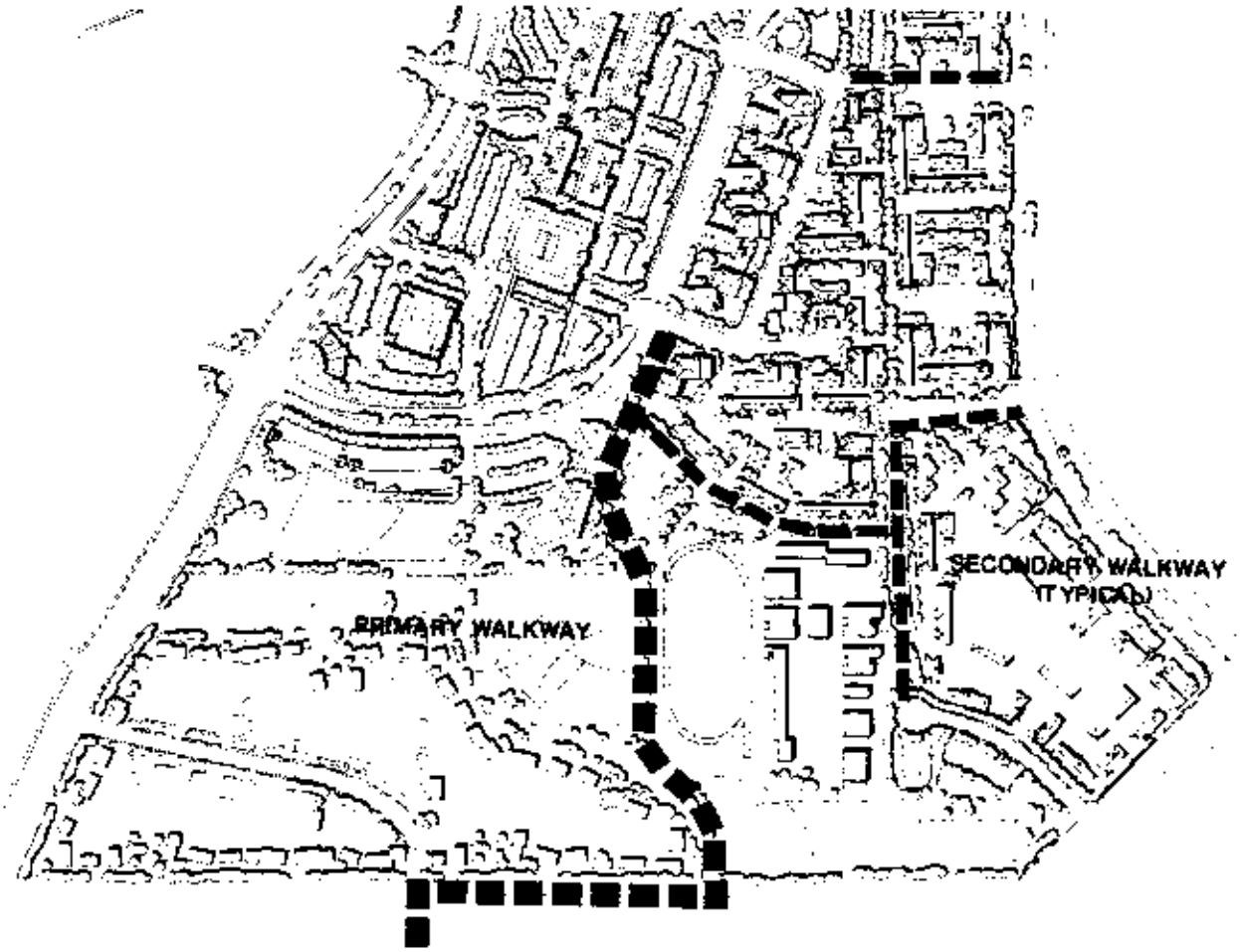


FIGURE 37

LOCATION: GARDEN PEDESTRIAN WALKWAYS

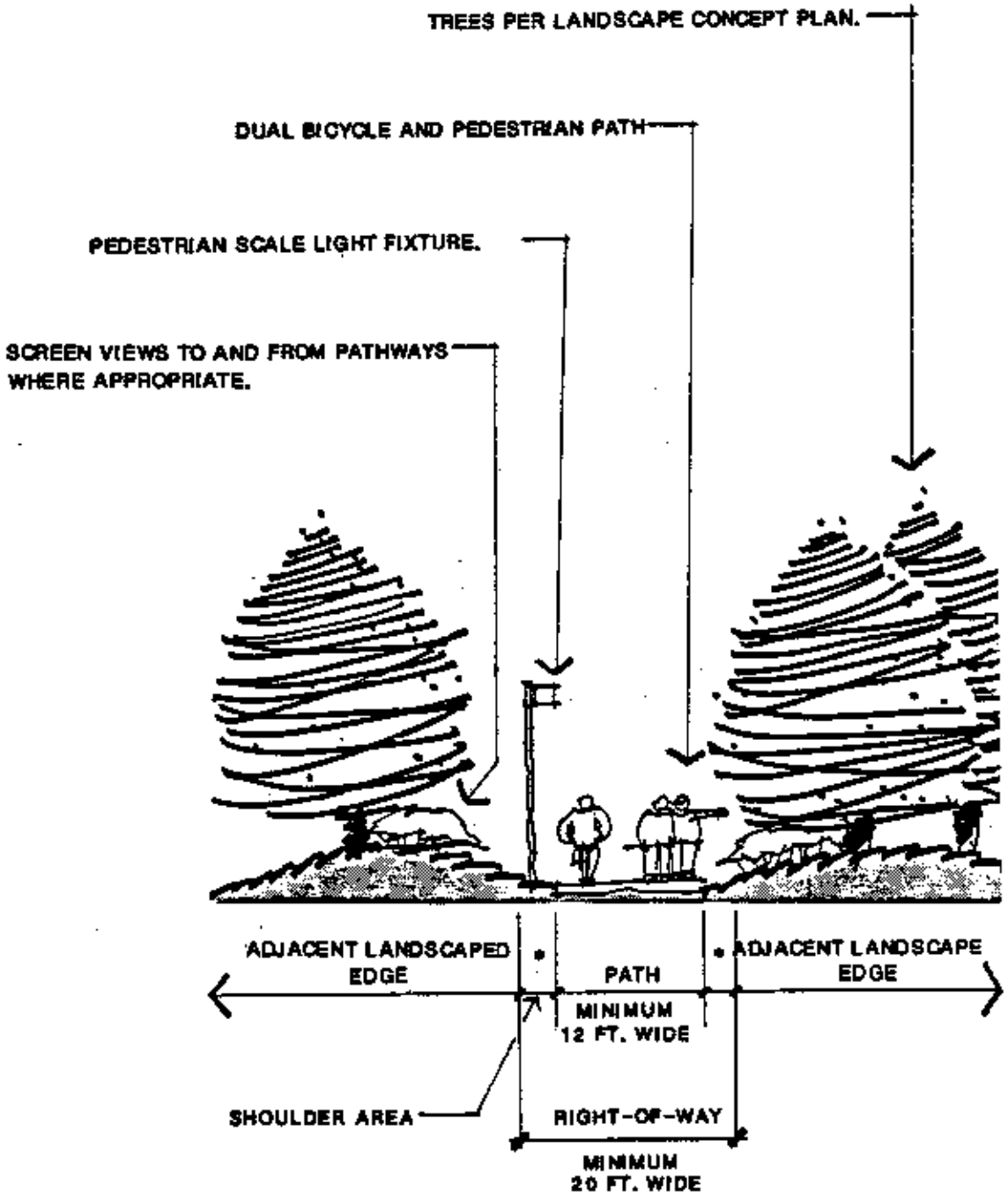


FIGURE 38

GARDEN RESIDENTIAL WALKWAYS

Urban Commercial Walkways

The Urban Commercial Walkway is essentially limited to the Town Center commercial areas. The primary alignments for the walkway have been illustrated on the Urban Design Plan so as to continue the concept of a vehicular free pedestrian-way through the interior of the Precise Plan Area. Figure 39 illustrates additional required walkways within the commercial core.

The walkway has been designed to adapt to two varying conditions within the commercial core. Figure 39 provides design guidance for walkways within and exterior to the commercial shopping center building mass.

The mall walkway will have continuous frontage of retail establishments and will remain open to the public during all daylight hours and after daylight whenever an establishment remains open for business. Each retail establishment fronting on the walkway will orient entirely to this element and coordinate landscape and paving materials with those used in the walkway.

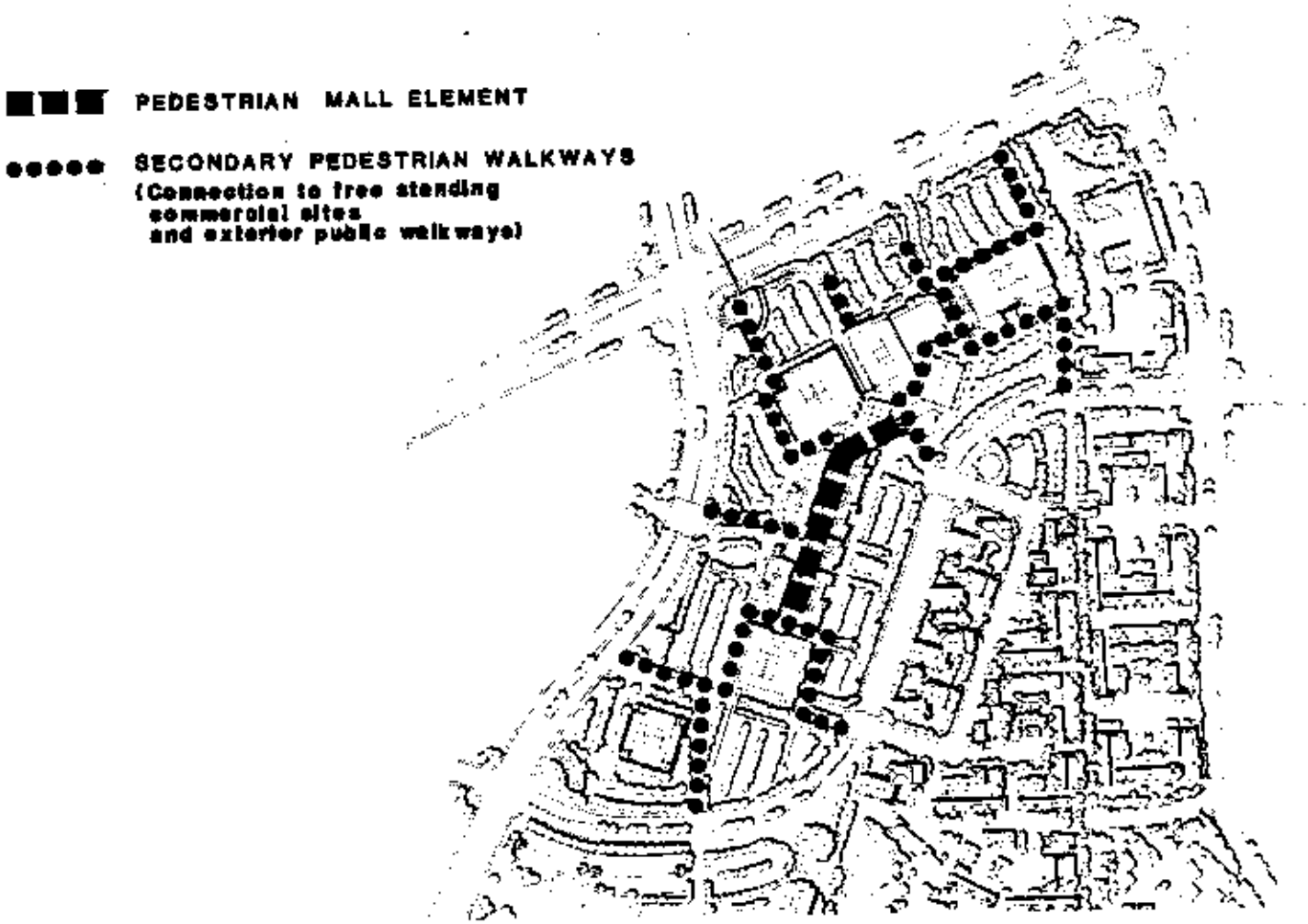


FIGURE 39

LOCATION: URBAN COMMERCIAL WALKWAYS

The mall walkway should vary in width from 40 feet to 100 feet. Access to second level shops should be integrated into the design and located no more than 200 feet apart. At least 3 nodes consisting of small public spaces of 5,000 square feet each shall be located at the ends and midpoint of each walkway within an enclosed end.

Walkways with open ends need not incorporate these nodes at the ends, but instead, must widen the entrance to the walkway by 50% of the typical mall width to emphasize pedestrian access. Each major change in direction of the walkway must incorporate a "node" as the means of achieving the change. Stairways incorporated in the walkways should not exceed 6" rise and 12" tread in

PEDESTRIAN MALL ELEMENT OF COMMERCIAL FACILITY SHOULD VARY IN WIDTH FROM 40' - 100'

MALL SHOULD CONTAIN THESE AMENITIES:

-LANDSCAPING PER GUIDELINES SECTION.

-PEDESTRIAN SCALE LIGHT FIXTURES OR BOLLARDS AT APPROPRIATE SPACING.

-PEDESTRIAN FURNITURE(SEATING, POTS, ETC.) AT APPROPRIATE INTERVALS.

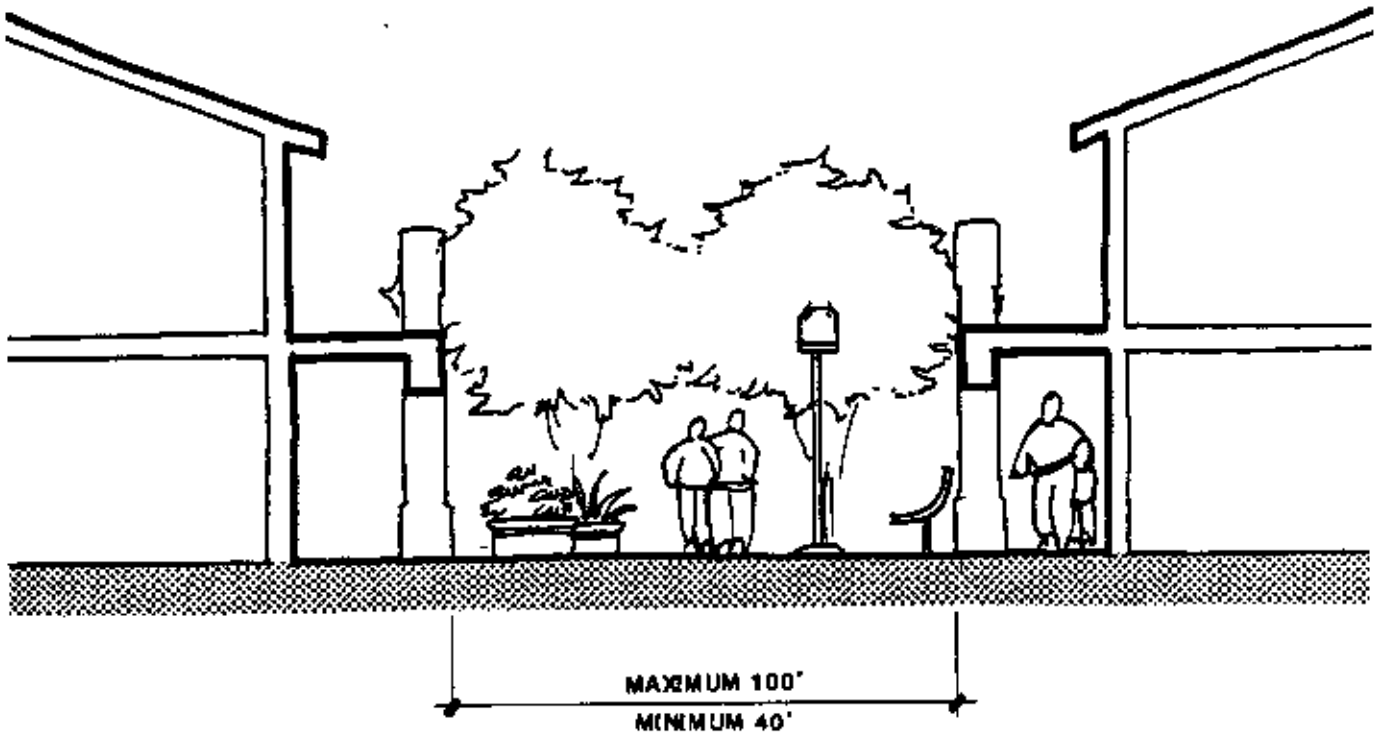


FIGURE 40

DESIGN TECHNIQUE: PEDESTRIAN MALL ELEMENT

steepness and should provide major landings at least each six feet in vertical rise. These landings should be designed as active space contributing to the overall use of the walkway by fronting a retail activity onto them whenever possible.

The pedestrian mall may be open to the sky, partially enclosed with a minimum vertical open area equal to 50% of the mall floor area, or enclosed with vertical or horizontal glazing equal to 50% of the mall floor area.

Tree and landscaping should conform to the Landscape Concept Plan.

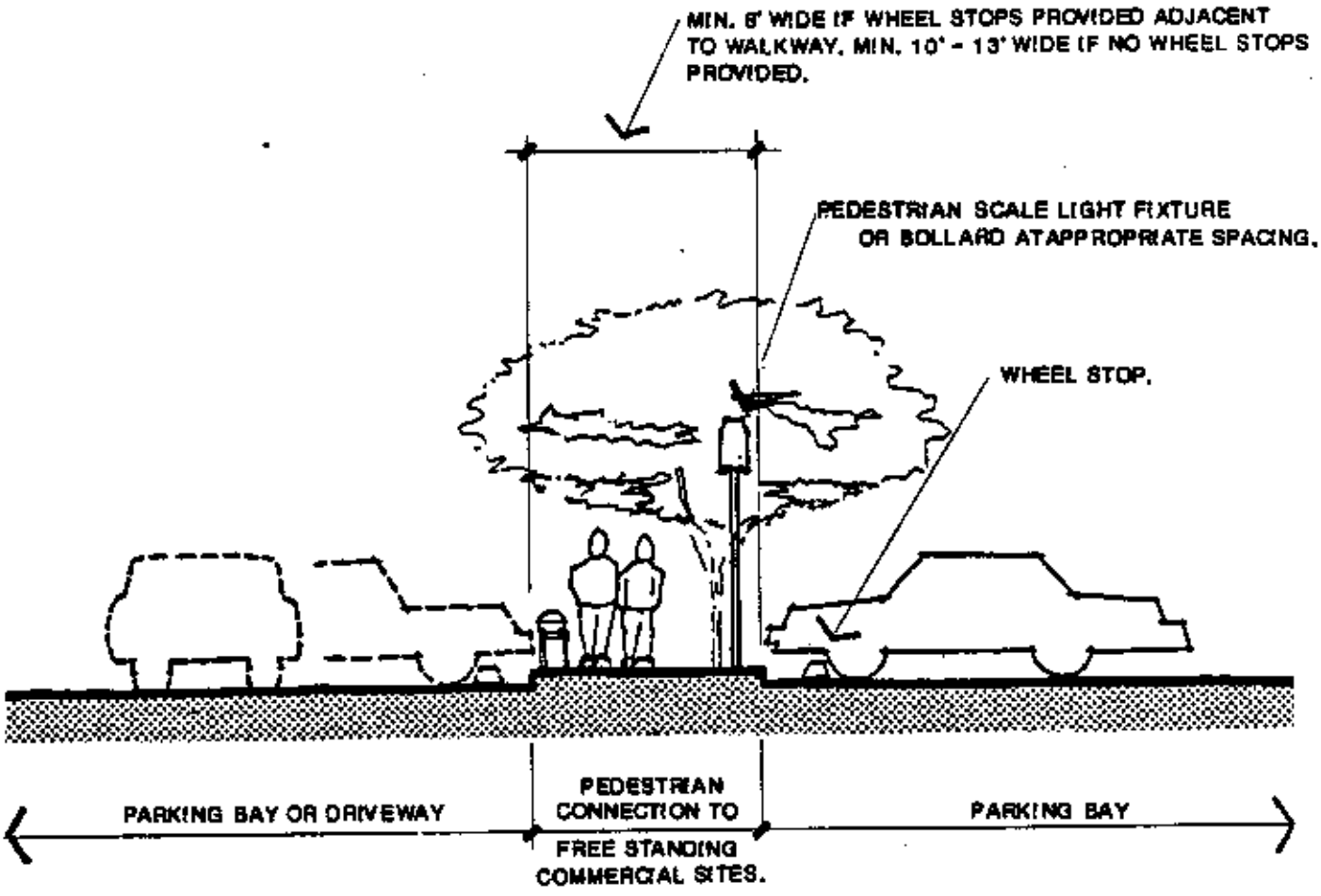


FIGURE 41

DESIGN TECHNIQUE: SECONDARY PEDESTRIAN WALKWAY

Town Square

The focal point of the Town Center commercial/housing core area will be the Town Square. Although two areas are illustrated for special attention one area should be more prominent than the other. This differentiation will be accomplished through architectural massing, and location and character of adjacent uses. The Town Square is also intended to be the "bridge" between the Neighborhood Commercial Center and the Regional Center.

The Town Square must be located centrally to the project. The space itself must be visible from a primary vehicular entrance and provide a major pedestrian drop-off point. Visibility into the square must be provided from all nearby pedestrian areas and all major walkways must converge into the square. Insofar as the Town Square is a public amenity, it must remain open and available to the public during daylight hours seven days a week and after daylight whenever a nearby establishment is operating or special event scheduled.

The Square must be capable of accommodating public displays and performances with attendance of 300. The total area requirement must not be less than 20,000 square feet.

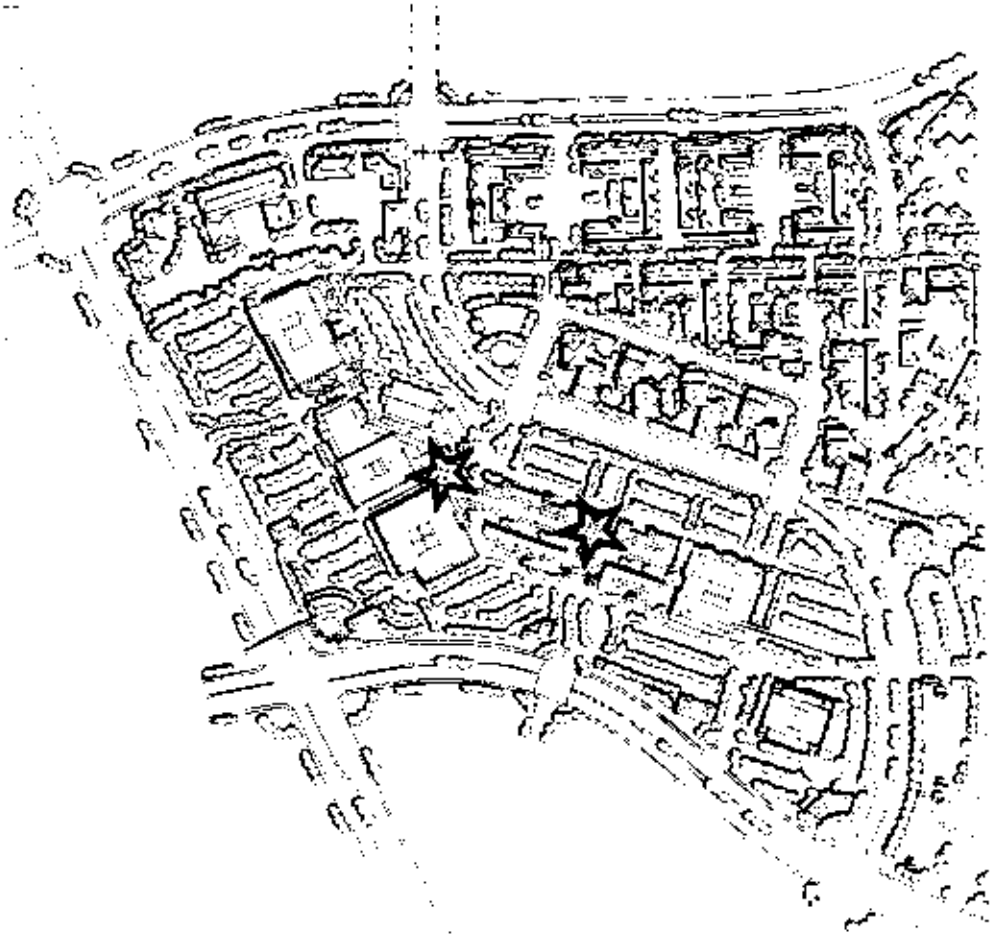


FIGURE 42

LOCATION: TOWN SQUARE

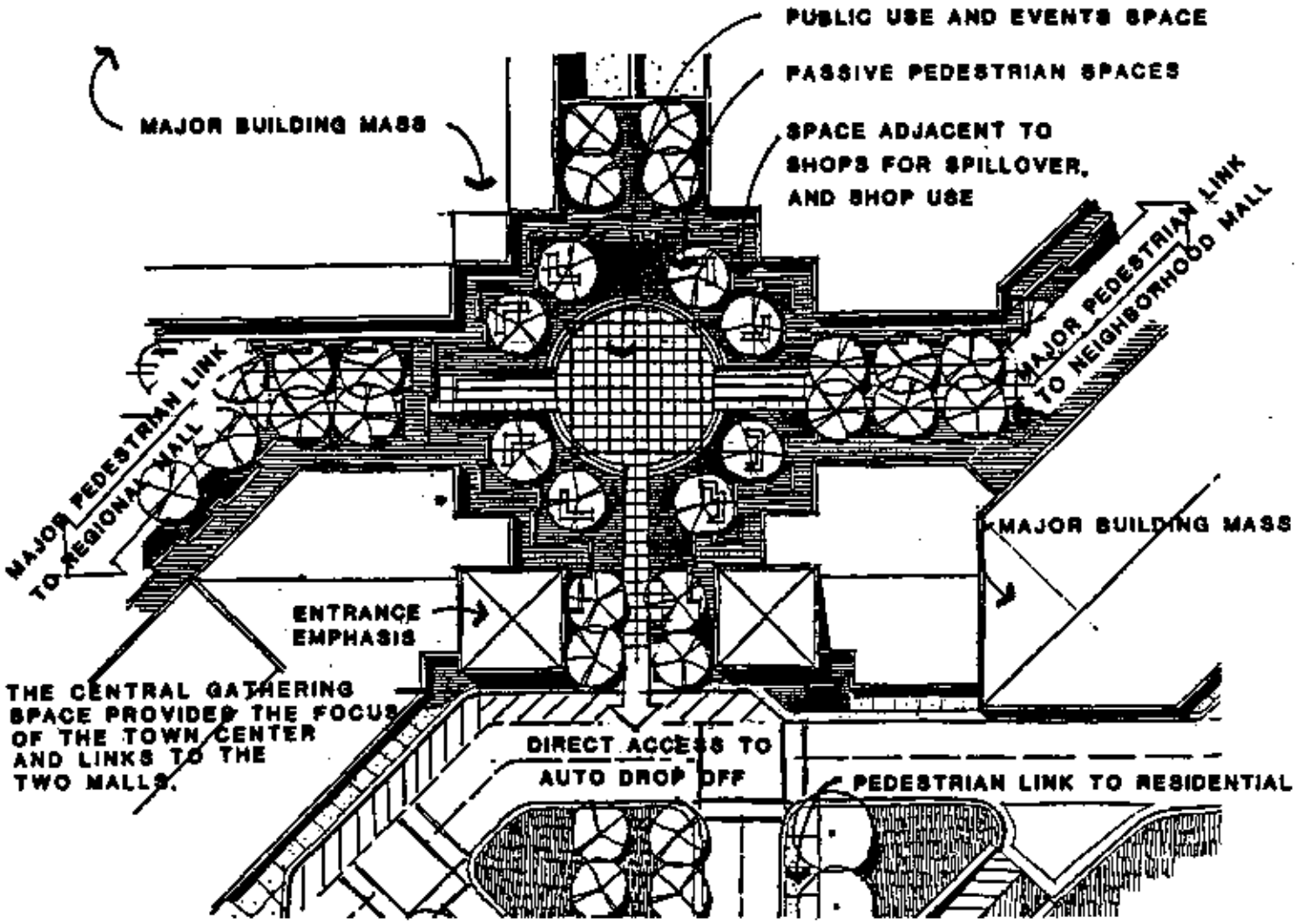


FIGURE 43

DESIGN TECHNIQUE: TOWN SQUARE-EXAMPLE

LANDSCAPE CONCEPT PLAN

Introduction

The intent of the Landscape Concept Plan is to create a unified plant material palette throughout the Precise Plan Unit as well as develop an individual sense of community identity for the Town Center as a whole. Common areas such as parkway edge conditions, parking areas, pedestrian walkways, and entry features fall under the category of "shared" landscapes.

General Criteria for Plant Selection

The following crieria was established in order to create a framework for the selection of the plant materials listed in the Plant Material Matrix section of this document. They are as follows:

Drought Tolerance

The landscape goal for North City West is to reduce water use on both a short-term and a long-term basis. This will lower costs, reduce maintenance, and most important, conserve water. Plants should be chosen to fit the objectives of:

* Water conservation
* Drought-adaptation
* Reduced maintenance

The color, texture and character of drought-adapted landscapes are in sympathy with the surrounding natural environment, and thus provide a harmonious image for North City West. Therefore, an additional related objective is:

* Aesthetic compatibility with the coastal zone locale.

Variables that govern plant selections throughout North City West include soil types and climate. Native plants should be chosen where feasible. Nonnative plants should be selected for their visual and cultural compatibility with the environment.

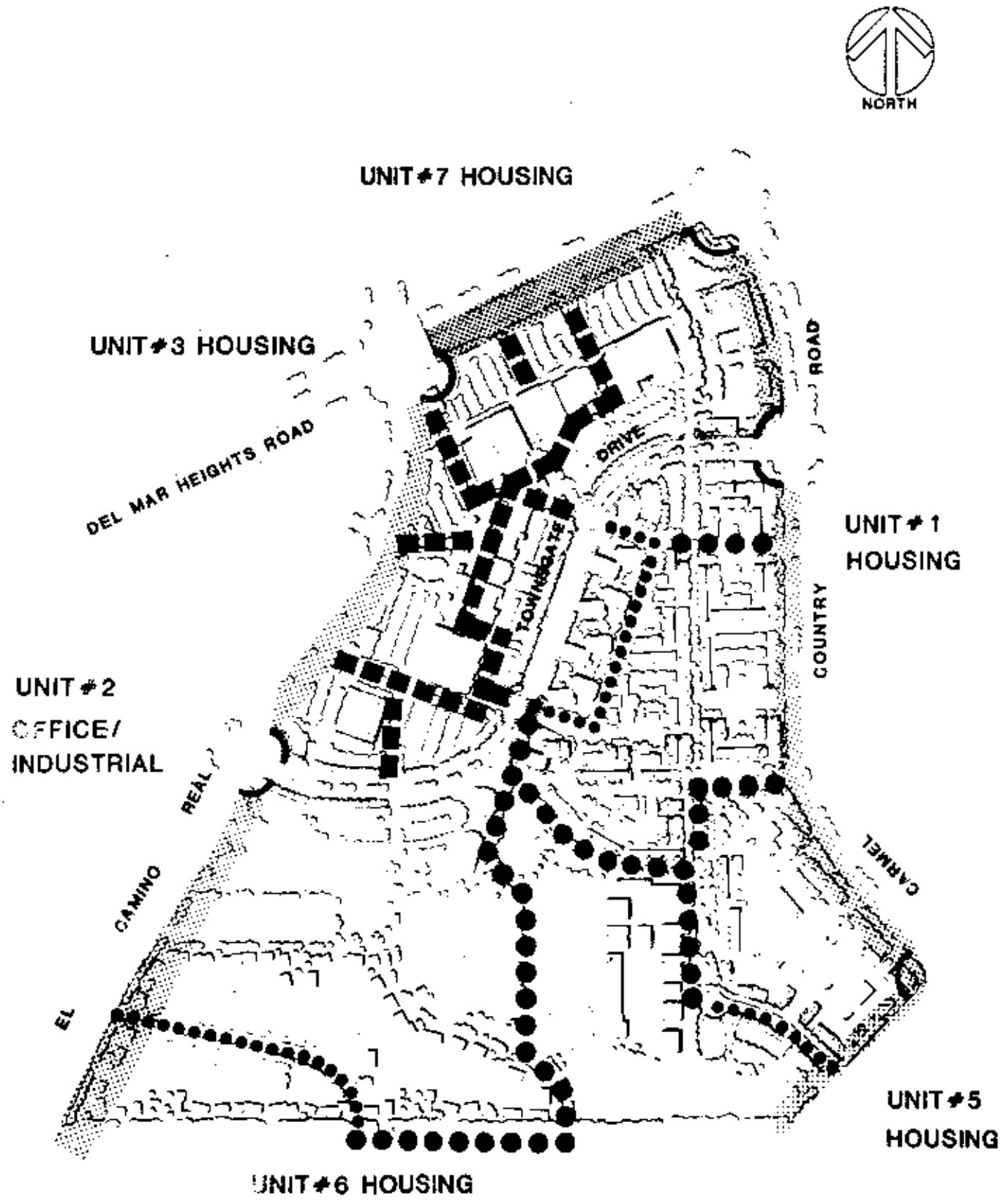
Theme Tree - Torrey Pine

Because the North City West locale is home to a unique and attractive native tree, the Torrey Pine, that plant should be woven into the overall concept of the streetscape plantings and neighborhoods as a unifying theme plant. The Torrey Pine is well adapted to the climate and soils of the area, so this selection is congruent with the goal of providing a drought-tolerant landscape.

Visual Perception and Travel Speed

Plant choices for North City West and Town Center streets should be made, in large part, with a range of travel speeds in mind. The relationship between pace and perception should govern the variety or uniformity of plant materials used.

For convenience and applicability to other plans and programs for North City West, "zones" 1 through 4 are based on existing street classifications. The zone-street classification relationhip is also useful in identifying characteristic rates of travel.


NORTH
UNIT #7 HOUSING
UNIT #3 HOUSING
DEL MAR HEIGHTS ROAD
TOWNGATE
DRIVE
ROAD
UNIT #1
HOUSING
COUNTRY
UNIT #2
OFFICE/
INDUSTRIAL
REAL
CAMINO
EL
CARMEL
UNIT #5
HOUSING
UNIT #6 HOUSING

LEGEND

ZONE 1

ZONE 2

ZONE 3

ZONE 4

ZONE 5

ZONE 6

ZONE 7

ZONE 8

FIGURE 44

LANDSCAPE CONCEPT PLAN

Zone 1
Del Mar Heights Road, (Six Lane Arterial).

Zone 1 represents the first impression of North City West, and should have strong visual impact. Colorful dramatic plants should create a powerful, inviting identity statement for North City West.

PRIMARY PLANT PALETTE

See Matrix for complete list of plants.

SLOPE CONDITIONS

TREES - such as:

Pinus torryana - Torrey Pine
Pinus eldarica - Mondel Pine
Eucalyptus polyanthemos - Silver Dollar Gum

SHRUBS - such as:

Arbutus unedo - Strawberry Tree
Ceanothus spp. - Wild Lilac
Nerium oleander - Oleander
Heteromeles arbutifolia - Toyon

GROUND COVERS - such as:

See Matrix for complete list of plants.

LEVEL CONDITIONS

TREES - such as:

Liquidambar styraciflua - "Palo Alto"
Tristania conferta - Brisbane Box
Eucalyptus polyanthemos - Silver Dollar Gum

SHRUBS - such as:

See Matrix for complete list of plants.

GROUND COVERS - such as:

See Matrix for complete list of plants.

PLANTING DESIGN TECHNIQUE

See Figures 45 and 46 for slope and level area conditions.

MINIMUM TREE SIZE

Specimen box and 15 gallon containers.

TREE TO LANDSCAPE AREA RATIO

One tree for every 600 square feet of landscape setback area. Within the above criteria one tree for every 1,200 square feet of landscape setback area will be a specimen box size.

Zone 2
El Camino Real (Six Lane Major), Carmel Country Road, Carmel Creek Road (4 Lane Prime Arterial).

Traffic on main arteries will be fast and high in volume. Thus, viewers will be unable to distinguish a wide range of plant materials. Uniformity and minimum variety of species should be the key to choices for these landscape zones.

PRIMARY PLANT PALETTE

See Matrix for complete list of plants.

SLOPE CONDITIONS

TREES - such as:

Pinus torreyana - Torrey Pine
Pinus eldarica - Mondel Pine
Eucalyptus polyanthemos - Silver Dollar Gum

SHRUBS - Same as Zone 1.

GROUND COVERS - such as:

See Matrix for complete list of plants.

LEVEL CONDITIONS

Same as Zone 1.

PLANTING DESIGN TECHNIQUE

See Figures 45 and 46 for slope and level conditions.

MINIMUM TREE SIZE

Same as Zone 1.

TREE TO LANDSCAPE AREA RATIO

Same as Zone 1.

ZONE 3
Townsgate Drive and other Collector Status Streets or Cul De Sacs.

As travel speed diminishes, the ability to distinguish and appreciate a diversity of plants increases. With this in mind, greater variety can be introduced into Zone 3 plantings.

PRIMARY PLANT PALETTE

See Matrix for complete list of plants.

SLOPE CONDITIONS

TREES - such as:

Pinus canariensis - Canary Island Pine
Eucalyptus nicholli - Willow-Leaf Eucalyptus
Pinus torreyana - Torrey Pine

SHRUBS - such as:

See Matrix for complete list of plants.

GROUND COVERS - such as:

See Matrix for complete list of plants.

LEVEL CONDITIONS

Same as Zone 1.

PLANTING DESIGN TECHNIQUES

See Figures 45 and 46 for slope and level area conditions.

MINIMUM TREE SIZE

Same as Zone 1.

TREE TO LANDSCAPE AREA RATIO

One tree for every 500 square feet of landscape setback area. Within the above criteria one tree for every 1,000 square feet of landscape setback area will be a specimen box size.

Zone 4
Local Streets

In keeping with a traffic tempo that is appropriate to residential areas, still more variety can be introduced into the local street plantings. An expanded plant palette, with greater visual interest, diversity and seasonal color, should add distinction to internal streetscapes and will help individuate each neighborhood.

PRIMARY PLANT PALETTE

See Matrix for complete list of plants.

SLOPE CONDITIONS

TREES - such as:

See Matrix for complete list of plants.

SHRUBS - such as:

See Matrix for complete list of plants.

GROUND COVER - such as:

See Matrix for complete list of plants.

LEVEL CONDITIONS

Same as Zone 1.

PLANTING DESIGN TECHNIQUES

See Figures 45 and 46 for slope and level area conditions.

MINIMUM TREE SIZE

Same as Zone 1.

TREE TO LANDSCAPE AREA RATIO

One tree for every 500 square feet of landscape setback area. Within the above criteria one tree for every 1,000 square feet of landscape setback area will be a specimen box size.

Zone 5
Intersections

Colorful and unusual specimens should be chosen to emphasize the importance of certain key areas, such as intersections that mark the entrances to each neighborhood. The contrast between colorful/unusual "identity" plants and the uniformity of the other streetscape plants will punctuate points of special interest and will provide variety in the planned landscape.

PRIMARY PLANT PALETTE

See Matrix for complete list of plants.

TREES - such as:

Eucalyptus ficifolia - Red Flowering Gum
Bauhinia variegata - Orchid Tree
Erythrina caffra - Coral Tree
Koelreuteria bipinnata - Flame Tree
Platanus spp. - Sycamore

SHRUBS - such as:

Dietes bicolor - Fortnight Lily
Echium fastuosum - Pride Madeira
Escallonia spp. - Pink Lady
Gemolepis chrysanthemiodes - N.C.N.
Hemerocallis hybrids - Day Lily
Limonium perezii - Sea Lavender
Melaleuca nesophila - Pink Melaleuca
Nerium oleander - Oleander
Tecomaria capensis - Cape Honeysuckle

GROUND COVERS - such as:

Aptenia spp. - Red Apples
Bougainvilla spp. - Bougainvilla
Drosanthemum floribundum - Ice Plant
Lampranthus spp. - Ice Plant
Lawn - Turf

PLANTING DESIGN TECHNIQUE

See Figure 46 for recommended planting concept.

MINIMUM TREE SIZE

Same as Zone 1.

TREE TO LANDSCAPE AREA RATIO

Same as zones 1 and 2.

Zone 6
Urban Commercial Walkways

PRIMARY PLANT PALETTE

TREES - such as:

Cupaniopsis anacardioides - Carrotwood
Ficus retusa nitida - Indian Laurel Fig
Pittosporum undulatum - Victorian Box
Platanus acerifolia - London Plane Tree
Pyrus Kawakamii - Evergreen Pear.

See Matrix for additional trees.

PLANTING DESIGN TECHNIQUE

Double row of canopy trees central to the mall's alignment. Pots, flower boxes, etc. will be encouraged where commercial frontage exists.

MINIMUM TREE SIZE

Specimen box and 15 gallon containers.

TREE TO LANDSCAPE AREA RATIO

Same as Zone 4.

Zone 7
Urban Residential Walkways

See Zone 4 for appropriate guidelines and criteria.

Zone 8
Garden Pedestrian Walkways

PRIMARY PLANT PALETTE

TREES - such as:

Liquidamber straciflua - Sweet Gum
Platanus racemosa - California Sycamore
Pinus halepensis - Aleppo Pine
Smaller scale eucalyptus spp.

See Matrix for additional trees.

PLANTING DESIGN TECHNIQUE

Trees to be placed in a meandering grove-like pattern.

Minimum Tree Size

Specimen box and 15 gallon sizes.

TREE TO LANDSCAPE AREA RATIO

Tree to landscape area ratio one tree for every 600 square feet of landscape setback area. Within the above criteria will be one specimen box tree for every 1,200 square feet of landscpe setback area.

Surface Parking Areas
(greater than 2,000 sq.ft. in size)

PRIMARY PLANT PALETTE (See Matrix for full list)

TREES - such as:

Cupaniopsis anacardiodes - Carrotwood
Ficus sp. - Fig
Gleditsia sp. - Honey Locust
Koelreateria sp.
Podocarpus gracilior - Fern Tree

SHRUBS - such as:

(See Matrix under Zone 5)

GROUND COVERS - such as:

(See Matrix under Zone 5)

PLANTING DESIGN TECHNIQUE

Trees to form a low spreading canopy over large paved surface areas.

Landscape parking strips and islands shall be included to provide visual relief over large surface parking areas.

Residential parking areas will incorporate landscape strips and islands as a means to modulate the size of large surface areas. The design intent is to create a series of parking area modules as opposed to large, singular surface areas.

MINIMUM TREE SIZE

Specimen box and 15 gallon containers.

TREE TO LANDSCAPE AREA RATIO

One tree for every eight parking stalls.

ADDITIONAL LANDSCAPE CRITERIA

A minimum of ten percent of the interior of parking areas shall be devoted to landscaped parking strips and islands.

Parking Structures

PRIMARY PLANT PALETTE

DECK AREA TREES - such as:

Callistemon citrinus - Bottlebrush
Ficus retusa - Indian Laurel Fig
Metrosideros excelsa - New Zealand Christmas Tree
Nerium Oleander - Oleander
Pyrus Kawakamii - Evergreen Pear

SCREENING TREES - such as:

(See Zones 1-4 for selection of appropriate trees)

VINES - such as:

Bougainvillea - Bougainvillea
Jasminum sp. - Jasmine
Clematis sp. - Clematis
Trachelospermum aeriaficum - Star Jasmine
Wisteria - Wisteria

PLANTING DESIGN TECHNIQUE

Landscaping on surface deck areas can incorporate either trees in planters or an arbor concept with vines. Guidelines for screening parking structures along streets are illustrated in Figures 24 and 26.

MINIMUM TREE SIZE

Specimen box and 15 gallon.

Plant Material Matrix

TREE TO LANDSCAPE AREA RATIO

One tree for every eight parking stalls if trees are used in place of an arbor concept.

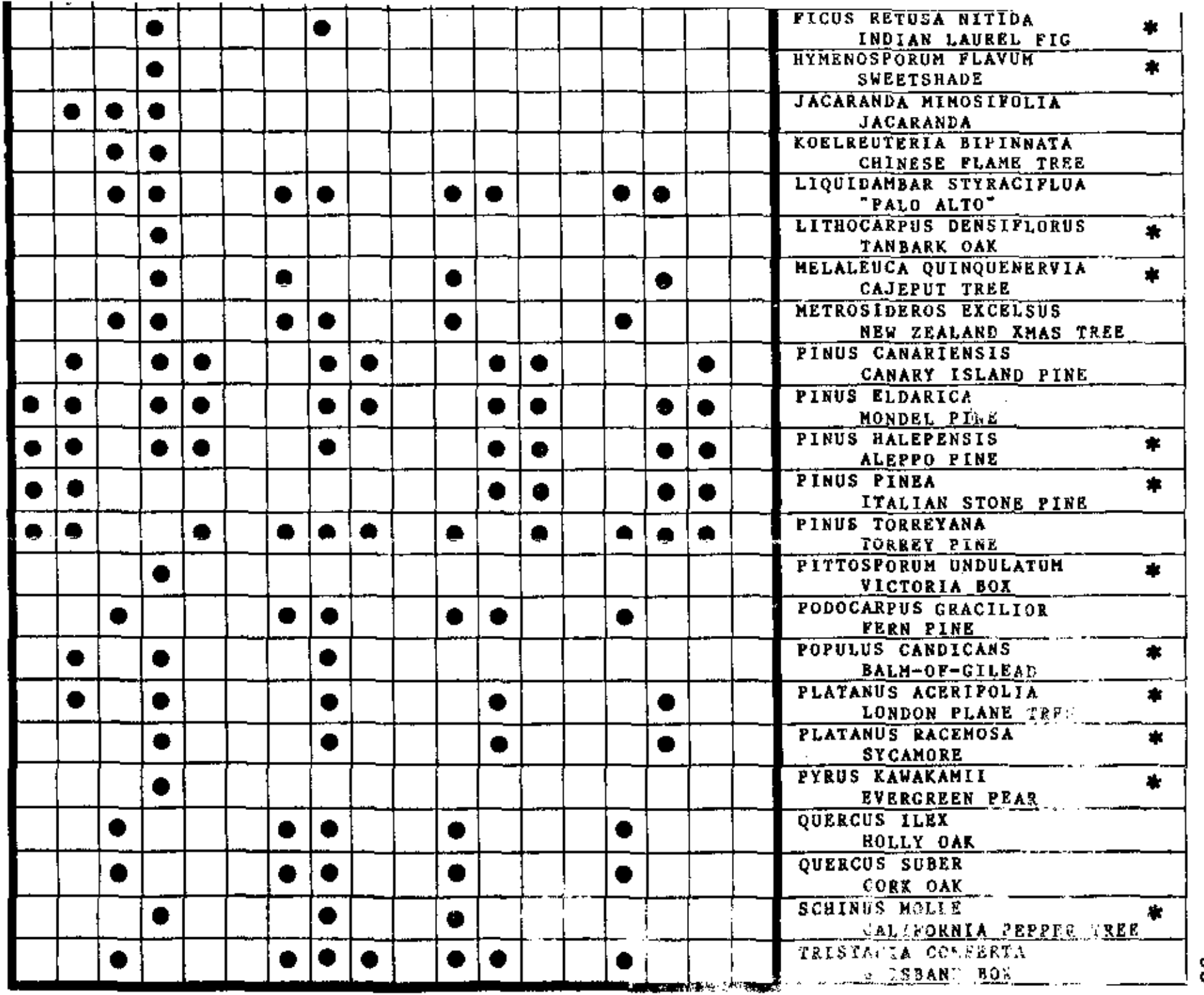
The following three charts (Trees, Shrubs and Ground Covers) have been designed to help quickly identify appropriate plants for each streetscape "zone". The vertical axis lists each zone. Each zone lists the area types (Slope, Flat, etc.) that must be considered in plant selection. The horizontal axis lists acceptable plants. A large dot identifies the appropriate match between plant and area zone, according to the General Criteria for Plant Selection.

It should be noted that each Matrix includes the primary recommended plants which meet the basic criteria for North City West, -- the lists are not intended to be fully comprehensive. Additional trees may be added to the Matrix with the approval of the Park and Recreation Director or Planning Director.

TREES

LANDSCAPE ZONE / PLANT MATERIAL	* ACACIA BAILEYANA "PURPUREA" PURPLE-LEAF ACACIA	* ACACIA MELANOXYLON BLACKWOOD ACACIA	AGONIS FLEXUOSA PEPPERMINT TREE	* ALNUS CORDATA ITALIAN ALDER	* ALNUS RHOMBIFOLIA WHITE ALDER	* BAUHINIA VARIEGATA ORCHID TREE	CALLISTEMON VIMINALIS WEEPING BOTTLEBRUSH	CUPANIA ANACARDIODES CARROT WOOD	* ERYTHRINA CAFFRA CORAL TREE	* EUCALYPTUS CAMALDULENSIS RED GUM	EUCALYPTUS PICIFOLIA RED-FLOWERING GUM	EUCALYPTUS NICHOLLI WILLOW-LEAFED PEPPERMINT	EUCALYPTUS POLYANTHEMOS SILVER DOLLAR GUM	* EUCALYPTUS RUDIS DESERT GUM	* EUCALYPTUS SIDEROXYLON RED IRON BARK	EUCALYPTUS TORQUATA CORAL GUM	* FICUS RUBIGINOSA RUSTYLEAF FIG
1																	
SLOPE AREAS										●	●		●				
FLAT AREAS				●	●					●			●		●		
MEDIANS											●		●				
2																	
SLOPE AREAS										●	●		●				
FLAT AREAS				●	●								●		●		
MEDIANS								●			●		●				
3																	
SLOPE AREAS		●								●		●	●	●	●	●	
FLAT AREAS	●	●	●	●	●	●		●	●			●	●	●	●	●	●
MEDIANS								●				●	●			●	
4																	
SLOPE AREAS												●	●	●	●	●	
FLAT AREAS			●	●	●	●	●	●	●			●	●	●		●	●
MEDIANS								●	●								
5				●	●	●			●		●						●
6										●			●		●		

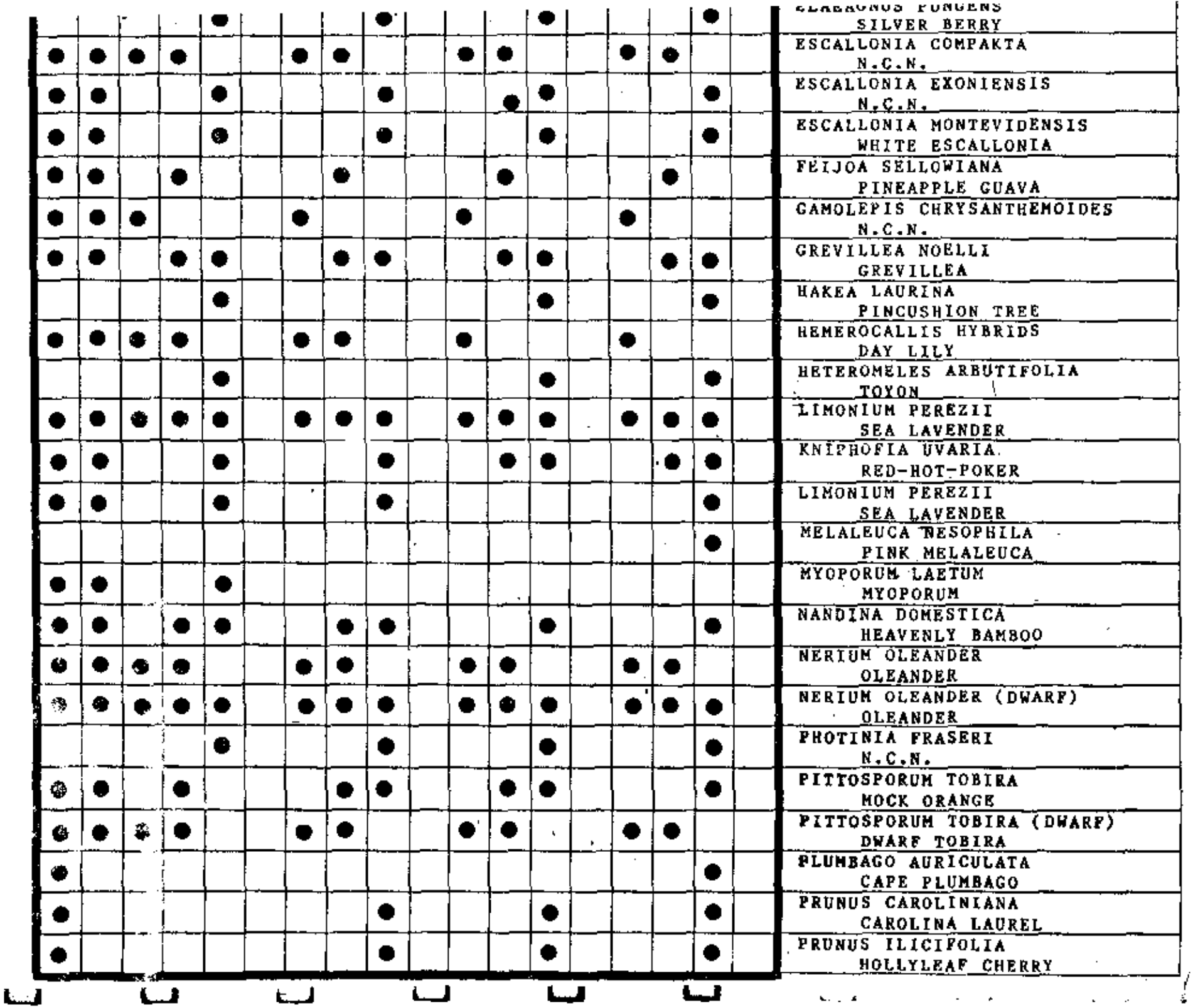
*- INDICATES TREES NOT ALLOWED WITHIN STREET RIGHT-OF-WAY. STREET TREES AND PLANNING DEPARTMENT.



ARE SUBJECT TO THE REVIEW AND APPROVAL OF THE PARK AND RECREATION DEPARTMENT

SHRUBS

LANDSCAPE ZONE / PLANT MATERIAL	ABELIA GRANDIFLORA (DWARF VAR.) GLOSSY ABELIA	ACACIA CYCLOPIS ACACIA	ACACIA CULTRIFORMIS KNIFE ACACIA	ACACIA VERTICILLATA N.C.N.	ARBUTUS UNEDO STRAWBERRY TREE	AGAPANTHUS AFRICANUS LILY-OF-THE-NILE	ARCTOSTAPHYLOS DENSIFLORA MANZANITA	CARISSA GRANDIFLORA NATAL PLUM	CEANOTHUS VERRUCOSUS WILD LILAC	CEANOTHUS GRISEUS HORIZONTALIS CARMEL CREEPER	CISTUS PURPUREUS ORCHID ROCKROSE	COPROSMA REPENS MIRROR PLANT	COTONEASTER MICROPHYLLUS ROCKSPRAY COTONEASTER	COTONEASTER LACTEUS PARNEY COTONEASTER	DIETES BICOLOR FORTNIGHT LILY	DODONAEA VISCOSA HOPSEED BUSH	ECHIUM FASTUOSUM PRIDE OF MADEIRA
1																	
SLOPE AREAS		●	●	●	●		●		●	●	●	●	●	●		●	●
FLAT AREAS	●							●			●	●	●	●			
MEDIANS	●					●		●			●	●	●	●	●		
2																	
SLOPE AREAS		●	●	●	●		●		●	●	●	●	●	●		●	●
FLAT AREAS	●							●			●	●	●	●			
MEDIANS	●					●		●			●	●	●	●	●		
3																	
SLOPE AREAS		●	●	●	●		●		●	●	●	●	●	●		●	●
FLAT AREAS	●					●		●			●	●	●	●	●		
MEDIANS	●					●		●			●	●	●	●	●		
4																	
SLOPE AREAS		●	●	●	●		●		●	●	●	●	●	●			●
FLAT AREAS	●					●		●							●		
MEDIANS	●					●		●				●			●		
5	●	●	●	●		●		●				●	●	●	●	●	●
6	●	●	●	●	●	●		●				●	●	●	●	●	



ELAEAGNUS PUNGENS
SILVER BERRY
ESCALLONIA COMPAKTA
N.C.N.
ESCALLONIA EXONIENSIS
N.C.N.
ESCALLONIA MONTEVIDENSIS
WHITE ESCALLONIA
FEIJOA SELLOWIANA
PINEAPPLE GUAVA
GAMOLEPIS CHRYSANTHEMOIDES
N.C.N.
GREVILLEA NOELLI
GREVILLEA
HAKEA LAURINA
PINCUSHION TREE
HEMEROCALLIS HYBRIDS
DAY LILY
HETEROMELES ARBUTIFOLIA
TOYON
LIMONIUM PEREZII
SEA LAVENDER
KNIPHOFIA UVARIA
RED-HOT-POKER
LIMONIUM PEREZII
SEA LAVENDER
MELALEUCA NESOPHILA
PINK MELALEUCA
MYOPORUM LAETUM
MYOPORUM
NANDINA DOMESTICA
HEAVENLY BAMBOO
NERIUM OLEANDER
OLEANDER
NERIUM OLEANDER (DWARF)
OLEANDER
PHOTINIA FRASERI
N.C.N.
PITTOSPORUM TOBIRA
MOCK ORANGE
PITTOSPORUM TOBIRA (DWARF)
DWARF TOBIRA
PLUMBAGO AURICULATA
CAPE PLUMBAGO
PRUNUS CAROLINIANA
CAROLINA LAUREL
PRUNUS ILICIFOLIA
HOLLYLEAF CHERRY

SHRUBS (cont.)

LANDSCAPE ZONE / PLANT MATERIAL	PRUNUS LYONII CATALINA CHERRY	RAPHIOLEPIS INDICA CLARA HAWTHORN	RAPHIOLEPIS OVATA N.C.N.	RHAMNUS CALIFORNICA COFFEEBERRY	RHUS INTEGRIFOLIA LEMONADE BERRY	RHUS OVATA SUGAR BUSH	TECOMARIA CAPENSIS CAPE HONEYSUCKLE	XYLOSMA CONGESTUM GLOSSY XYLOSMA
1								
SLOPE AREAS	●	●	●	●	●	●	●	●
FLAT AREAS		●						
MEDIANS		●						
2								
SLOPE AREAS	●	●	●	●	●	●	●	●
FLAT AREAS		●						
MEDIANS		●						
3								
SLOPE AREAS	●	●	●				●	
FLAT AREAS		●	●					
MEDIANS		●						
4								
SLOPE AREAS	●	●	●		●		●	
FLAT AREAS		●						
MEDIANS		●						
5	●	●	●	●	●	●	●	●

GROUND COVER

LANDSCAPE ZONE / PLANT MATERIAL	ACACIA REDOLENS ACACIA ONGERUP	APTENIA SPP. RED APPLE	ARCTOSTAPHYLOS UVA-URSI BEARBERRY	ATRIPLEX SEMIBACCATA AUSTRALIAN SALTBUSH	BACCHARIS PILULARIS COYOTE BRUSH	BOUGAINVILLA SPP. BOUGAINVILLA	CEANOTHUS GRISELUS HORI. CARMEL CREEPER	COTONEASTER MICROPHYLLUS COTONEASTER	DELOSPERMA "ALBA" WHITE TRAILING ICE PLANT	DROSANTHEMUM FLORIBUNDUM ROSEA ICE PLANT	GAZANIA SPLENDENS GAZANIA	HEDERA HELIX IVY	IVA HAYESIANA POVERTY WEED	LAMPRANTHUS PRODUCTUS N.C.N.	LAMPRANTHUS SPECTABILIS TRAILING ICE PLANT	LANTANA MONTEVIDENSIS HYBRIDS LANTANA	LIPPIA REPENS LIPPIA
1																	
SLOPE AREAS	●	●	●	●	●	●	●	●	●	●			●	●	●	●	●
FLAT AREAS		●			●			●		●				●	●		
MEDIANS								●		●	●				●	●	
2																	
SLOPE AREAS	●	●	●	●	●	●	●	●	●	●			●	●	●	●	
FLAT AREAS		●			●			●		●				●	●		
MEDIANS								●		●	●				●	●	
3																	
SLOPE AREAS	●	●				●	●	●	●	●				●	●	●	
FLAT AREAS					●			●		●				●	●	●	
MEDIANS								●		●	●	●		●	●	●	
4																	
SLOPE AREAS	●	●				●	●	●	●	●				●	●	●	
FLAT AREAS								●		●	●	●		●	●	●	
MEDIANS						●					●	●		●	●	●	
5	●	●				●	●	●	●	●	●	●		●	●	●	
6	●	●	●	●	●	●	●	●	●	●				●	●	●	

	HONEYSUCKLE	MYOPORUM PARVIFOLIUM N.C.N.	PELARGONIUM PELTATUM IVY GERANIUM	ROSMARINUS OFFICINALIS ROSEMARY	TRACHELOSPERUM JASMINOIDES STAR JASMINE	TURF LAWN	IRRIGATED HYDROSEED MIX (SEE NOTE)	NON-IRRIGATED HYDROSEED MIX (SEE NOTE)
		●		●			●	●
●			●	●		●	●	
			●		●			
		●		●			●	●
●			●	●		●	●	
			●		●			
●		●		●	●		●	●
					●			
			●		●	●		
●		●		●	●		●	●
●			●		●	●		
●			●		●	●		
●		●	●	●	●	●	●	●
		●	●	●			●	●

NOTE:

IRRIGATED HYDROSEED MIX

LOBULARIA MARITIMA
TROPAEOLUM MAJUS
ESCHSCHOLZIA CALIFORNICA
TRIFOLIUM FRAGIFERUM VAR.
GAZANIA SPLENDENS
ATRIPLEX "CORTO"
ACACIA REDOLENS

NON-IRRIGATED HYDROSEED MIX

ESCHSCHOLZIA CALIFORNICA
ERIOPHYLLUM CONFERTIFLORUM
ENGELIA CALIFORNICA
LOTUS SCOPARIUS
BACCHARIS SAROTHROIDES
ADENOSTOMA FACICALATUM
MIMULUS PUNICEUS
HETERMELES ARBUTIFOLIA
CEANOTHUS VERRUCOSUS
VIGUIERA LACINIATA
MALOSMA LAURINA
RHUS INTEGRIFOLIA
ERIOGONUM FASCICULATUM
ARTEMISIA CALIFORNICA
QUERCUS DUMOSA
BROMUS MOLLIS
ATRIPLEX SP. BACCATA

Design Techniques for Specific Landscaping Conditions

The following section outlines the minimum standards of design technique for the streetscapes of North City West. The term "design technique" describes the arrangement and use of plants within the following categories:

* Slope areas
* Flat areas
* Intersections
* Medians

Each of the above areas can be found in one or more of the landscape zones.

Medians (Center Islands)

The planting areas of medians should be a minimum width of six feet wide. Paved areas between both curbs and median planter must be a minimum width of two feet, and turn-pocket noses will not be planted.

Tree selections and spacings should allow for vehicle clearance at maturity. Large-scale deciduous trees are the preferred choices for medians.

* ZONES 1 AND 2

Informal placement of trees is the preferred planting design technique for medians in zones 1 and 2.

Because of high travel speeds (reduced visual perception) a solid massing of shrubs/ground covers is preferred, but an introduction of accent plants at the beginning and end of each median is acceptable. Use of lawn is not permitted within zone 1 and 2 medians.

* ZONE 3

Again, an informal plant arrangement is encouraged, but lawn can be introduced at the beginnings and ends of Zone 3 medians. The use of lawn, however, is limited to the following conditions and requirements.

1. The maximum area allocated for lawn shall not exceed seventy per cent (70%) of the total planted area within the median.
2. When the lineal dimension of the entire planted area of a median is less than 100 feet in length, a solid massing of either ground covers/shrubs or lawn is required.

ZONE 4

Same as Zone 3.

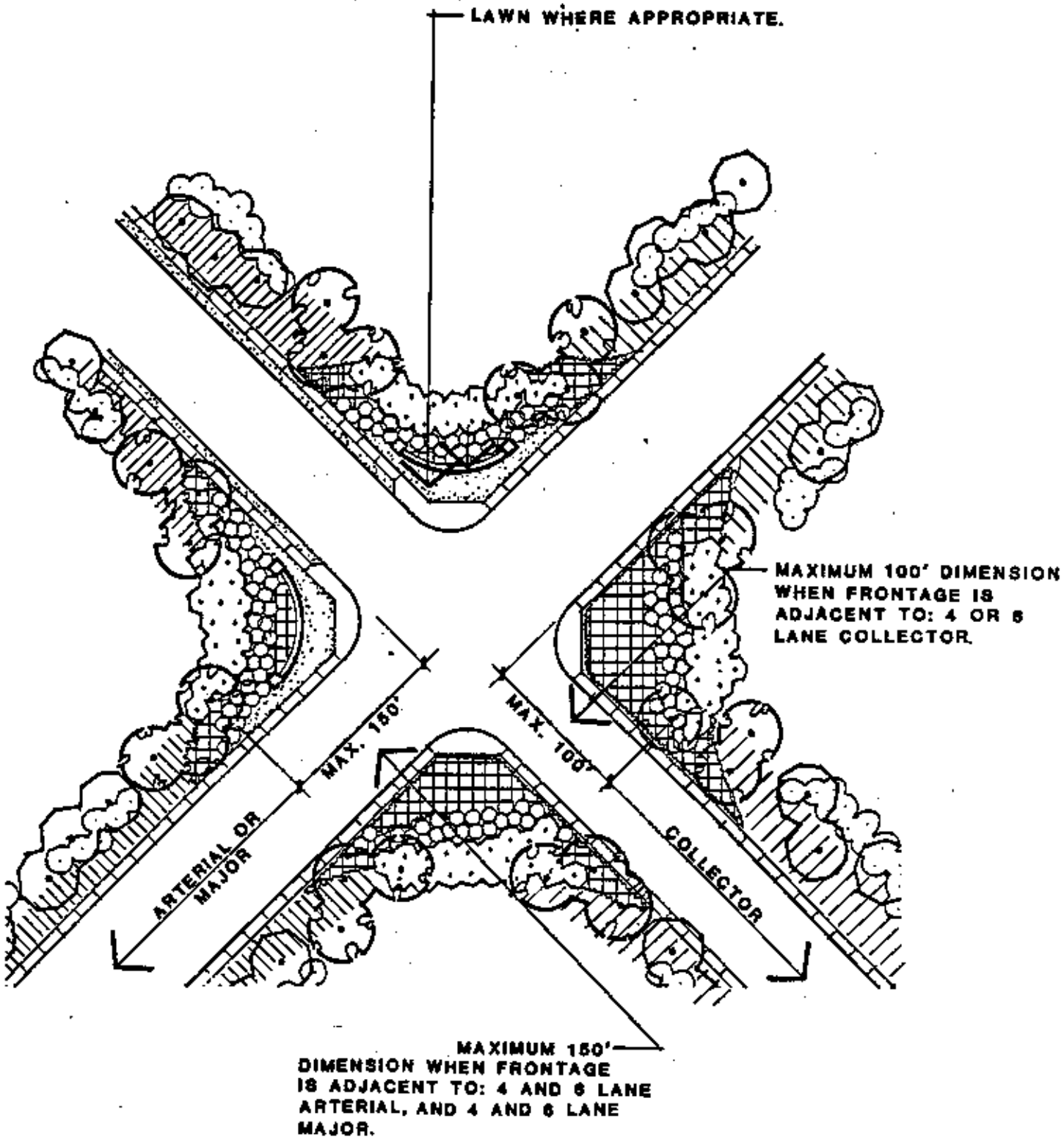
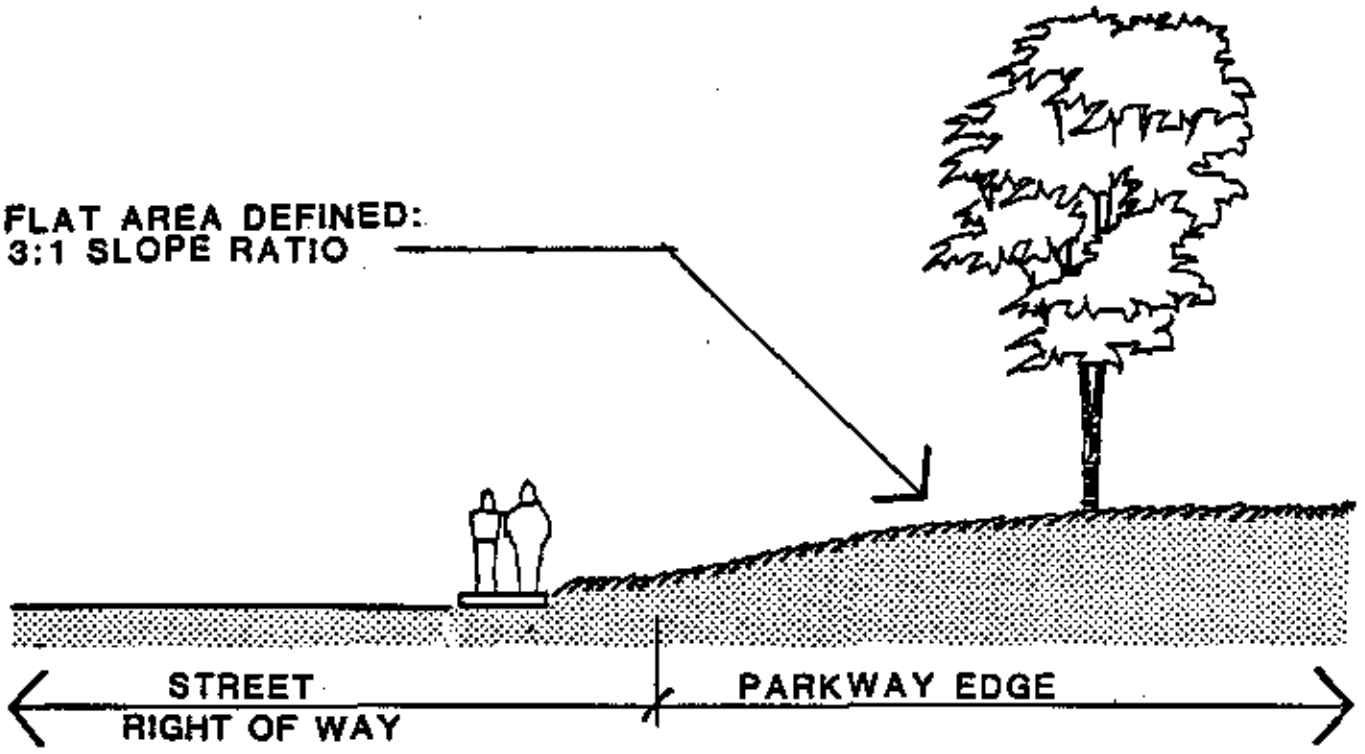


FIGURE 45

DESIGN TECHNIQUE: INTERSECTIONS



USE OF LAWN:

Lawns and lawn-substitutes are introduced into flat areas to create a clean, well-kept effect. The use of lawn, however, is restricted when the landscaped parkway edge equals or exceeds a dimension of 40'-0". Under such conditions the use of lawn is limited to 50 per cent of the plantable landscape parkway area.

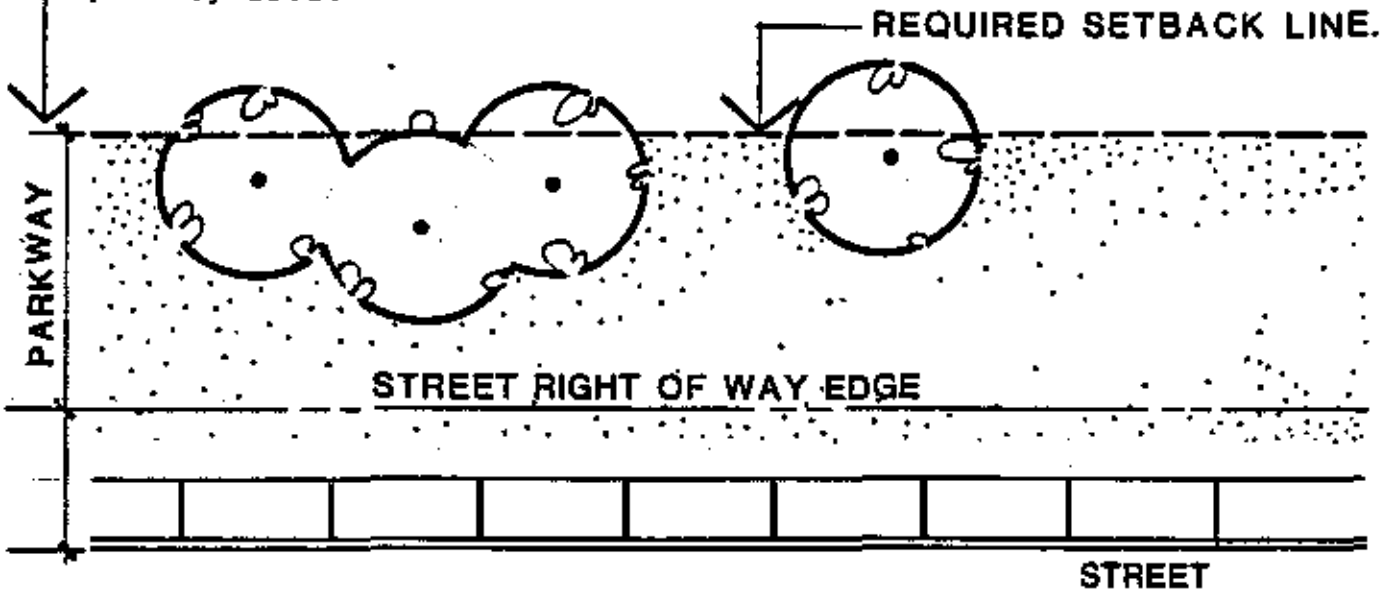
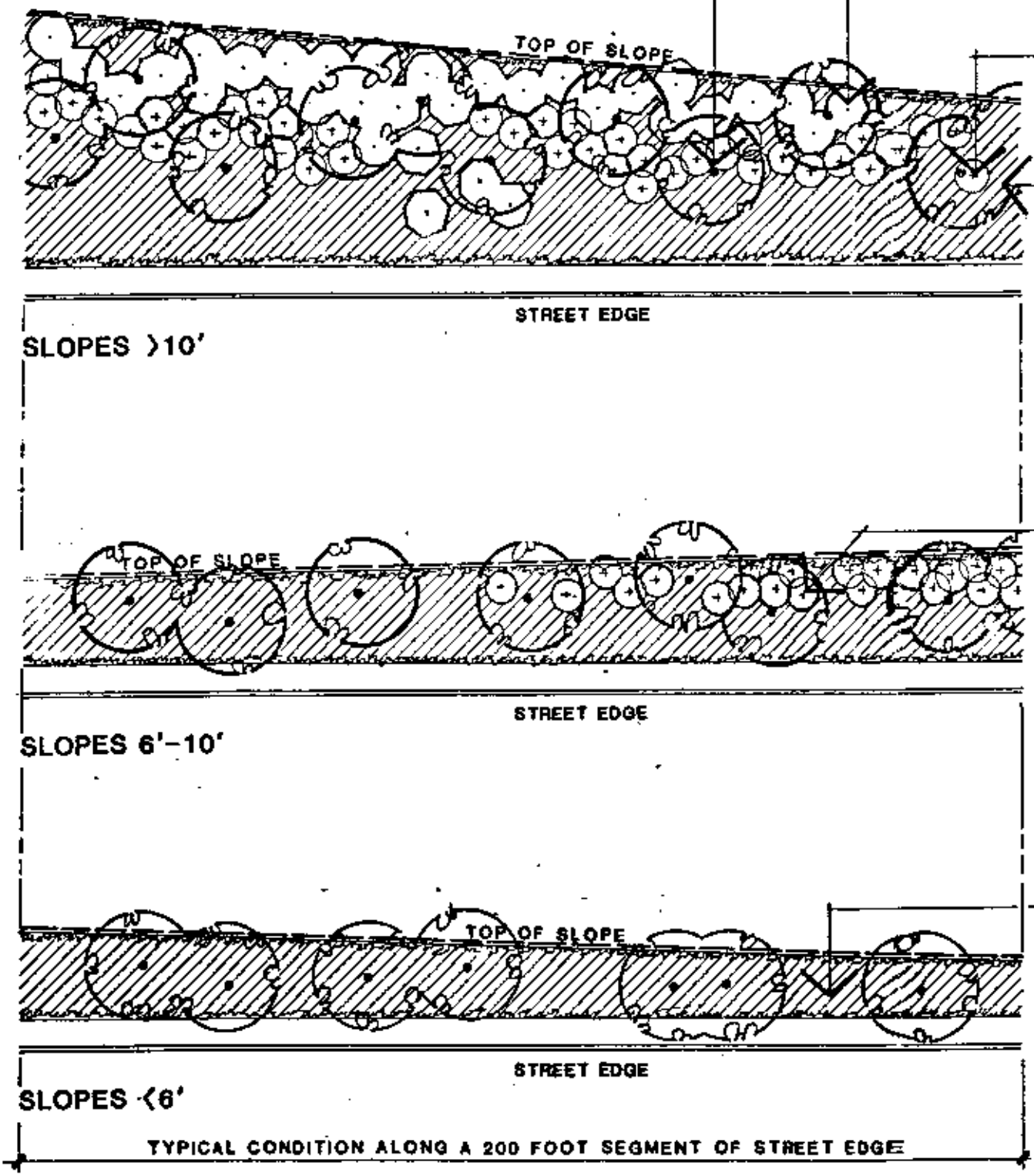


FIGURE 46

DESIGN TECHNIQUE: FLAT AREAS



TYPICAL CONDITION ALONG A 200 FOOT SEGMENT OF STREET EDGE

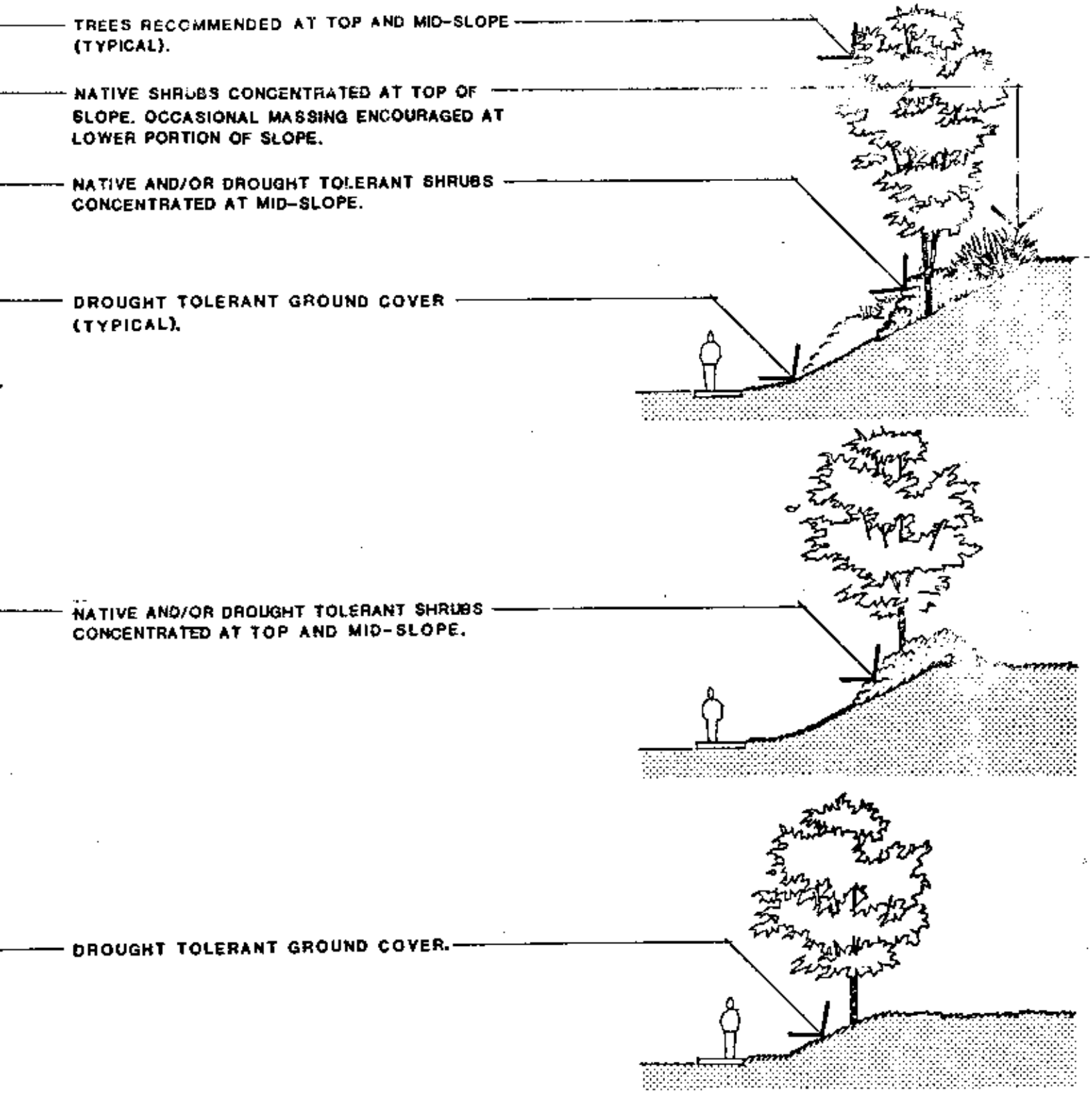


FIGURE 47
DESIGN TECHNIQUE: SLOPES

Manufactured Slopes

All cut and fill slopes will be planted and irrigated as required by Division 4, Section G2 of the San Diego Municipal Code, and in accordance with the City of San Diego Engineer's Specifications for Landscaping and Irrigation for Land Development, Doc. 746395 (filed February 20, 1974).

Generally, low-maintenance plants should be used on slopes and in public or common areas. Drought tolerant plants and natives should be introduced where feasible.

Slope area landscaping should utilize the required trees listed in the Additional Recommended Tree List Table.

Plant Selection

All plants should be provided in accordance with the California State Department of Agriculture's regulations for nursery inspections, rules, and grading. All plants should have a habit of growth normal to that species and should be sound, healthy, vigorous, and free of insect infestations, plant diseases, and objectionable disfigurements. They should have normally well-developed branch systems and vigorous and fibrous root systems which are not root or pot bound.

The size of plants will correspond with that normally expected for the species and varieties of commercially available nursery stock. All plants should be adaptable to the climatic conditions of the area in which they are planted.

Plant materials should be of good quality and meet marketable merchandise standards. Trees should exhibit a trunk caliber adequate to support their foliage crowns. Shrubs should exhibit a balanced and uniform growth pattern. Groundcover rooted cuttings should be healthy, vigorous, and well-rooted.

The use of "specimen" size trees is encouraged at special areas, such as neighborhood entrances, project entries, and focal points. No specimen tree should be smaller than a 24-inch box in size.

The spacing of trees and shrubs should be appropriate to the species used. Plant materials should also be spaced so that they do not interfere with adequate area lighting or restrict access to emergency apparatus, such as fire hydrants or fire alarm boxes. Proper spacing should also ensure unobstructed access for vehicles and pedestrians. The selection and placement of plants should take into consideration sight distance criteria for motorists, particularly at neighborhood and project entries.

Landscape Maintenance

All planting areas should be maintained in a weed and debris-free condition. Walkways should be kept clear of debris from maintenance operations, erosion runoff from storms and irrigation, and windblown debris. Land included in common maintenance areas shall be maintained by owner.

The irrigation system should be a permanent, automatic underground system, programmed to deliver adequate soil moisture as determined by close personal inspection. The soil moisture attained should promote vigorous growth of all plant materials. The system should be maintained in good working order. Cleaning and adjustment to the system should be a part of regular maintenance activities.

All landscape catch basins, swales, channels, and other drainage devices should be maintained in a state conducive to conducting water in a free-flowing condition.

Fencing and Walls

All fences and walls should be designed as integral elements of the building architecture or complementary to the architecture and landscape character. Plant materials should be used to soften the appearance of all walls and fences. Fencing will be subject to the Planning Director's approval as to material, color, and height. Figure 28 illustrates the wall type to be employed as a noise barrier.

Energy Conservation

In order to reduce the amount of energy consumed, the following criteria will be considered:

1. Where possible, buildings should be oriented with the long axis in an east west direction with full southern exposure, resulting in reduced east and west facing wall surfaces.

2. Outside shades and awning for windows should be utilized.

3. The exterior of dwelling units should be shaded with vegetation, using coniferous trees on north and deciduous trees on south.

LIGHTING CONCEPT

Introduction

The lighting concept for the Town Center covers the areas within the perimeter streets. Street lighting criteria within the right-of-way of public streets, such as El Camino Real and Del Mar Heights Road, will be provided in accordance with Council Policy 600-4.

General Guidelines

The Town Center has unique lighting requirements in that it needs to provide for intensive nighttime use by the Town Center residents as well as those of the surrounding community.

The lighting concept is composed of several lighting districts which have their own illumination requirements and character - they are as follows:

Urban Commercial Walkways, Circulation Zones and Town Square.

The lighting character for this area is intended to be festive and varied, in context with the variety of uses and shops and general active nature of the core area.

Storefront lighting which overflows from the interior uses, will be a significant factor in illuminating the pedestrian areas. Supplemental lighting, independent of storefronts will be provided to insure proper illumination and security lighting during non-business hours.

All light fixtures will be pedestrian in scale and mounted on either posts or the building wall and integrated into the architectural character.

Pedestrian lighting must achieve a uniformity ratio of 3.5:1 average to minimum with a maintained average of 1.0 footcandle and a minimum of .5 footcandle. In secondary walkway areas, point-to-point lighting is acceptable with provisions for clearly identified paths and destinations.

Parking Areas

The illumination of parking areas is to primarily provide for safe and comfortable use by both the vehicular and pedestrian user, while at the same time not presenting an overlit parking area which will interfere with, and detract from, the commercial uses or adjacent high density residential sites.

Parking Area lighting will be mounted at medium heights. See Figure 48. Fixture type and design should include a full cut-off shield directing all illumination down to the parking surface.

Parking Areas must maintain uniformity levels of 3:1 average to minimum with a maintained average of 1 footcandle and minimum of .5 footcandle.

Commercial Service Areas

Service area lighting must not spill over into adjacent areas and the lighting source must not be visible from the roadways.

Entries

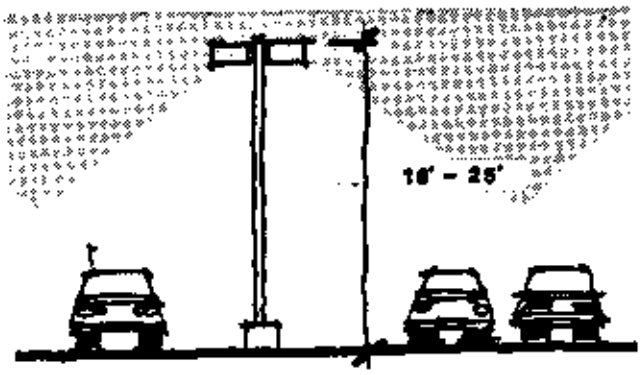
Special lighting will be placed at key entries (auto and pedestrian) to indicate point of entry and will be combined with project identity signing.

Residential Areas

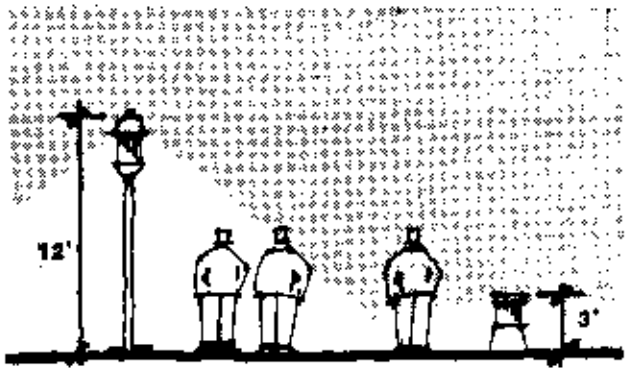
Pedestrian and project lighting within the residential areas will be designed as an integrated solution to serve both the project needs, as well as the needs of the pedestrian moving through these spaces. Clear distinction as to public and private spaces will be provided by lighting. Care will be taken so that the outdoor night-time illumination will not conflict with the interior living spaces of residents.

Lighting in the Park and Open Space Zone must meet the needs of both the pedestrian and adjacent developments. In the public spaces along Townsgate Drive and within the Park, lighting will be of a pedestrian scale and coordinated to reinforce the character of this Zone.

Pedestrian lighting must achieve a uniformity ratio of 3.5:1 average to minimum with a maintained average of 1.0 footcandles. In secondary walkway areas, point-to-point lighting is acceptable with provisions for clearly identified paths and destinations.



PARKING LOT FIXTURE



WALKWAY FIXTURES

FIGURE 48

LIGHT FIXTURES

SIGNAGE AND GRAPHICS

Town Center Commercial Core

All signs in the Town Center Commercial Core area shall be subject to review under the criteria expressed in Section 101.1123, Division 11, of the Municipal Code of the City of San Diego, Comprehensive Sign Plan. Under the Comprehensive Sign Plan the Planning Director shall have the authority to permit the utilization of comprehensive sign plans for certain situations in lieu of the sign regulations applicable to any particular commercial zone.

Any Comprehensive Sign Plan submitted to the Planning Director shall include the location, size, height, color, lighting, visual effects and orientation of all proposed signs. Preliminary minimum standards for signage within the Commercial Core area are described in the Carmel Valley Precise Plan - Design Element.

The Comprehensive Sign Plan for the Town Center Commercial Core will be submitted and approved with the first Development Plan.

Precise Plan Residential Neighborhoods

Signage within the residential neighbohoods are subject to the minimum standards described in the Carmel Valley Precise Plan - Design Element. Additional criteria such as minimum clearance, area, etc. are governed by Paragraph D Section 101.0410, Division 4; Sign Regulations for R Zones, of the Municipal Code.

Additional standards for public facilities within the Precise Plan Area are subject to the regulations of the governing respective agencies.

GRADING AND DRAINAGE

Introduction

Illustrated in the accompanying Conceptual Grading Plan, Figure 49, the Town Center Precise Plan Unit will be graded in gently stepped terraces and slopes. This criteria was immediately established at the beginning of the design and planning process in order to maintain the site's unique topography of ridges and gulleys.

To avoid rigidity in the final design of individual development areas, it should be mentioned that Figure 49 is a conceptual diagram. Transition areas between individual development pads should be contoured to simulate natural conditions. Furthermore, multiple pads should be created as opposed to large flat pads.

Beyond the concern taken to plan and design within the site's existing grading framework of varying high points and low points, studies were done in order to analyze the Town Center's proposed grading and building mass relationship with adjacent development units. Sections A and B respectively illustrate the east west and north south relationships. The cross-sections show the proposed and existing surface elevations.

Cross-sections C, D, and E are limited to the sites within the Precise Plan boundaries. With the exception of Section D, Sections C and E with its emphasis on a stepped grading concept, essentially conforms to the site's existing topogaphy. Section B, however, depicts a major soil cut midway through the section. The area in question is within the Community Park and is specifically taken through the multi-use athletic fields. Although the terracing concept is employed in developing a conceptual Park Plan, the nature of a Community Park with its emphasis on large flat areas, will require some deviation from the small pad development concept recommended for the Precise Plan Unit.

Additional Grading Principles

The following guidelines should be followed in implementing landform concepts and grading objectives. Slope banks should be limited, wherever possible, to a 30-foot height, to avoid benches. All grading of major slopes should be contoured to achieve a natural, rounded effect. A manufactured appearance with harsh transitions between tops, bottoms, and sides of slopes should be avoided. Slopes should be rounded at tops, smoothed at bottoms, and blended at sides. Use of variable slope ratios is encouraged. The maximum gradient should be 2:1, except at neighborhood entrances where 3:1 is the desired maximum. Like slope banks, earth berms and mounds should be rounded with associated landscaping.

All grading operations should take into account the potential for erosion. Grading should be limited to what is necessary, such that spillovers into natural areas shall be protected.

Drainage Principles

On a project or subdivision basis, the following measures should be utilized during design and construction to reduce rainfall runoff and minimize erosion:

* Compliance with current drainage design policies set out in the City Drainage Design Manual.

* Use of porous hardscape and other surfaces, where applicable, which permit rain infiltration "at the source."

* Sandbagging of unpaved roadbeds, where necessary, to minimize erosion and prevent sediment transport.

* Conditioning and planting of all exposed, graded slopes using procedures outlined in City of San Diego Engineer's Specifications For Landscaping And Irrigation For Land Development, Co. No. 746395.

* Close phasing of grading operations and slope landscaping to reduce susceptibility of slopes to erosion.

* Control of sediment production from graded building pads with low perimeter berms, jute matting, sandbags, balded ditches, or other appropriate methods.

In addition, required temporary and permanent drainage facilities should be constructed on-site, concurrently with grading operations. This includes such facilities as storm drains, and energy dissipators. For each project, a comprehensive Landscaping and Irrigation Plan for all graded slopes should be prepared to provide for rapid slope stabilization during and after construction.

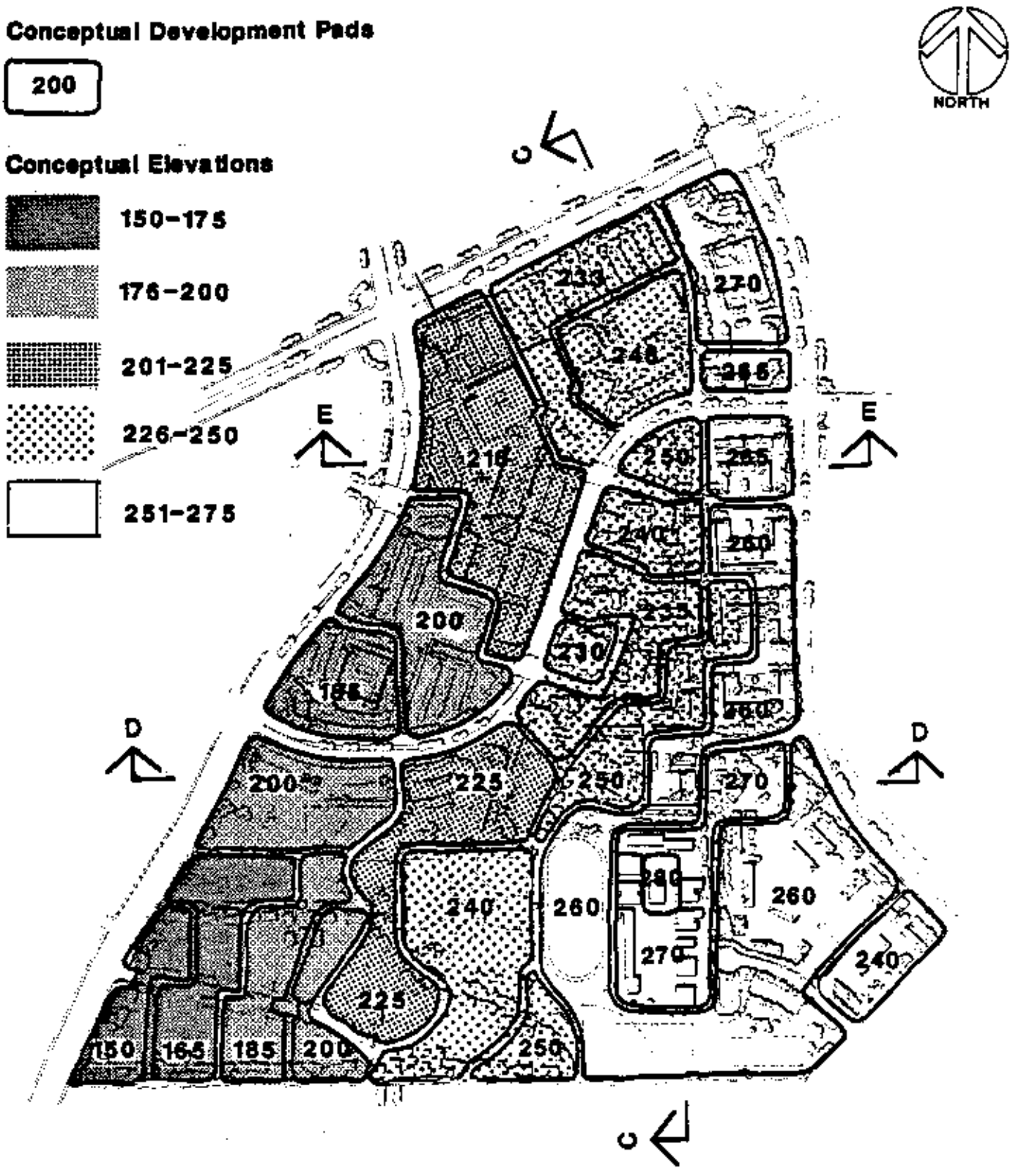


FIGURE 49

CONCEPTUAL GRADING PLAN

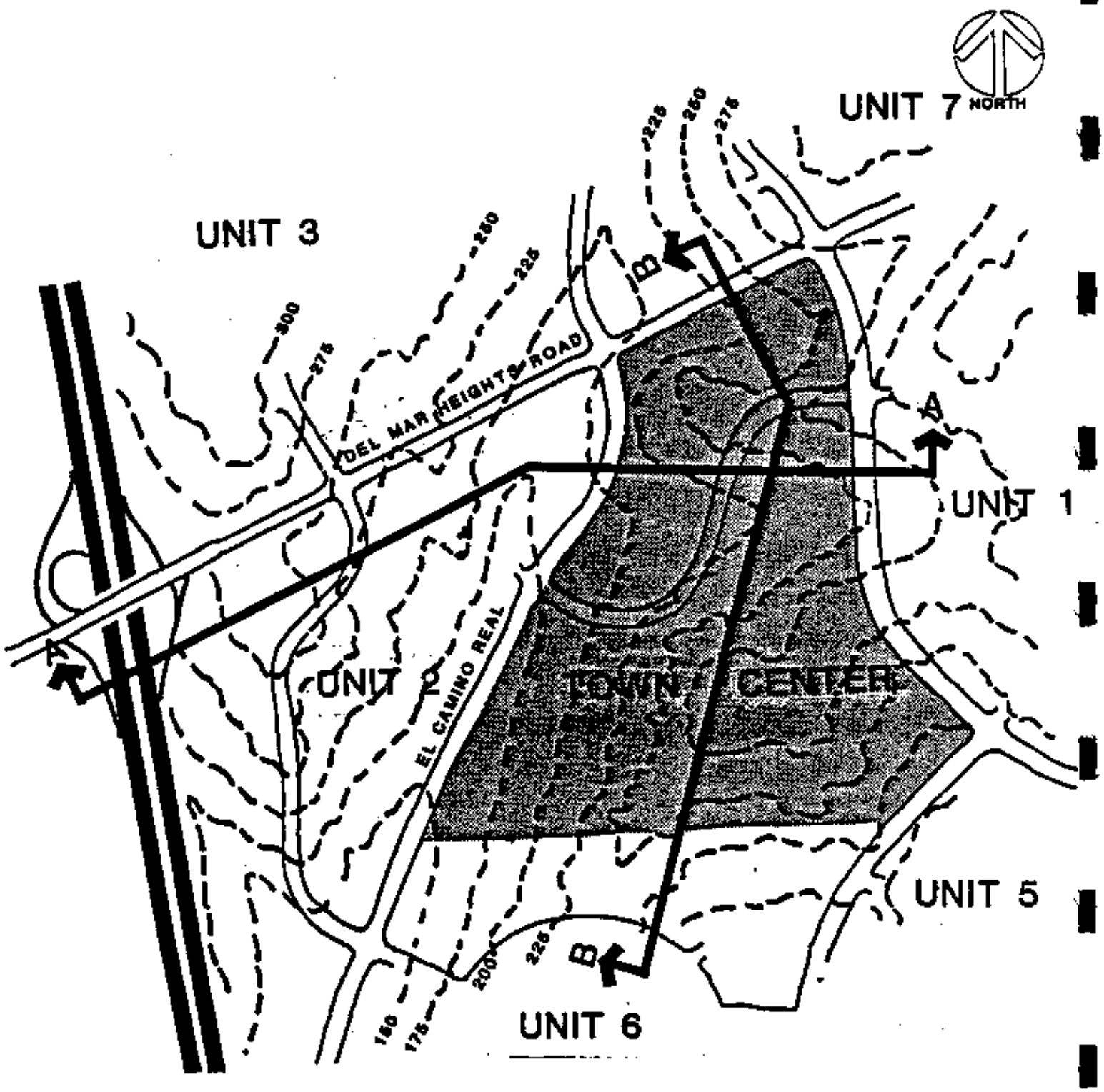
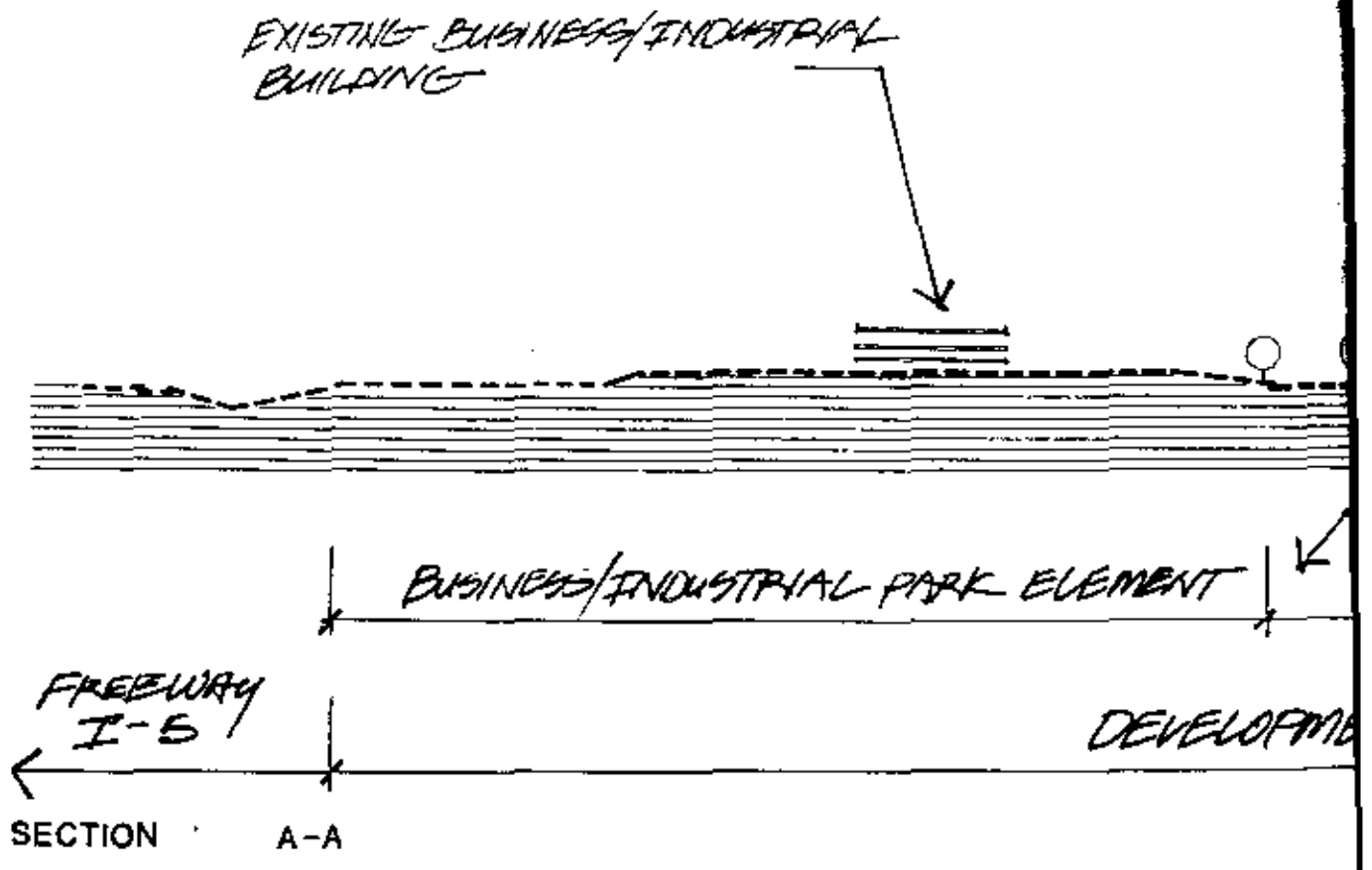
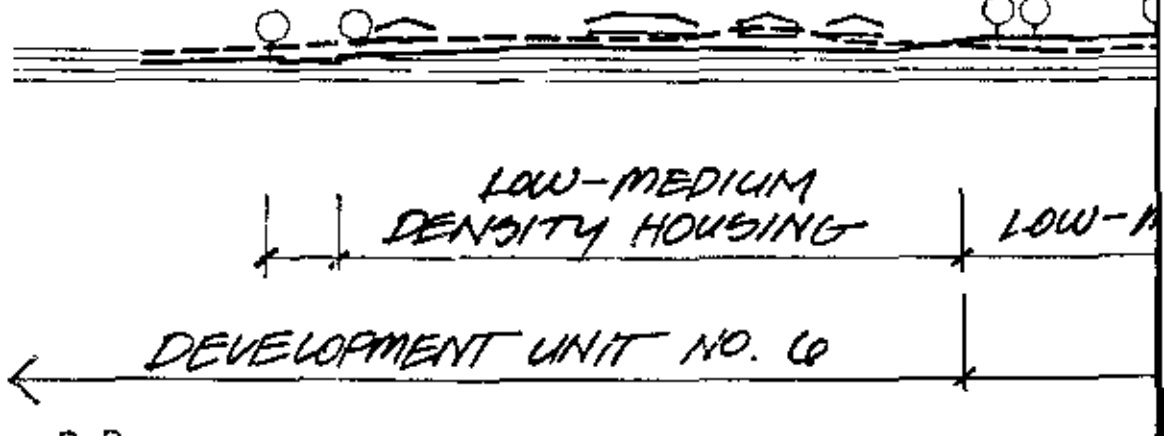


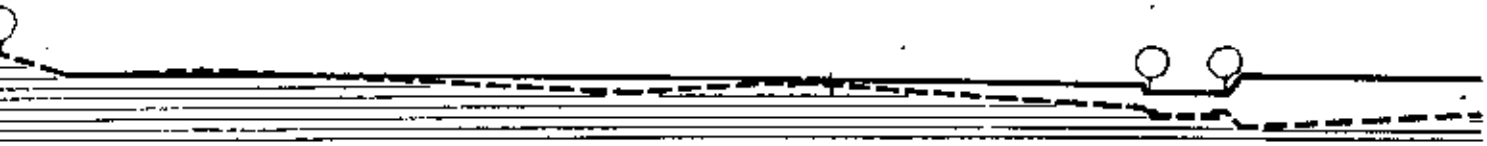
FIGURE 50
REGIONAL CROSS-SECTIONS



SECTION A-A



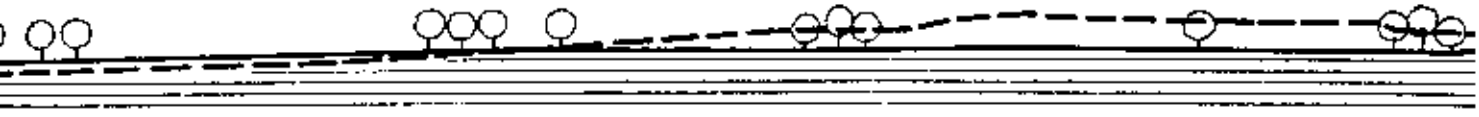
SECTION B-B



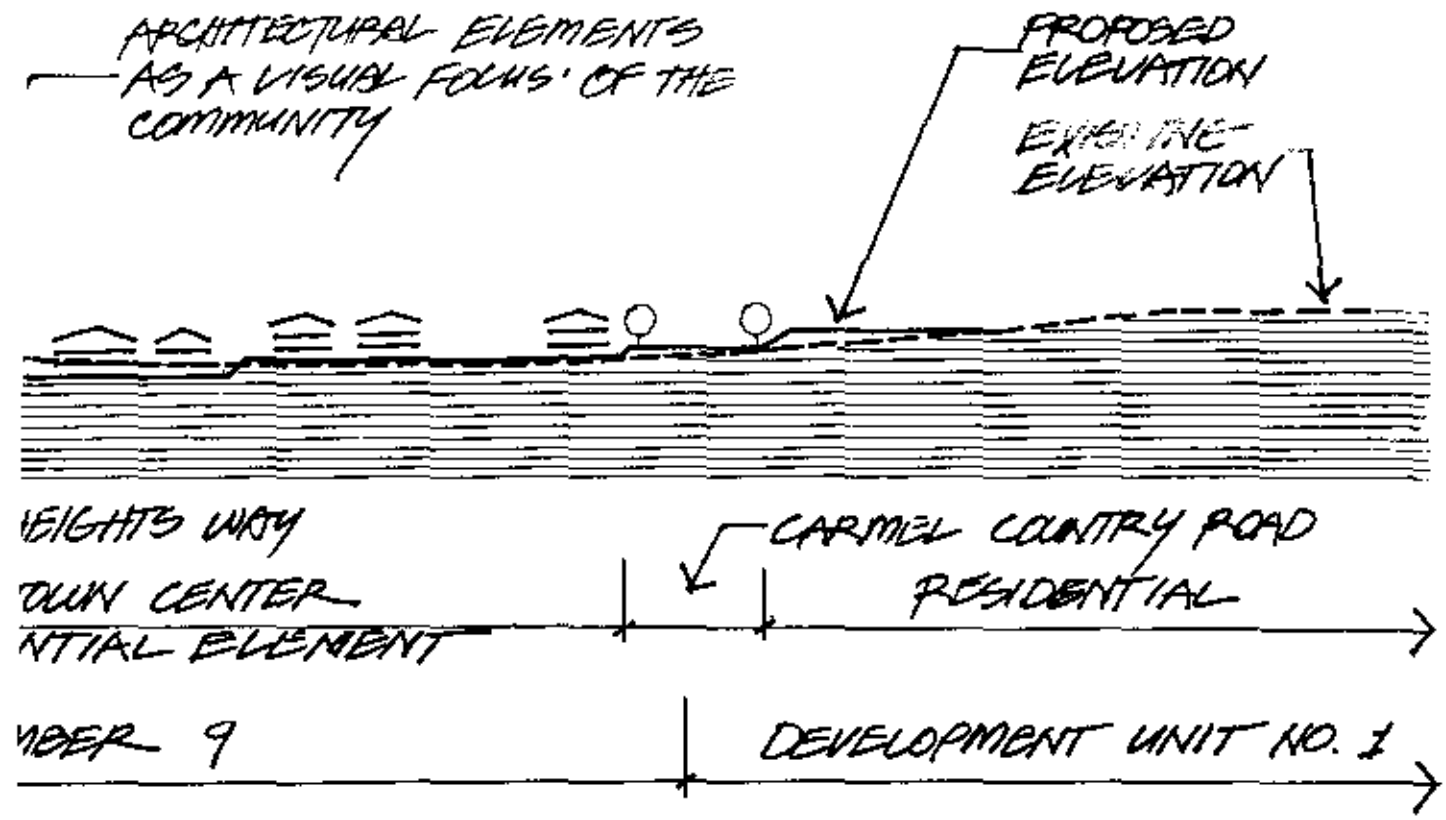
-HIGH BLUFF DRIVE

BUSINESS/INDUSTRIAL PARK ELEMENT

NT UNIT NUMBER 2



EDIUM DENSITY HOUSING COMMUNITY PARK



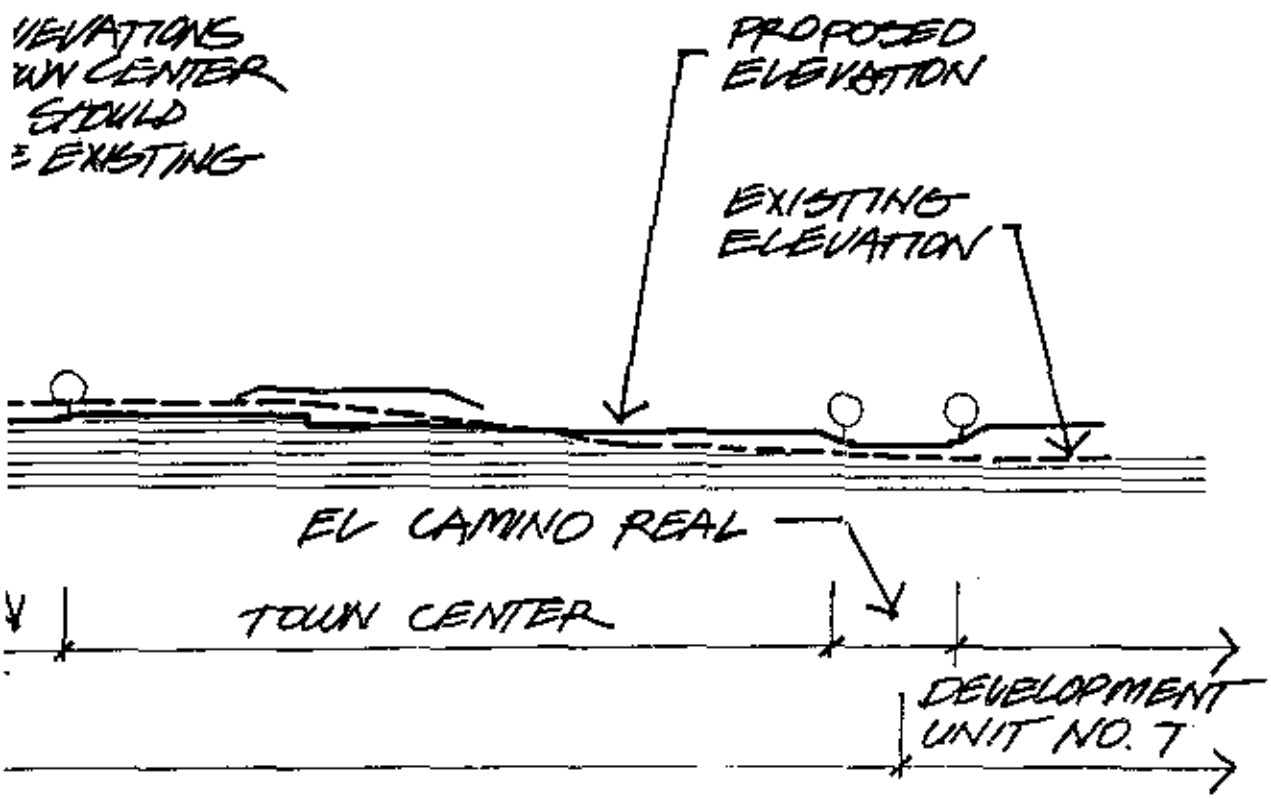
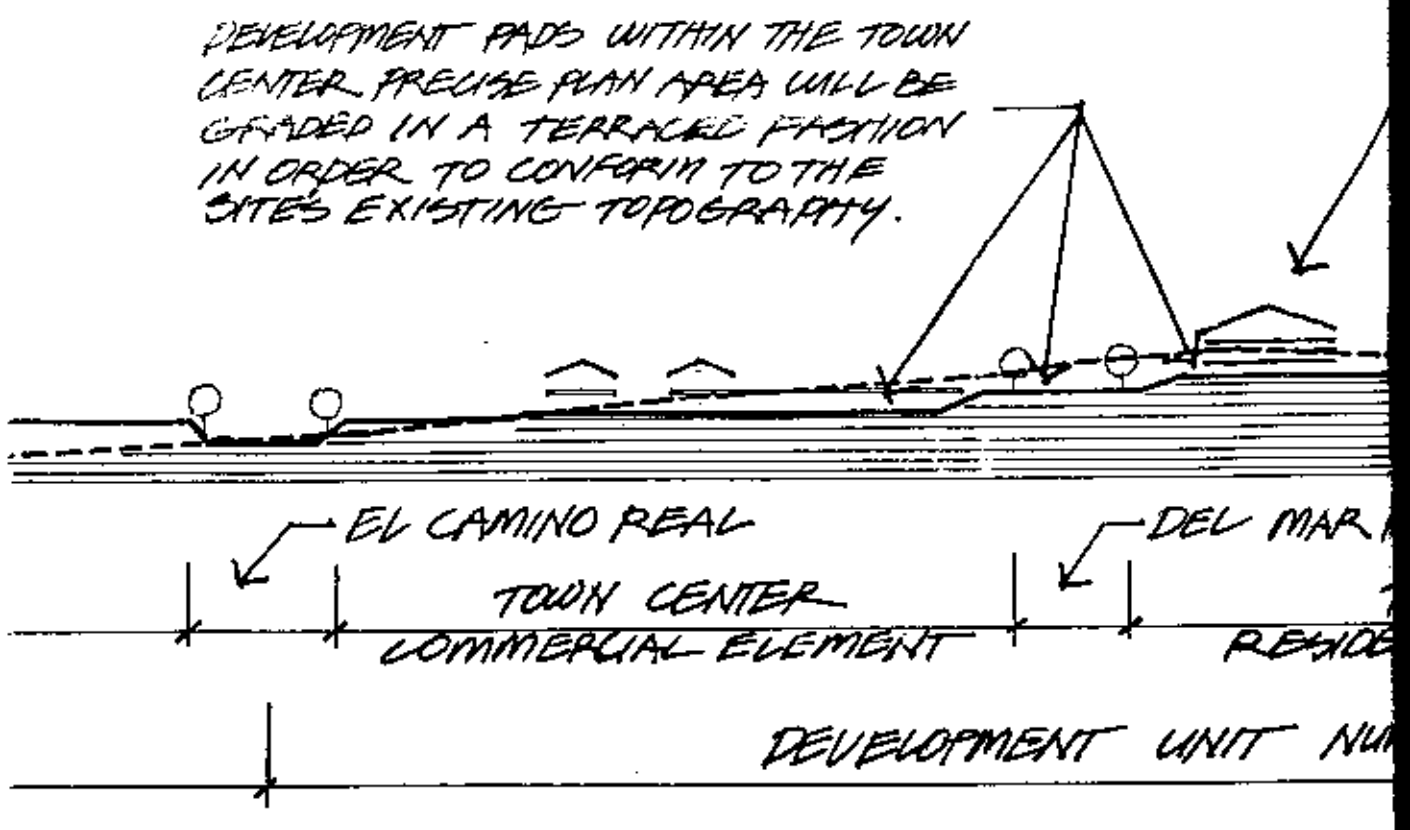
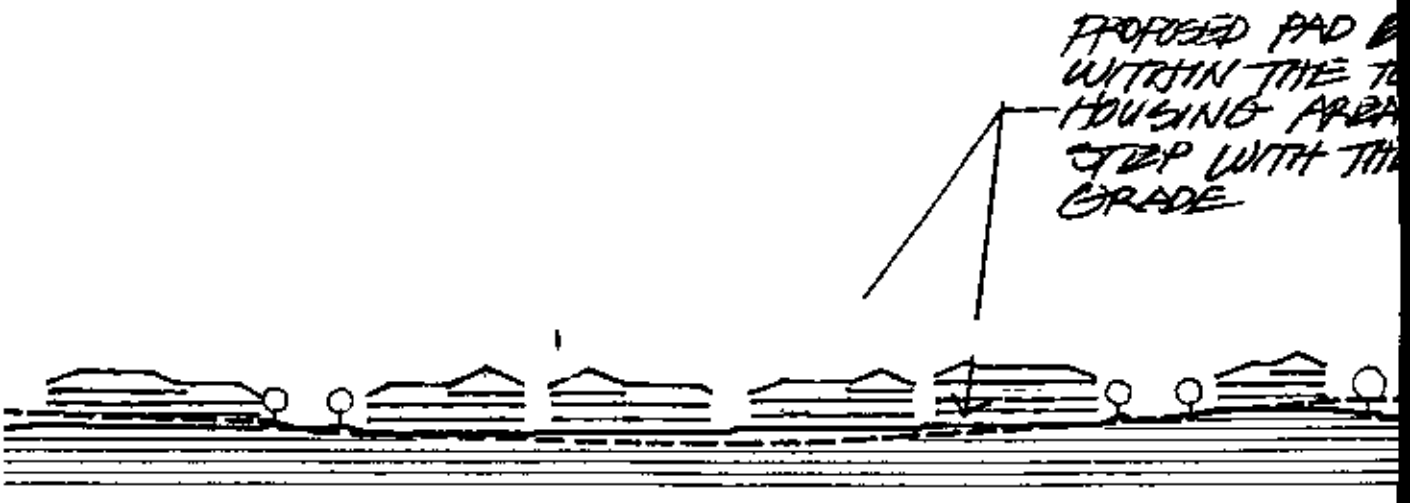


FIGURE 51

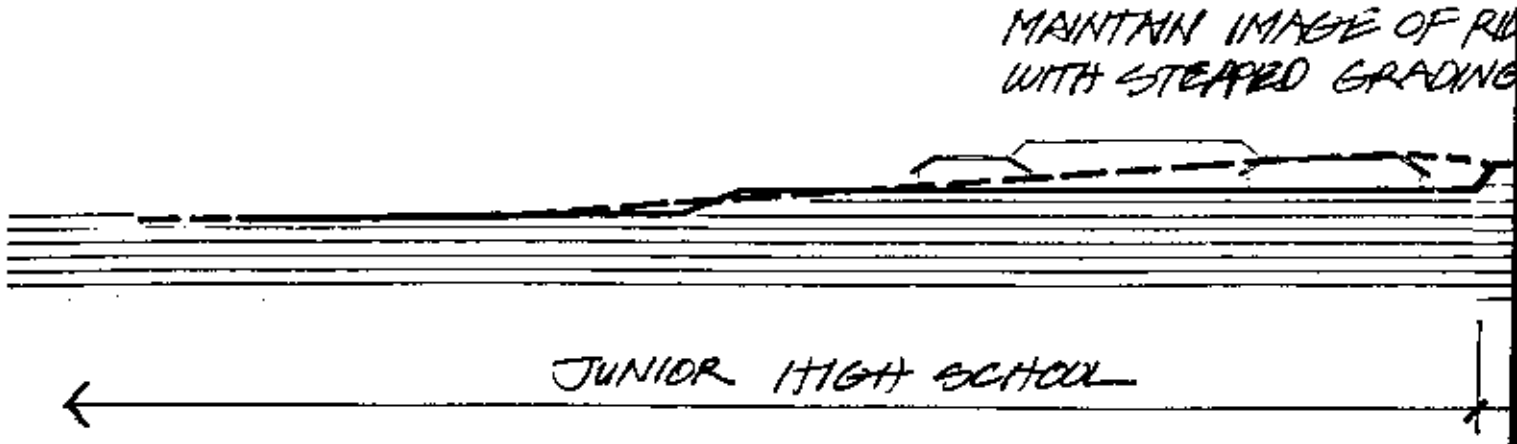
COMMUNITY WIDE CROSS-SECTIONS





DEVELOPMENT UNIT NUMBER 9

TOWN CENTER

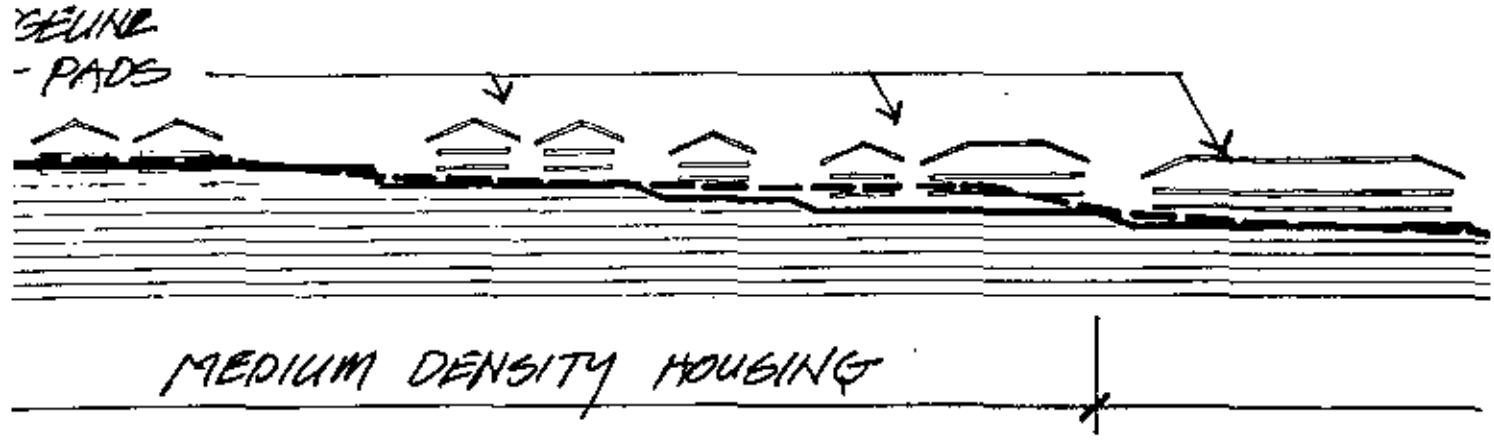


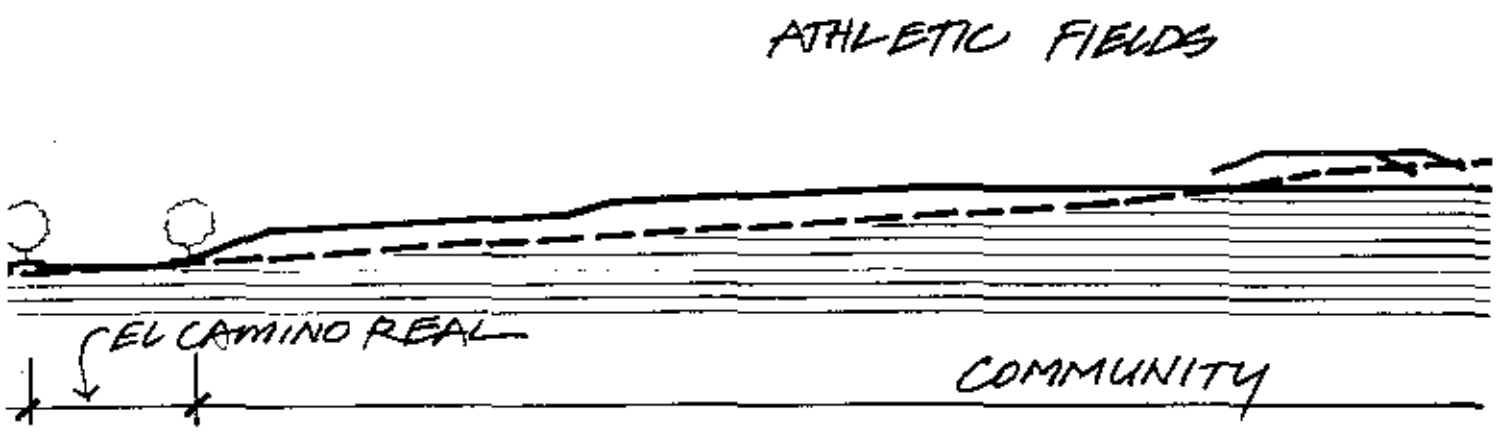
SECTION C-C

SECTIO

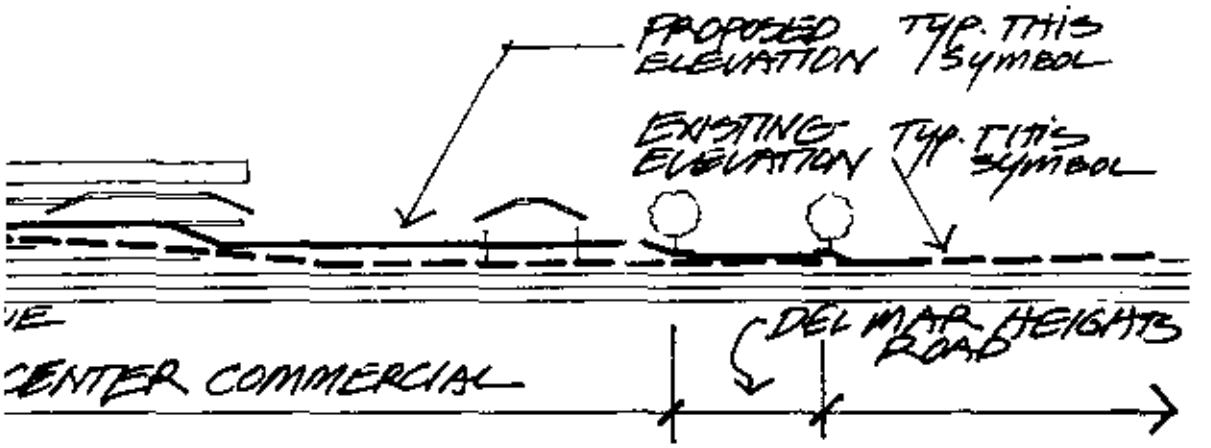
FIGURE 52

PRECISE PLAN CROSS-SECTIONS

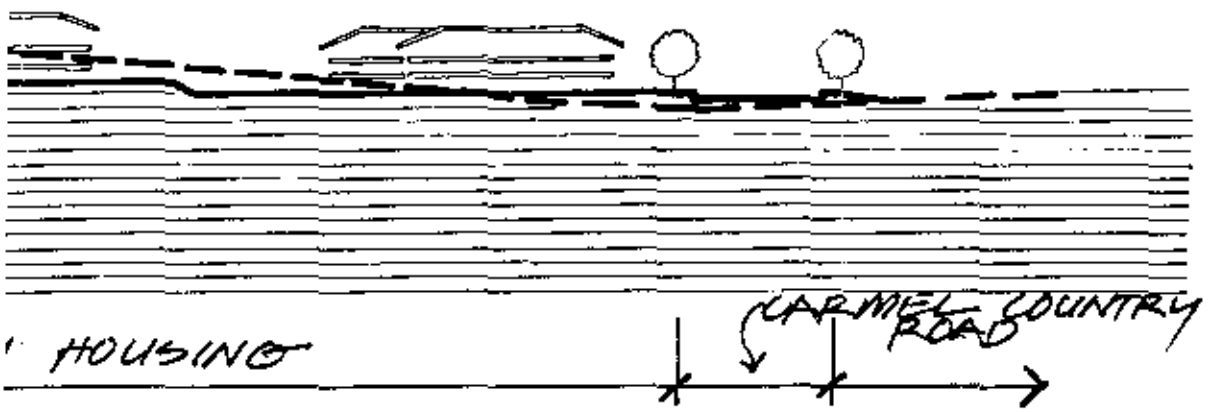

CEILING
- PADS
MEDIUM DENSITY HOUSING

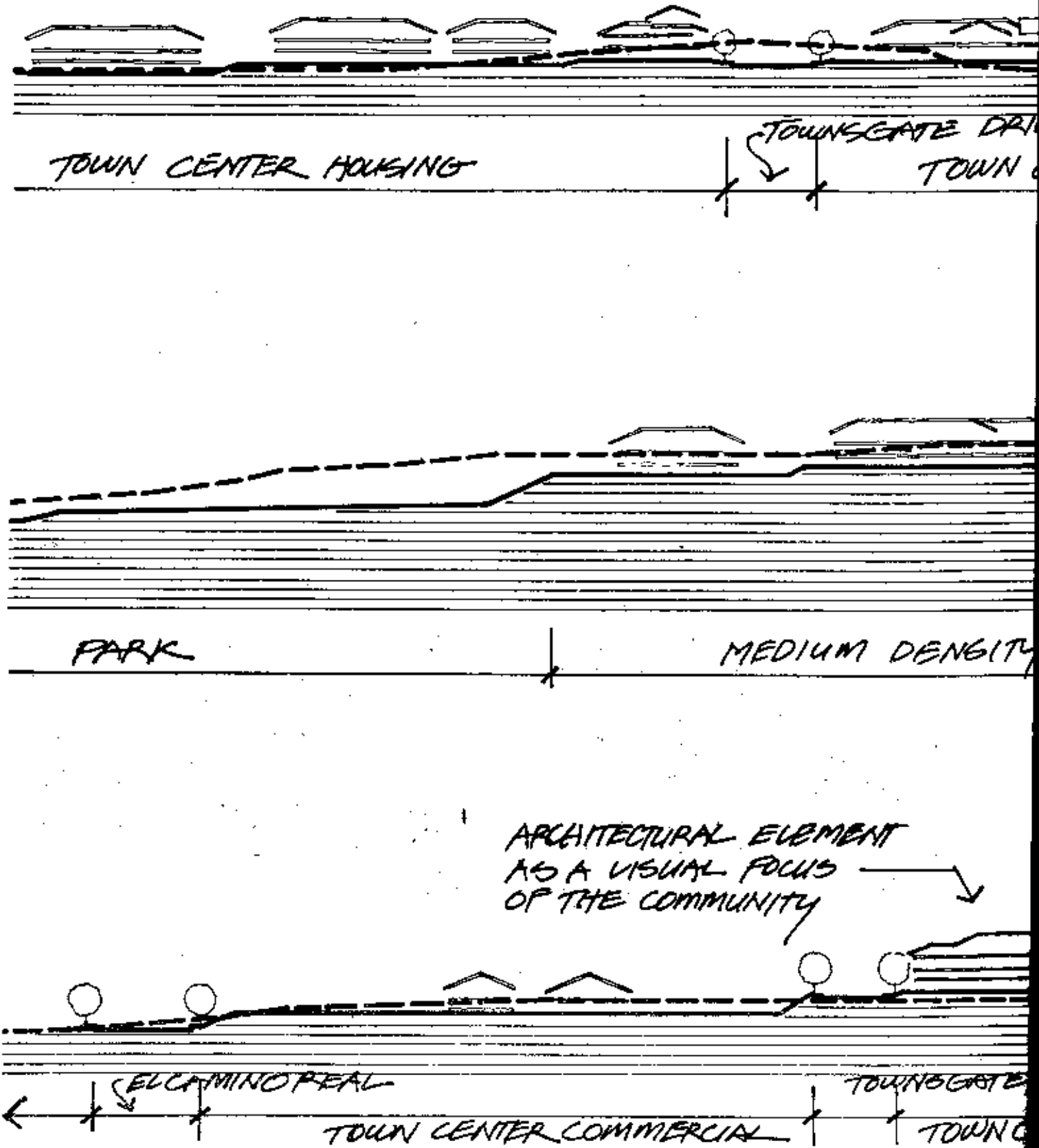

ATHLETIC FIELDS
EL CAMINO REAL
COMMUNITY

D-D



MAINTAIN IMAGE OF RIDGE HIGH POINT




TOWN CENTER HOUSING
TOWNSGATE DRI
TOWN
PARK
MEDIUM DENGITY
ARCHITECTURAL ELEMENT
AS A VISUAL FOCUS
OF THE COMMUNITY
EL CAMINO REAL
TOWN CENTER COMMERCIAL
TOWNGATE
TOWN

SECTION E-E

SITE PLANNING AND ARCHITECTURAL GUIDELINES

TOWN CENTER RETAIL, OFFICE AND PUBLIC FACILITIES

Goal

The Retail Area of the Town Center core is in essence the "downtown" of North City West. However, because of the predominantly residential nature of North City West itself and the community's proximity to the small beach communities of North County, the Town Center should convey a Village Center character and function. All design effort should be directed toward this result.

To achieve this, the Town Center should contain commercial, cultural and social services and activities usually found in small towns in a pedestrian-oriented environment. The design character should reflect that of the surrounding communities.

Relationship to the Plan

The Town Center Retail Area, with the requirements of access, becomes the core of the neighborhood. Although the Town Center is positioned at the corner of the Precise Plan Unit, the emphasis of all circulation systems on the Town Center is vital to its establishment as the Core.

The Town Center Retail is the focus of the Community Plan, functionally and environmentally. This characteristic is manifested in the density of activity and full range of services available.

Site Planning

The Site Plan of the Town Center core must follow the Urban Design Plan. This Plan locates the Center and firmly establishes the spaces and linkages that are vital for the success of the Precise Plan Unit as a whole.

The location of buildings, parking areas and structures, entrances and features should be based on how well they form the spaces and linkages called for Urban Design Plan. The spaces people use should be formed by building mass and structure. This criteria is considered central to the overall urban design concept.

Clearly defined and enhanced pedestrian walkways leading from all areas of the parking lots and structures to the urban commercial walkways shall be an integral part of the site design. This is to eliminate all confusion and safety hazards from the pedestrian movement from automobile to destination.

Figure 53, and the accompanying text, clearly establishes the size and nature of the various components of the Plan and how they are to interrelate. The range in setback dimensions for each element of the Plan allows for deviation in plan configuration equal to the range in setback.

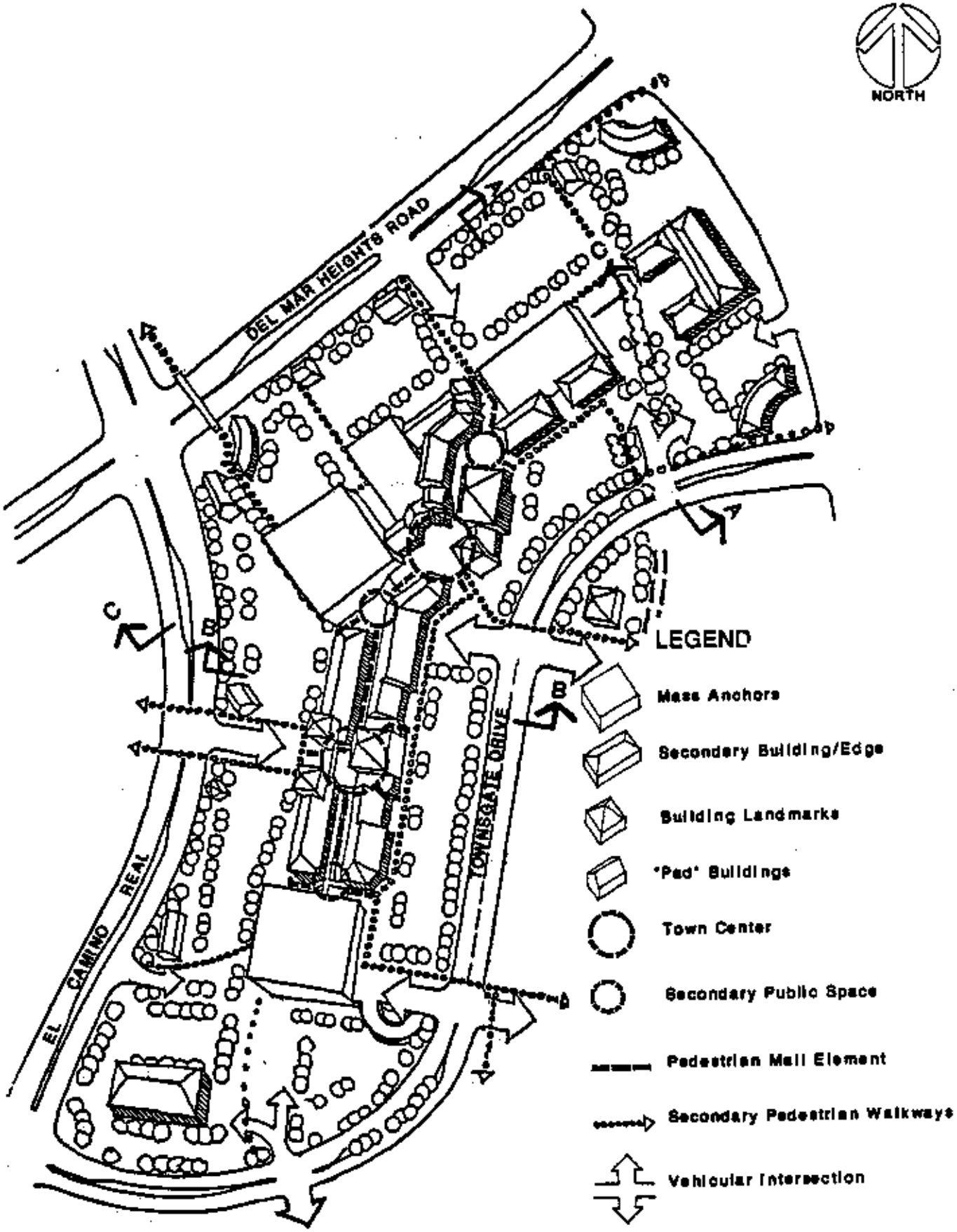


FIGURE 53

TOWN CENTER COMMERCIAL CORE

(PLAN IS ILLUSTRATIVE OF PLANNING ELEMENTS ONLY, DEVELOPMENT PLAN MAY VARY.)

Planning Use, Location, Massing and Height

MASS ANCHORS

Mass Anchors are the form and functional components of the Commercial Core which are placed at the ends and turning point of the complex. These buildings are the primary retail attractions as well as visually identifying the extent of the Core. The anchors may be one-to-three stories in height and from 20,000 to 150,000 square feet. The anchors must be set back at least 100 feet and no more than 300 feet from all streets.

BUILDING LANDMARKS

Building Landmarks are public buildings and functional components of the Commercial Core. They are placed to form the entrances to the complex and at least one edge of the major public spaces. The Landmarks may be one-to-two stories in height and from 5,000 square feet to 50,000 square feet. The Landmarks must be set at least 50 feet and no more than 300 feet from all streets.

PAD BUILDINGS

Pad Buildings are the free-standing buildings placed separately from the main complex and are adjacent to the El Camino Real and Del Mar Heights Road. These buildings contain uses that require free-standing identity or access such as drive-in facilities. Should a drive-in facility be incorporated it shall be fully integrated with the traffic patterns of the Town Center. The pad buildings will be only one story in height and from 2,500 square feet to 7,500 square feet in size and set back at least 25 feet and not more than 75 feet from the streets.

SECONDARY BUILDING/EDGE

Secondary Building/Edge are the remainder of commercial and office buildings which also provide the goods and services of the Town Center. While the frontage on the spine, or mall, will be open and accessable because of its commercial nature, the exterior facing edges shall provide the appearance of a "front" and provide pedestrian access at no greater distance than every 300 feet. Convenience and community serving uses shall, whenever possible, "front" to the exterior access points and streets for easy identification and access. These buildings may be one and three stories in height, set back at least 15 feet and no more than 280 feet from the street right-of-way edge.

MAJOR PUBLIC SPACES

Major Public Spaces of the Town Square shall be located at primary entrances. These spaces shall be a minimum of 20,000 square feet in size fronted on at least one side by a Landmark Building. These spaces shall be equipped with provisions for public, cultrual, and social events and activities. At least one major public space shall contain an ampitheater with a 50-seat capacity. At least one major public space shall contain area suitable for a public exhibition, such as art or antiques of moderate size usually held in shopping centers. The Town Center shall contain at least two major public spaces.

SECONDARY PUBLIC SPACES

Secondary Public Spaces are those spaces that occur at the beginning, end, and/or change in direction of the pedestrian spines. These spaces must be a minimum of 5,000 square feet. Each anchor shall have a secondary public space where the pedestrian spine join. The secondary public spaces may be multi-level but must contain random public seating for twenty.

PEDESTRIAN MALL ELEMENT

The Pedestrian Mall Element, or Urban Commercial Walkway, is the activity focus of the Center along with the public spaces. The pedestrian spine connects all the shops and activities of the Town Center and interconnects the public spaces. All entrances to the Center exterior pedestrian linkages and vehicular systems shall be integrated with the pedestrian spine. A part of the pedestrian spine is the retail mall space itself. This may be a one or two level circulation element with shops and services facing into the mall at each level. The mall may be open to the air or enclosed and shall be from 40 feet to 100 feet in width, storefront to storefront or 16 feet curb to storefront when the mall has shops on one side only.

SECONDARY PEDESTRIAN WALKWAYS

The Secondary Pedestrian Walkway is the system of pedestrian walkways that integrate the Town Center with the pads and surrounding land uses providing complete pedestrian access to all parts of the Town Center. These linkages shall be defined by 8 foot minimum concrete paving with lighting adequate for night-time pedestrian activity. This system includes the pedestrian bridge to be constructed from the southeast corner to the northwest corner of El Camino Real and Del Mar Heights Road. Also included are the grade pedestrian crossings at the intersections at Townsgate Drive and those linkages at the perimeter of the Center. The external pedestrian linkage shall be so designed as to fully integrate the northeast corner and the southwest corner of the Town Center with the Core.

Where retail uses are fronting directly onto the exterior pedestrian linkage, the paving shall be of a special finish texture or color for a width of 8 feet.

VEHICULAR INTERSECTIONS

Vehicular intersections shall provide a smooth flow of traffic into the Town Center at appropriate points. These intersections shall include pedestrian crossings where required. Vehicular intersections shall also fully integrate the northeast and southwest corner of the Town Center. The design of these intersections is further described in the Urban Design Plan.

Complete bicycle access shall be provided concurrent with vehicular access with bicycle storage areas at each primary and secondary public space.

Massing, Height and Scale

The Town Center has been conceived as a multi-level complex that steps with the grade in both north south and east west axis. While this stepping is important to the concept of the Plan, the complex itself should not exceed three stories in height at any point. The majority of the complex should be one and two stories in height in order to attain the village character that is desired.

The overall mass of the Town Center complex should be organized to form the spaces and linkages contained in the Urban Design Plan. The primary purpose of future architectural design concepts should be to support the elements of the Plan. The mass of the buildings should be manipulated to clarify important facilities within the complex as well as adding a sense of variety and interest to the whole.

Scale is one of the most important issues associated with the Town Center. In order to reach the goal of establishing a village atmosphere for North City West, the design of the Town Center has to be particularly sensitive to the scale of adjacent components. Village scale can be achieved by the careful articulation of large building forms to establish an image of small scale pedestrian environment. Development of many varied pedestrian spaces and circulation patterns will also help form the basis for pedestrian scale design relationships.

Finally, attention should be given to the exterior of the buildings to avoid large unbroken surfaces. No wall surface shall exceed 200 square feet without a change in plans, material or texture.

SECTION A-A

SECTION B-B

SECTION C-C

FIGURE 54

TOWN CENTER CROSS-SECTIONS

Form

The form of the Town Center Core should be manipulated to provide a variety of shape, surfaces and texture. Form should be established in a hierarchial fashion to communicate the importance of the primary elements of the complex much as a classic Village Center would be organized. This approach allows for recognition of the need to provide large single masses for the "anchor" stores so long as the balance of the Center is comprised of smaller pedestrian-scaled elements and centralized feature-type buildings for orientation and interest. Siting and location of these elements should be carefully considered to further the goals of the Plan.

Roofscape

The roofs of the Town Center Core will be seen from above by the neighboring mid-rise residential element. While it is impossible to avoid placing some mechanical equipment on the roofs of retail buildings, the roofscape can be organized to create an orderly and clean appearance. In addition, when seen from above, the Town Center should convey the same sense of village character as when viewed from pedestrian level. This should be accomplished through the use of small scale but "complete" roof forms instead of a facade approach that merely hides a flat roof behind.

Flat roofs may comprise a maximum of 50 percent of total roof area. Flat roofs must be accompanied by a parapet integral with the wall surface or overhang that conceals roof top equipment, stacks and vents from view. Equipment located on pitched roofs must be totally enclosed by an architectural screen integral with the building design. A Roof Plan must be submitted with the Development Plan along with the equipment screening system proposed.

There is no architectural style mandated for the Town Center. If an historic style or an allusion to an historic style is chosen, the prototypes, patterns, and motifs employed should be those commonly associated with Village Center retail buildings. Residential building types and styles should be avoided. The architectural style should embody all those characteristics of mass, scale and form that have been discussed previously.

The architectural style, or motif, employed should be applied with uniform attention to all exposed parts of the Town Center. The areas fronting on the parking lots and structure should be consistent with the mall and public spaces. The mall itself should represent a consistent architectural style overall within which the storefronts will be designed independently.

Style

The surrounding older communities of Del Mar, Solana Beach and Rancho Santa Fe should be considered as the source of architectural style. The Town Center is representative of the architectural values of this new community and should be compatible with the established neighboring

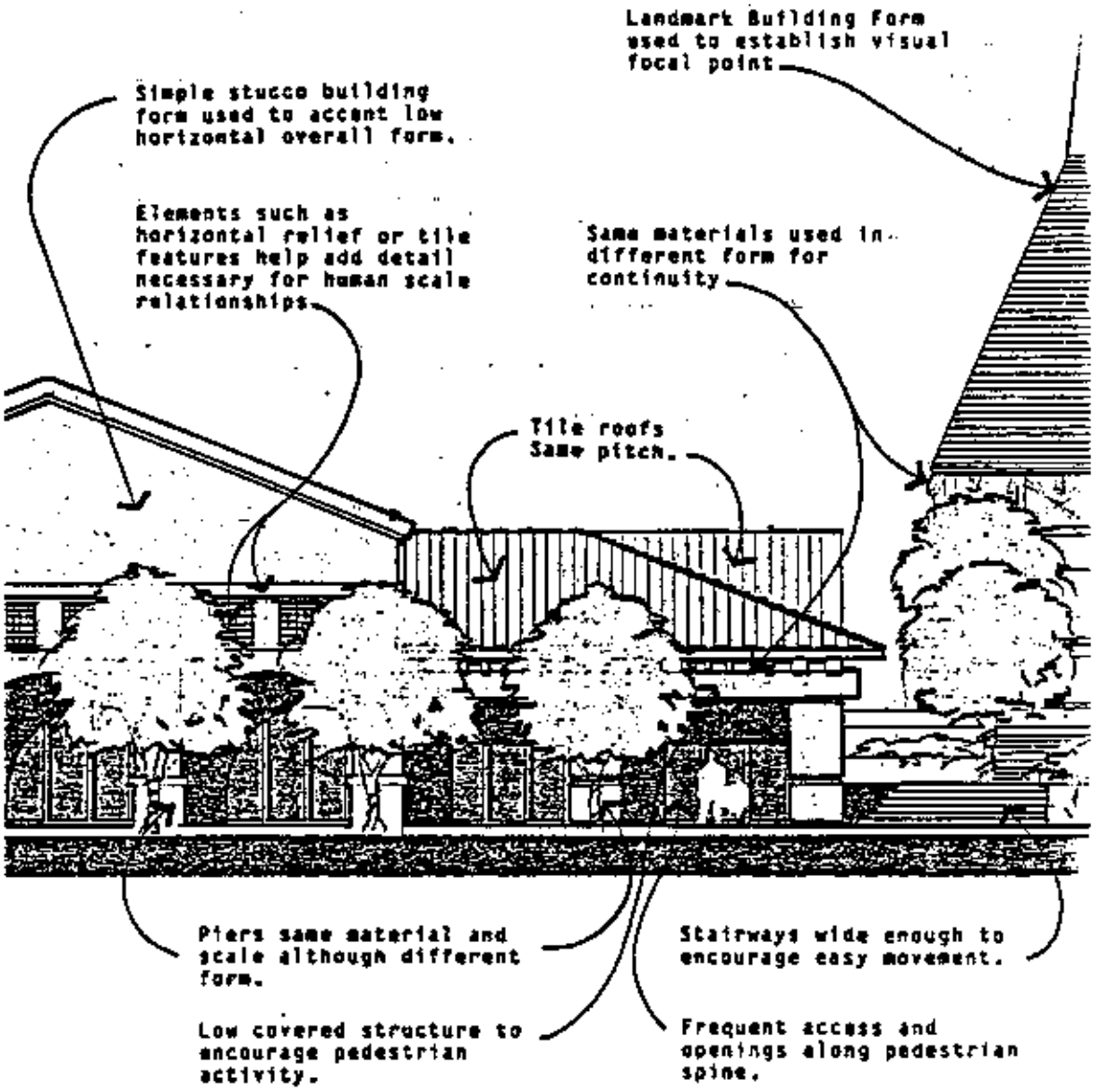


FIGURE 55

EXAMPLE ELEVATION – 1 STORY BUILDING

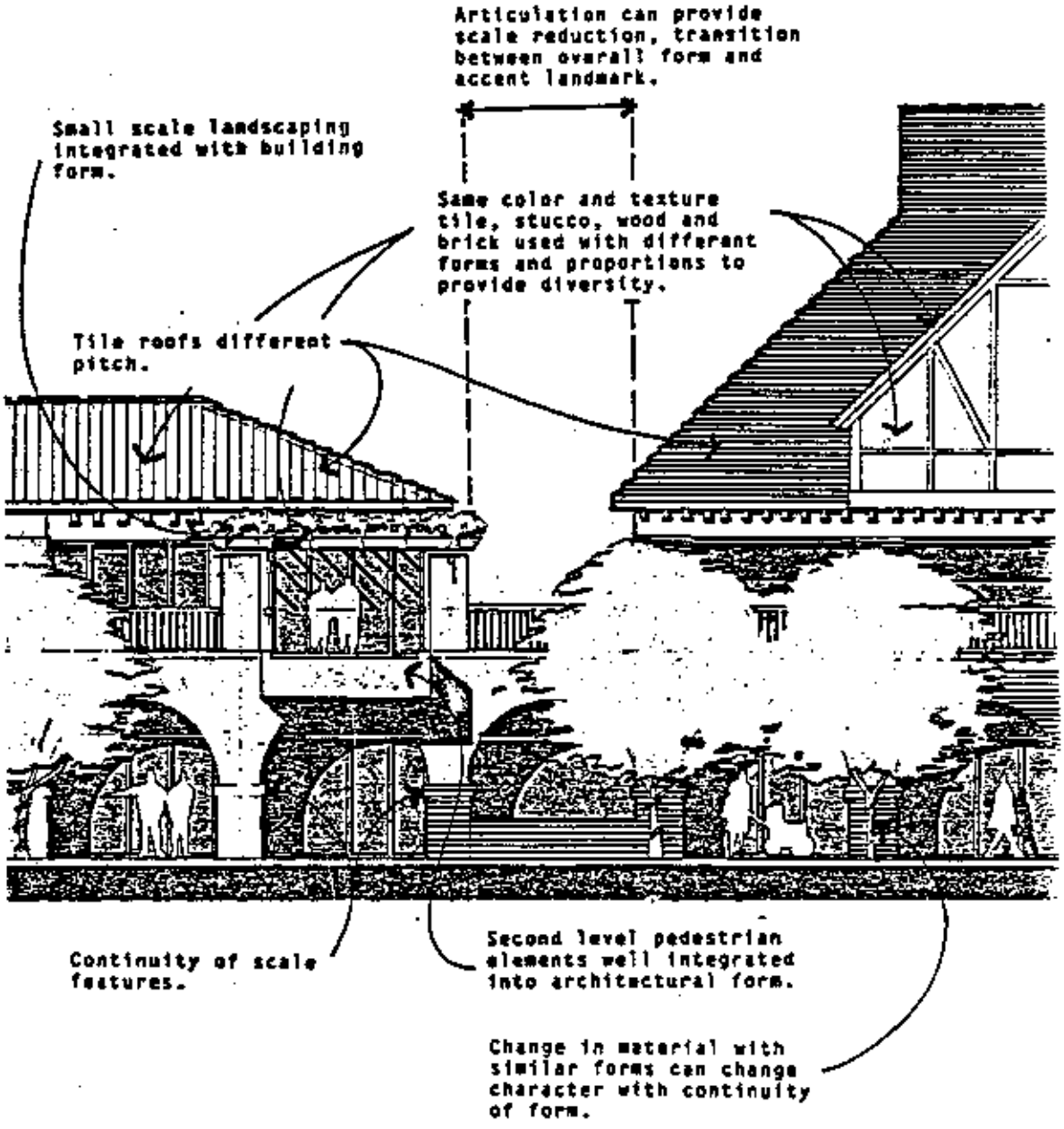


FIGURE 56

EXAMPLE ELEVATION – 2 STORY MALL

communities. These surrounding communities are largely composed of historic styles based on Mediterranean, English Tudor and California Mission Style. These styles range from simple to highly detailed and are randomly mixed.

Because of the size of the Town Center, a similar mixture of various architectural motifs would relate to the surrounding communities and provide a suitable variety of form. The selection of architectural motif should help to reinforce the Plan by emphasizing landmarks and reducing the scale of edge buildings.

Although a mixture of style such as is found in the surrounding communities is encouraged, a continuity must be achieved through the use of a repetitive architectural element naturally common to all styles, such as an arched colonnade, a particular pedestrian treatment, or a common roof form. This objective may also greatly effect the considerations of massing and form.

The architectural style of the pad buildings should be similar to that of the nearest Commercial Core Area. The smaller scale of the pad buildings must be accommodated and expressed within the principles of the style.

The architectural style of the parking structures must be complementary to the nearest building. All exposed facades of the structures shall be so designed including both wall and street frontages.

Materials

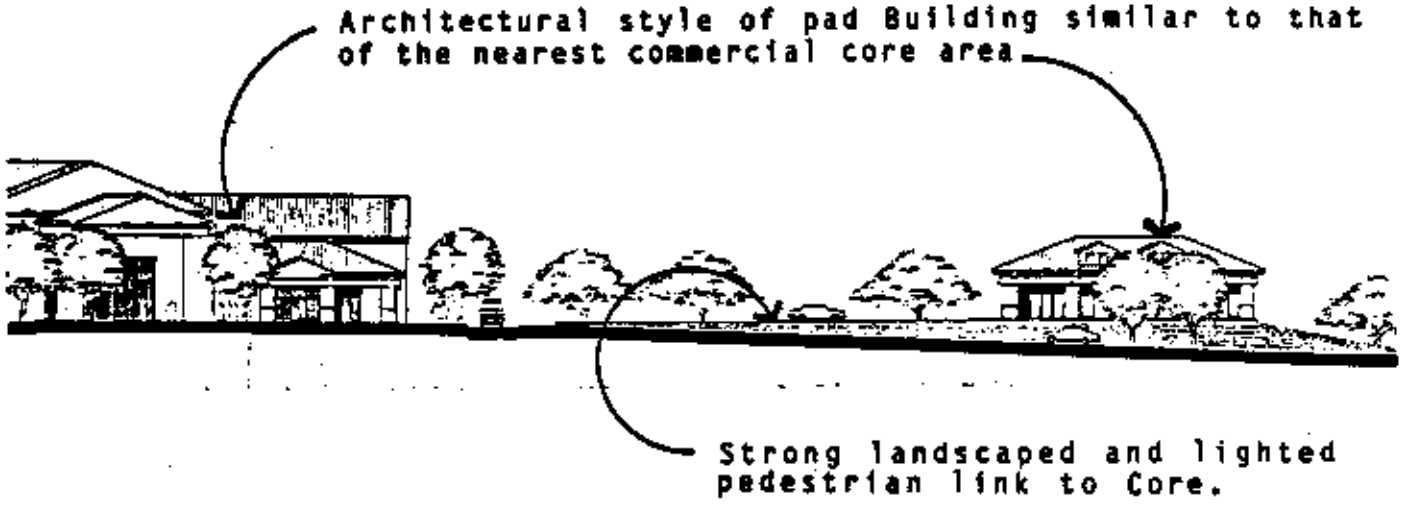
While no materials are unacceptable, the materials preferred are those that create a sense of permanence and timelessness, such as masonry, tile, concrete, cement plaster, stone, and timber. Walls should be predominately masonry, tile or plaster. No more than 60 percent of any wall; and no less than 30 percent of all walls within 12 feet of the pedestrian spine will be glass or spandrel glass. Reflective glass is not permitted. Wood and metal should be used as trim, casings, ceilings, beams, balcony structures and rails only.

Roof materials should be limited to natural colored clay and concrete tile, slate and metal. Wood or asphalt shingles are not appropriate. Flat roofs should be colored to match adjacent pitched roofs.

Paving in the Town Center should be of a palette of several different materials used in a way that reinforces the Plan goals and concepts. Pedestrian malls and spaces should be treated in concrete with a minimum of 25 percent enriched paving. Traffic areas of parking and drives should be concrete and asphalt with a minimum of 10 percent enriched paving. Consistancy and simplicity of materials is preferred.

Color

The color of the buildings should be integral with the materials chosen. However, when color is to be applied to large areas it should be light muted tones, and when trim is incorporated it should be deep muted tones.



EXAMPLE SECTION/ELEVATION ILLUSTRATING "PAD BUILDING"

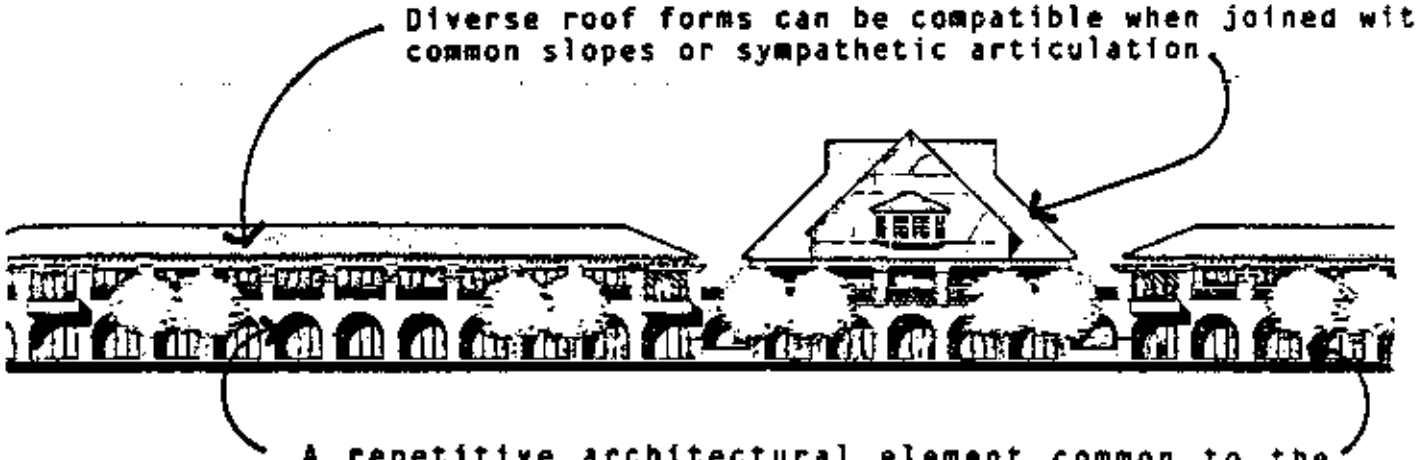


FIGURE 57

EXAMPLE ELEVATION ILLUSTRATING CONTINUITY OF ARCHITECTURAL ELEMENT

MEDIUM DENSITY AND TOWN CENTER RESIDENTIAL

Goal

The medium density and Town Center Residential Element within the Precise Plan Unit should be organized and designed in such a way as to become an integral part of the Core of the Town Center. The village scale should extend to this area taking advantage of the higher densities adjacent to the Core to create urban spaces and pedestrian links.

Relationship to the Plan

Because of the densities of this Residential Element and the resulting physical compaction of buildings and spaces, the Core of the Town Center will be further enhanced as an urban focus of North City West. This was the original intent of the Community Plan in placing the highest intensity of housing at the Town Center.

Site Planning

The site planning of this Residential Element should be consistent with the Urban Design Plan. The highest density housing should be placed close to the Retail Area with the next highest density to the west, and so on, as the various housing products form a transition into the nearby development unit.

Adjacent to the Core, Town Center Residential may reach a maximum density of 65 dwelling units per net residential acre (DU/NRA) and adjacent to the medium density housing, it may reach a maximum of 50/DU/NRA. This is allowed only if the Town Center commercial and Town Center Residential are included together in one Development Plan.

Housing with a direct exposure to the Park should open onto the Park in such a way that the residents of that area can make good use of the Park, both visually and physically.

The housing placed within the Town Center Core Area (T.C. Zone in the Planned District Ordinance) should be limited to 799 dwelling units. As is common practice in a mixed-use urban environment, the housing should be placed as dictated by the needs of the Plan, regardless of the density achieved within the limited land area occupied. A compact urban density is necessary to achieve the urban core envisioned by the Community Plan and densities greater than 44/DU/NRA should be encouraged.

A minimum density of 30/DU/NRA must be maintained throughout the Town Center and medium density housing areas.

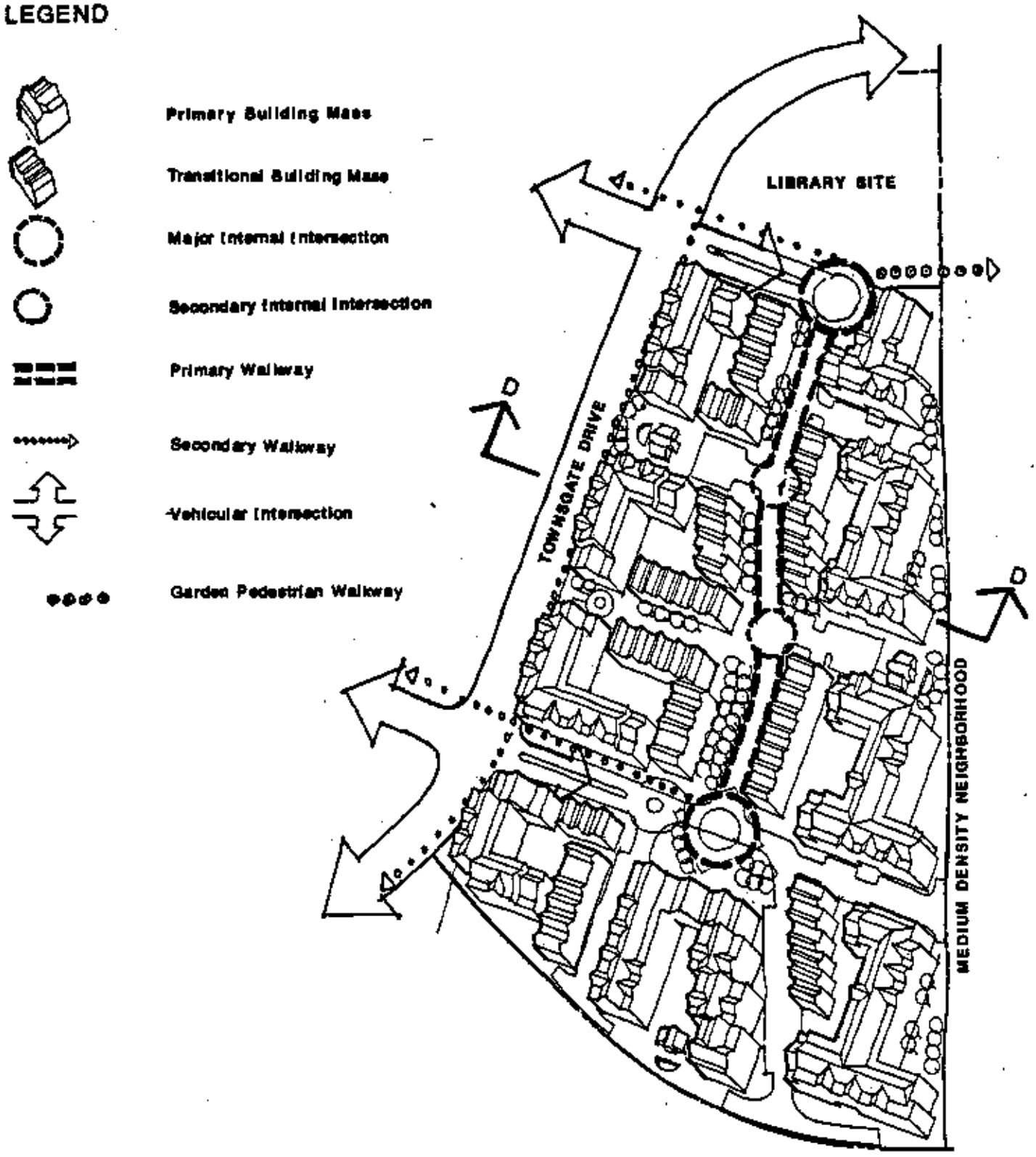


FIGURE 58

TOWN CENTER RESIDENTIAL NEIGHBORHOOD

(PLAN IS ILLUSTRATIVE OF PLANNING ELEMENTS ONLY, DEVELOPMENT PLAN MAY VARY.)

Site Planning, Massing and Height: Town Center Residential

PRIMARY BUILDINGS

Primary Buildings are the the largest of the residential building components allowed, and, as such, set the overall limits of mass and height as well as rhythm and pattern. Primary Buildings should always be a minimum of one story higher than the adjacent secondary building mass. Primary and Transitional Buildings should always occur together and through their variation in height and siting, create variety in form and space.

No more than two Primary Buildings should occur within 150 lineal feet or three within 400 lineal feet. Primary masses should be from 30,000 to 100,000 square feet in overall volume and be set back from 20 feet to 50 feet from all property lines, streets and roads. Required active and passive open space shall separate the masses. Interior setbacks between buildings should be a minimum of 20 feet with an average of 40 feet.

The Primary Buildings should be located nearest the Commercial Core of all the Residential Element to form the most dense focus of housing/commercial uses in North City West.

Fenestration and mass articulation are important considerations with building forms of this magnitude. Fenestration includes balconies and openings. Articulation of mass includes offsets, balconies, terraces, roof forms and architectural projections.

Openings should comprise from 10 percent to 50 percent of the exterior wall surface. All units shall include a balcony or terrace to provide the minimum adjacent open space. The balconies should be integrated with an offset in the building mass. At least one vertical offset of 10 feet minimum should occur for each four units horizontally.

Other mass articulation elements and architectural projections should be incorporated to add interest, reduce the impact of the mass, and provide variety in form vertically, as well as horizontally. Primary building masses should incorporate a base element which varies in design from the mass proper, as well as a variation in design at the roof or coping of the building to differentiate base from shaft and from cornice.

Primary Buildings shall not exceed four stories or 50 feet in height.

TRANSITIONAL BUILDINGS

Transitional Buildings are intended to provide a form and mass transition from the highest density adjacent to the Commercial Core to the lesser densities to the east. Setbacks are from 10 feet to 30 feet from property lines, road and design element.

The low-medium density housing category is intended to be located close to the major activity areas of the community according to the North City West Community Plan. Consequentally, the low-medium density category is located adjacent to the Community Park and Junior High School as well as with major activity areas of the community, according to the North City West Community Plan. Consequently, the location of the low-medium density category adjacent to the Community Park and Junior High School as well as within walking distance of transit and shopping, is within the Community Plan's guidelines.

Transitional Buildings shall not exceed four stories or 50 feet in height.

MAJOR INTERNAL INTERSECTIONS

Major internal intersections are important organizing elements that form the connections between all the various components of the Town Center Residential. While primarily functioning as vehicular intersections, they provide the added function of pedestrian and design focus. The primary intersections require a minimum of 25 percent of the area paved with concrete or enriched pavement allowed by the engineering and Development Department.

INTERNAL INTERSECTIONS

Secondary internal intersections are also important elements which provide further vehicular circulation when needed. These, however, primarily serve to provide variety within the internal circulation system. There should be a number of secondary internal intersections equal to the major internal intersections. The secondary intersections require a minimum of 25 percent of the area paved with concrete or other enriched pavement allowed by the Engineering and Development Department.

URBAN RESIDENTIAL WALKWAY: PRIMARY

The interior pedestrian spine is a type "A" walk as defined in the earlier section defining Urban Residential Walkways. These walkways will be provided on each side of the interior street and will form the edges of the major and secondary intersections as well.

URBAN RESIDENTIAL WALKWAY: SECONDARY

The exterior pedestrian linkage is a type "B" walk when adjacent to a street, drive or intersection. When leaving the street system and continuing on to adjacent property, it should be constructed as a Garden Residential Walkway as detailed in an earlier section of this document. The exterior pedestrian linkages are vital connections to the adjacent land uses of the Town Center. These linkages must be designed and located to provide clear and free-flowing pedestrian accessability to all uses of the Town Center Core and Park.

VEHICULAR INTERSECTIONS

Vehicular intersections shall combine and provide vehicular, pedestrian and bicycle interaction between the residential and commercial uses of the Town Center. See the previous Town Center Commercial Core sections for further description.

Refer to Transitional Buildings on page 131 for guidelines relating to the medium density housing category.

Open Space

Within the higher density residential areas of greater than 44 DU/NRA open space must be provided to offer relief to the residents of the area. The judicious location and planning of these spaces will create an interlocking network of open volumes that will provide light, air, and open views.

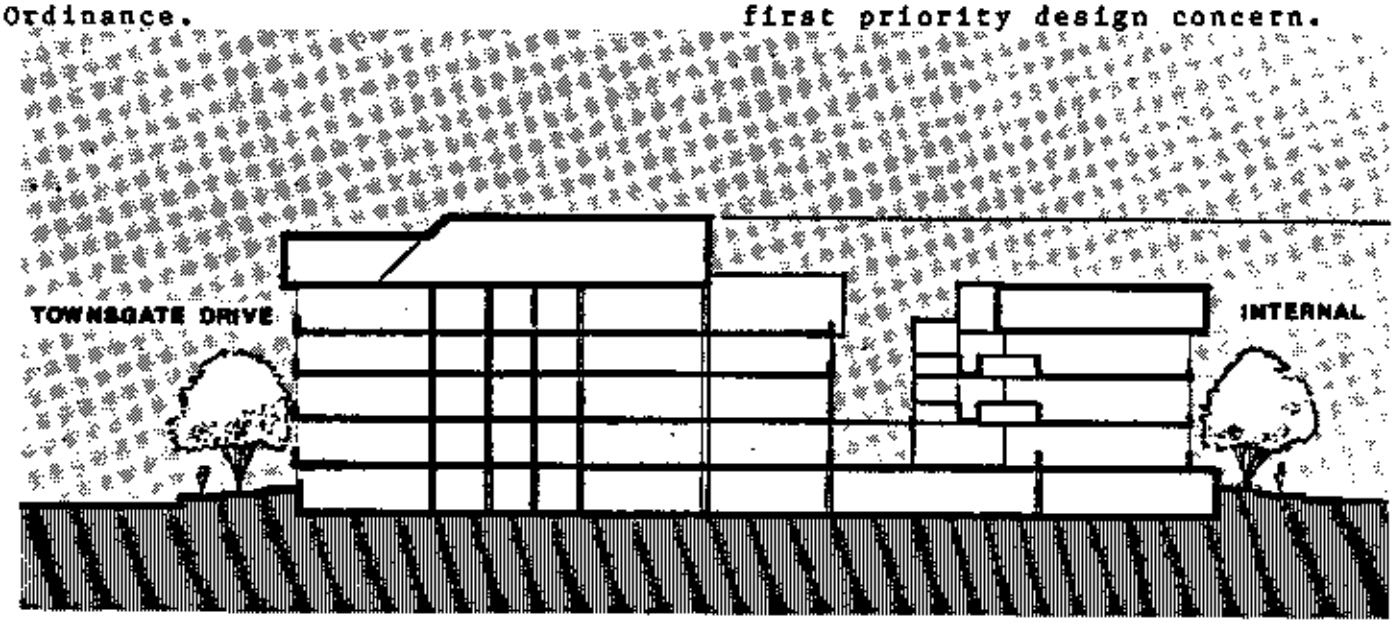
Each unit should have 100 square feet immediately adjacent and usable in the form of a balcony or terrace. Another 50 square feet per unit of usable space should be provided in a shared recreation area. An additional 150 square feet per unit should be incorporated into a landscaped open space area in addition to required setbacks stipulated in the Planned District Ordinance.

The areas designated MF4 in the Planned District Ordinance, or of a similar density but within the Town Center Zone, should observe open space requirements as set forth in the Planned District Ordinance.

Massing, Height and Scale

Adjacent to the Retail Element, the highest density of the housing should be of a mid-rise nature with a minimum of two and maximum of four stories, or 50 feet. The mass of these structures should be designed to create a residential scale with a high degree of articulation. The overall mass and height should not be uniform. The height and mass should be gradually decreased away from the adjacent MF4 medium density housing areas to the east.

The scale statement of this housing type should be one of village character and not simple monoliths. This carries forth the goal of creating a further extension of the Village Core into the Residential Area where appropriate. Pedestrian scale criteria is particularly important in the common walkways, entries, and recreation areas. The density of this area will be most exciting and in harmony with the Village Core if scale is a first priority design concern.



SECTION D-D

Form

The overall form statement of the medium density housing should reinforce the Core concept of the area. The forms should vary but gradually create transitions to other areas. The overall form of the medium density housing element as it faces the Park is particularly important. This edge is visible by many and creates a strong design image for much of the public. Transition of form sympathetic to the Park is vital.

The forms of the highest density housing adjacent to the Town Center may reflect the design of the Commercial Element but should likewise communicate its residential use. This can be accomplished through the use of urban residential forms.

The transitional housing of a lesser density should express more conventional residential forms and shapes to emphasize the residential nature of North City West.

Roofscape

The Town Center Residential Element is one of the highest of all residential neighborhoods in North City West, thus the roofline must be carefully considered. The Community Plan encourages a high profile in this area. However, careful consideration should be given to its visibility from the entire community. Therefore, the skyline must be well designed. The careful attention to the design of this skyline will serve well to achieve the residential form that is sought for even the highest densities.

The highest structures, or primary mass as established by Figure 58 may employ flat roofs with parapet walls integral with the wall below to conceal rooftop equipment vents and shafts. The intermediate structures or secondary building mass as established by Figure 58 must include at least 33 percent pitched roof. The balance may be flat. The

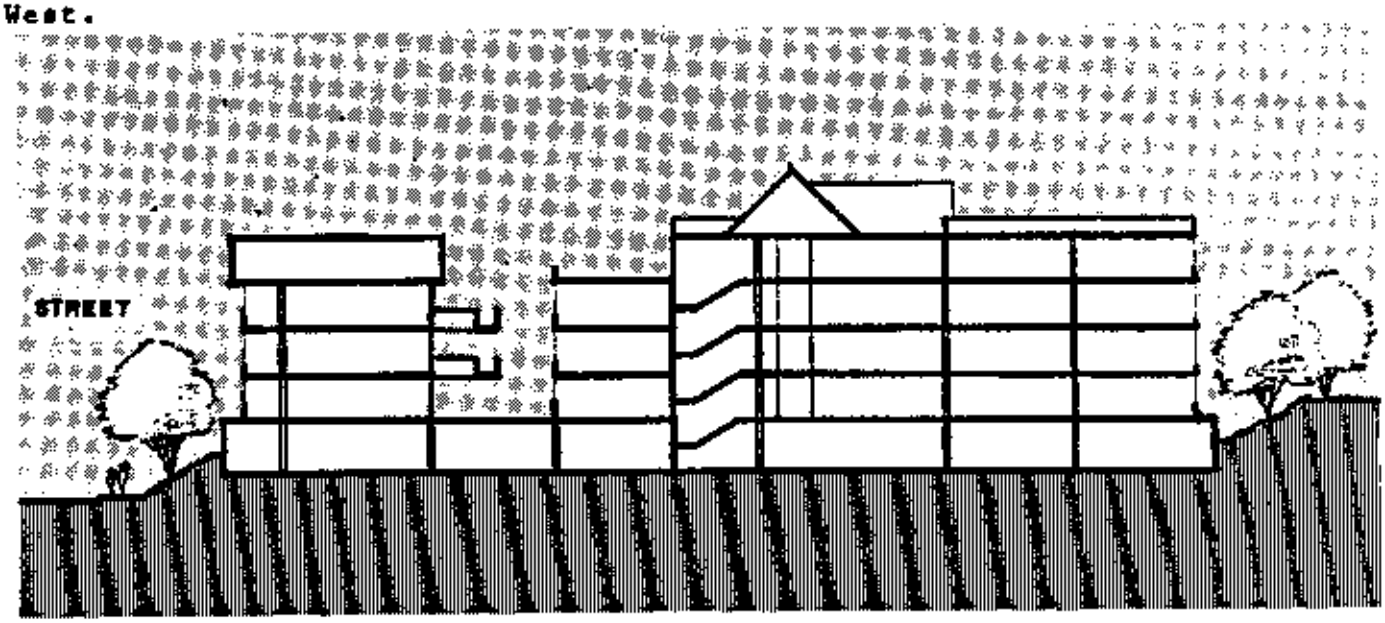


FIGURE 59
TOWN CENTER HOUSING SECTION

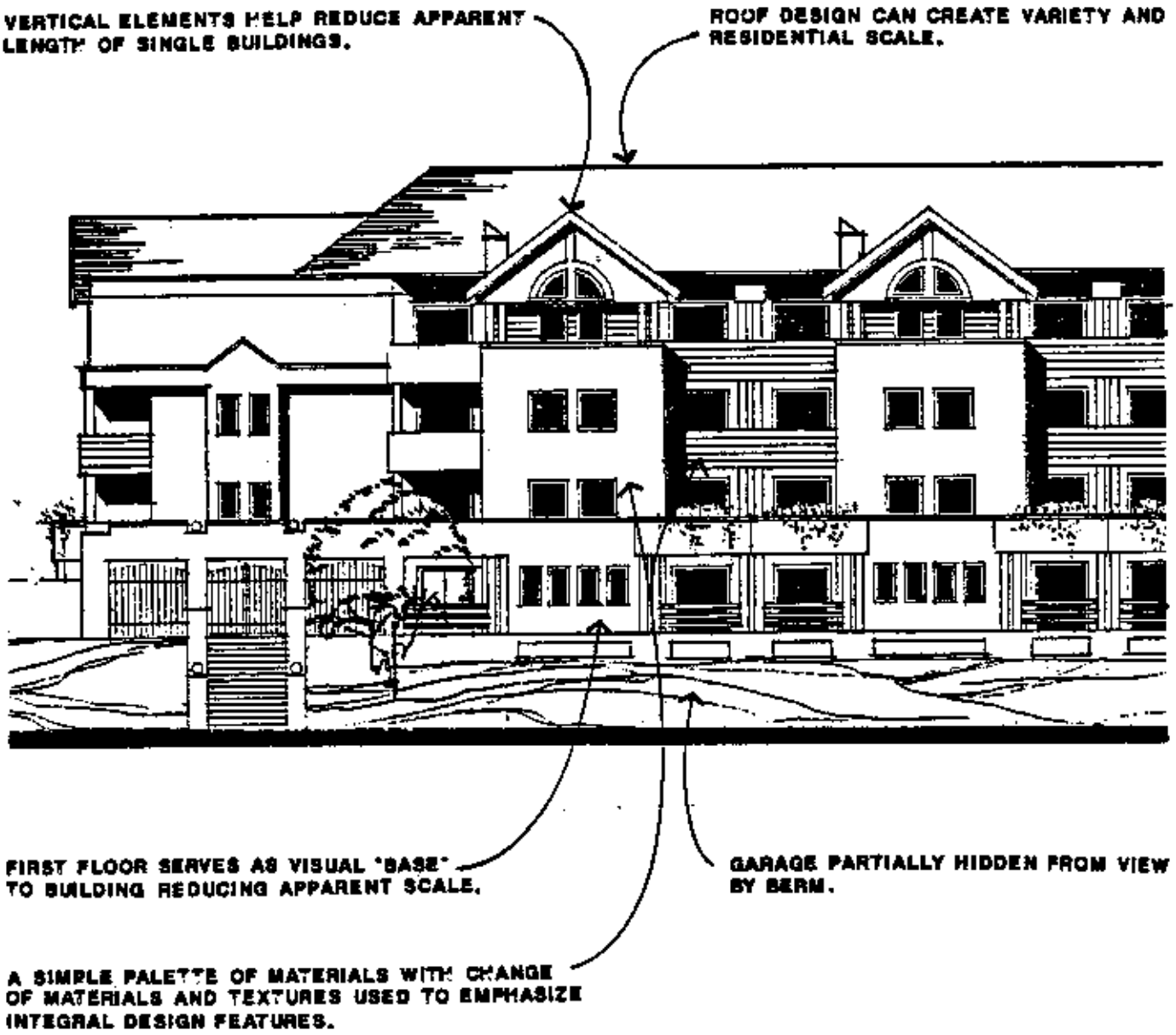


FIGURE 60

EXAMPLE ELEVATION 3-4 STORY BUILDING

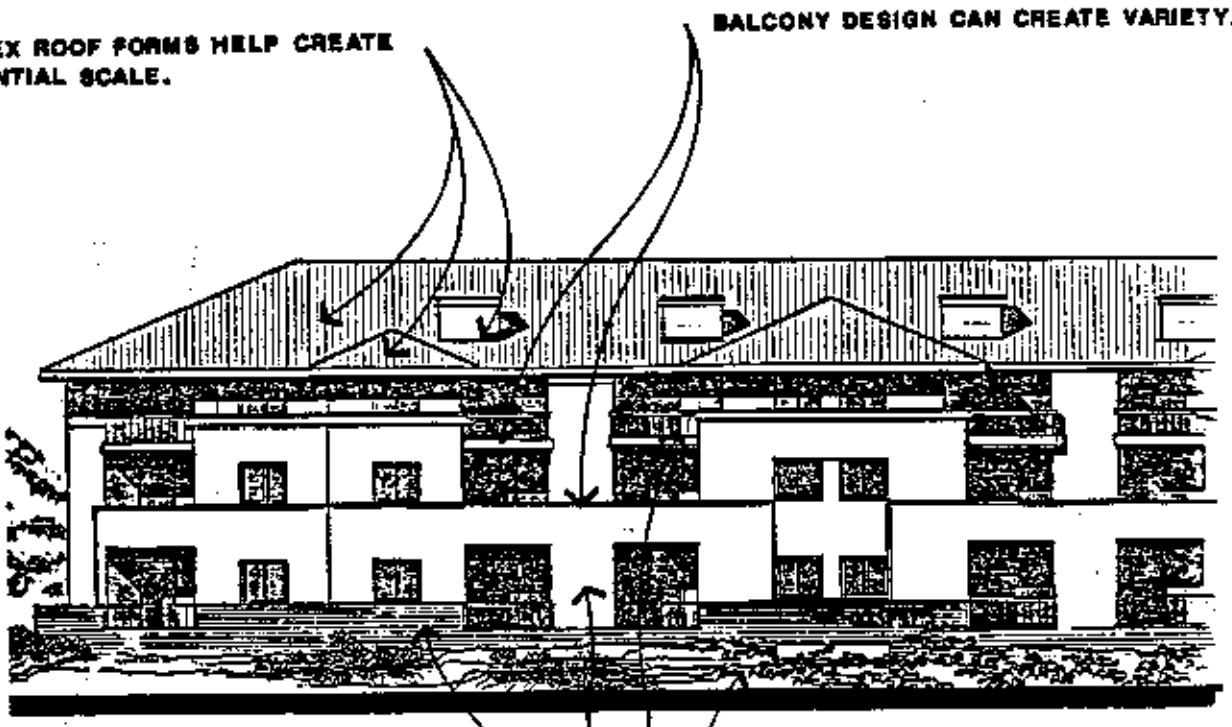


FIGURE 61

EXAMPLE ELEVATION 2-4 STORY RESIDENTIAL

transitional building masses established by Figure 58 must employ a minimum of 66 percent pitched roof.

The pitched roofs must employ some form of articularion in mass and plane at a minimum of 50 foot intervals.

Lower structures must have their roofscapes designed in an orderly fashion to eliminate visual chaos from the surrounding buildings that view these roofs.

Complete roof forms must be used. Mansard and partial roof forms meant to give the impression of a complete roof from below are not allowed. Flat roofs must be of a color to blend with the adjacent pitched roofs. Mechanical equipment larger than 3' x 3' x 3' that may be viewed from above must be covered by a trellis or louver structure.

Style

There is no architectural style mandated for the medium density housing area. If an historic style, post modern style or an allusion to an historic style is chosen, this should be done in favor of a style that supports the goal of creating the extension of the Town Center Core of North City West. The architectural style selected, therefore, must embody characteristics that support this goal and all the other design criteria discussed without destroying the integrity of the style.

The Residential Element of the Town Center is conceived of as an integral part of the Commercial Core and is a necessary component in order to create a true "Town Center". Therefore, just as with the Retail Area, the older communities of Del Mar, Solana Beach and Rancho Santa Fe should be considered as a source of architectural style.

Because of the large numbers of dwelling units planned for the Town Center Residential and Medium Density Residential, variety in form, plan and elevation is necessary to insure a lively diverse environment.

Therefore, a single building plan either in its basic form or reversed may not be repeated without substantial change, more than four times within a Development Plan Area. The maximum unit count permitted within this plan-type is 300. Even though the building plan may be repeated four times, a different pattern of consistent colors must be used for each building.

For a building plan to be considered substantially changed, at least 50 percent of the plan elements and elevation elements must be re-arranged or re-configured.

Three basic unit plans shall be included in development plans of 100 units or more.

Materials

While materials normally associated with residential projects are quite different from those associated with retail centers, the Medium Density Housing Element should be constructed with materials that relate well to those used in the design and construction of the neighboring retail area. Only those materials

that can be used appropriately in a residential application should be employed.

These materials include stucco, masonry, and concrete with wood and metals used as trim, railings, etc. Roofing materials such as clay or concrete tiles are preferable over wood, or asphalt shingles.

Glass area should be limited to no more than 40 percent of the exterior wall surface. Reflective glass is not permitted.

Paving of pedestrian areas should be predominately concrete, however, a minimum 25 percent of the area must be enriched paving. Driving surfaces and parking areas other than those within structures may be a palette of several materials but must also contain a minimum of 10 percent enriched paving.

Retaining and screen walls may be masonry and/or stucco, but must relate to the nearest building element in use of materials, and color and architectural detail.

Color

Because of the large number of units at this density and the goal of creating an extension of the Village Core, the use of several colors can help to provide diversity and variety. The color selections must be from a palette of muted tones, except for trim. Wherever possible, earth tones or pastel colors should be used to further define the residential character desired of this element. Strong contrasting colors are helpful in defining entry and circulation ways.

Lighting

Only lighting for security and necessary illumination of various spaces and walkways will be permitted. Additional criteria is described in the section titled, Lighting.

Parking Areas

Because of the large numbers of parking spaces required to serve the Medium Density and Town Center Residential Areas, careful attention must be given to the design of parking areas. These areas should be designed to be both attractive and functional.

Underground parking should be encouraged to serve the higher densities adjacent to the Town Center. The vehicular ramps to serve this type of parking should be situated to minimize their visual impact.

Visitor parking should be dispersed and kept to a minimum in size. This approach will ensure more convenient parking for the visitor and also minimize the amount of asphalt exposed to view.

Landscaping should be provided within the interior of all surface parking areas as well as along the exterior to minimize the visual impact from the adjacent residences and streets. Textured paving could also be used to achieve more attractive parking areas. A combination of earth mounding and landscaping can be effective in externally screening parking areas. Fencing may be appropriate in some cases.

Consideration should be given to the movement of pedestrians through parking areas, providing separated walkways in some instances. Adequate lighting should be provided to accommodate both the motorist and pedestrian.

Signage

Refer to section titled, Signage and Graphics.

LOW-MEDIUM DENSITY RESIDENTIAL

Goal

The low-medium density residential category is limited to the southwest corner of the Precise Plan Unit. The location is appropriate for this density in order to form a transition to the adjacent residential unit to the south. The overall goal for this Precise Plan Housing Element is to form the southern edge of the Community Park.

Relationship to the Plan

The Urban Design Plan relies on this Residential Area to form the western edge of the pedestrian link through the Park and school area and on to the northern connection of the Development Unit Six pedestrian system. This edge and the edge of the Community Park are the primary relationships established.

Site Planning and Additional Criteria

Guidelines for the low-medium housing density have been previously developed and adopted. Refer to the Carmel Valley Precise Plan - Urban Design Element.

Parking Areas

The criteria set forth for the medium density and Town Center residential parking areas (p. 139) should also be used when designing parking facilities for the low medium residential densities.

COMMUNITY PARK

The 17.70 acre Community Park located with the precise plan area is intended to serve the more active recreational needs of adjacent residential areas. Types of facilities provided should include play apparatus areas for various child age groups, tennis courts, and several sports fields. The illustration below is a conceptual layout of proposed park facilities. The following types of facilities are recommended to be included within a community park.

* Play apparatus area - pre-school
* Play apparatus area - older children
* Family picnic area
* Off-street parking
* Landscaping (buffer and special areas)
* Tennis Courts
* Recreation center building with competition size swimming pool.
* Sports fields: soccer, softball, etc.
* Quiet areas and outdoor classrooms
* Open or "freeplay" area

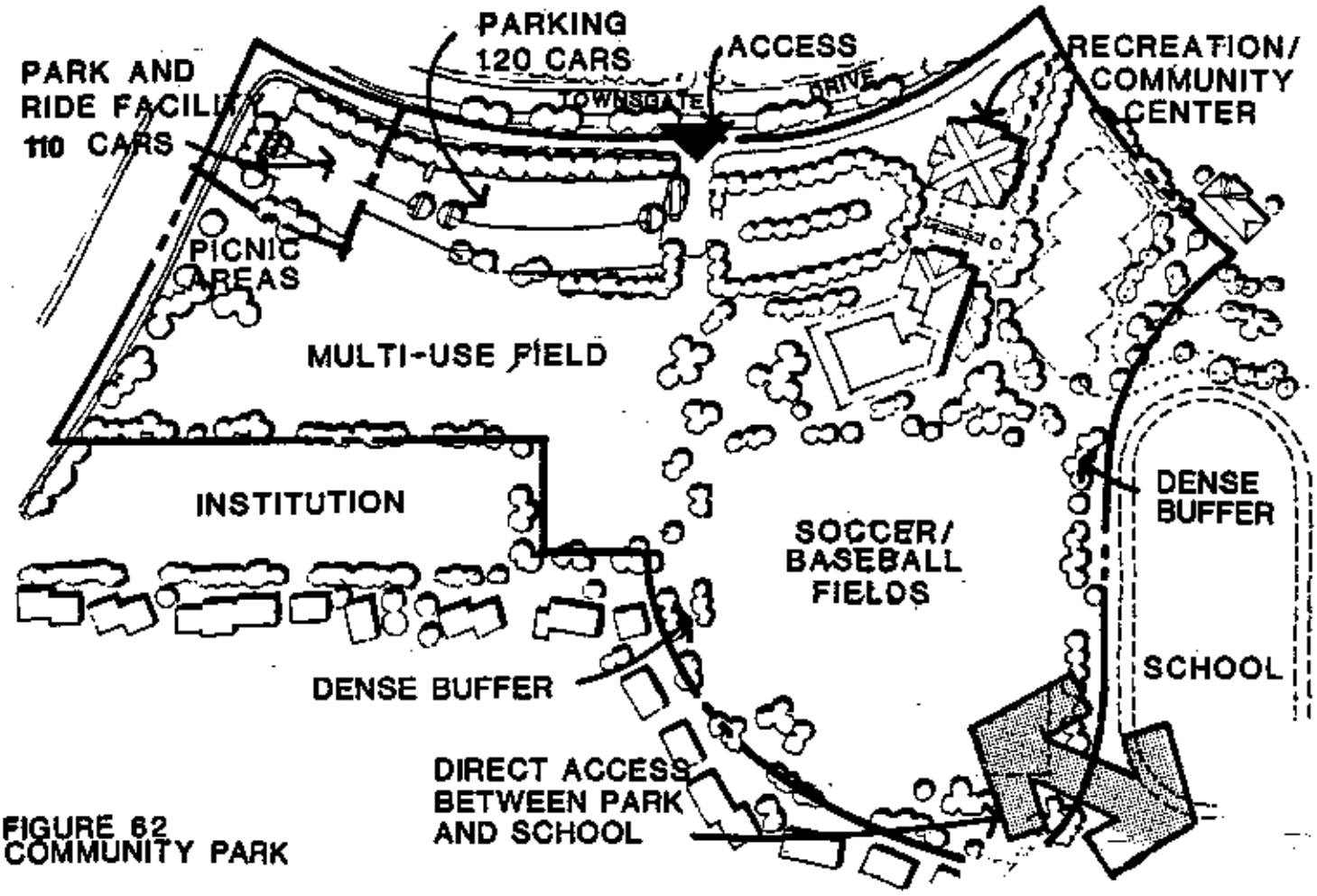


FIGURE 62
COMMUNITY PARK

JUNIOR HIGH SCHOOL

The 21.70 acre junior high school is within the San Dieguito Union High School District. Discussions with the district's architectural consultant have created a site plan which will observe the broad guidelines illustrated below.

The design and siting of the school facility will take into account aesthetic impacts on students as well as on the surrounding community. Buffers may be needed between land uses, such as to mitigate views and restrict access. An architectural style and building materials appropriate to the surrounding area should be utilized. The location of the community park is coordinated with the school's athletic fields to avoid unnecessary duplication of recreation facilities. Figure 62 is a conceptual plan, more specific drawing and plans are to be approved by the San Dieguito Union High School District.

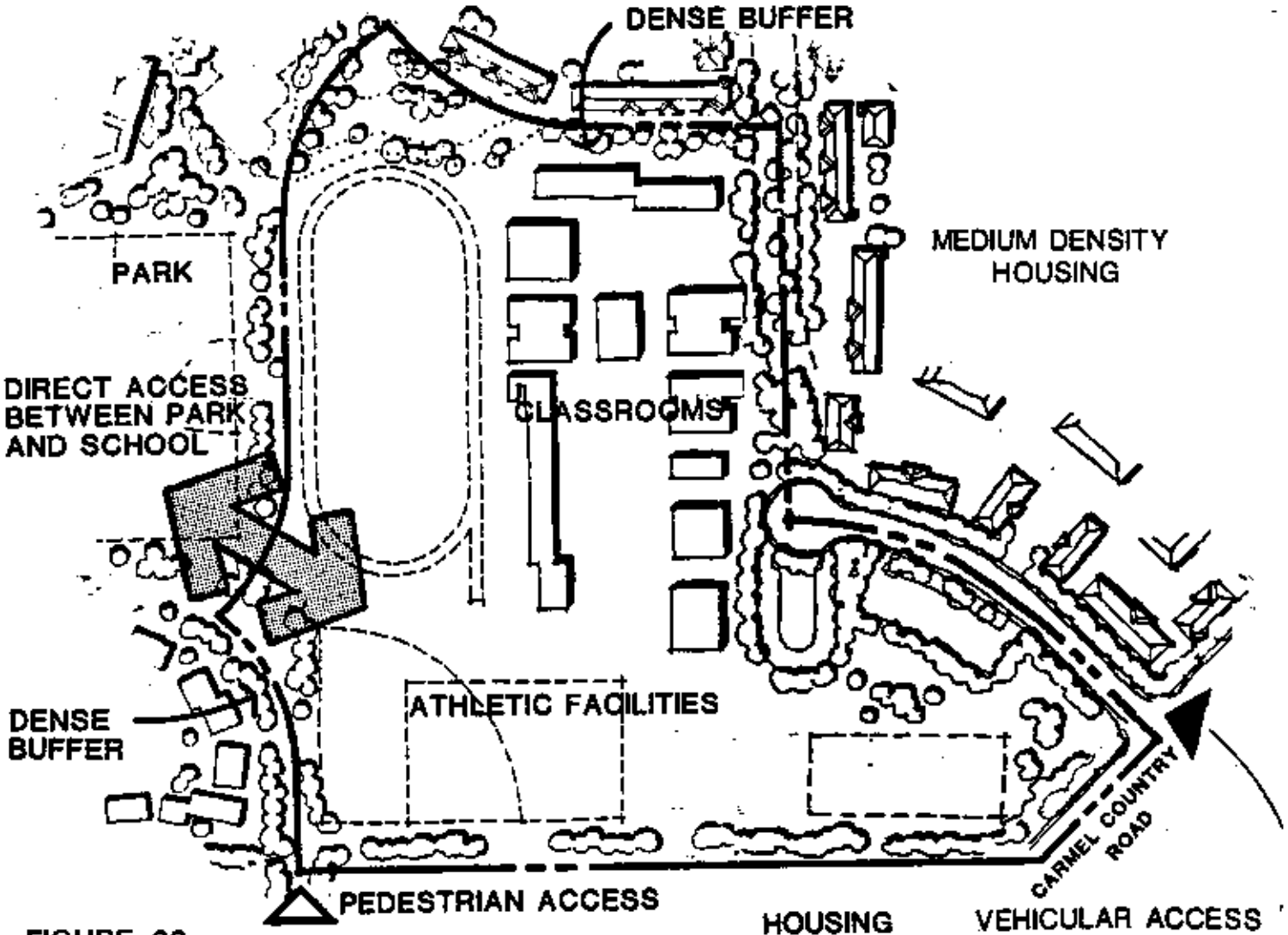
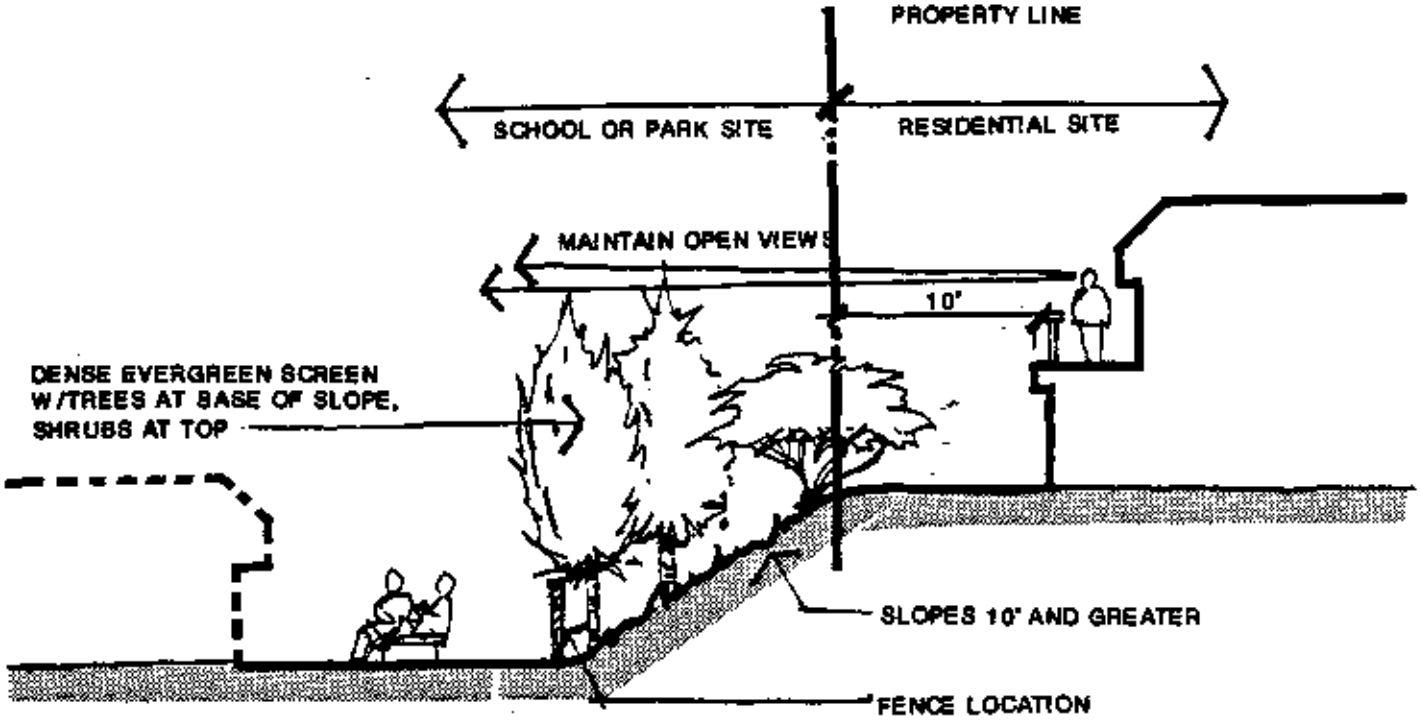


FIGURE 63
JUNIOR HIGH SCHOOL



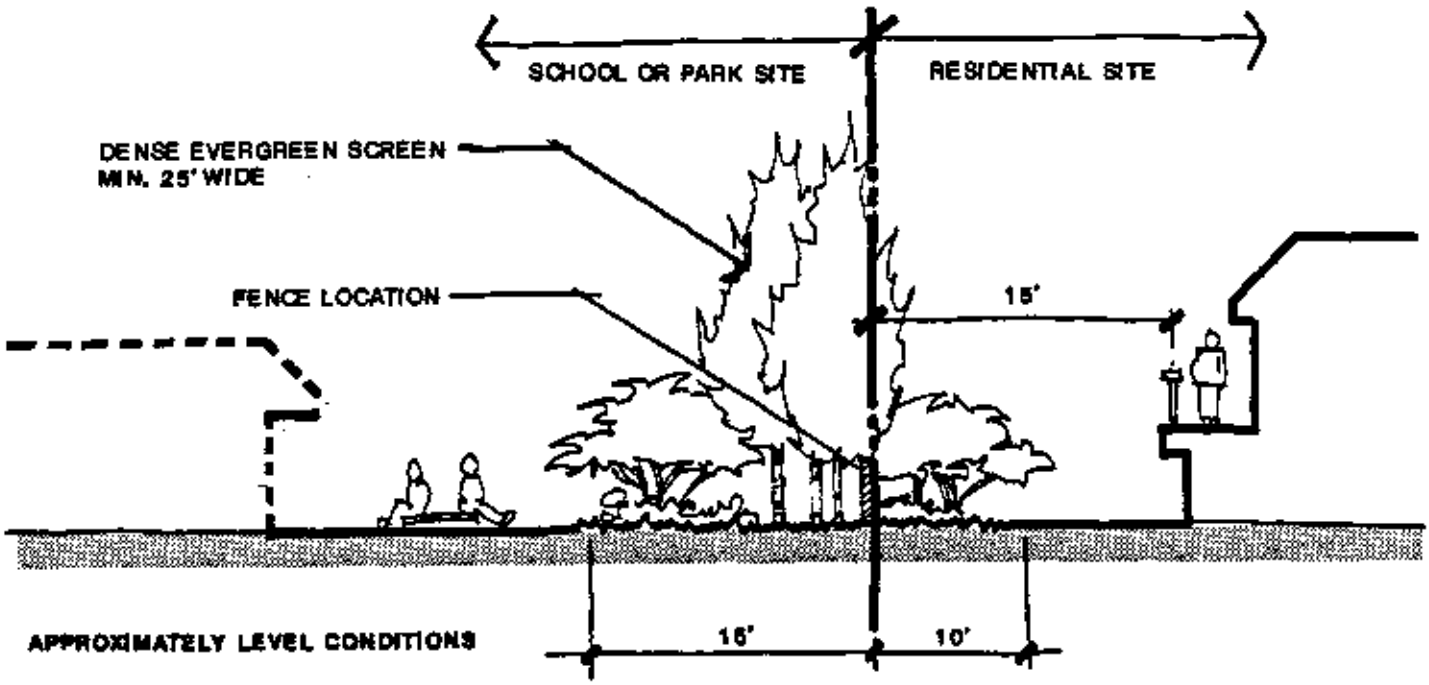


FIGURE 64
RESIDENTIAL/PUBLIC FACILITIES INTERFACE CONDITION

JUNIOR HIGH SCHOOL

The 21.70 acre junior high school is within the San Dieguito Union High School District. Discussions with the district's architectural consultant have created a site plan which will observe the broad guidelines illustrated below.

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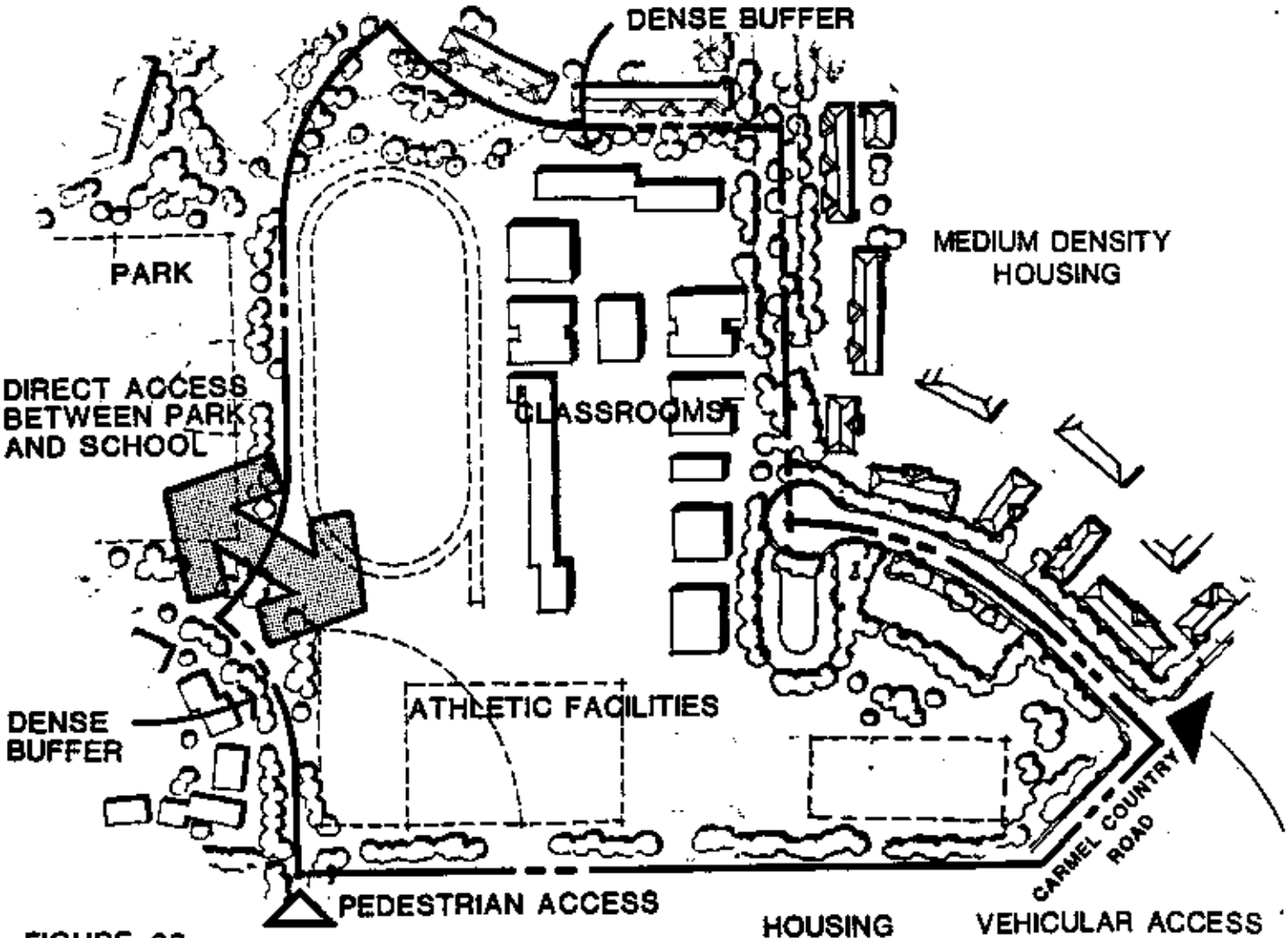

FIGURE 63
JUNIOR HIGH SCHOOL

TRANSIT CENTER

Introduction

The Transit Center is a major bus facility which is designed to accommodate a variety of transit functions. These transit functions can include passenger loading and unloading, transfers, driver breaks and relief, bus layovers, etc.

The Transit Center will be the focal point of transit service in the Town Center, depending on the level of service and demand the Center could include a variety of amenities such as shelters, benches, bus bays, time tables with route number identification and a systems map, phones, and trash cans.

Design Criteria

Because transit needs and functions vary from location to location, no universal design criteria can be developed. However, beyond the basic requirement expressed by San Diego Transit for three bus bays (two for standard 40-foot buses and one to accommodate a 60-foot articulated bus) and a pedestrian shelter, additional criteria has been developed and are illustrated in Figure 65.

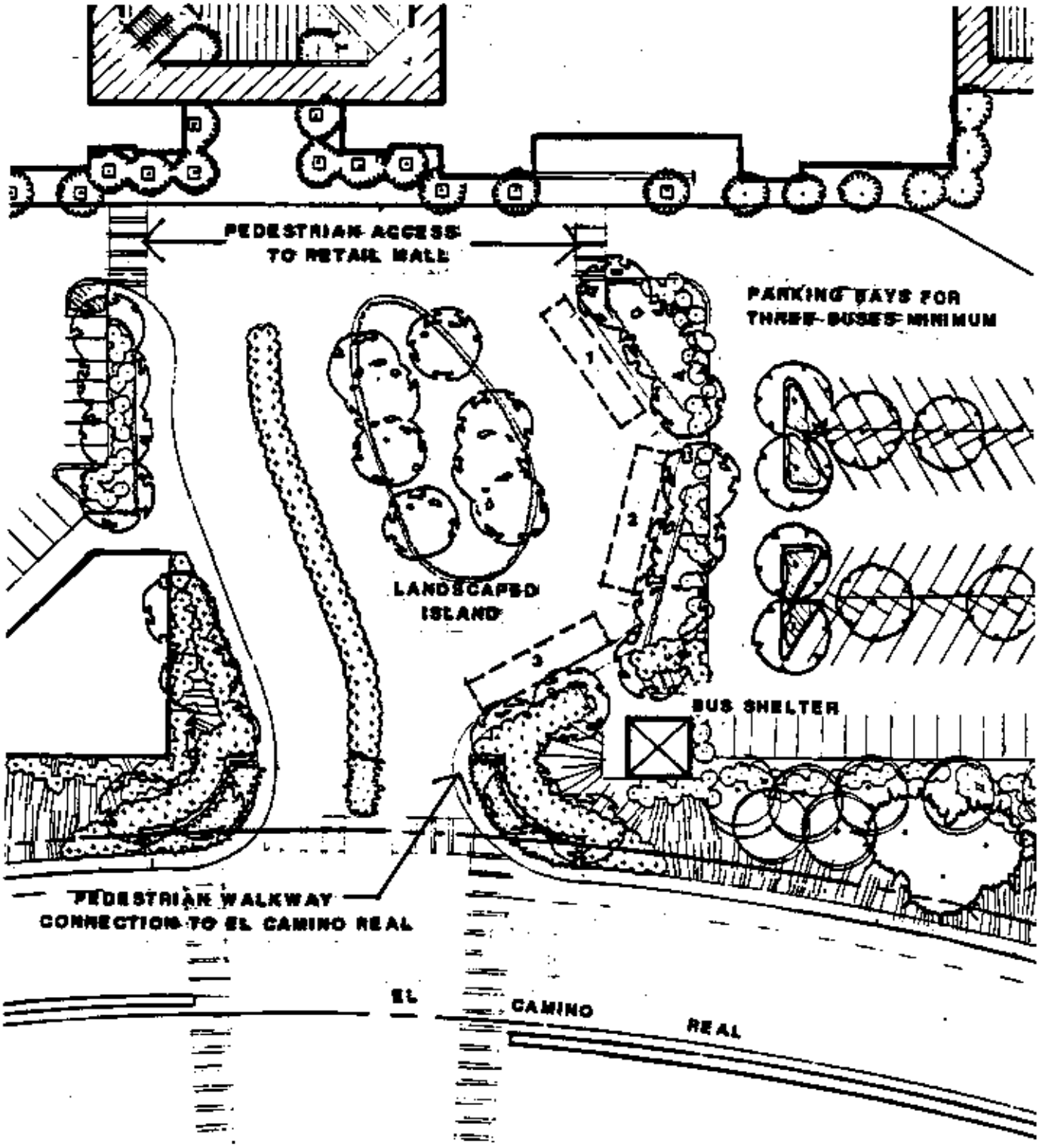

FIGURE 65

TRANSIT CENTER

PLAN IMPLEMENTATION

INTRODUCTION

The Community Plan on page 119 sets forth goals and objectives for the implementation techniques, phasing and precise development plans, and public facility financing. This section addresses these issues as they relate to the Town Center Precise Plan Unit.

IMPLEMENTATION TECHNIQUES

The guidelines for land use and design treatment the Town Center Precise Plan Unit will be governed by the Planned District Ordinance (PDO) for North City West. In conjunction with the approval of this document, the City Council will approve an amendment to the PDO that will create the TC Zone (Town Center) and the MF4 Zone (Medium Density Residential). These zones will contain standards patterned after the CA Zones (commercial) and R-1500 Zones (residential) but are modified to meet the express needs and conditions of this Precise Plan in North City West.

The Planned Commercial District (PCD) ordinance 101.0910 has also been included as part of the TC Zone so that some of the innovative techniques of modern planning and design may be applied to these developments. This will further strengthen the existing development plan approval process to which each project must adhere.

The Town Center Precise Plan will closely adhere to all conditions of the land development ordinance and further requirements of the North City West community regarding grading techniques and restrictions.

Open Space

Open Space is not indicated in the Community Plan for the Town Center Precise Plan Unit. There are no natural land forms that require the conditions of open space management to protect. The Community Park included within the Plan provides the visual relief of open space but facilities management is under a different category.

Transportation

Transportation concerns have been addressed and all requirements including alternate transportation modes, bikeways, engineering traffic control and phasing have been incorporated. The traffic forecasts of the area are contained in the associated Environmental Impact Report.

Park and Educational Facilities

Recreational and educational facilities have been provided in the exact location shown in the Community Plan with the exception of the Elementary School which has been eliminated from the school program. These facilities are being coordinated with the appropriate departments and districts to comply with Council policies.

Capitol Improvement Programming

Capital Improvement Programming has been governed by the North City West Public Facilities Financing Plan. This Precise Plan will comply and coordinate with all requirements of the Financing Plan.

Phasing

The Community Plan indicates development phasing for the Town Center Precise Plan Area in phases one through three. It is anticipated that the first phase of development within the Precise Plan Unit will be the Commercial Element. This first phase of development would include the Neighborhood center component of the Retail Element providing needed services to the existing residential development. The Regional Retail Area will be constructed concurrent with market demands.

Phasing of residential developments within the Town Center Precise Plan Unit are proposed to be directly related to the provision of the major street network and other infrastructure as set forth within the adopted Public Facilities Financing Plan for North City West. With the assurance that public facilities will be provided commensurate with the provision of housing, actual phasing of individual housing products can become a function of the marketplace.

The timing of construction of public facilities such as the Park, Transit Centers and Library, have been determined by the Public Facilities Financing Plan. It is recommended, however, that the Transportation Terminal and Park-and-Ride Facility be developed in conjunction with the Regional Shopping Center and Community Park respectively. Further, it is recommended that the Community Park ba developed when the population of the community reaches 18,000 people. The Public Facilities Financing Plan should be revised during the next annual update to accommodate this recommendation to the extent feasible.

Phasing of the Junior High School has been determined by the North City West School Facilities Master Plan. The timing of construction of the School shall be such that it will open in September of the year and in accord with the following schedule:

First Phase: Capacity 600 students, 200 students from North City West (NCW).

Second Phase: Capacity 900 students, 600 students from NCW.

Third Phase: Capacity 1100 students, 900 students from NCW.

Development Plans

Development Plans have been required for all areas in North City West and will be required within the Precise Plan Unit. The Development Plans for the Town Center Precise Plan Unit will follow the Town Center Precise Plan criteria. The Precise Plan addresses the following issues as mandated by the Community Plan. These issues must also be integrated into the Development Plans for the individual phases of the Plan.

* The Community Plan objectives in terms of density, neighborhood concepts, major and collector street patterns must be met.

* The complete circulation system is illustrated in the Precise Plan document including local streets and transit. The Development Plans must indicate how each phase relates to this overall Plan.

* The layout of uses, parking landscape and walkways are shown in the Urban Design Plan. These are the backbone of the Plan and must be continued within each development phase.

* The phasing of construction of the Town Center Commercial Core is expected to be in three parts. The Neighborhood Center is planned to begin immediately upon approval of this document and all necessary maps, permits and approvals associated with the Regional Center following sometime in the future as the demand allows. The Development Plans themselves will express this phasing by their sequence of submittal.

* Grading beyond each phase of Development Plan approved may be allowed provided this work is within the Precise Plan Area and generally follows the grading plan illustrated in figure 48. This is to allow coordinated grading and construction of the entire Town Center Precise Plan Area.

* Each Development Plan submitted for approval shall include a site plan and "street scene" elevations that include previously approved adjacent Development Plans. The major design features of each Development Plan shall be coordinated with the major design features of the adjacent previously approved Development Plans and or Precise Plan Elements.

* All public facility sites illustrated in the Precise Plan must be included with the Development Plans of the Element in which they are shown.

* All the applicable precise Development Plan criteria as outlined on page 132 of the Community Plan will apply to the residential areas of the Precise Plan as appropriate.

PUBLIC FACILITIES FINANCING

The North City West Public Facilities Financing Plan governs and provides for the financing, phasing and justification of each public element of the plan including parks, schools, streets, roads and utilities. All land owners and developers within the Town Center Precise Plan Area will develop according to the requirements of this Plan.

Deviation from the Financing Plan might occur if development proceeds on a schedule or sequence not envisioned by the Precise Plan. Appropriate adjustments will be made and measures taken.

ENVIRONMENTAL IMPACT REPORT

* The Environmental Impact Report for the Town Center Precise Plan Area is under separate cover, but is being processed for approval concurrent with this document.

LEGEND

—·—·— Precise Plan Boundary

TC Zoning Classification

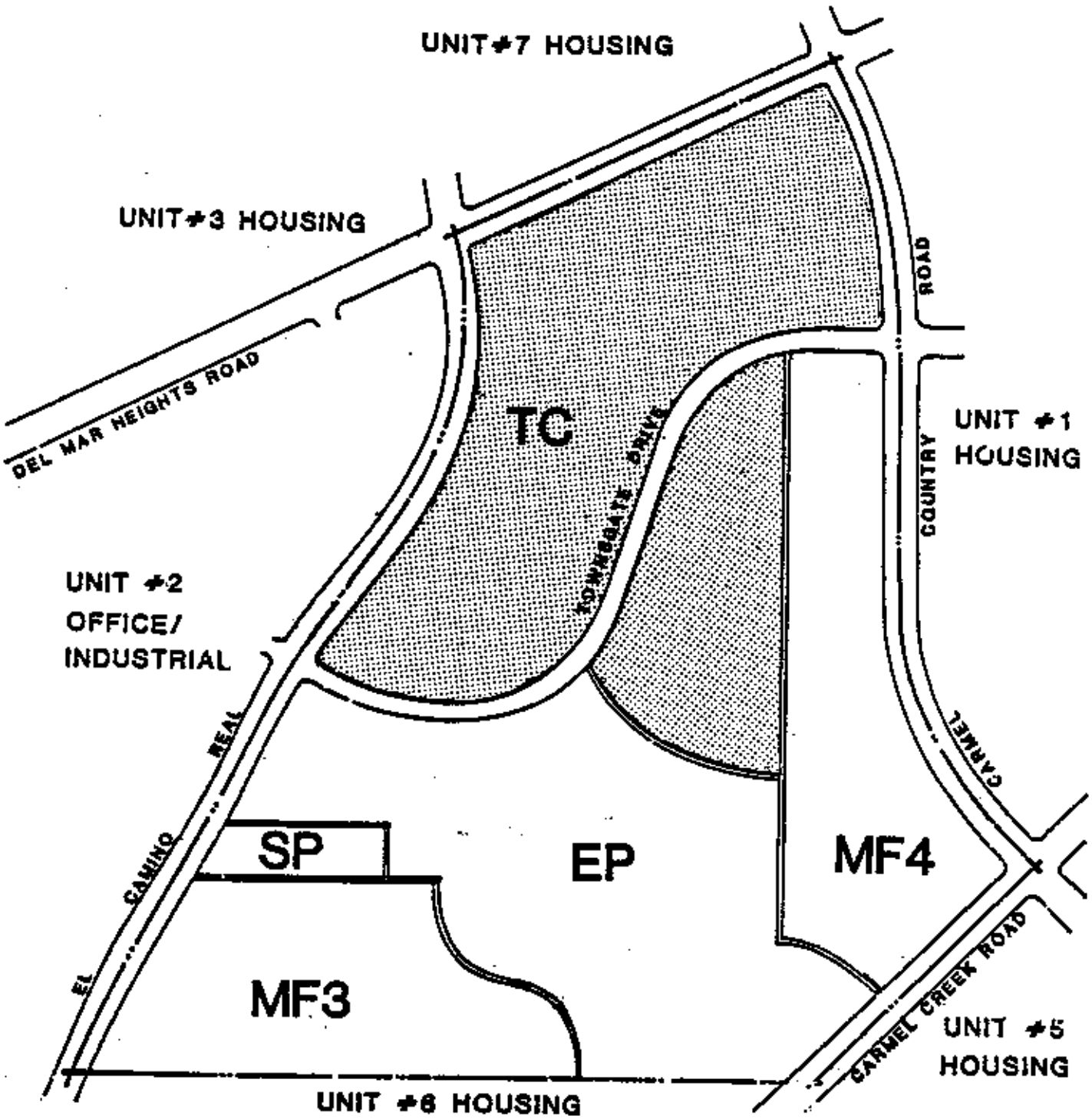

FIGURE 66
ZONING

* The layout of uses, parking landscape and walkways are shown in the Urban Design Plan. These are the backbone of the Plan and must be continued within each development phase.

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PRECISE PLAN CATEGORY	ZONING	BRIEF DESCRIPTION OF ZONE
TOWN CENTER	TC	Based on the CA zone development standards. Quantity of residential dwelling units limited to 799 units.
MEDIUM DENSITY HOUSING	MF4	Maximum density of up to 44 dwelling units per net residential acre. Quantity of residential dwelling units limited to 901 units.
LOW-MEDIUM DENSITY HOUSING	MF3	Maximum density of up to 29 dwelling units per net residential acre.
EDUCATIONAL AND PARK AREA	EP	Educational and recreational uses, subject to development plan review.
SPECIAL USE	SP	Educational, institutional, recreational, public or quasi-public uses, subject to development plan review.

TABLE 3

PHYSICAL DEVELOPMENT CONTROLS