STATE OF CALIFORNIA - THE RESOURCES AGENCY GRAY DAVIS, Governor

CALIFORNIA COASTAL COMMISSION
SAN DIEGO AREA
7111 CAMINO DEL RIO NORTH, SUITE 200
SAN DIEGO, CA 92108-1725
(619) 521-8036

RECORD PACKET COPY Date: February 18, 1999

TO: COMMISSIONERS AND INTERESTED PERSONS **WED 14a**

FROM: DEBORAH LEE, SOUTH COAST DEPUTY DIRECTOR
SHERILYN SARB, DISTRICT MANAGER, SAN DIEGO AREA OFFICE
ELLEN LIRLEY, COASTAL PROGRAM ANALYST, SAN DIEGO AREA OFFICE

SUBJECT: STAFF RECOMMENDATION ON MAJOR AMENDMENT 3-98 (Carmel Valley Neighborhoods 6 and 8 and Subarea III of the North City Future Urbanizing Area) TO THE CITY OF SAN DIEGO LOCAL COASTAL PROGRAM (For Public Hearing and Possible Final Action at the Coastal Commission Hearing of March 9-12, 1999)

SYNOPSIS

SUMMARY OF AMENDMENT REQUEST

The City of San Diego's third major amendment package for 1998 includes three components, all amendments to the certified Land Use Plan (LUP) element of the Local Coastal Program (LCP). The proposals would amend land use designations and community plan boundaries within the North City segment of the City's LCP. The first component (Kilroy) addresses a total of 29.2 in Carmel Valley Neighborhood 6 currently designated as Neighborhood Commercial (13.10 acres) and Specialized Commercial (16.10 acres). It will reduce the Neighborhood Commercial acreage to 11.87 acres and redesignate a vacant, 17.33-acre site to Office Commercial, eliminating the Specialized Commercial designation in Neighborhood 6. The second component (Pinnacle) would incorporate an approximately 40-acre site into Carmel Valley Neighborhood 8 and designate the site for Multi-Family Residential development and Open Space; the site is currently part of the Neighborhood 8A deferred certification area. This LCPA component also adjusts the boundaries of the Multiple Species Conservation Plan lands within the neighborhood. Finally, the third component (Pacific Highlands Ranch/Route 56) is a new land use plan for Subarea III of the North City Future Urbanizing Area designed around the proposed alignment of the middle segment of State Route 56.

SUMMARY OF STAFF RECOMMENDATION

Staff recommends approval as submitted for the Carmel Valley Neighborhood 6 amendment. It is further recommended that the Carmel Valley Neighborhood 8 amendment and the Subarea III Plan for the North City Future Urbanizing Area be denied

as submitted and approved with suggested modifications. The appropriate resolutions and motions begin on Page 4. Suggested Modifications begin on Page 6. The findings for approval of a portion of the Land Use Plan Amendment as submitted begin on Page 8. The findings for denial of portions of the Land Use Plan Amendment as submitted begin on Page 12. The findings for approval of those portions of the Land Use Plan Amendment if modified begin on Page 18.

BACKGROUND

The City of San Diego Local Coastal Program (LCP) was segmented into twelve geographic areas, corresponding to community plan boundaries, with separate land use plans submitted and certified (or certified with suggested modifications) for each segment. The Implementing Ordinances were submitted and certified with suggested modifications, first in March of 1984, and again in January of 1988. Subsequent to the 1988 action on the implementation plan, the City of San Diego incorporated the suggested modifications and assumed permit authority for the majority of its coastal zone on October 17, 1988. Isolated areas of deferred certification remain, and will be submitted for Commission certification once local planning is complete. There have been numerous amendments to the certified LCP; these are discussed further under LCP History in the report.

ADDITIONAL INFORMATION

Further information on the City of San Diego LCP Amendment 3-98 may be obtained from **Ellen Lirley**, Coastal Planner, at (619) 521-8036.

PART I. OVERVIEW

A. LCP HISTORY

The City of San Diego has a long history of involvement with the community planning process; as a result, in 1977, the City requested that the Coastal Commission permit segmentation of its Land Use Plan (LUP) into twelve (12) parts in order to have the LCP process conform, to the maximum extent feasible, with the City's various community plan boundaries. In the intervening years, the City has intermittently submitted all of its LUP segments, which are all presently certified, in whole or in part. The earliest LUP approval occurred in May, 1979, with others occurring in 1988, in concert with the implementation plan. The final segment, Mission Bay Park, was certified in November, 1996.

When the Commission approved segmentation of the LUP, it found that the implementation phase of the City's LCP would represent a single unifying element. This was achieved in January, 1988, and the City of San Diego assumed permit authority on October 17, 1988 for the majority of its coastal zone. Several isolated areas of deferred certification remained at that time; some of these have been certified since through the LCP amendment process. Other areas of deferred certification remain today and are completing planning at a local level; they will be acted on by the Coastal Commission in the future. One area of deferred certification, Subarea III of the North City Future Urbanizing Area, is part of the subject LCP amendment proposal.

Since effective certification of the City's LCP, there have been many major and minor amendments processed for it. These have included everything from land use revisions in several segments, to the rezoning of single properties, and to modifications of citywide ordinances. While it is difficult to calculate the number of land use plan revisions or implementation plan modifications, because the amendments often involve multiple changes to a single land use plan segment or ordinance, the Commission has reviewed a significant number of both land use plan revisions and ordinance amendments. Most amendment requests have been approved, some as submitted and some with suggested modifications; further details can be obtained from the previous staff reports and findings on specific amendment requests. Most recently, in February 1999, the Coastal Commission certified, with suggested modifications, the Land Development Code, an update of the City's entire implementation program.

B. STANDARD OF REVIEW

The standard of review for land use plans, or their amendments, is found in Section 30512 of the Coastal Act. This section requires the Commission to certify an LUP or LUP amendment if it finds that it meets the requirements of Chapter 3 of the Coastal Act. Specifically, it states:

Section 30512

(c) The Commission shall certify a land use plan, or any amendments thereto, if it finds that a land use plan meets the requirements of, and is in conformity with, the policies of Chapter 3 (commencing with Section 30200). Except as provided in paragraph (1) of subdivision (a), a decision to certify shall require a majority vote of the appointed membership of the Commission.

Pursuant to Section 30513 of the Coastal Act, the Commission may only reject zoning ordinances or other implementing actions, as well as their amendments, on the grounds that they do not conform with, or are inadequate to carry out, the provisions of the certified land use plan. There are no implementation program revisions included in the current LCP amendment request. The Commission shall take action by a majority vote of the Commissioners present.

C. PUBLIC PARTICIPATION

The City has held Planning Commission and City Council meetings with regard to each of the three components of the subject amendment request. All of the local hearings were duly noticed to the public. Notice of the subject amendment request has been distributed to all known interested parties.

PART II. LOCAL COASTAL PROGRAM SUBMITTAL - RESOLUTIONS

Following a public hearing, staff recommends the Commission adopt the following resolutions and findings. The appropriate motion to introduce the resolution and a staff recommendation are provided just prior to each resolution.

A. RESOLUTION I (Resolution to approve certification of the City of San Diego Land Use Plan amendment [Carmel Valley Neighborhood 6 portion], as submitted)

MOTION I

I move that the Commission certify the City of San Diego Land Use Plan amendment [Carmel Valley Neighborhood 6 portion], as submitted.

Staff Recommendation

Staff recommends a **YES** vote and adoption of the following resolution and findings. An affirmative vote by a majority of the appointed Commissioners is needed to pass the motion.

Resolution I

The Commission hereby certifies the amendment request to the City of San Diego Land Use Plan Amendment for the Carmel Valley Neighborhood 6 portion, as submitted, and adopts the findings stated below on the grounds that the amendment will meet the requirements of and conform with the policies of Chapter 3 (commencing with Section 30200) of the California Coastal Act to the extent necessary to achieve the basic state

goals specified in Section 30001.5 of the Coastal Act; the land use plan, as amended, will be consistent with applicable decisions of the Commission that shall guide local government actions pursuant to Section 30625(c); and certification of the land use plan amendment does meet the requirements of Section 21080.5(d)(2)(i) of the California Environmental Quality Act; as there would be no feasible measures or feasible alternatives which would substantially lessen significant adverse impacts on the environment.

B. RESOLUTION II (Resolution to deny certification of the City of San Diego Land Use Plan amendment [Carmel Valley Neighborhood 8 and Subarea III of the North City Future Urbanizing Area portions], as submitted)

MOTION II

I move that the Commission certify the City of San Diego Land Use Plan amendment [Carmel Valley Neighborhood 8 and Subarea III of the North City Future Urbanizing Area portions], as submitted.

Staff Recommendation

Staff recommends a **NO** vote and adoption of the following resolution and findings. An affirmative vote by a majority of the appointed Commissioners is needed to pass the motion.

Resolution II

The Commission hereby denies certification of the amendment request to the City of San Diego Land Use Plan amendment to the Carmel Valley Neighborhood 8 and Subarea III of the North City Future Urbanizing Area, and adopts the findings stated below on the grounds that the amendment will not meet the requirements of and conform with the policies of Chapter 3 (commencing with Section 30200) of the California Coastal Act to the extent necessary to achieve the basic state goals specified in Section 30001.5 of the Coastal Act; the land use plan, as amended, will not be consistent with applicable decisions of the Commission that shall guide local government actions pursuant to Section 30625(c); and certification of the land use plan amendment does not meet the requirements of Section 21080.5(d)(2)(A) of the California Environmental Quality Act as there would be feasible measures or feasible alternatives which would substantially lessen significant adverse impacts on the environment.

C. RESOLUTION III (Resolution to approve certification of the City of San Diego Land Use Plan amendment [Carmel Valley Neighborhood 8 and Subarea III of the North City Future Urbanizing Area portions], if modified)

MOTION III

I move that the Commission certify the City of San Diego Land Use Plan amendment [Carmel Valley Neighborhood 8 and Subarea III of the North City Future Urbanizing

Area portions], if it is modified in conformance with the suggestions set forth in this staff report.

Staff Recommendation

Staff recommends a **YES** vote and adoption of the following resolution and findings. An affirmative vote by a majority of the appointed Commissioners is needed to pass the motion.

Resolution III

The Commission hereby certifies the amendment request to the City of San Diego Land Use Plan amendment for the Carmel Valley Neighborhood 8 and Subarea III of the North City Future Urbanizing Area, if modified, and adopts the findings stated below on the grounds that the amendment will meet the requirements of and conform with the policies of Chapter 3 (commencing with Section 30200) of the California Coastal Act to the extent necessary to achieve the basic state goals specified in Section 30001.5 of the Coastal Act; the land use plan, as amended, will contain a specific public access component as required by Section 30500 of the Coastal Act; the land use plan, as amended, will be consistent with applicable decisions of the Commission that shall guide local government actions pursuant to Section 30625(c); and certification of the land use plan amendment does meet the requirements of Section 21080.5(d)(2)(A) of the California Environmental Quality Act as there would be no feasible measures or feasible alternatives which would substantially lessen significant adverse impacts on the environment.

PART III. SUGGESTED MODIFICATIONS

CARMEL VALLEY NEIGHBORHOOD 8

Since the proposed revisions are being made to the strikeout/underline plan submitted by the City of San Diego, the Commission's proposed revisions will be highlighted by ***bolded italic*** type.

1. On Page 16, the following modification shall be made:

   2. Central Carmel Valley
   Central Carmel Valley, consisting of approximately ~~158~~ 198 acres, is bordered on the east and west by Carmel Country Road and Carmel Creek Road, respectively. The residential density with in this portion of the precise plan area will be ***a combination of lower and medium density multi family development, ranging from 7-15 Du's per acre for the lower density to*** ~~7-15~~ 15-29 Du's per acre ***for the medium density. The lower density shall apply to all residentially designated lands in Central Carmel Valley, except for the Pinnacle Carmel Creek site, which shall be designated medium density***. It is likely that the area will be developed with duplexes, fourplexes, and other types of clustered multi family

units. Table 2 is a land use acreage analysis of Central Carmel Valley. Figure 7 illustrates the proposed land use plan.

2. In addition, the referenced Table 2 and Figure 7 shall be appropriately modified to reflect this land use plan policy.

SUBAREA III OF THE NORTH CITY FUTURE URBANIZING AREA

This new land use plan is in final form. Thus all suggested modifications are in the Commission's usual revision format: language to be deleted is ~~struck out~~ and language to be added is underlined.

3. In Section 3.5.2, beginning on Page 30 of the land use plan, the following policy language shall be inserted between the first and second paragraphs of the section:

> Within the coastal zone, development within wetlands is limited to the following uses: (1) aquaculture, wetlands-related scientific research and wetlands-related educational uses; (2) wetland restoration projects where the primary purpose is restoration of the habitat; and (3) incidental public service projects. Development in wetlands for one of these uses shall be permitted only if it has been demonstrated that there is no feasible less environmentally damaging location or alternative, and where mitigation measures have been provided to minimize adverse environmental effects. Where impacts to wetlands are unavoidable, mitigation for all wetland impacts within this plan area shall be at a minimum ratio of three (3) acres of mitigation for every one (1) acre of impact. All mitigation shall be in-kind and shall result in no net loss of habitat extent or function. Mitigation shall occur on-site where possible, within the subject watershed, or, in any case, within the coastal zone.

4. On Page 36 of the land use plan, the fifth paragraph under Section 4.1.2 shall be modified as follows:

> Camino Santa Fe will begin at the SR-56 interchange and connect Pacific Highlands Ranch and Del Mar Mesa (Subarea V) to the south. The alignment of Camino Santa Fe is consistent with the alignment shown in the Framework Plan and will consist of six lanes at the interchange. However, Camino Santa Fe will narrow to ~~four~~ two lanes before it crosses McGonigle Canyon and Carmel Valley Creek. The crossing of Carmel Valley Creek shall utilize a bridge structure designed in a manner which avoids all permanent wetland impacts to the existing riparian corridor along the creek.

PART IV. FINDINGS FOR APPROVAL OF THE CARMEL VALLEY NEIGHBORHOOD 6 LAND USE PLAN AMENDMENT (Kilroy), AS SUBMITTED

A. AMENDMENT DESCRIPTION

The Carmel Valley Neighborhood 6 land use plan amendment affects primarily a single, approximately seventeen-acre site, located just north of the State Route 56 right-of-way, and a short distance east of El Camino Real. The currently-certified land use plan for Neighborhood 6 designates a total of 13.10 acres for Neighborhood Commercial uses and 16.10 acres for Specialized Commercial. The proposed amendment would reduce the Neighborhood Commercial acreage slightly to 11.87 acres and redesignate 17.33 acres to Office Commercial. The 17.33 acre site includes all of the 16.10 acres currently designated Specialized Commercial plus a small area (1.23 acres) currently designated Neighborhood Commercial. With implementation of the proposed amendment, there will no longer be any Specialized Commercial designated lands in the community. Approximately half of the 17.33-acre site is within the coastal zone.

The City is proposing the LCP amendment in conjunction with a specific project to develop an approximately 500,000 sq.ft. office complex on the vacant, partially-improved site. The project has already received all local approvals, including a coastal development permit, which was approved contingent upon approval of the subject LCP amendment by the Coastal Commission. The Commission had approved an LCP amendment in 1994 for the same property, redesignating and rezoning the site from Employment Center to Specialized Commercial to accommodate a different development then proposed at the City level. That development was never constructed and the site has remained vacant, although some grading and minor site improvements occurred under the earlier approval. A rezone is not required at this time because the existing Specialized Commercial Zone allows the proposed office uses. However, the certified land use plan included detailed policies specifically related to the previously-proposed project and did not accommodate office uses; thus the proposed LCP amendment has been submitted for Commission review and approval.

B. CONFORMANCE WITH SECTION 30001.5 OF THE COASTAL ACT

The Commission finds, pursuant to Section 30512.2b of the Coastal Act, that portions of the Land Use Plan as set forth in the preceding resolutions, are not in conformance with the policies and requirements of Chapter 3 of the Coastal Act to the extent necessary to achieve the basic state goals specified in Section 30001.5 of the Coastal Act which states:

The legislature further finds and declares that the basic goals of the state for the Coastal Zone are to:

a) Protect, maintain and, where feasible, enhance and restore the overall quality of the coastal zone environment and its natural and manmade resources.

b) Assure orderly, balanced utilization and conservation of coastal zone resources taking into account the social and economic needs of the people of the state.

c) Maximize public access to and along the coast and maximize public recreational opportunities in the coastal zone consistent with sound resource conservation principles and constitutionally protected rights or private property owners.

(d) Assure priority for coastal-dependent and coastal-related development over other development on the coast.

(e) Encourage state and local initiatives and cooperation in preparing procedures to implement coordinated planning and development for mutually beneficial uses, including educational uses, in the coastal zone.

The Commission therefore finds, for the specific reasons detailed below, that the land use plan conforms with Chapter 3 of the Coastal Act and the goals of the state for the coastal zone.

C. CONFORMITY OF THE CARMEL VALLEY NEIGHBORHOOD 6 LAND USE PLAN WITH CHAPTER 3

1. Traffic Circulation/Public Access. Many Chapter 3 policies of the Coastal Act address the priority of providing, maintaining and enhancing public access opportunities to the beach and coastal recreational areas. Since the subject site is well inland of Interstate 5, direct beach access is not an issue. Thus, the Coastal Act policy most applicable is Section 30252, which states in part:

> The location and amount of new development should maintain and enhance public access to the coast by ... (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads, ...

The subject site is being proposed for office commercial development, and is located in an area partially surrounded by existing residential uses, as shown on the attached site map. It will be directly accessed by the surrounding community street system, but it is also located just a short distance west of the Carmel Creek/Route 56 interchange, such that some traffic from the site will likely use the Route 56 freeway for access. The western segment of State Route 56, adjacent to the south of the site, was approved by the Coastal Commission in 1990 as a portion of a major east-west transportation corridor, which will eventually connect inland cities and suburbs along the I-15 corridor with I-5 and coastal sites. In this manner, Route 56 will serve as a major coastal access route for many non-coastal communities, although its main purpose is to serve as a business commuter link between I-5 and I-15.

The environmental document prepared for the subject LCP amendment and associated project indicates that development under the Office Commercial designation would generate approximately 8,500 daily trips. This is slightly more than half the trips

anticipated under the currently-certified Specialized Commercial land use designation, which was estimated to add 15,750 average daily trips. It is also significantly less traffic than the approximately 14,000 daily trips expected to be generated under the original Employment Center designation. Moreover, the Office Commercial trips can be expected to occur primarily on weekdays and thus be less likely to adversely affect beachgoing traffic, which is heaviest on weekends. Because the total volume of trips is significantly less than the currently-certified land uses would allow, and because those trips will be concentrated at times and days less likely to be heavy recreational traffic times, the net result is that the proposed land use designation is fully consistent with the public access policies of the Coastal Act.

2. New Development. The following Coastal Act policies are pertinent to the proposed land use plan amendment and state, in part:

Section 30231

The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, ...

Section 30250

(a) New residential, commercial, or industrial development, except as otherwise provided in this division, shall be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it ....

Section 30251

The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting.

Section 30253

New development shall:

(1) Minimize risks to life and property in areas of high geologic, flood, and fire hazard.

(2) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs.

These Coastal Act policies all address the appropriate siting and design of new development. The subject site is surrounded on three sides with existing residential and commercial development, including a five-story hotel to the immediate west. The Route 56 freeway and its frontage road (Carmel Valley Road) run along the southern border of the site. South of the freeway is CVREP (the Carmel Valley Resource Enhancement Plan area), which provides the required biological mitigation for freeway construction and creates a linear open space system along the floor of Carmel Valley.

With respect to water quality/erosion control and site stability issues, the certified land use plans for both Neighborhood 6 and the overall North City LCP segment include numerous policies providing standards to assure that these issues are appropriately addressed in new development. Also, the currently certified North City grading and drainage ordinances, and the newly-approved but not yet effectively certified Land Development Code include adequate regulations to assure that runoff and erosion are appropriately controlled, both during construction and for the life of approved developments.

The environmental document prepared for this proposal primarily considered views towards Los Penasquitos Lagoon and the inland bluff system on the south side of Carmel Valley from within the existing developed community north of Route 56. Most of this area is outside the coastal zone, as is the northern half of the subject site itself. Under the Coastal Act, views from public areas of Carmel Valley, such as along Route 56 and from within CVREP, must also be considered. There is a pedestrian trail along the south side of CVREP; however, when the trees planted in the mitigation corridor reach maturity, they will, at least partially, block views to the north from this trail. In any case, views from this area towards the subject site would be distant, and would be seen against the backdrop of existing development, since the land rises significantly between Carmel Valley Road and Del Mar Heights Road further north.

The proposed land use designation will accommodate substantial office development, and the associated project approved at the local level includes buildings approximately 80 feet in height. The proposed land use plan limits individual structures to a maximum five stories, which is consistent with the existing hotel to the west. Moreover, visual projections of the approved development indicate that the office buildings will be comparable in height to the hotel structure; this is partially due to the fact that the site itself is twenty feet lower in elevation than the surrounding street system. In addition, even higher commercial development has been approved further west of the existing hotel, adjacent to I-5, a major coastal access route and visual corridor. The development allowed by the proposed land use plan will not block views of nearby open space areas from any coastal access route, although there may be intermittent view blockage from the community's internal street system, outside the coastal zone.

In summary, the Commission finds the proposed land use plan amendment consistent with the cited policies of the Coastal Act. The proposal does not modify any existing policies, or associated ordinances, addressing geologic concerns such as site stability, runoff and erosion control. Finally, visual concerns are adequately addressed with the proposed five-story height limitation which would apply not only to the project currently approved at the local level, but to any future development of the subject site as well.

PART V. FINDINGS FOR DENIAL OF THE CARMEL VALLEY NEIGHBORHOOD 8 (Pinnacle) AND SUBAREA III OF THE NORTH CITY FUTURE URBANIZING AREA (Pacific Highlands Ranch/Route 56) LAND USE PLAN AMENDMENTS, AS SUBMITTED

A. AMENDMENT DESCRIPTION

1. Carmel Valley Neighborhood 8 (Pinnacle)

The proposed land use plan amendment for Carmel Valley Neighborhood 8 is actually intended to accomplish two things. First, it will incorporate an approximately 40-acre site into certified Neighborhood 8 with a land use designation of Multi-Family Residential and MF-2 zoning. The site is currently mapped within the non-certified Neighborhood 8A area of Carmel Valley, where the planning process is not yet complete and the Commission has not certified any land uses or zoning. The site is accessed through Neighborhood 8 and is more physically related to that planning area than to 8A. The amendment would add policies that would allow for development of a 348 unit apartment project known as the Pinnacle Carmel Creek project. Under the proposed amendment request, the City will not assume permit-issuing authority for the added parcel until thirty days after the Commission unconditionally certifies the LCP amendment (the Neighborhood 8 portion of the amendment). This is intended to allow the developer of the Pinnacle Carmel Creek project, who has already obtained all local discretionary approvals, to obtain a coastal development permit for the proposed project from the Commission and thereby avoid having to begin a lengthy coastal permit review at the local level after having already completed all other discretionary actions.

As proposed, the land use plan revisions include the termination of Carmel Creek Road at the subject site; this street was shown on the currently-certified Neighborhood 8 Precise Plan as a through street trending southward through undeveloped areas to connect with existing and planned development further south in the Sorrento Hills Community. The extension of Carmel Creek along its previously-shown alignment would have significant adverse impacts on steep slopes and coastal sage communities. Its deletion as a through street, in conjunction with future traffic improvements at other key intersections in the North City area, will result in fewer biological impacts throughout the overall area without a reduction in public services.

The second purpose for the proposed land use plan amendment is to incorporate changes to the open space boundaries in Neighborhood 8 reflecting the adoption of the Multiple Species Conservation Program (MSCP) habitat preserve areas. Over the last several

years, the City of San Diego has been developing its Multiple Species Conservation Program (MSCP) in conjunction with the U.S. Fish & Wildlife Service, the State Dept. of Fish & Game and affected property owners to meet the requirements of the California Natural Communities Conservation Planning Act of 1992. Specifically, the City has developed the overall program and its MSCP Subarea Plan to implement the City's portion of the larger MSCP open space preserve which encompasses land in the City and County of San Diego and in several smaller municipalities. When the City Council adopted the MSCP Subarea Plan, it also adopted amendments to the Progress Guide and General Plan and several community plans to implement the MSCP. Although the City's General Plan was never incorporated into its certified local coastal program, there were three companion actions that modify the City's LCP.

As part of the MSCP Subarea Plan's adoption, the City adopted revisions to the North City Future Urbanizing Area (NCFUA) Framework Plan and the Carmel Valley Community Plan, as well as an update of the Tijuana River Valley LCP Land Use Plan. The Commission certified with suggested modifications the NCFUA and Tia Juana River Valley land use plan amendments in February 1999. The Carmel Valley Community Plan portion was postponed pending action on this amendment to the land use plan policies for Neighborhood 8. The MSCP boundary revisions shift the boundaries to reflect more site-specific mapping but do not result in any significant changes to the total amount of open space, as reflected on the plan's open space map. This amendment to the LUP for Neighborhood 8 includes not only the MSCP boundary revisions but other modifications as well, addressing primarily the Pinnacle Carmel Creek project site.

2. Subarea III of the North City Future Urbanizing Area (NCFUA)(Pacific Highlands Ranch/Route 56)

This component of the subject LCP amendment request consists of a new land use plan for Subarea III of the NCFUA. The plan is identified as Pacific Highlands Ranch and was prepared on behalf of the principal landowner in the subarea. This subarea, one of five in the NCFUA, encompasses approximately 2,650 acres; of that, 554.5 acres are in the coastal zone. The NCFUA consists of primarily undeveloped lands in the northern reaches of the City of San Diego. The Commission certified a Framework Plan several years ago, establishing a conceptual circulation system and open space network, but postponed detailed land use planning to a later date. Each of the five subareas was to develop its own land use plan. Subareas I and IV are located entirely outside the coastal zone, but portions of the other three are within the coastal zone and require Commission certification of the land use plans. The Commission has already certified the land use plan for Subarea V (Del Mar Mesa), which is located south/southeast of Subarea III.

The subject land use plan includes a mix of residential types, a central "village" area, an employment center, public and private school sites, parks, civic uses and open space. Within the coastal zone, 491.6 out of the total 554.5 acres are designated as open space, and 41.5 acres are designated for circulation element roadways. One acre is designated for school/park and 1.9 acres for low density residential development. In addition, 18.5 acres of the existing Rancho Glen Estates, a built-out residential subdivision approved by the Commission in the mid-80's, is within the coastal zone.

The primary element of the land use plan, at least from a Coastal Act perspective, is the construction of the middle segment of State Route 56 which, when completed, will connect Interstates 5 and 15. The western segment, extending from I-5 for approximately two miles through Carmel Valley ends just slightly west of the southern portion of Subarea III; all of the conceptual alignments for the middle segment begin at this point. The eastern segment of Route 56, heading west from I-15 has also been constructed; this portion is well outside the coastal zone. Several alignments for the middle segment have been studied, with the chosen alignment (Modified "F" in the coastal zone) being the environmentally preferred alternative. The other circulation element road in the coastal zone will be the extension of Camino Santa Fe from State Route 56 south into Subarea V.

B. CONFORMANCE WITH SECTION 30001.5 OF THE COASTAL ACT

The Commission finds, pursuant to Section 30512.2b of the Coastal Act, that the land use plan amendments, as set forth in the resolutions for certification as submitted, are not consistent with the policies and requirements of Chapter 3 of the Coastal Act to the extent necessary to achieve the basic state goals specified in Section 30001.5 of the Coastal Act, as recited above in this report.

C. CHAPTER 3 CONSISTENCY

1. Carmel Valley Neighborhood 8 (Pinnacle)

The proposed land use plan revisions are inconsistent with the following Chapter 3 policies of the Coastal Act, which state, in part:

Section 30231

The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, ...

Section 30240

(a) Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas.

(b) Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas.

Section 30250

(a) New residential, commercial, or industrial development, except as otherwise provided in this division, shall be located ... where it will not have significant adverse effects, either individually or cumulatively, on coastal resources. ...

Section 30251

The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting.

Section 30253

New development shall:

(1) Minimize risks to life and property in areas of high geologic, flood, and fire hazard.

(2) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs.

Aside from the open space boundary considerations, the subject land use plan amendment request was presented to the Commission as a site-specific amendment incorporating a new 40-acre parcel into the existing, certified Neighborhood 8 of the Carmel Valley Community Plan. A land use designation and zoning have been applied to this site to allow development with 348 apartment units and associated parking, landscaping, circulation and open space amenities. In addition to adding the policies and map changes for the new 40-acre site, the City has taken this opportunity to update the entire community plan to reflect existing conditions, such as construction of the western segment of Route 56, which had been addressed as "future" in the currently-certified version, but now exists on the ground. The environmental review conducted for the proposed revisions to the land use plan were specific to the 40-acre site alone, since that is the only real change to the land use plan.

However, the actual land use plan text, table and map addressing the central portion of Neighborhood 8, which includes the Pinnacle site, apply the land use designation proposed for the Pinnacle property to all residential sites. This includes six existing areas in the central portion of Neighborhood 8, in addition to the subject site. These six areas

are currently certified with a Low Density Multi-Family designation, allowing a density range of 7-15 dwelling units per acre. The density proposed for Pinnacle is 15-29 dwelling units per acre. While this density has been analyzed and justified for the Pinnacle site, such an analysis has not been conducted for the remainder of the central portion of Carmel Valley, which includes 33.39 acres in six locations. A recent conversation with City staff, however, has confirmed that this is an error in the proposed land use plan. It is not the City's intent to apply a greater density to the Central Carmel Valley as a whole, but only to the Pinnacle site.

The new, 40-acre parcel is somewhat separated from the remainder of the neighborhood, as it is located at the site of an existing sand-mining operation on the side slopes south of the valley proper. All of the site designated for residential development in the proposed amendment has already been disturbed by mining activities; all undisturbed portions of the site are designated as open space. The more intense development proposed for the Pinnacle site is consistent with the cited Coastal Act policies for the following reasons: 1) the Pinnacle site is not adjacent to, or nearby, the valley's open space system; 2) it is not visually prominent from public access routes or recreational sites; 3) erosion and drainage control measures, consistent with existing North City LUP policies, will protect downstream resources; and 4) all natural steep slopes are designated as open space.

Such justification cannot be applied to the six areas currently designated for low-density residential uses in the central portion of Neighborhood 8. These sites are located closer to the CVREP open space system and, for the most part, appear to remain in a natural state at this time. Some or all of the sites appear to contain some areas of steep slopes and sensitive habitats which could further constrain development. Existing improvements within these areas include such low-intensity uses as single-family homes on multi-acre sites and equestrian facilities. Applying higher densities in these locations may result in adverse impacts on water quality, as well as biological, geological and visual resources. Particularly, since no analysis of potential impacts has been conducted to date, it is premature for the Commission to commit these areas to development at a higher density than that currently certified. Such a commitment could prove to be inconsistent with the cited Coastal Act policies by promoting a greater intensity of development in close proximity to the CVREP open space system, which flows into the Los Penasquitos Lagoon at the western end of Carmel Valley, and encouraging more development within the viewshed of the valley overall.

Fortunately, the Commission is not being asked to analyze increased densities at these sites. The proposed land use plan and associated table and map are in error. However, even though the City does not intend higher densities at these sites through the subject LCP amendment, the Commission must still deny the submittal as proposed in order to correct this error. In its current form, the Commission finds the proposed LCP amendment for Neighborhood 8 inconsistent with the cited Chapter 3 policies of the Coastal Act.

2. Subarea III of the North City Future Urbanizing Area (NCFUA)(Pacific Highlands Ranch/Route 56)

The land use plan, as submitted, is inconsistent with the following Coastal Act policies, which state:

Section 30233

(a) The diking, filling, or dredging of open coastal waters, wetlands, estuaries, and lakes shall be permitted in accordance with other applicable provisions of this division, where there is no feasible less environmentally damaging alternative, and where feasible mitigation measures have been provided to minimize adverse environmental effects, and shall be limited to the following:

(1) New or expanded port, energy, and coastal-dependent industrial facilities, including commercial fishing facilities.

(2) Maintaining existing, or restoring previously dredged, depths in existing navigational channels, turning basins, vessel berthing and mooring areas, and boat launching ramps.

(3) In wetland areas only, entrance channels for new or expanded boating facilities; and in a degraded wetland, identified by the Department of Fish and Game pursuant to subdivision (b) of Section 30411, for boating facilities if, in conjunction with such boating facilities, a substantial portion of the degraded wetland is restored and maintained as a biologically productive wetland. The size of the wetland area used for boating facilities, including berthing space, turning basins, necessary navigation channels, and any necessary support service facilities, shall not exceed 25 percent of the degraded wetland.

(4) In open coastal waters, other than wetlands, including streams, estuaries, and lakes, new or expanded boating facilities and the placement of structural pilings for public recreational piers that provide public access and recreational opportunities.

(5) Incidental public service purposes, including but not limited to, burying cables and pipes or inspection of piers and maintenance of existing intake and outfall lines.

(6) Mineral extraction, including sand for restoring beaches, except in environmentally sensitive areas.

(7) Restoration purposes.

(8) Nature study, aquaculture, or similar resource dependent activities.

(b) Dredging and spoils disposal shall be planned and carried out to avoid significant disruption to marine and wildlife habitats and water circulation. Dredge spoils suitable for beach replenishment should be transported for such purposes to appropriate beaches or into suitable long shore current systems.

Section 30240

(a) Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas.

(b) Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas.

The construction of the two circulation element roads (Route 56 and Camino Santa Fe) will involve both permanent and temporary wetland impacts, as identified in the proposed land use plan, project EIR for Route 56 and additional support material submitted by the City. Both roads have been conceptually approved by the Commission as part of the circulation element of the certified Framework Plan. Although it appears from review of supporting documentation for Subarea III, and a preliminary review of the associated permit application for the middle segment of Route 56, the impacts are unavoidable and minimized to the extent possible with appropriate mitigation, the proposed land use plan policies do not include detailed standards concerning development in or near wetlands. Such policies must be present within the land use plan to assure their implementation in all future developments. It is the land use plan, along with the City's certified implementation program, which will provide the standard of review for the future coastal development permits. In addition, the land use plan incorrectly identifies the width of Camino Santa Fe south of the Route 56 interchange and does not include a description of construction methods designed to minimize wetland impacts. Absent these standards and corrected narrative, the Commission cannot find the proposed land use plan amendment consistent with the cited Chapter 3 policies of the Coastal Act.

PART VI. FINDINGS FOR APPROVAL OF THE CARMEL VALLEY NEIGHBORHOOD 8 (Pinnacle) AND SUBAREA III OF THE NORTH CITY FUTURE URBANIZING AREA (Pacific Highlands Ranch/Route 56) LAND USE PLAN AMENDMENTS, IF MODIFIED

While both the proposed update of the Carmel Valley Neighborhood 8 plan and the new plan for Subarea III of the NCFUA contain many good policies that provide for an appropriate distribution of land uses and preservation of open space and habitat areas, each plan has been found deficient in critical areas. In the previous findings for denial, the Commission has identified several areas where the proposed plans are inconsistent with Chapter 3 policies of the Coastal Act. To address these inconsistencies, a few suggested modifications have been proposed. These are detailed for the two separate planning areas as follows:

1. Carmel Valley Neighborhood 8 (Pinnacle)

The proposed densities of development within the central portion of this community raised a concern under the previously-cited policies of the Coastal Act. The 40-acre site being added to Neighborhood 8 through this amendment underwent a thorough environmental analysis before it was determined that a designation of medium density multi-family development was appropriate for the site. However, the City inadvertantly applied that same density to all the other residentially-designated sites in the central portion of Neighborhood 8. As suggested for modification, and consistent with the City's intent, the land use plan will apply the higher density only to the Pinnacle Carmel Creek site. Application of that density to other sites in the community can occur only after the proper environmental analysis and through an LCP amendment, should the City desire such changes in the future. As modified herein, the Commission finds the North City West Carmel Valley Neighborhood 8 Precise Plan consistent with all cited Chapter 3 policies of the Coastal Act.

2. Subarea III of the North City Future Urbanizing Area (Pacific Highlands Ranch/Route 56)

For the most part, the proposed land use plan for this area of deferred certification raises no issues under the Coastal Act. Less than a fifth of the planning area is in the coastal zone, and most of that is designated as open space. There are, however, two circulation element roads previously reviewed in concept in the certified Framework Plan, whose proposed alignments are partially within the coastal zone. Route 56 will have both temporary and permanent wetland impacts, as the middle (unbuilt) segment is sited adjacent to, or in near proximity to, Carmel Valley Creek where it connects at the west end to the existing western segment of Route 56. The alignment of this road further east has been significantly changed from that identified in the certified Framework Plan, substantially reducing potential wetland impacts within the coastal zone. However, there is little opportunity for alignment modifications at the western end where the proposed segment must connect to the existing portion, which was constructed under Coastal Development Permit #6-90-123, which included construction of the CVREP wetland/open space system as mitigation for the impacts of that portion of Route 56.

The Commission has previously certified land use plan policies in its action on the Framework Plan that allow for completion of Route 56, even though its construction cannot avoid all impacts to wetlands and environmentally sensitive habitat areas. In its action, the Commission acknowledged that impacts to wetlands may occur for completion of an existing circulation element road, consistent with Section 30233 as an incidental public service purpose. However, the ultimate alignment must be the least environmentally damaging alternative with wetland impacts minimized and mitigated when the ultimate alignment is determined.

Camino Santa Fe includes a crossing of Carmel Valley Creek some distance east of where Route 56 will impact that same stream. However, the City proposes to cross the creek with a bridge long enough to avoid all permanent wetland impacts; some temporary construction impacts will occur, nonetheless. As shown in the proposed Subarea III plan, Camino Santa Fe follwos the alignment previously identified in the Framework Plan.

As proposed, the land use plan did not contain adequate policy direction regarding allowable uses in wetlands and appropriate mitigation standards. In addition, the plan contained a narrative error in that it identified Camino Santa Fe as a six-lane road at the Route 56 interchange, narrowing to four lanes before crossing McGonigle Canyon and entering Subarea V (Del Mar Mesa). The correct description identifies that Camino Santa Fe narrows to two lanes south of Route 56. This is consistent with the certified Framework Plan and the certified plan for Subarea V, both of which identify Camino Santa Fe as a two-lane road. Language has also been added, consistent with supporting documentation submitted by the City, that the bridge over Carmel Valley Creek shall be designed to avoid all permanent wetland impacts. As modified herein, the Commission finds the Subarea III Plan consistent with all cited Chapter 3 policies of the Coastal Act.

PART VII. CONSISTENCY WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

Section 21080.5 of the California Environmental Quality Act (CEQA) exempts local government from the requirement of preparing an environmental impact report (EIR) in connection with its local coastal program. Instead, the CEQA responsibilities are assigned to the Coastal Commission and the Commission's LCP review and approval program has been found by the Resources Agency to be functionally equivalent to the EIR process. Thus, under CEQA Section 21080.5, the Commission is relieved of the responsibility to prepare an EIR for each LCP.

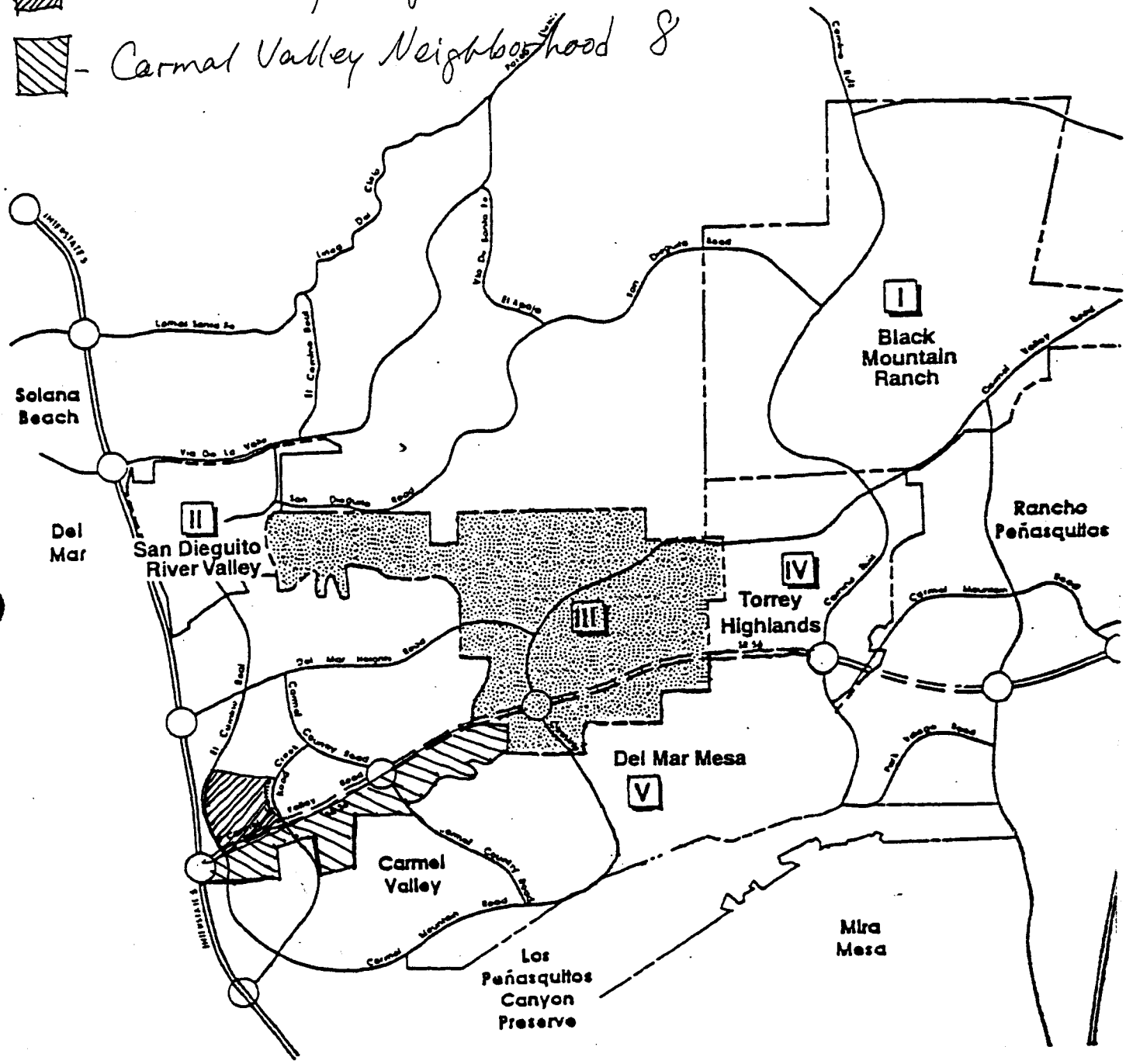
Nevertheless, the Commission is required in an LCP submittal or, as in this case, an LCP amendment submittal, to find that the LCP, or LCP, as amended, does conform with CEQA provisions. In this particular case, because there were other local discretionary actions associated with all three components of the subject amendment request, detailed environmental review was conducted for each one at the local level prior to submittal of the amendment request to the Commission. In addition, the Commission has suggested modifications to two of the components to bring them into full consistency with the Chapter 3 resource protection policies of the Coastal Act. Therefore, with the modification suggested herein, the Commission finds the subject LCP amendment does conform with CEQA provisions.

(G:\San Diego\Reports\LCP'S\SDLCPA 3-98 fnlstfrpt Mar.99 hearing.doc)

- Subarea III - NCFUA

Wed 14a

- Carmel Valley Neighborhood 6
- Carmel Valley Neighborhood 8



SDLCPA #3-98

Vicinity Map

DEC 0 9 1998

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

CITY COUNCIL RESOLUTION NO. _____
GRANTING COMMUNITY PLAN AMENDMENT, LOCAL COASTAL PROGRAM AMENDMENT, AND CITY OF SAN DIEGO PROGRESS GUIDE AND GENERAL PLAN AMENDMENT NO. 98-0227
KILROY CARMEL CENTER

WHEREAS, on December 8, 1998, the City Council of the City of San Diego held a public hearing to consider a proposal to amend the City of San Diego Progress Guide and General Plan, the City of San Diego Local Coastal Program, the adopted Neighborhood Six Precise Plan (Carmel Valley Planned District Ordinance), and the Carmel Valley Community Plan to redesignate a vacant, partially improved 17.3-acre site from Specialized Commercial to Office Commercial as necessary to accommodate the construction of an approximately 500,000 square-foot office light-industrial development on the subject property, as described in and by reference to conditions of approval and Exhibits contained within the corresponding Coastal Development and Carmel Valley Planned District Permit No. 98-0227; and

WHEREAS, the project site is located at the southwest corner of Valley Centre Drive and Carmel Creek Road in the SC Zone of the Neighborhood 6 Precise Plan area of the Carmel Valley Planned District; and

WHEREAS, the project site is legally described as lots 1 through 6 and 9, unit 1 of recorded Piazza Carmel Map No. 13138; and

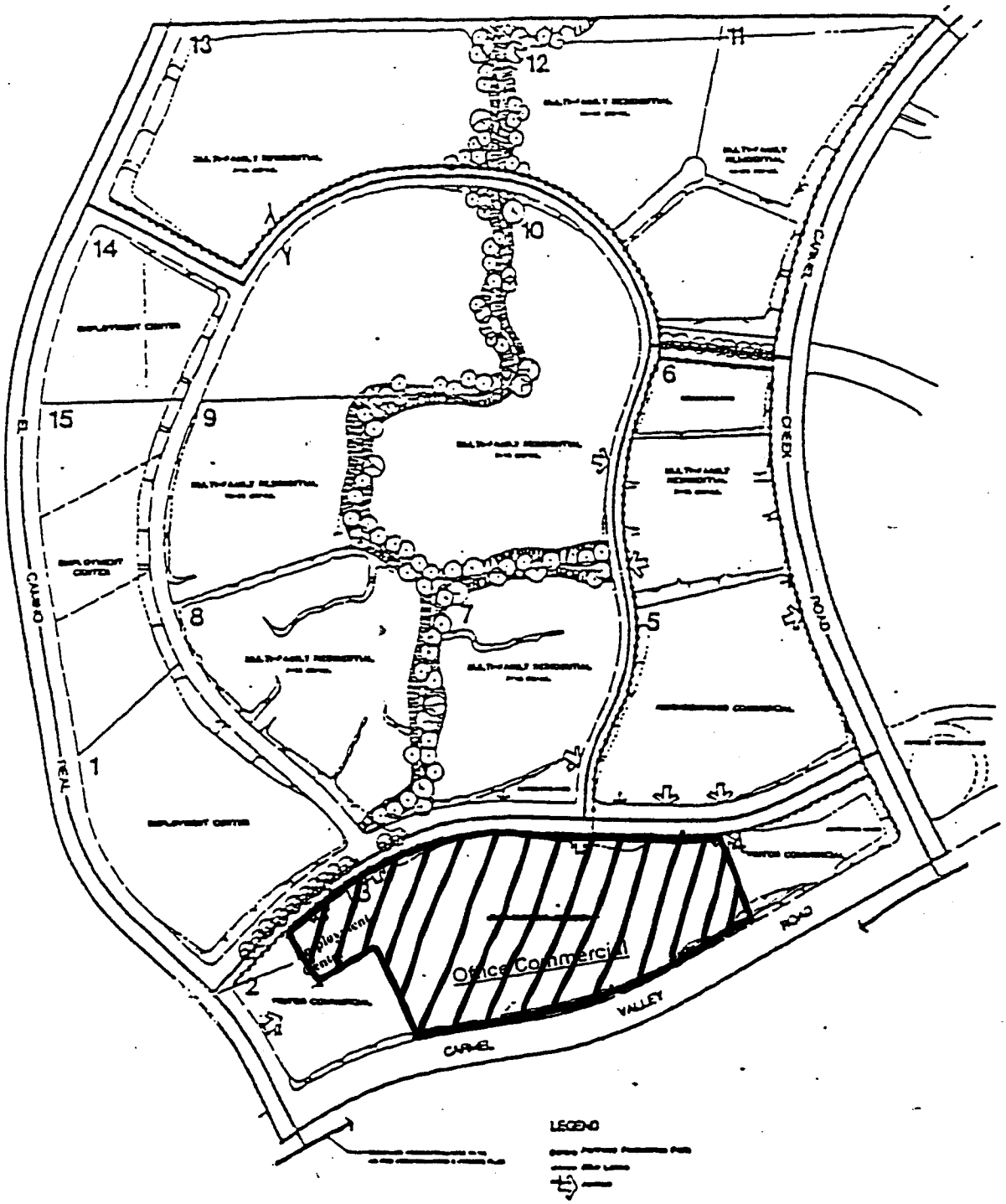
WHEREAS, the City Council of the City of San Diego has considered all maps, exhibits, and written documents contained in the corresponding file for this project (on record in the City of San Diego), and has considered the oral presentations given at the public hearing; NOW THEREFORE,

BE IT FURTHER RESOLVED that, based on the findings herein before adopted by the City of San Diego City Council, the proposed amendments to the City of San Diego Progress Guide and General Plan, the City of San Diego Local Coastal Program, the adopted Neighborhood Six Precise Plan (Carmel Valley Planned District), and the Carmel Valley Community Plan to redesignate the subject property from Specialized Commercial to Office Commercial is hereby granted by the San Diego City Council.

_____
CASEY GWINN
City Attorney

Date of Action: December 8, 1998.

SDLCPA #3-98
Carmel Valley Neighborhood 6
"Kilroy"
Resolution



▨ - "Kilroy" site

SDLCPA #3-98

Carmel Valley Neighborhood 6

(R-99-223 COR.COPY)
01/08/99

RESOLUTION NUMBER R-290669

ADOPTED ON SEPTEMBER 8, 1998

WHEREAS, on September 8, 1998, the Council of The City of San Diego held a public hearing for the purpose of considering an amendment to the Progress Guide and General Plan, Carmel Valley Community Plan, Neighborhood 8 Precise Plan, and Local Coastal Program; and

WHEREAS, Sorrento Sand Company/B.R.E., Inc., requested an amendment to the Progress Guide and General Plan, Carmel Valley Community Plan, Neighborhood 8 Precise Plan, and Local Coastal Program, and for the purpose of modifying the existing Neighborhood 8 Precise Plan area boundary to include the proposed 40-acre project site and to redesignate the site from Low-Density Residential (5-15 du/ac) to Low-Medium Attached Density Residential (15-29 du/ac); and

WHEREAS, the Planning Commission of The City of San Diego found the proposed amendments consistent with the Progress Guide and General Plan; and

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

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

BE IT RESOLVED, by the Council of The City of San Diego, that it adopts the amendments to the Carmel Valley Community Plan, Neighborhood 8 Precise Plan, and Local

SDLCPA #3-98
Carmel Valley Neighborhood 8
"Pinnacle" resolution

Coastal Program, a copy of which is on file in the office of the City Clerk as Document No. RR-290669.

BE IT FURTHER RESOLVED, that Council adopts an amendment to the Progress Guide and General Plan for the City of San Diego to incorporate the above amended plan.

BE IT FURTHER RESOLVED, that this resolution shall not become effective within the areas of the City within the jurisdiction of the California Coastal Commission until such time as the Commission unconditionally certifies this action as a Local Coastal Program amendment.

BE IT FURTHER RESOLVED, that the City will assume Local Coastal Program permit authority thirty days after the California Coastal Commission unconditionally certifies the Local Coastal Program Amendment incorporating the forty acre project site into the City's Local Coastal Program.

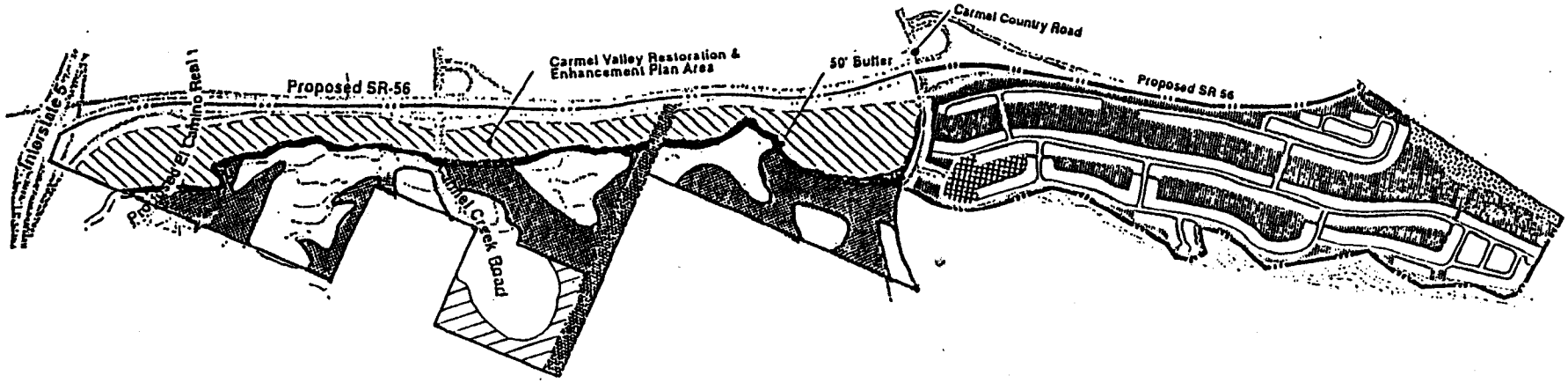
BE IT FURTHER RESOLVED, that the Council finds that the plan amendments are consistent with the City-adopted Regional Growth Management Strategy, and directs the City Clerk to transmit a copy of this resolution to SANDAG in its capacity as the Regional Planning and Growth Management Review Board.

APPROVED: CASEY GWINN, City Attorney

By _____
Richard A. Duvernay
Deputy City Attorney

RAD:lc
08/28/98
01/08/99 COR.COPY
Or.Dept:Dev.Svcs.
R-99-223
Form=r-t.frm

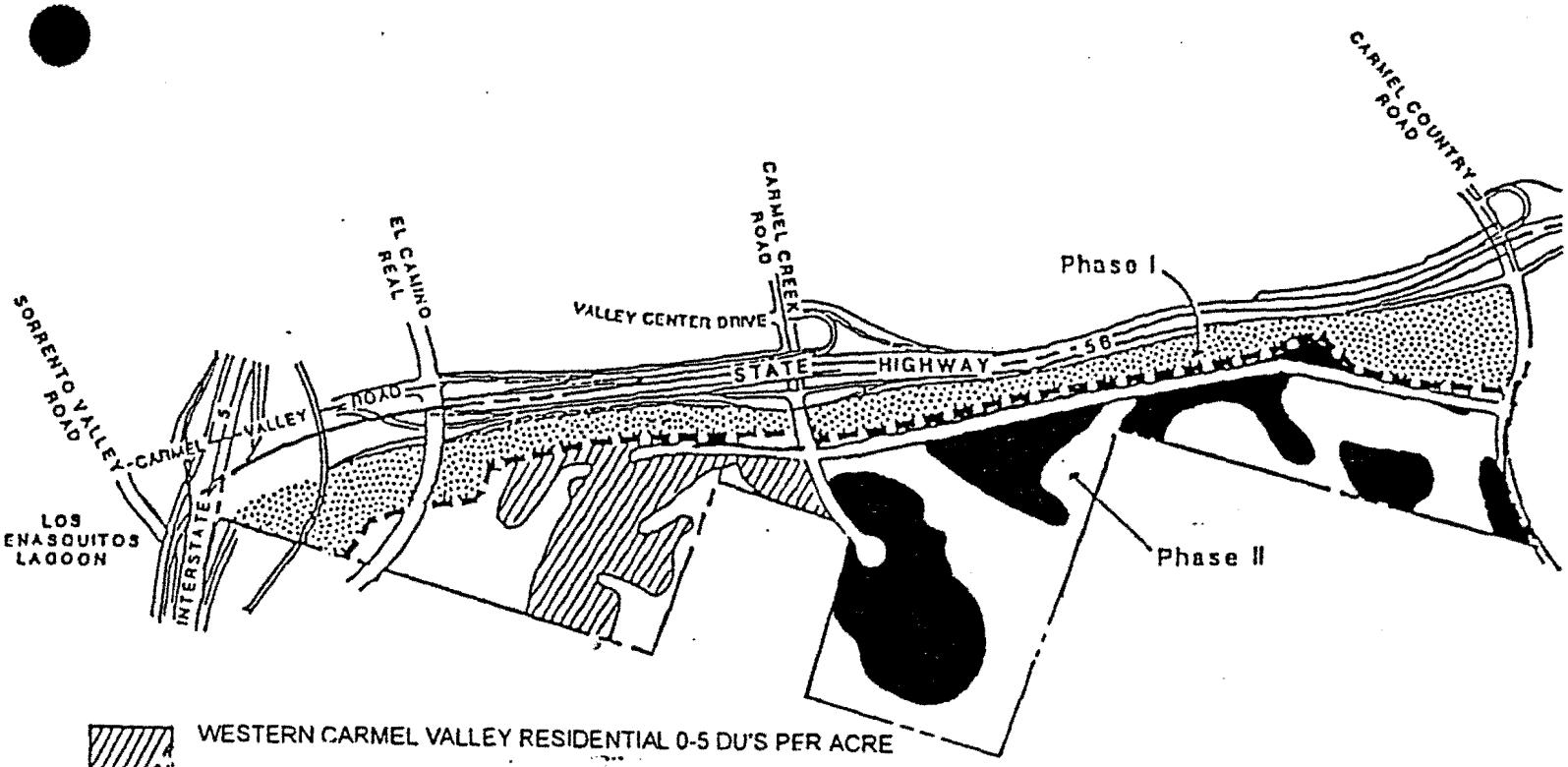
CORRECTED 01/08/99



Legend

- Natural Open Space
- SDG & E Open Space
- 50' Buffer
- Enhanced Floodway
- Developed Open Space

City of San Diego
LCP A #3-98
Carmel Valley Neighborhood
Open Space Map



WESTERN CARMEL VALLEY RESIDENTIAL 0-5 DU'S PER ACRE

CENTRAL CARMEL VALLEY RESIDENTIAL 15 to 29 DU'S PER ACRE

ENHANCED FLOODWAY (CVREP)

OPEN SPACE

I/II PLAN AMENDMENT PHASE BOUNDARY

50 FOOT WIDE CVREP BUFFER. A PEDESTRIAN TRAIL AND AN EQUESTRIAN TRAIL ARE WITHIN THE BUFFER AREA.

SDLCPA #3-98
Carmel Valley Neighborhood 8
Central Carmel Valley LUP
(with density error)

(R-99-124 REV.)

RESOLUTION NUMBER R-290521

ADOPTED ON JULY 28, 1998

WHEREAS, on June 25, 1998, the Planning Commission of The City of San Diego held a public hearing for the purpose of considering an amendment to the Phased Development Areas Map of the Progress Guide and General Plan and an amendment to the North City Future Urbanizing Area Framework Plan; and

WHEREAS, certain property owners requested an amendment to the Progress Guide and General Plan to change the designation of a 2,102-acre area in the North City Future Urbanizing Area from Future Urbanizing to Planned Urbanizing, and an amendment to the North City Future Urbanizing Area Framework Plan for the purpose of adopting a subarea plan, the Pacific Highlands Ranch Subarea Plan, for Subarea III; and

WHEREAS, Council Policy No. 600-7 provides that public hearings to consider revisions of the Progress Guide and General Plan for The City of San Diego may be scheduled concurrently with public hearings on proposed community plans in order to retain consistency between said plans and the Planning Commission has held such concurrent public hearings; and

WHEREAS, the amendment to the North City Future Urbanizing Area Framework Plan may modify portions of the existing North City Local Coastal Program and the proposed rezones constitute an amendment to the City's LCP; and

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

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

SDLCPA #3-98
Subarea III - NCFUA

Pacific Highlands Ranch/Rt56 resolution

1. That the Council adopts the amendments to the Progress Guide and General Plan and the North City Future Urbanizing Area Framework Plan to incorporate the Pacific Highlands Ranch Subarea Plan, a copy of which is on file in the office of the City Clerk as Document No. RR-290521.

2. That the Council finds that the amendments are consistent with the City adopted Regional Growth Management Strategy, and directs the City Clerk to transmit a copy of this Resolution to SANDAG in its capacity as the Regional Planning and Growth Management Review Board.

3. That the Council adopts an amendment to the Progress Guide and General Plan for The City of San Diego to incorporate the amended North City Future Urbanizing Area Framework Plan.

4. That this amendment to the General Plan and the North City Future Urbanizing Area Framework Plan shall not be effective unless and until all of the following events have occurred:

(i) The City's Progress Guide and General Plan is amended by an affirmative vote of the People of the City of San Diego on November 3, 1998, specifically by amending the Official Phased Development Map, on file in the Office of the City Clerk as Document No. RR-267565-1, to change the designation of 2,102 acres within Pacific Highlands Ranch Plan as reflected on Exhibit 1-2 of said Plan from "Future Urbanizing" to "Planned Urbanizing"; and

(ii) The Council of The City of San Diego has adopted a Public Facilities Financing Plan/Facilities Benefit Assessment Program [PFFP/FBA] which shall thereupon be incorporated in the Subarea Plan; and

(iii) The applicant and majority property owner (Pardee Construction Company) within the Pacific Highlands Ranch Subarea Plan has approved a School Financing Plan by executing a School Impact Mitigation Agreement with the Solana Beach Elementary School District, Del Mar Union School District, and San Dieguito Union High School District; and

(iv) The applicant and majority property owner (Pardee Construction Company) within the Pacific Highlands Ranch Subarea Plan has executed a purchase contract with The City of San Diego for park, library, and fire station facility sites.

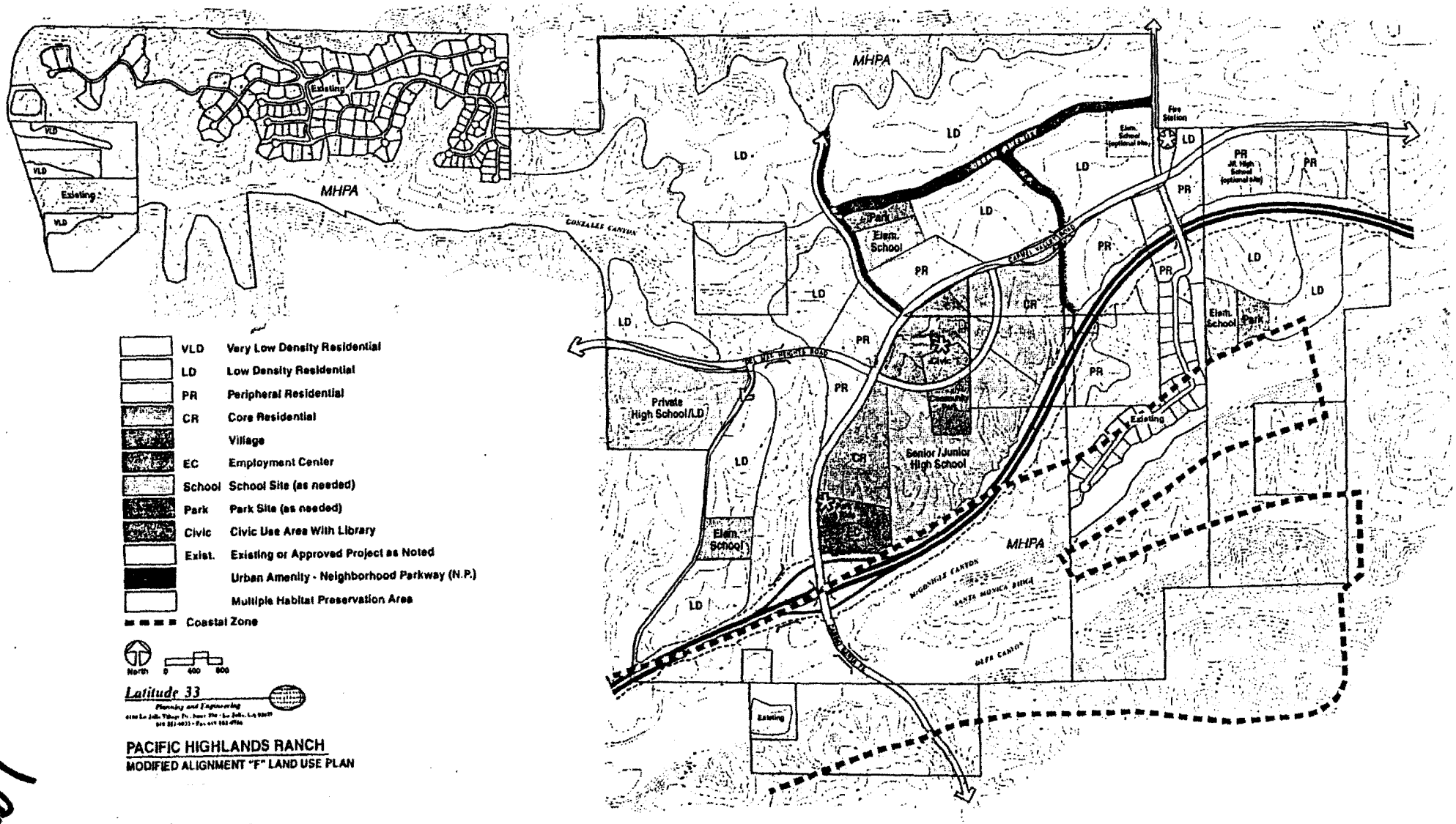
BE IT FURTHER RESOLVED, that the City Council hereby approves the amendment to the North City Local Coastal Program for the City of San Diego to incorporate the above amendment. The amendment will become effective within the Coastal Zone upon California Coastal Commission certification of the amendment to the North City Local Coastal Program.

BE IT FURTHER RESOLVED, prior to tentative map approval, a Water Quality Protection Plan, which includes Best Management Practices for urban runoff, will be prepared by the applicant and reviewed by interested parties and approved by the City.

APPROVED: CASEY GWINN, City Attorney

By _____
Richard A. Duvernay
Deputy City Attorney

RAD:lc
07/20/98
07/24/98 COR.COPY
10/23/98 REV.
Or.Dept:Comm.&Eco.Dev.
R-99-124
Form=r-t.frm



PACIFIC HIGHLANDS RANCH
MODIFIED ALIGNMENT "F" LAND USE PLAN

SDLCPA #3-98
Subarea III
NCFUA
Land Use Plan

Wed 14a

MacLeod Consulting Services LLC

Suite D, 1430 Seventh Avenue - San Diego CA 92101 619-236-1122- Fax: 619-236-1033

RECORD PACKET COPY

Kilroy Carmel Center
Draft Plan Amendment Text

JO# 98-0227

Carmel Valley Community Plan, Neighborhood 6 Precise Plan

October 19, 1998

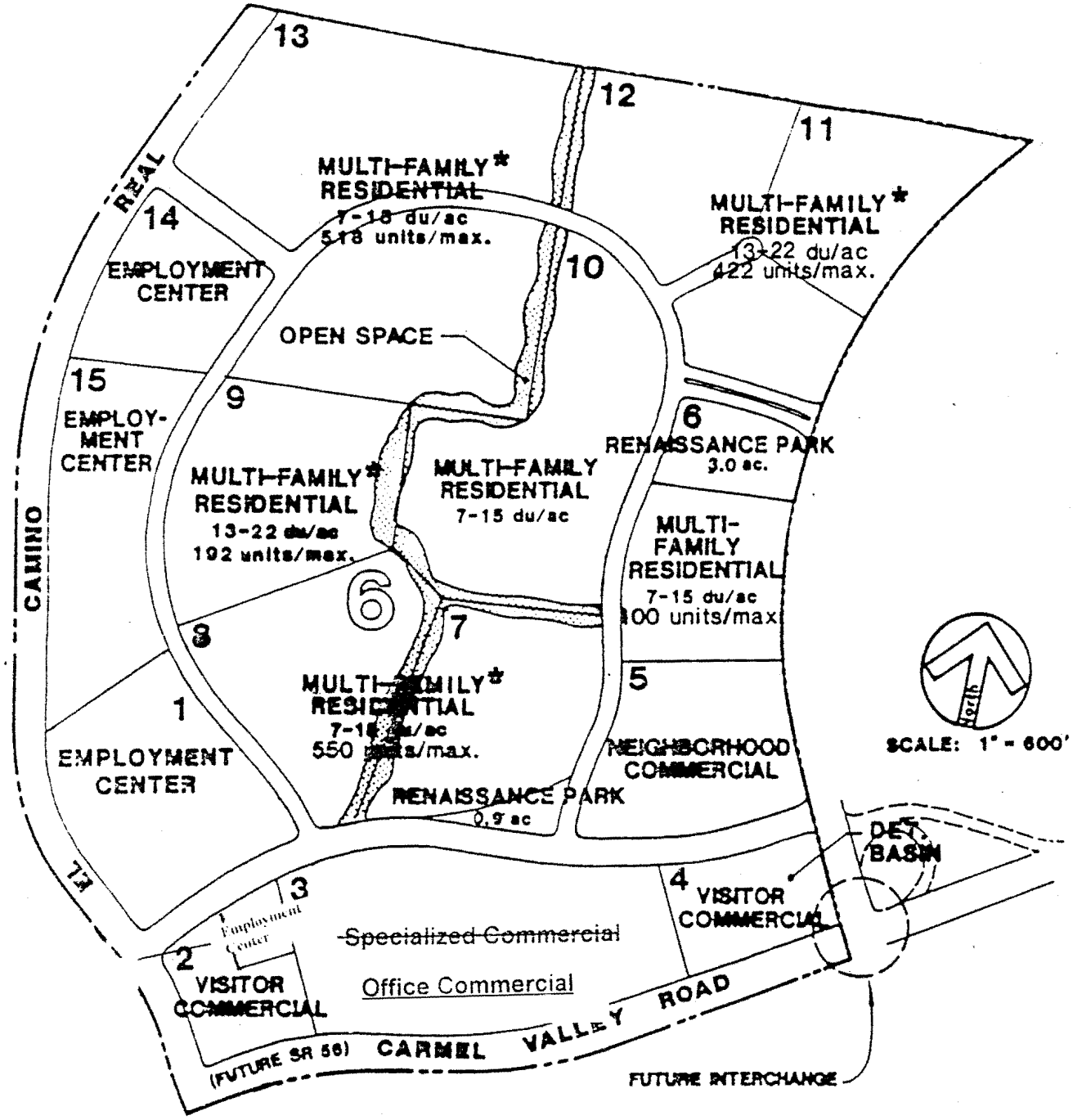
Underline/Strikeout Version

Note that page numbers correspond with the Neighborhood 6 Precise Plan as published on October 16, 1990

TABLE OF CONTENTS

		Page
I.	INTRODUCTION	1
	A. Purpose	1
	B. Location	1
	C. Setting	2
	D. Planning Background	2
	E. Opportunities and Constraints Analysis	6
II.	LAND USE ELEMENT	8
	A. Introduction	8
	B. Neighborhood Concept/Integration of Land Uses	8
	C. Residential Component	10
	1. Neighborhood 4	10
	2. Neighborhood 5	14
	3. Neighborhood 6	18
	4. Population and Housing Mix	22
	5. Affirmative Action Program	22
	D. Commercial Component	24
	~~E. Employment Center~~	29
	F. Development Phasing	31
	G. Zoning Implementation	31
	H. Water and Energy Conservation	37
	I. Design Guidelines	38
III.	URBAN DESIGN ELEMENT	39
	A. Introduction	39
	B. Circulation Systems	41
	C. Streetscape	44
	D. Site Planning	56
	E. Architecture	59
	F. Landform and Grading	66
	G. Open Space and Recreation	70
	H. Landscape Master Plan	73
	1. Introduction	73
	2. Purpose and General Remarks	76
	3. Landscape Categories	79
	4. Landscape Development Implementation	86
	5. Master Plant List	113

E.1 Employment Center Component
E.2 Office Component



*NOTE: each NCW Development Plan must provide 1800 sq.ft. of open space per dwelling unit and may contain a private recreation facility (900 sq. ft. of open space per dwelling unit in lots 9, 11, 12)

Figure 9

Neighborhood 6 Land Use Plan

Table 3
Neighborhood 6 Land Use

Proposed Land Use	Number of Lots	Total Acres
Lot 9 (13-22 du/nra	192	10.75
Lots 7,8,10 (7-15 du/nra)	550	52.66
Lots 6 (7-15 du/nra)	100	10.40
Lots 11,12 (13-22 du/nra)	422	25.98
*Renaissance Parks		3.87
Lot 13 (7-15 du/nra)	518	37.03
*Open Space		(60.97)
*Open Space		(1.90)
Employment Center		36.44
Visitor Commercial		9.59
Neighborhood Commercial		~~13.10~~11.87
Major Collector Streets		29.41
~~Specialized~~ Office Commercial		~~16.10~~17.33
Totals	**1,782**	**~~241.46~~ 245.33**

* Included within residential acreage.

Each superblock is designed to incorporate an average 10-foot grade differential between individual superblock products. This allows for views to extend over each development. Also, each superblock is large enough to allow for the construction of 75-200 units, thereby providing the economic justification for provisions of individual private recreation centers for each project. It is proposed that the recreational needs of future residents in Neighborhood 6 be met by the private recreational complexes; two separate Renaissance Parks offering an informal play space on 3.9 acres; the community park, located in the own center, which will double as a neighborhood park for this neighborhood and the nearby neighborhood park with neighborhood 5.

A minimum 20-foot wide open space spineway linkage is proposed within the interior of Neighborhood 6. This linkage will provide pedestrian an bicycle access to the town center, community park, and junior high school to be located immediately north of the neighborhood. A majority of this linkage is presently built.

D. COMMERCIAL COMPONENT

In accordance with the expanded concept of neighborhood identification, Neighborhoods 4-6 will contain both retail commercial and visitors commercial land uses to serve the three neighborhood units, and adjacent service area to the south and travelers visiting the region.

1. ~~Retail~~ Neighborhood Commercial

~~Three retail~~ Two neighborhood commercial centers are proposed within the precise plan area. The western neighborhood commercial center (Neighborhood 6) will be approximately ~~13.1~~11.87 acres in size and will serve the needs of the residents of Neighborhoods 5 and 6 as well as the needs of residents in adjacent neighborhoods within the service area. Possible uses include a chain supermarket and drugstore, delicatessen, Laundromat, dry cleaners, beauty or barbershop, real estate office, card/gift shop, and other services or retail establishments.

The eastern neighborhood commercial center (Neighborhood 4) will total about 5.0 acres in size and is designed to serve Neighborhoods 1,4 4A and 5, as well as development south of SR-56. Typical uses permitted could include a small supermarket or convenience food store, drugstore, small restaurant, hardware store, Laundromat and cleaners, beauty and barbershops and other miscellaneous service stores.

~~The specialized commercial area (Neighborhood 6) will total approximately 16.1 acres and is proposed to be developed with general merchandise retailers and supporting stores. General merchandise stores typically have large floor areas. This center is intended to serve the entire community.~~

2. Visitor Commercial

A 9.59 acre visitor commercial center (including detention basin) is proposed in the southern portion of Neighborhood 6. Its location adjacent to ~~the employment center, retail area~~ office uses and ~~Carmel Valley Road~~ ~~future~~ SR-56 will make it convenient for use by residents traveling to and from their places of employment as well as visitors to the area. The visitor commercial center will be developed with hotels motels, restaurants or other visitors-oriented uses identified in the VC Zone. The visitor commercial center will be oriented toward major streets, and will be compatible with adjacent development (see figure 10). The visitor commercial area has been split into two sections in order to take advantage of both the commercial center at Carmel Creek Road and the larger visitor center at El Camino Real.

The visitor commercial and neighborhood ~~retail~~ commercial areas are adjacent to achieve the benefits of mixed use, such as proximity to restaurants, parking and

shopping. Shopping and service uses will be limited to ~~maximum of 29.2~~ 11.87 acres, with visitor oriented uses occupying ~~9.6~~ 9.59 acres.

Due to the long-range development plans predicted for the town area, it is expected that the Neighborhood 6 ~~retail~~ neighborhood commercial development will provide services for the entire precise plan area for many years to come without intruding into individual residential projects within the precise plan area. The separating collector street providing access to the commercial activities assures that intrusion into residential streets will not occur. The location of the commercial centers allows for self-containment of each individual neighborhood and permits integration between neighborhoods.

In addition, a small neighborhood commercial center is proposed within the southwestern corner of Neighborhood 4 adjacent to the Carmel Country Road ramps within SR-56. This location will serve the residents of Neighborhood 4, the eastern half of neighborhoods 5 and 1 as well as Neighborhood 8 to the south. All of these can be serviced without intrusion into the Neighborhood 4 residential areas.

Design Guidelines

The following general criteria should be used to evaluate future development plans to be submitted for the commercial components within Neighborhood 6.

* Future Development Plans Required

  The commercial components of Neighborhood 6 shall be governed by development plans. Right-of-way needs for SR-56 (Carmel Valley Road) and the right-of way needs for the interchange with SR-56 and Carmel Creek Road shall be dedicated within the development plan or plans for the commercial component of Neighborhood 6 to the satisfaction of the City Engineer and Caltrans.

E.1 EMPLOYMENT CENTER COMPONENT

A 36.4 acre employment center is shown on the precise plan in the western superblock of Neighborhood 6. The employment center will be vertically buffered from residential land uses to the north and east by ten to thirty foot slopes and landscaping. The employment center will be compatible with the employment and visitor commercial center on the west side of El Camino Real, will be limited to a 50' height regulation and conform to the Urban Design Guidelines of this plan.

Employment Center development will also be consistent with North City West Planned District Ordinance Employment Center (EC) zone, which requires that all lot areas not devoted to buildings, driveways, and similar areas shall be landscaped in accordance with plans, approved by the Planning Commission. Architectural site plans must also be approved by the commission.

~~Recent Employment Center development plans have not been required to conform to the average industrial/business park trip generation rate of 200 trips per acre on a case-by-case basis. This rate is the one assumed by North City West traffic studies. These recent plans have consisted largely of commercial office uses, which are higher traffic generators. For this reason, the recordation of a final map covering lots 3 and 4 as described in Figure 9 of the Neighborhood 6 Land Use plan, shall not be allowed until such time as a satisfactory computer traffic forecast has been accepted by City Staff and the North City West Transportation Phasing plan and Financing Plan is appropriately amended.~~

E.2 OFFICE COMPONENT

A 17.33- acre site located adjacent to SR 56 is designated for Office Commercial use in Neighborhood 6. Visitor commercial sites are located to the west and to the east of the office site. This office area will buffer the homes north of the site from the freeway noise and create additional job opportunities within the community.

The predominant uses in the Office Commercial designation will be general office and research and development uses, comprising at least 85 percent of the building area. Support uses typically associated with office use, such as fitness clubs, copy shops and restaurants are permitted but shall not exceed 15 percent of the total building square footage. Permitted uses will be those of the Specialized Commercial (SC) zone, except as restricted by this paragraph. Large retail centers and strip commercial development will not be permitted in the Office Commercial designation.

Permits for development in the Office Commercial designation will be processed in accordance with the Carmel Valley Planned District. Permit review will ensure the following issues related to site design and parking are addressed.

- Site Design

The 17.33 acre Office Commercial parcel is unique because it is 20 feet lower than the adjacent Valley Center Drive and it faces both a freeway and residences. For that reason, site development must be sensitively designed to achieve its potential as a high image office complex and at the same time maintain a good-neighbor relationship with the homes to the north.

Therefore, site design and building location shall:

1) Maximize spacing between the proposed buildings to create view corridors; this building spacing is enabled by allowing building heights in excess of 50 feet. However, the buildings shall not exceed five stories.
2) Minimize and shield parking lot lighting without jeopardizing the safety of those parking there.
3) To the maximum extent possible, orient building wall signs, which are at heights higher than 25 feet, away from the homes to the north.

- Parking

Permits for development in the Employment Center and Office Commercial sites shall be conditioned to ensure that the maximum number of proposed employees is in balance with the available parking spaces and that the required number of off-street spaces as identified in the permit are free of charge to employees and visitors.

Table 5
Zoning

Land Use Category	Zoning	Brief Description of Zone *
Single-Family Detached Neighborhood 4	SF1	Minimum lot size of 6,000 sq.ft.
Small Lot Attached & Detached Neighborhood 5	SF3	Minimum lot size of 3,000 sq.ft.
Single-Family Detached Neighborhood 5 &4	SF2	Minimum lot size of 4,500 sq. ft.
Elementary School & Neighborhood Parks	EP	School & Park Use
Neighborhood Commercial Neighborhood 6&4	NC	Neighborhood & Visitor Commercial Uses
~~Specialized~~ Commercial Office Neighborhood 6	SC	~~Commercial~~ Office Uses Ancillary Support uses not to exceed 15 %.;
Low-Density Residential Neighborhood 6	MF1	Maximum Density to 15 units/acre
Medium–Density Residential Neighborhood 6	MF2	Maximum Density to 22 units/acre
Employment Center Neighborhood 6	EC	Minimum lot size of 40,000 sq.ft.
Tennis Club and Religious Facility	SP	Education, recreational, institutional. public uses
Park Site Neighborhood 5	OS	Open Space and public park use

* See North City West Planned District Ordinance for further description of specific zone district regulations.

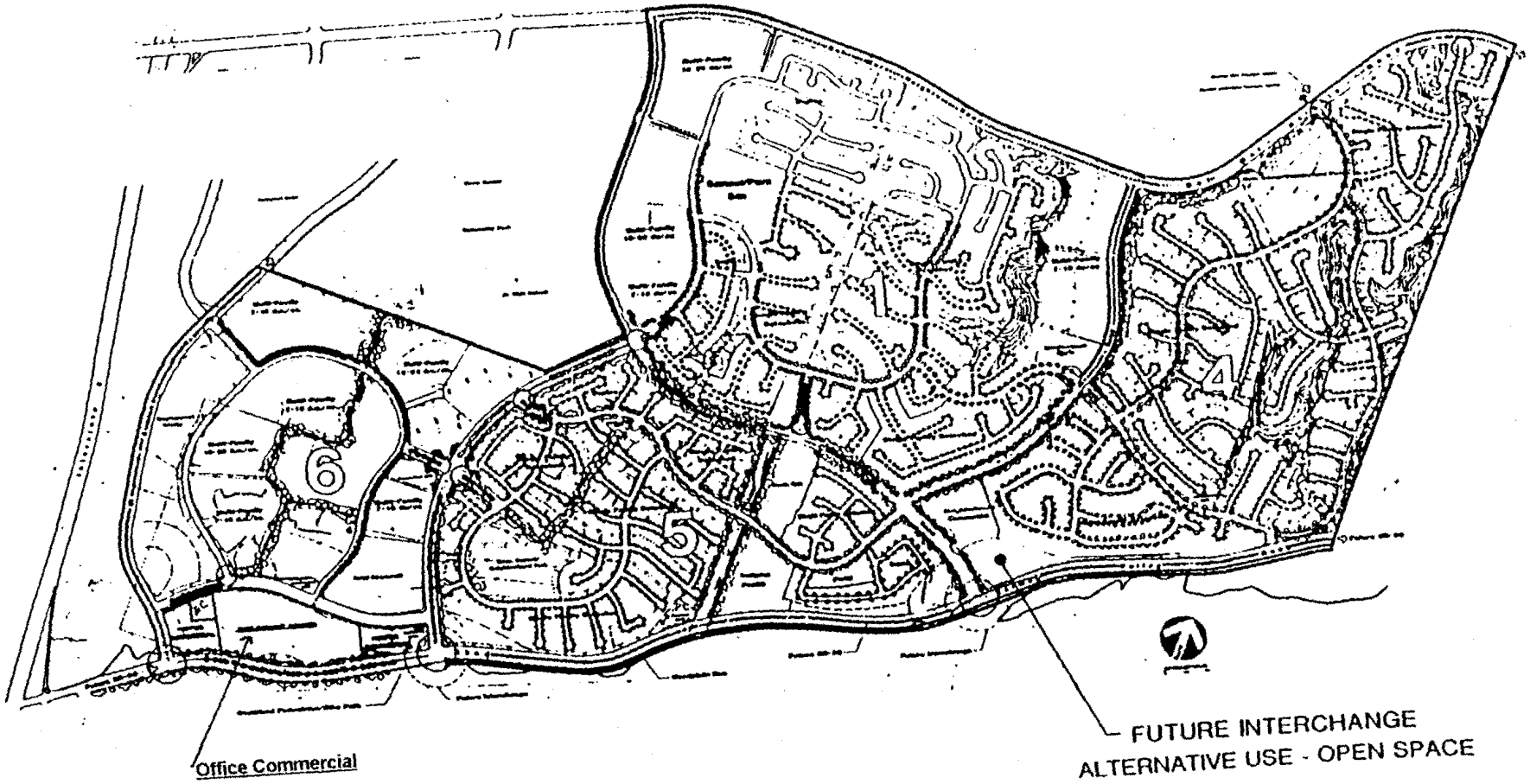
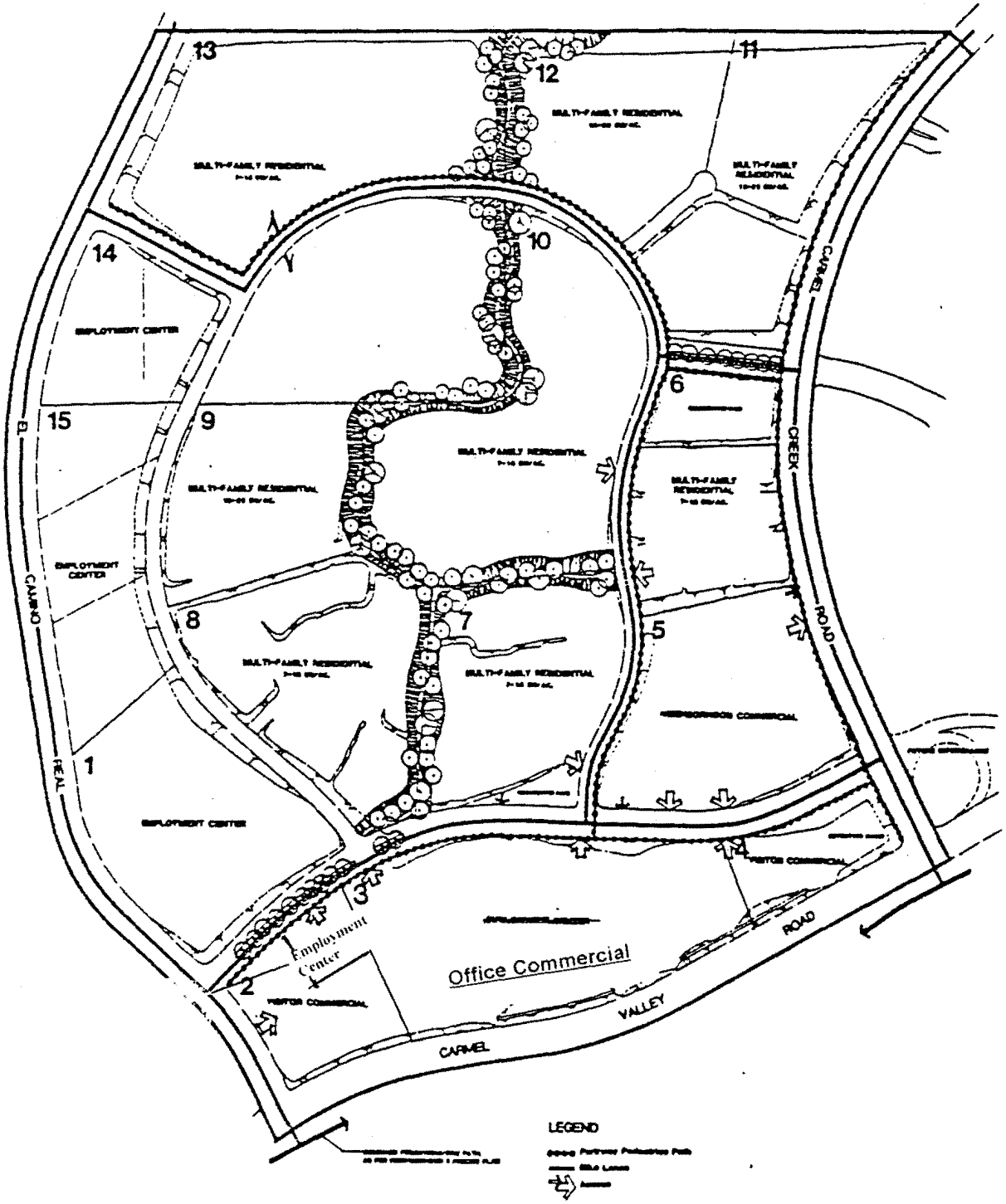


Figure 16

Landscape Concept Plan



NORTH CITY WEST

CARMEL VALLEY PRECISE PLAN

NEIGHBORHOOD 6

LAND USE SUMMARY

Item	Acres	# Dwelling Units	Estimated Population
NEIGHBORHOOD #4			
Single Family Detached	215.02	951	2,760
open space	49.44		
Neighborhood Commercial	5.00		
* recreation center	(1.80)		
Elementary School/Park Site	16.10		
Major and Collector Streets	52.31		
Totals	337.87	951	2,760
NEIGHBORHOOD #5			
Single Family Detached	125.59	663	1923
Duplex (Paired Single Family)	29.52	234	585
open space	(10.74)		
* detention basin	(1.44)		
Elementary School/Park Sites	18.18		
Tennis Club	10.77		
Religious Facility	15.02		
Major and Collector Streets	43.57		
Totals	242.65	897	2,508
NEIGHBORHOOD #6			
Lot 9 (13-22 du/ac)	10.75	192	355
Lots 7,8,10 (7-15 du/ac)	52.66	550	1,018
Lot 6 (7-15 du/ac)	10.40	100	185
Lots 11,12 (13-22 du/ac)	25.98	422	781
Lots 13 (7-15 du/ac)	37.03	518	958
* renaissance parks	(3.87)		
* open space	(60.97)		
* detention basin	(1.90)		
Employment Center	36.44 ~~52.54~~		
Visitor Commercial	9.59		
Neighborhood ~~Retail~~ Commercial	11.87 ~~13.10~~		
Major and Collector Streets	29.41		
Office Commercial	17.33		
Totals	245.33 ~~241.46~~	1,782	3,297
Total Planning Area	825.85 ~~821.98~~	3,630	8,565

ACREAGE SUMMARY

Land Use	Acres	% of Planning Area
Residential	506.95	61.7%
open space (Neighborhood 4)	49.44	6.0
* detention basins	(6.81)	(.8)
* open space (Neighborhood 5)	(10.74)	(1.3)
Elementary School/Park Sites	34.28	4.2
Employment Center /Office	53.77 ~~52.54~~	6.4
Visitor Commercial	9.59	1.2
Neighborhood ~~Retail~~ Commercial	16.87 ~~18.10~~	2.2
Major and Collector Streets	125.29	15.2
* renaissance parks	(5.67)	(.7)
Religious Facility	15.02	1.8
Tennis Club	10.77	1.3
Totals	825.85 ~~821.98~~	100.0%

* included within residential acreage

CITY COUNCIL OF SAN DIEGO

Maureen O'Connor, Mayor

Abbe Wolfsheimer

Ron Roberts

John Hartley

Wes Pratt

Linda Bernhardt

Bruce Henderson

Judy McCarty

'Bob Filner

CITY OF SAN DIEGO PLANNING COMMISSION

Karl ZoBell, Chairman

Ralph Pesqueira, Vice Chairman

Scott Bernet

Tom LaVaut

Chris Calkins

Lynn Benn

Edward Reynolds

CITY OF SAN DIEGO PLANNING DEPARTMENT

Robert Spaulding, Director

George Arimes, Assistant Director

Mary Lee Balko, Deputy Director

Mike Stang, Principal Planner

Nick Osler, Senior Planner

CONSULTANTS

HCH Partners

PRC Engineering

Carmel Valley
Carmel Valley Neighborhood 8 Precise Plan

Chronology

FEBRUARY 16, 1984:	The Planning Commission certified Environmental Impact Report No. 830096 for the Neighborhood 8 Precise Plan, Resolution No. 4794.
FEBRUARY 16, 1984:	The Planning Commission recommended a phase shift for part of the Neighborhood 8 Precise Plan area from Future Urbanizing to Planned Urbanizing, Resolution No. 4795.
FEBRUARY 16, 1984:	The Planning Commission recommended approval of the Neighborhood 8 Precise Plan, Resolution No. 4799.
MARCH 20, 1984:	The City Council certified Environmental Impact Report No. 830096, Resolution No. 260319.
MARCH 20, 1984:	The City Council approved a phase shift from Future Urbanizing to Planned Urbanizing for a portion of the property, Resolution No. 260320.
MARCH 20, 1984:	The City Council adopted the Neighborhood 8 Precise Plan, Resolution No. 260321.
MAY 8, 1990:	The City Council certified Enviromental Impact Report No. 890218, Resolution No. 275678.
MAY 8, 1990:	The City Council adopted the Neighborhood 8 Precise Plan Amendment, Resolution No. 275679.
_____,1998	The Planning Commission recommends certification of EIR No. _____For the Pinnacle-Creek Amendment Neighborhood Precise Plan. Resolution No_____.
_____, 1998	The City Council Adopted the Neighborhood 8 Precise Plan Amendment. Resolution No. _____.

SUMMARY OF REVISIONS
CARMEL VALLEY NEIGHBORHOOD 8
PRECISE PLAN
MAY 8, 1990

This document is a revision to the Neighborhood 8 Precise Plan adopted on March 20, 1984. The primary purpose of the amendment is to adjust land use boundaries within the plan area to accommodate the right-of-way requirements for the CALTRANS designed State Route 56 Freeway and Carmel Valley Restoration and Enhancement Projects.

The precise plan revisions:

1. Provides a wider right-of-way for SR56 West and a larger floodway/floodplain with a more specific description of the grading and landscaping proposed within the enhanced floodway;

2. Adds a 50-foot-wide open space buffer south of the enhanced floodway which will contain a separate equestrian trail and a pedestrian path and bicycle trail within a maintenance/access road;

3. Eliminates a commercial site and church site within the floodplain because of the larger enhanced floodway design;

4. Includes the addition of approximately 42.5 acres located to the west of the current precise plan area in the Carmel Valley Community but not presently within any precise plan;

5. Adjusts the size and location of private development areas to correspond with the larger freeway and open space footprints and eliminate steep hillsides from development areas. The zoning classification and density levels of the existing Unit 8 precise plan would be retained at this time for the portions of properties south of the floodway, buffer and collector road;

6. Adds a Precise Plan Implementation Element and expands the Design Element;

7. Revises the Circulation Element to maintain a local collector frontage road between Carmel Creek and Carmel Country Roads and deletes its connection to El Camino Real. Instead, there would be a cul-de-sac from Carmel Creek westward, without a connection through to El Camino Real.

TABLE OF CONTENTS

		Page
I.	INTRODUCTION	
	A. Purpose	1
	B. Context	2
	C. Planning Background	2
	D. Location of Precise Plan	3
	E. Site Analysis	3
	F. Key Development Factors	9
	G. Precise Plan Content	9
	H. Precise Plan Process	10
II.	LAND USE ELEMENT	
	A. Introduction	12
	B. Neighborhood Concept/Integration of Land Uses	12
	C. Residential Component	14
	D. Water and Energy Conservation Element	20
III.	OPEN SPACE ELEMENT	
	A. Introduction	22
	B. Floodway Management Plan	22
	1. Enhanced Floodway	22
	a. Buffer Area	27
	C. Natural Open Space	27
	D. Developed Open Space	29
	1. Recreation Area	29
	2. Major Entry Points	29
	3. Slopes Along Major Streets	29
	4. SDG&E Easement	32
	5. Golf Course	32
	6. Parks	32A

IV. PUBLIC SERVICES AND FACILITIES ELEMENT

A. Introduction 35
B. Schools 35
C. Water Service 35
D. Sewer Service 35
E. Police 35
F. Fire Protection 36
G. Drainage 36
H. Park and Ride/Transit Center 36
I. Utilities 36
1. Gas and Electric Service 36
2. Telephone Service 37
3. Cable Television 37
J. Other Facilities and Services 37

V. CIRCULATION ELEMENT

A. Introduction 38
B. Regional Access 38
C. Internal Road System 39
D. Parking 39
E. Alternative Transportation Modes 43
1. Transit Opportunities 43
2. Bicycle Network 43
3. Pedestrian Circulation 46
4. Equestrian Trail System 46

VI. DESIGN ELEMENT

A. Introduction 48
B. Design Objectives 48
C. Design Concept 49
D. Grading Concept 50
E. Drainage Concept 52
F. Landscape Design Concept 53
G. Irrigation Concept 55
H. Fencing Concept 55
I Residential area concepts 55
J Site Planning Guidelines 56
K. Signage 56

VII. IMPLEMENTATION ELEMENT

A. Zoning 57
B. Resource Protection Ordinance 61
1. Sensitive Slopes Defined 61
C. Development Plan and Tentative Map Approval 61
D. Development Phasing 62
E. Precise Plan Amendments 62
F. Coastal Zone 62
G. Public Facilities Financing 63

VIII. COMMUNITY PLAN

A. Carmel Valley Goals 65
B. Precise Development Plan Criteria 66

LIST OF TABLES

Table 1 Palacio Del Mar Land Use Acreage Analysis 16

Table 2 Central Carmel Valley Land Use Acreage Analysis 16

Table 3 Western Carmel Valley Land Use Acreage Analysis 19

Table 4 Estimated Population 19A

Table 5 Neighborhood Open Space Preservation and Maintenance 29A

LIST OF FIGURES

Figure 1 Precise Plan Development Units 4

Figure 2 Regional Map 5

Figure 3 Environmental Constraints Map (Western and Central Carmel Valley) 7

Figure 4 Environmental Constraints Map (Palacio Del Mar) 8

Figure 5 Project Development Units 13

Figure 6	Land Use Plan (Palacio Del Mar)	15
Figure 7	Land Use Plan (Western and Central Carmel Valley)	17
Figure 8	Open Space Plan (Western and Central Carmel Valley)	22A
Figure 9	Open Space Plan (Palacio Del Mar)	23
Figure 10	CVREP Plan View	25
Figure 11	CVREP Section	26
Figure 12	CVREP Buffer	28
Figure 13	Typical Recreation Area	30
Figure 14	Typical Entry Points	31
Figure 15	Slope Treatment	33
Figure 16	SDG&E Easement Design	34
Figure 17	Street Design (six-lane major)	40
Figure 18	Street Design (four-lane major)	41
Figure 19	Street Design (collector)	42
Figure 20	Circulation Plan (Western and Central Carmel Valley)	44
Figure 21	Circulation Plan (Palacio Del Mar)	45
Figure 22	Equestrian Trail	47
Figure 23	Zoning Concept (Palacio Del Mar)	59
Figure 24	Zoning Concept (Western and Central Carmel Valley)	60

I. INTRODUCTION

A. PURPOSE

This document provides development guidelines for the Neighborhood 8 portion of Carmel Valley, a designated community plan area within the City of San Diego. The precise plan has been prepared in accordance with the requirements of the Carmel Valley Community Plan, which requires preparation of individual precise plans for each of the identified neighborhoods within Carmel Valley prior to the approval of tentative subdivision maps, zoning changes, or development and grading plans.

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

The Carmel Valley Community Plan was prepared as a development guide for a planned new community, based on City urbanization policies. A phased development program was incorporated into the plan in order to ensure the timely provision of adequate public facilities. Five general goals stated in the Community Plan summarize the overall planning approach.

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

2. To establish self-containment and feeling of community identity among the future residents of Carmel Valley.

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 Carmel Valley Community Plan requires the preparation of individual precise plans for each neighborhood development unit prior to proceeding with plan implementation proposals. The purpose of this precise plan, in addition to describing the plan's five general goals and associated individual plan element objectives, is also to provide guidelines for the development of the Carmel Valley Precise Plan Unit.

B. CONTEXT

This document is divided into eight chapters. The first chapter introduces the plan, discussing location, site analysis, development factors, planning background and precise plan process.

The following chapter titled, **LAND USE ELEMENT**, describes the individual land use types and density proposed, development phasing, zoning implementation and water and energy conservation.

The third chapter, **OPEN SPACE ELEMENT**, sets forth the recreation and open space proposals for the precise plan area and discusses funding and maintenance proposals for those facilities.

The fourth chapter **PUBLIC SERVICES AND FACILITIES ELEMENT**, identifies public facilities proposed within the precise plan boundary and those necessary to serve the planned precise plan.

The fifth chapter, **CIRCULATION ELEMENT**, covers the local and regional transportation needs, including streets, freeways, transit systems, and bicycle, pedestrian and equestrian trails.

The sixth chapter, **DESIGN ELEMENT**, describes and illustrates the design concepts and objectives for the Neighborhood 8 Precise Plan. The design element will guide developers, designers and reviewing agencies in implementing the precise plan.

The seventh chapter, **PHASING AND PLAN IMPLEMENTATION**, presents implementation guidelines for land use, development quality, phasing and financing.

The eighth chapter, **COMMUNITY PLAN**, discusses the relationship to community plan boundaries, Carmel Valley goals and precise plan criteria.

C. PLANNING BACKGROUND

Carmel Valley was first identified by the City of San Diego as an area for future growth and development in its Progress Guide and General Plan, adopted in 1967. Soon thereafter, pressure for development in this area appeared. During the early part of 1970, a number of individual proposals for urbanization were presented to the City.

As a result of the many development proposals, the City Council directed the Planning Commission and the Planning Department to work with property owners and developers in Carmel Valley towards a comprehensive land use plan for the area.

On February 27, 1975, the San Diego City Council adopted the Carmel Valley Community Plan. The community plan identified the specific process by which development in this precise plan should take place. The community plan divides Carmel Valley into separate neighborhood units and requires the adoption of a precise plan for each neighborhood unit prior to development. To date, ten such precise plans, including neighborhood 8, have been adopted (Figure 1).

The Carmel Valley Community Plan originally indicated the Carmel Valley area as part of Neighborhood 8A extending to the south. Property owners recognized that because of the extreme vertical separation between the valley and property to the south, their land was more functionally related to the north. Therefore, they initiated their own planning process to establish Carmel Valley as a precise plan area. Preliminary planning efforts for this precise plan area by the Carmel Valley Home and Property Owners' Association began during the spring and summer of 1981. On July 24, 1981, the Planning Commission authorized the initiation of a precise plan for the Carmel Valley area. Planning efforts for the area resulted in the City Council adopting the Carmel Valley Neighborhood 8 Precise Plan on March 24, 1984.

D. LOCATION OF THE PRECISE PLAN

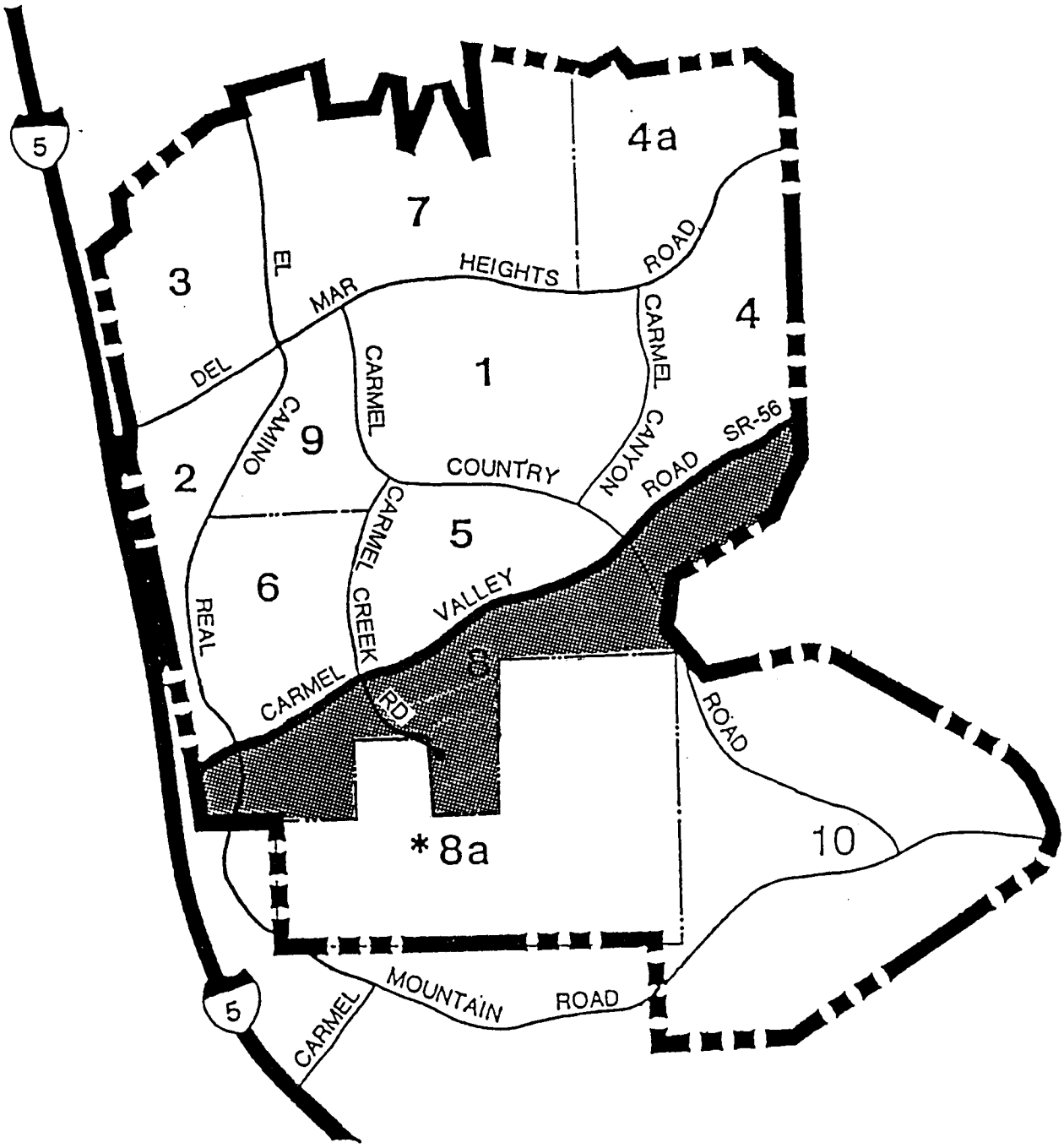
Neighborhood 8 is situated on approximately ~~456~~ 496 acres in the central portion of the Carmel Valley Community Plan area. It is bordered on the north by Carmel Valley Road, which is to be widened to form the State Route 56 (SR-56) Freeway. Directly to the west is the Interstate 5 (I-5) Freeway. Neighborhood 8A borders on the south and the eastern limits of the Carmel Valley Community and the Future Urbanizing area form the east boundary of Neighborhood 8.

Nearby communities include the City of Del Mar to the northwest with the Torrey Pines and La Jolla communities to the west and southwest. The Pacific Ocean lies approximately one mile to the west and the Los Penasquitos Lagoon is located to the southwest.

Figure 2 is a regional map which shows the location of Neighborhood 8.

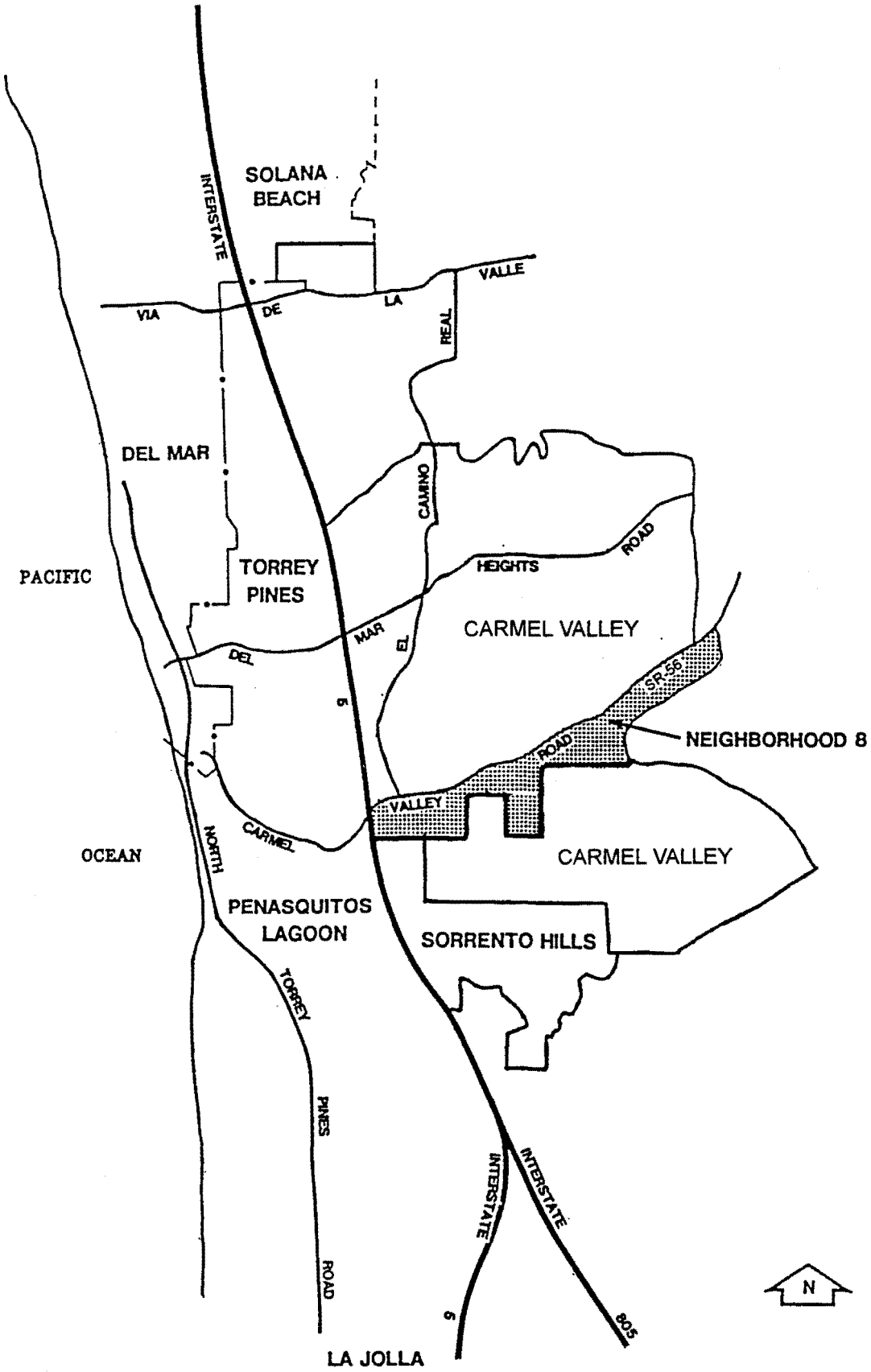
E. SITE ANALYSIS

Existing Carmel Valley Road (SR-56) forms the boundary between the Carmel Valley Neighborhoods 2, 4, 5 and 6 on the north and Neighborhood 8 on the south. Until the recent development of Carmel Valley Road and SR-56, Carmel Valley Road existed as a 24-foot-wide, two-lane city street. The segment from I-5 to Carmel Creek Road has been upgraded to four lanes and tapers back to two lanes at Carmel Creek Road and continues as a two-lane road past Carmel Country Road to Black Mountain Road. State Route 56, south of Carmel Valley Road, has been constructed with a direct connector to I-5 south.



* Units not yet adopted by City Council

Figure 1
Precise Plan
Development Units



Regional Map

Figure 2

Topographically, the Neighborhood 8 Precise Plan area is dominated by the relatively narrow, gently sloping floodplain of Carmel Creek, which extends south from Carmel valley road to very steep sandstone hillsides on the southern boundary (Figures 3 and 4). Elevations in the Neighborhood 8 Plan area range from approximately 20 feet above mean sea level (AMSL) to 330 feet AMSL. Carmel Creek, a tributary of Los Penasquitos Creek, is located south of Carmel Valley Road within the boundaries of the precise plan. It is the major drainage course for Neighborhood 8 and the majority of the Carmel Valley plan area. Carmel Creek discharges into Los Penasquitos Lagoon, adjacent to Torrey Pines State Reserve.

Carmel Creek is continual flowing, however, in some areas the exact location of the creek is not easily identifiable except for the riparian vegetation growing along its sides.

Very little native vegetation exists on the valley floor south of the creek. Agriculture and equestrian activities have reduced most of the natural vegetation in Carmel Valley to a narrow ribbon of riparian vegetation running along the length of the valley.

South of the valley floor land slopes up to steep sandstone bluffs and mesa tops, vegetated with mixed chaparral and coast sage scrub.

Various existing land uses occupy the Neighborhood 8 Precise plan Area. East of Carmel Country Road, a 421-unit single-family residential development with private recreational facilities is under construction. This development, now called Palacio Del Mar, comprises the entire area previously referred to as Carmel Valley Village.

Immediately west of Carmel Country Road is the 100-year-old Stephens' residence and associated farm and stable structures. Farming activity had been the dominate land use in this area in the past, however, that use has almost disappeared.

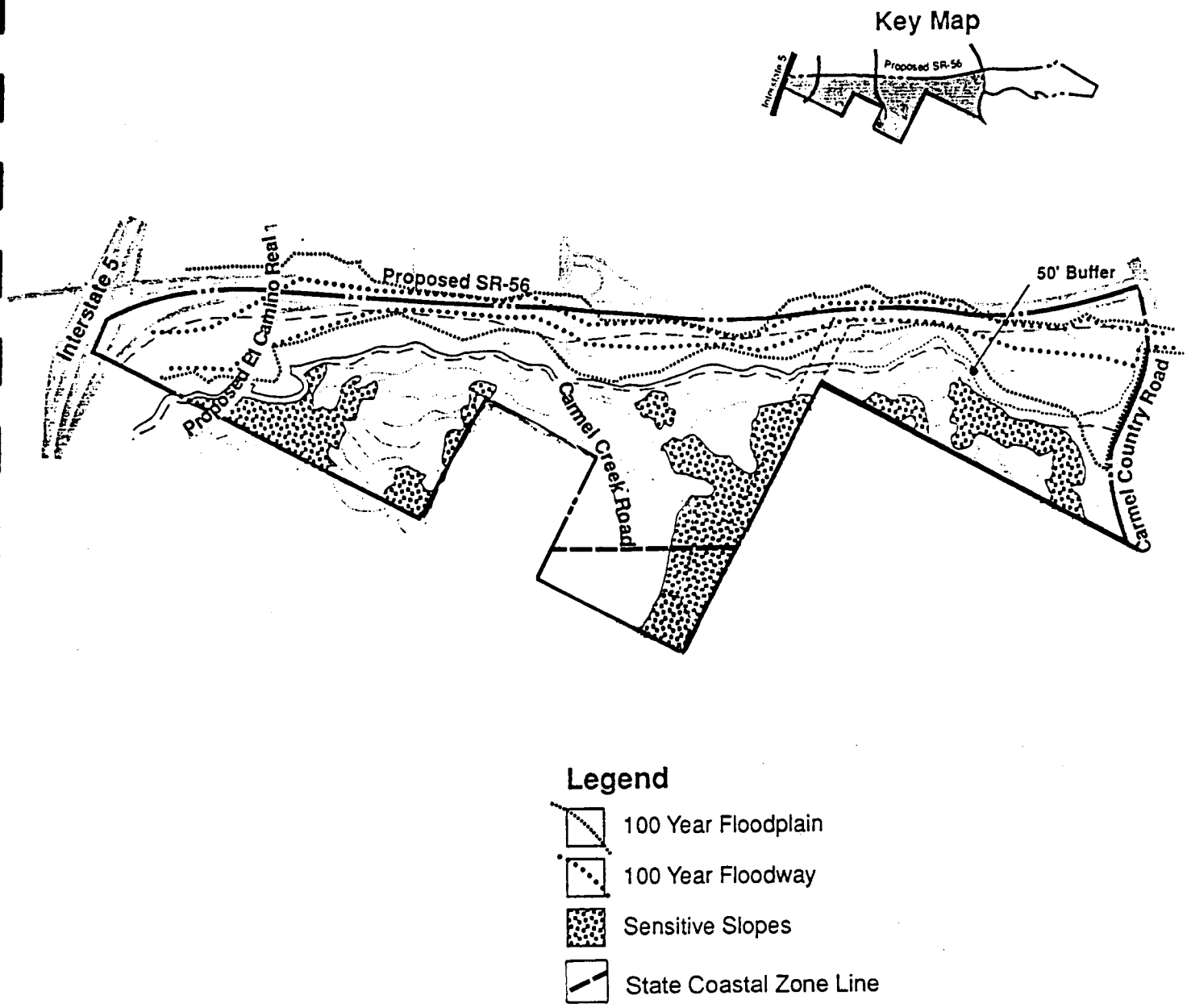
The majority of the Neighborhood 8 Precise Plan Area between the Stephens' Residence and El Camino Real is either vacant or contains stables and scattered farm and residential structures. The new development proposed just west of Carmel Creek Road are Carmel View and Carmel Del Mar View Estates. The Pinnacle Carmel Creek project is a 348-unit apartment proposed on the Sorrento Sand site just south of Carmel Creek Road.

A 150-foot-wide San Diego Gas and Electric Company easement passes from south to north through the central portion of the plan area. This easement contains overhead electric power lines and an underground gas line.

~~Situated between El Camino Real and the Interstate 5 Freeway is a restaurant and gasoline service station.~~

Between El Camino Real and the Interstate 5 Freeway there formally was a restaurant and gasoline service station. They were removed to accommodate the SR-56 and I-5 interchange.

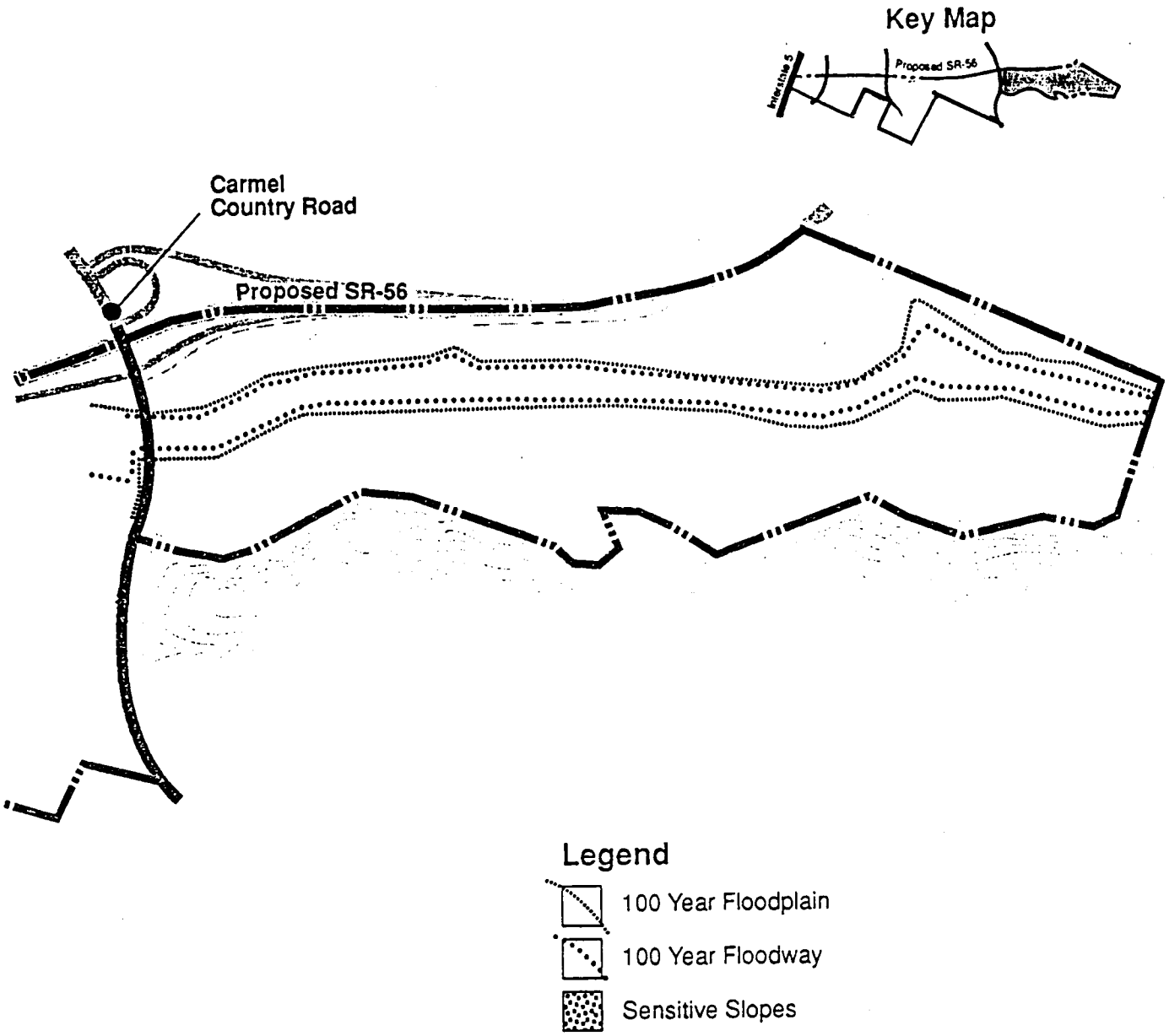
North of Carmel Valley Road, the land is presently ~~vacant~~ occupied from El Camino Real on the west to Carmel Creek Road by Multi-family residential, a hotel and office buildings. Neighborhoods 5 and 6 have been amended and currently have schools, parks and single family residential homes.



Environmental Constraints Map

Carmel Valley Neighborhood 8

Figure **3**



0 200 400

Environmental Constraints Map

Carmel Valley Neighborhood 8

Figure 4

~~Development of some neighborhood and visitor commercial uses has been approved in this area as part of the Neighborhood 6 Precise Plan. Existing Single Family residences are located north of Carmel Valley Road from Carmel Creek road east, for approximately 2,400 feet as part of the Neighborhood 5 Precise Plan.~~

Continuing eastward, a small cemetery, an abandoned restaurant and vacant land are located north of Carmel Valley Road.

Surrounding property to the east of Neighborhood 8 is vacant, and characterized by gently rolling hills and valleys with scattered ranches and agricultural uses. It is in the Future Urbanizing Area and one project has been approved by the voters for development (Seabreeze Farms). Development in the future urbanizing area greater than A-1-10 densities would require a Citywide vote. Surrounding uses to the south, ~~in Neighborhood 8A~~, include ~~a sand extraction facility~~, vacant land and existing single-family residences on very low density (1+acre) lots, open space and AREAS 8A-8D in planning.

F. KEY DEVELOPMENT FACTORS

In addition to existing site conditions, other development factors which influence the planning proposals for Neighborhood 8 are listed below:

- Provisions for circulation and utility linkages to Neighborhood 8A and to the Neighborhoods north of Carmel Valley Road.
- Coordination of land use and grading proposals for the portion of the site contiguous to Neighborhood 8A.
- Recognition of coastal planning issues in the plan area, focusing on transportation and drainage.
- Recognition of natural steep slopes and biologically sensitive areas as community resources.
- Recognition of future noise levels along Carmel Valley Road (SR-56).

G. PRECISE PLAN CONTENT

The community plan calls for the preparation of precise plans for development units identified within the community. Each precise plan is required to specify development proposals within the framework of concepts and guidelines provided by the Community Plan. The concept of each precise plan is described in the Community Plan as follows:

- The development unit precise plan must be in general conformance with the North City West Community Plan objectives and proposals in terms of overall density, neighborhood concept, major open space delineation and major and collector street patterns;

- Illustrate the complete circulation system, including local streets and transit, and further indicate how the system will relate to the total Carmel Valley circulation system;

- Illustrate a system of separate bicycle and pedestrian pathways linking the neighborhood center with the residential areas and open space system and also illustrate how these pathways can link to the town center;

- Contain data describing the housing balance projected regarding the quantity and/or proportion of low and moderate income housing, as well as a plan describing efforts to be made to maintain an ethnic and racial balance;

- Contain a detailed design plan for the layout of the neighborhood center including shopping area and uses, neighborhood school and park; the city and local school district must agree to the sites and design of the facility (this requirement has altered somewhat due to the fact that each neighborhood is no longer expected to contain a school, park, and commercial area);

- Illustrate the timing of necessary public facilities through the assessment district and fees approach to serve the development; and

- Contain an environmental impact statement.

Source: North City West Community Plan, 1975

The precise plan should not be considered a static document. It must be continually monitored to remain responsive to community-wide needs and should be amended, as appropriate, in consideration of changes in environmental, social, economic or market conditions.

H. PRECISE PLAN PROCESS

As discussed previously in Section 1A, the Neighborhood 8 Precise Plan has been prepared and adopted to conform with the Community Plan's goals. In addition, the Precise Plan meets the criteria for plan concepts and plan preparation as established in the Community Plan. For future discussion of how this precise plan conforms with the goals and criteria of the Carmel Valley Community Plan, see Chapter VIII.

The Neighborhood 8 Precise Plan also functions as a component in the development implementation process, as addressed in detail in Chapter VII. The precise plan constitutes one of a series of steps in the City approval of development projects in Neighborhood 8. The Carmel Valley Community Plan provides guidelines, proposals and concepts for the future development of the entire Carmel

Valley Community. The precise plan is used by the individual neighborhoods, within the larger Carmel Valley Plan context, to determine how the specific development unit will take shape. It is the precise plan's role to address issues such as development density, road alignments and community facility sites. The adopted precise plans then become the basis for reviewing subsequent development plans, subdivisions, and other permits within their respective development units.

Companion documents to the Neighborhood 8 Precise Plan include its accompanying Environmental Impact Report (EIR) and the Planned District Ordinance (PDO). The EIR cites the existing conditions in the precise plan area, anticipated impacts of development under the precise plan and mitigation measures. The PDO establishes the procedure and standards of the City review of the development plans, including special zoning.

II. LAND USE ELEMENT

A. INTRODUCTION

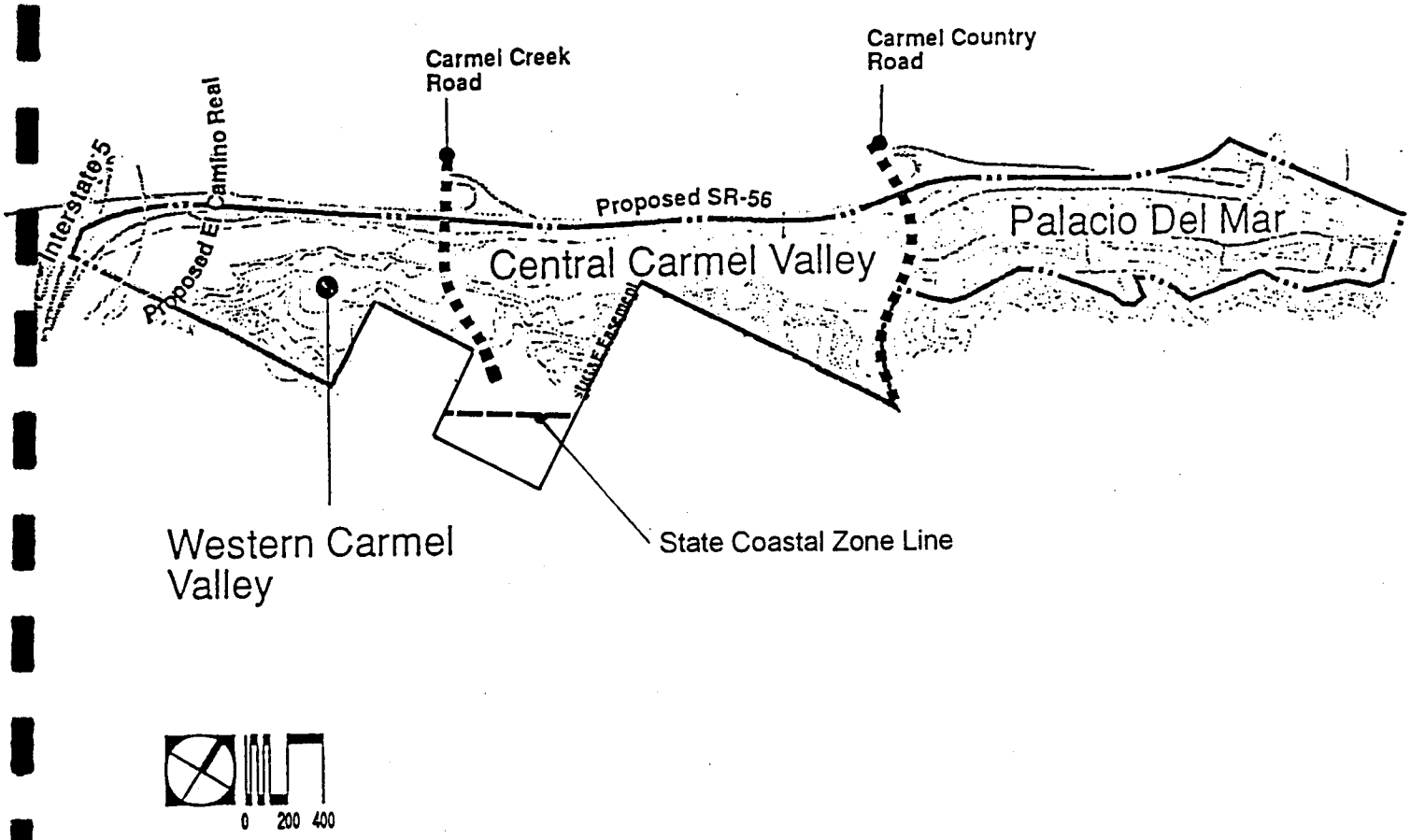
This section describes the type, location, and acreages of various land uses proposed for the precise plan area. It is important to note that this Land Use Element provides only a quantitative or "structural" description of the precise plan. The Carmel Valley PDO and the design guidelines within this document deal with the more qualitative or design aspects of the land uses proposed for the precise plan area.

Because of the large number of property owners involved, the degree of detail available for development plans varies throughout the plan area. ~~Plans for the central and western portions are conceptual at this time, while plans for Palacio Del Mar in the east are well defined.~~

B. NEIGHBORHOOD CONCEPT/INTEGRATION OF LAND USES

The neighborhood concept for Carmel Valley is somewhat different than that for the remainder of Carmel Valley. The neighborhood concept outlined in the community plan calls for the development of individual neighborhoods centrally focused on a school/park complex and on a neighborhood commercial center. No schools, parks, or commercial centers are, however, designated for Neighborhood 8 ~~on~~ in the Carmel Valley community plan. The character of the valley, a long, narrow piece of property, somewhat separated from ~~North City West by Carmel Valley Road~~ the northern Carmel Valley community and SR-56 to the north and mesa tops to the south, does not lend itself to the creation of a "neighborhood" as originally envisioned by the community plan. The link which ties the community together, and which gives Neighborhood 8 its "identity, is the open space system along Carmel Creek ~~rather than~~ called CVREP (Carmel Valley Restoration and Enhancement Plan) rather than a centrally located school, park, and commercial center.

This precise plan will involve the development of the south-central portion of Carmel Valley. The development will consist of one neighborhood, Neighborhood 8. That neighborhood will be broken down into three development units: Palacio Del Mar, Central Carmel Valley, and Western Carmel Valley. These development units are illustrated in Figure 5. Because the property is considered a long and narrow community with the Pinnacle and Carmel Del Mar View projects to the south, it will be served by a basically linear road system; each development unit will be linked with the development to the north at key access points at the time of filing a subdivision map. A system of bikeways and pedestrian pathways will also link Carmel Valley with the remainder ~~North City West~~ of the community. The proposed road system and pedestrian and bicycle linkages are discussed in Chapter V, Circulation Element.



Project Development Units

Carmel Valley Neighborhood 8

Figure 5

Although the development units within Neighborhood 8 will be separated from each other by physical barriers such as roads and gates, the entire valley will be linked by several features of the plan. This will be accomplished in a variety of ways as outlined below:

- The enhanced floodway and associated hiking/equestrian pathways will provide a distinct and continuous identity feature, linking the various portions of the precise plan area.

- The pedestrian and bikeway system will connect to pedestrian and bikeway paths to the North ~~and South~~ to integrate Neighborhood 8 with Neighborhoods 4, 5, 6, ~~and 8A~~.

- Public facilities provided throughout Carmel Valley will be accessible to all residents of the precise plan area, thus adding to the cohesiveness of the community plan area as a whole.

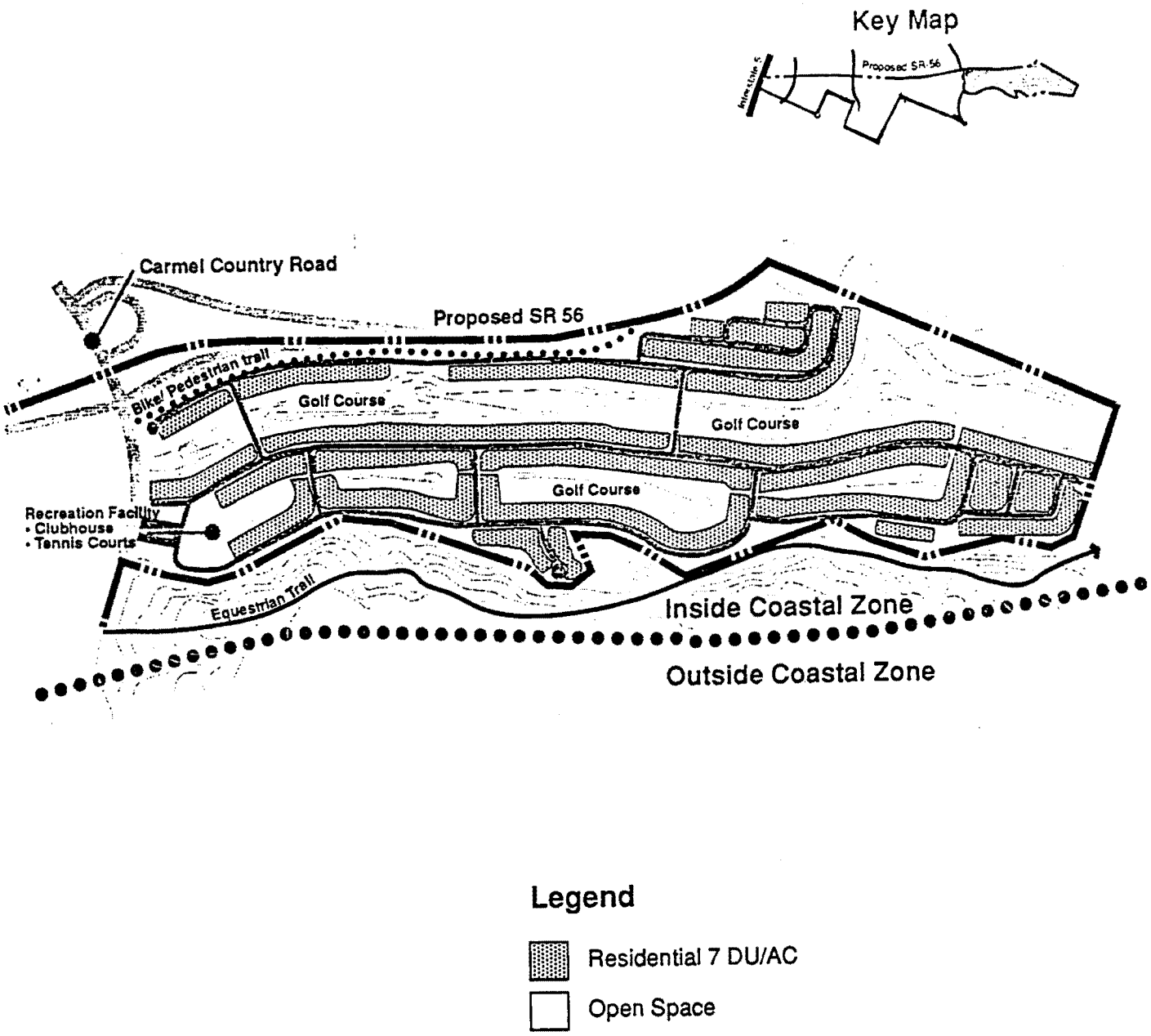
- Individual development units within the precise plan area will be designed to maximize views in residential areas and along the public collector streets.

C. RESIDENTIAL COMPONENT

1. Palacio Del Mar

Palacio Del Mar is the easternmost development unit within the precise plan area and has the most detailed development plans. Some of the developable area is located within the existing floodplain of Carmel Creek; this land has been raised in accordance with the Carmel Valley drainage study.

Approximately 421 dwelling units are to be constructed within this area. Palacio Del Mar is developing as a small lot, golf course housing project. This development surrounds an approximately 41-acre nine-hole executive golf course for the private use of the Palacio Del Mar residents and their guests. Other amenities consist of a swimming pool, tennis courts, putting green and a clubhouse for the Palacio Del Mar residents. Figure 6 illustrates the land use plan.



Land Use Plan

Carmel Valley Neighborhood 8

Figure 6

Table 1
Palacio Del Mar
Land Use Acreage Analysis

Proposed Use	# Dwelling Units	Total Acres
SingleFamily (SF4)	421	107. 26
Golf Course*	---	(41. 34)
Natural Open Space	---	47. 60
Major and Collector Streets**	---	10. 45
TOTALS	421	165. 31

* Included within residential acreage.
** Includes right-of-way reserved for Route 56.

The project is a single-family, small lot development. There will be perimeter fencing to provide project identity and security. A majority of the lots will be located along the golf course offering views of the greens and lakes. Additional green belts will be located throughout the project so that lots without golf course frontage will still face open space areas. The open space trail systems desired by the City of San Diego will be incorporated into the project.

2. Central Carmel Valley

Central Carmel Valley, consisting of approximately ~~158~~ 198 acres, is bordered on the east and west by Carmel Country Road and Carmel Creek Road, respectively. The residential density with in this portion of the precise plan area will be ~~7-15~~ 15-29 Du's per acre. It is likely that the area will be developed with duplexes, fourplexes, and other types of clustered multi family units. Table 2 is a land use acreage analysis of Central Carmel Valley. Figure 7 illustrates the proposed land use plan.

Table 2
Central Carmel Valley
Land Use Acreage Analysis

Proposed Use		# DU		Total Acres
Multi-Family (MF)	~~234-501~~	456-877	~~33.39~~	58. 39
Enhanced Floodway				63. 59
Major & Collector Streets & Freeway				24. 15
SDG&E Easement			~~5.51~~	10. 51
Sensitive Slopes			~~38.81~~	41. 81
TOTALS	~~234-501~~	456-877	~~158.45~~	198. 45

2a. Pinnacle Carmel Creek

Pinnacle, Carmel Creek is a 40-acre site formally known as the Sorrento Sand site. The project is designed for 348 apartments in 16 buildings of two and three stories with attached garages. There are two building types containing 12 or 23 dwelling units respectfully. The project also includes private recreation, which includes a large single-story recreation building, a swimming pool, a spa, a gym and meeting rooms. Approximately 25 acres of the site will remain open space or sensitive slopes. A portion of the open space lies within the SDG&E easement on the eastern boundary. The parking will be screened through landscaping pockets to keep the parking areas away from public view. Revegetation of the disturbed slopes and open space will create a buffer of open space on the perimeter of the site. The residents will be able to access the pedestrian, bicycle and equestrian trails in accordance with the Chapter 5, Circulation element, alternative transportation modes. The removal of the sand mining operation will allow this property to be developed in accordance with the General Plan and Carmel Valley Community Plan and their respective goals for the community. The project has been designed according to the design and landscape guidelines contained in Chapter 6.

3. Western Carmel Valley

Western Carmel Valley, consisting of approximately 132 acres, is bordered on the east by Carmel Creek Road and on the west by I-5. The residential density within this area will be 5 du's/acre; the area is likely to be developed with single-family detached units. Figure 7 illustrates the proposed land use plan.

Table 3
Western Carmel Valley
Land Use Acreage Analysis

Proposed Use	# Dwelling Units	Total Acres
Single Family (SF-2)	148	32. 91
Enhanced Floodway		40. 16
Major & Collector Streets & Freeway		33. 58
Sensitive Slopes		25. 67
TOTALS	148	132. 32

4. Population and Housing Mix

Various housing types will be included within the precise plan area in order to provide diversity in the development of individual residential products and to ensure that housing will be available to a variety of income groups. This means that a range of housing unit types shall be available in the community. While the price levels of specific housing are difficult to predict, Neighborhood 8 shall include housing type variety which is intended to accommodate varying income levels. The Carmel Valley Community Plan calls for the implementation of a balanced community housing program consistent with Council Policy 600-19. While Carmel Valley is expected to reflect this balance, neighborhoods may not conform individually.

5. Affirmative Action Program

An effective affirmative action marketing program will be utilized in conjunction with development of each of the residential neighborhoods. The affirmative action program of the San Diego County Building Industry Association (BIA) or its equivalent will be employed in order to ensure affirmative marketing of residential units. The objective of the program will be to establish a racially balanced neighborhood through advertising and other methods. The advertising program will be geared toward informing people of all races and income groups that housing within the precise plan area is available on an equal opportunity basis.

Table 4

Estimated Population

	Total Acreage	Residential Acreage	# of DU's	% of Total Neighborhood	Persons*/ DU	Estimated Population
Palacio Del Mar	165.31	65.92	421		2.0	842
Central Carmel Valley	~~158.45~~ 198.45	~~33.39~~ 58.39	~~234-501~~ 456-877	52%	2.5	~~585-1253~~ 600-~~2000~~ 2500
Western Carmel Valley	132.32	32.91	148		2.8	414
PRECISE PLAN AREA TOTALS	~~456.08~~ 496.08	~~132.22~~ 147.22	~~803-1070~~ 1025-~~1947~~ 1446			~~1841-2509~~ 1856-3756

*Based on current estimates of family size figures in similar product types:

D. WATER AND ENERGY CONSERVATION ELEMENT

The precise plan area is located within the coastal climate zone. In this zone, the influence of the ocean diminishes as the influence of the land surface increases. Temperature and humidity fluctuations increase with distance inland although the temperature-modifying effect of the ocean is still present 75 to 85 percent of the time. The ocean has a cooling effect on the precise plan area in the summer and a warming effect on the precise plan area in the winter. The maritime climate also results in a great deal of overcast, cloud cover and fog, especially in the spring. This condition helps moderate temperatures, but also, diminishes the availability of direct sunlight for use in solar energy systems.

In general, the precise plan area is exposed to prevailing westerly winds throughout the year. During the summer, the ocean is cooler than the land and the winds flow onshore all day and night. During the winter, the winds blow onshore by day and offshore at night as the land becomes cooler than the ocean. These winds have a cooling effect within the precise plan area throughout the year. These winds offer a strong potential for construction of units with flow-through air circulation within Carmel Valley.

~~All Major roads within the precise plan area are oriented in an east-west direction to maximize the potential for use of solar energy for heating and cooling~~. Although the plan area's natural orientation to the north does not offer maximum solar access, the proposed developments, both dwelling units and recreational facilities, will be designed to provide maximum solar access for both active or passive systems.

A major concern in Southern California is the provision of unobstructed solar access for year-round water heating and other solar-powered functions in juxtaposition with the desirability of use of landscape plantings to provide shade during the hot months. Trees and shrubs should be sited to maximize natural cooling through shading. However, unless care is taken in their siting the same trees and shrubs can inadvertently interfere with desired solar access. In general, the provision of shade in the east and (especially) west sides of buildings, while leaving southern exposures open for solar access, provides a good compromise. In Carmel Valley, where early morning fog and overcast can significantly reduce the availability of morning sun, solar collectors may make improved use of the afternoon sun if they are oriented a few degrees to the west of due south. Unfortunately, this practice can increase the possibility of conflict with shadows from vegetation to the west. Again, care must be given to placement of landscape elements where solar energy systems are in use. In the less than optimum solar environment of Neighborhood 8, solar architects should work closely with landscape architects when solar energy systems are planned.

No features of the precise plan will require an excessive use of energy. In addition, the following guidelines should be followed to encourage energy and water conservation.

1. All buildings will be constructed in compliance with the energy efficiency standards required under State Title 24 Building Codes. These standards require use of high efficiency appliances, and compliance with energy budgets for water heating and space conditioning.

2. Building orientation and building openings are important considerations with regard to efficient energy performance. The use of appropriate materials, building forms, ventilation, natural vegetation, and orientation should be considered to minimize energy consumption.

3. Location and selection of landscaping materials should be considered in relation to energy efficiency. Shade created by trees can significantly reduce mechanical cooling loads in buildings. However, care must be given to prevent landscape elements from interfering with solar access. Particular care should be given to street trees on the north side of the streets.

4. Landscape plans will include extensive use of drought-tolerant species.

5. Residential units will incorporate low-flow devices on plumbing and energy efficient appliances.

6. The use of soil moisture override systems, to avoid sprinkling when the ground is already saturated will be encouraged in both common and private areas.

7. New residents will be provided with information regarding water and energy conservation measures at the time of purchase of residential units.

8. Low flush toilets will be installed as required by state law.

9. Individual units will be designed to allow flow-through air circulation, which should be excellent within Carmel Valley.

10. Pursuant to City Ordinance No. 0-17327, adopted July 1989, facilities to accommodate future reclaimed water use will be a condition of approval of all developments in this area. The use of reclaimed water will include irrigation of street medians and scopes and front yards of single-family residential development projects.

III. OPEN SPACE ELEMENT

A. INTRODUCTION

The Carmel Valley Community Plan sets forth park, recreation, and open space proposals for the community plan area in order to ensure that future residents are provided with adequate recreational opportunities and natural open space areas are preserved within the community plan area. No developed parks are designated by the community plan within Neighborhood 8 of Carmel Valley, but a future park may be planned. The CVREP floodway of Carmel Creek and the steep sandstone bluffs are however identified as significant open space resources.

The precise plan area open space system is illustrated in Figures 8 and 9 Open space areas in Neighborhood 8 have been divided into three groups: 1) the enhanced floodway area along Carmel Creek, including a 50-foot-wide buffer; 2) natural open space, which includes native slopes between development pads, the San Diego Gas and Electric Company utility easement and the steep slope area along the south boundary of the precise plan area; and 3) developed open space, which includes project recreation areas and manufactured slopes. This section outlines the ways in which this precise plan responds to the provision of open space opportunities for the future residents and for travelers viewing the plan area from Carmel Valley Road (SR-56).

B. FLOODWAY MANAGEMENT PLAN

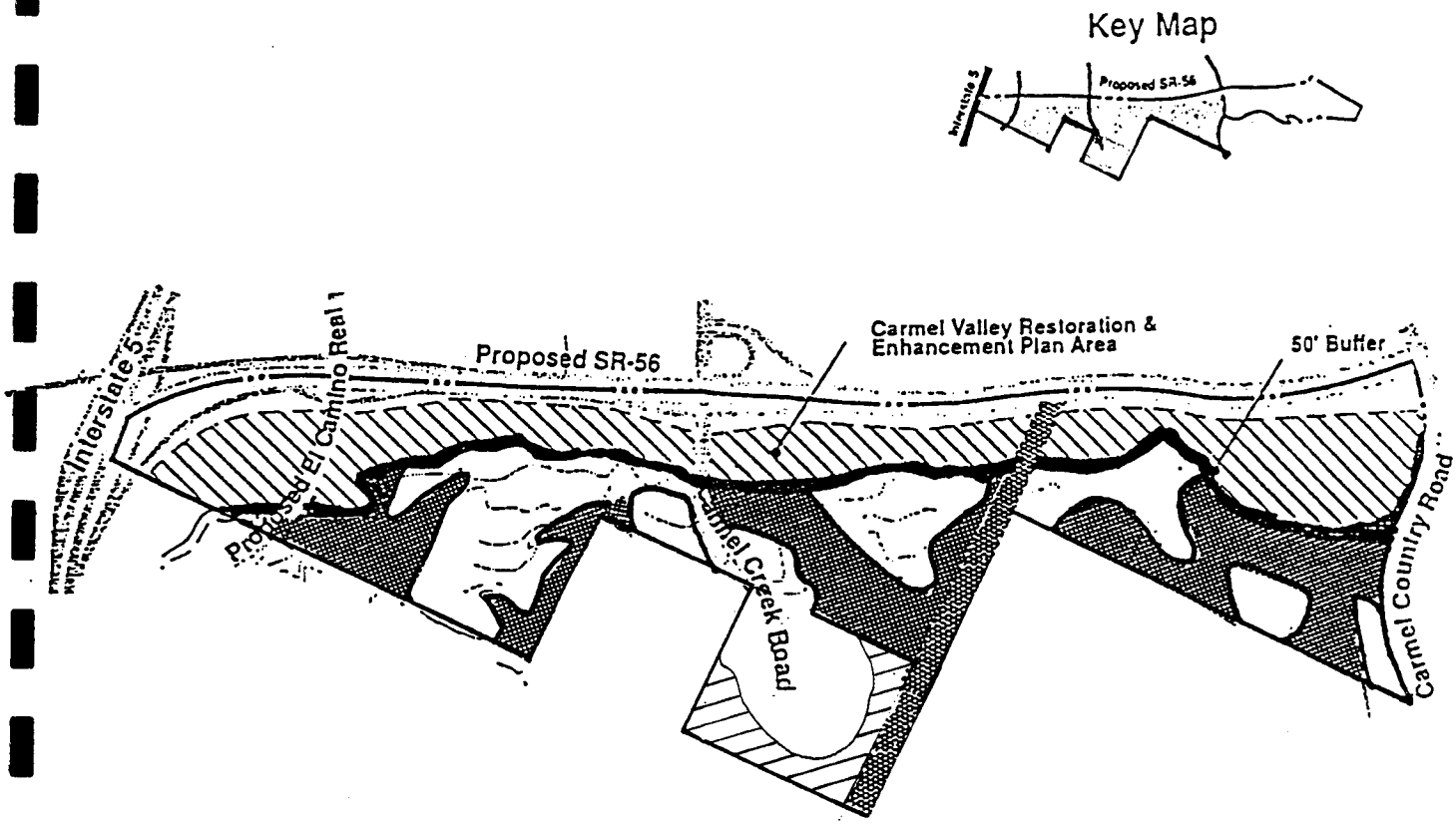
The entire floodway of Carmel Creek, encompassing approximately 98 acres, will become part of the major open space system for Carmel Valley.

The floodway will receive various treatments throughout the precise plan area. In eastern Carmel Valley, the floodway is occupied by a golf course, Palacio Del Mar. In central and western Carmel Valley, the floodway will be enhanced with riparian vegetation.

1. ENHANCED FLOODWAY

The Carmel Valley Community Plan designates Carmel Valley and the floodplain of Carmel Creek as a major open space system and states that it would provide, "a major break in urbanization." In addition to open space preservation, the Carmel Creek enhanced floodway will serve to control flood waters from adjacent development and to reduce sedimentation discharge into the Los Penasquitos Lagoon.

In conjunction with the State Route 56 Freeway construction. CALTRANS will be constructing a landscaped enhanced floodway between SR-56 and private development areas in Neighborhood 8, extending from Carmel Country Road west to Interstate 5. The project will include a 50-foot-wide buffer area on the south rim of the floodway.

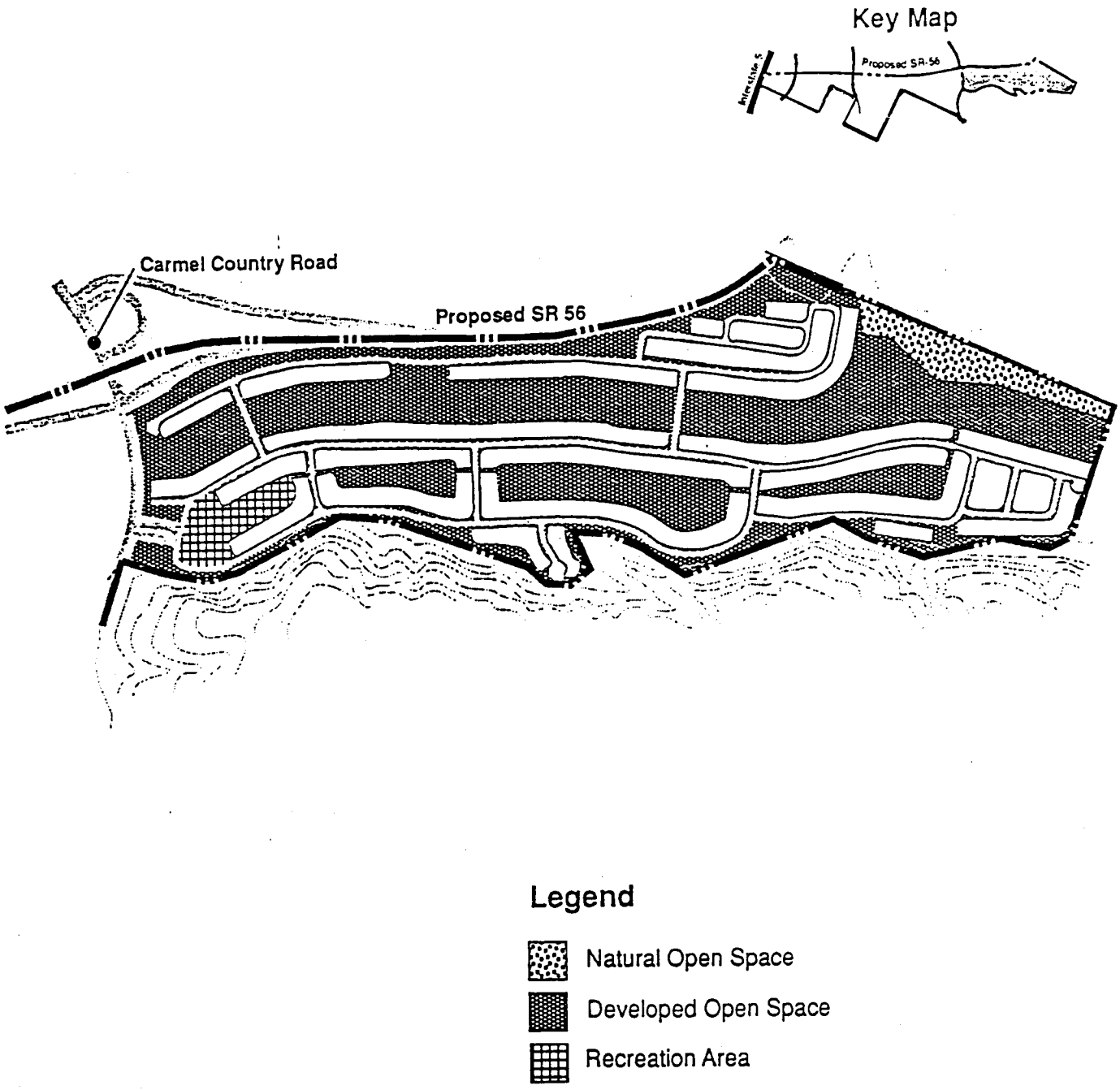


Legend

- Natural Open Space
- SDG & E Open Space
- 50' Buffer
- Enhanced Floodway
- Developed Open Space

0 200 400

Open Space Plan
Carmel Valley Neighborhood 8
Figure 8



Open Space Plan

Carmel Valley Neighborhood 8

Figure 9

The enhanced floodway and buffer, hereafter identified as the Carmel Valley Restoration and Enhancement Project (CVREP), will function as open space and flood control, as recommended by the community plan.

CVREP proposes to create a heavily vegetated natural appearing channel to convey the 100-year flood flows of Carmel Creek (Figures 10 and 11). Dense growth of willows, approximately 25-30 feet in height, would cover the valley floor, with side slopes vegetated with other riparian species, such as sycamores and cottonwoods. The CVREP project has been designed to balance the biological and engineering perspectives. Unlike most manufactured channels, the principal water velocity and sediment control would be achieved by the dense riparian vegetation. The channel has been designed to reduce water velocities to a maximum of five feet per second and to yield no sediment to Los Penasquitos Lagoon from the channel reach itself. Sediment yield from the watershed would be substantially reduced. The channel bottom ~~would be~~ has been planted with cuttings of various willow species and irrigated to ensure establishment. Dense willow growth with plant heights of 25-30 feet is expected within a three to ten year establishment period. The maximum ultimate vegetation density has been calculated, within a reasonable range and the channel has been designed to accommodate these plant densities.

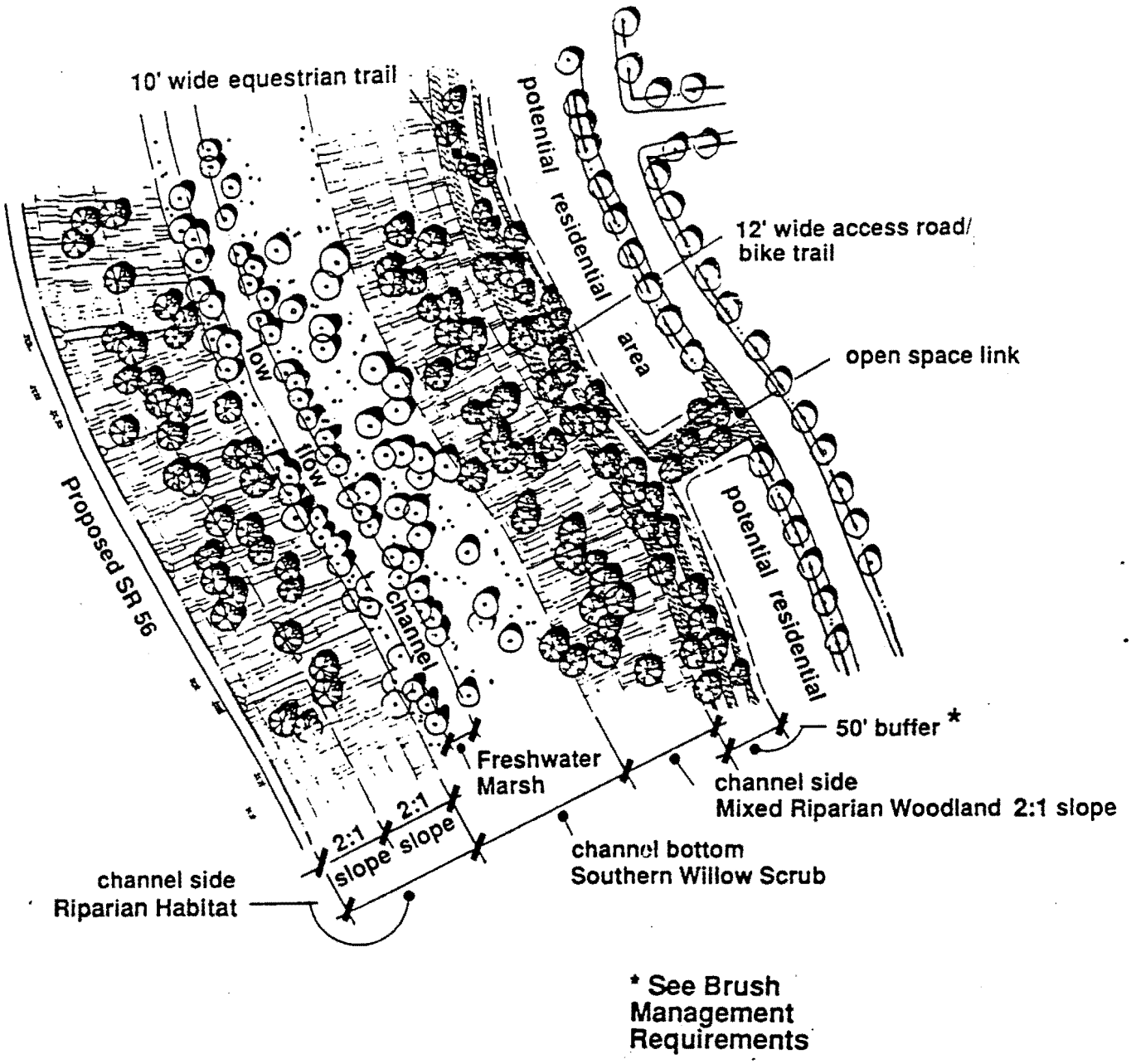
The south bank of Carmel Valley Road (SR-56) is proposed to form the North Slope of CVREP. Slope gradient on both north and south banks would be predominantly 2:1 slope gradient. Slopes would be planted with riparian species such as cottonwoods and sycamores and would be irrigated during establishment. In order to replicate a natural creekbed, no low flow channel would be graded, but the low flow would be allowed to meander, eddy and form its own channel over time.

An existing sediment deposition area, west of El Camino Real, should be retained as an active sediment management area. Sediment removal from this area would occur at intervals determined by specific performance standards. No other active sediment removal is proposed within the habitat areas. Two sediment basins are proposed south of the CVREP to control sediment entering the channel.

In order to provide assurance of erosion and sediment control prior to the establishment of dense willow growth in the channel, a series of four rockeries, or drop structures would be constructed at the narrowest points of the channel.

The drop structures would form a "backbone" or additional security in case of a flood event during the early years of operation of the CVREP. The structures would slow velocities and drop sediment immediately upstream of each structure.

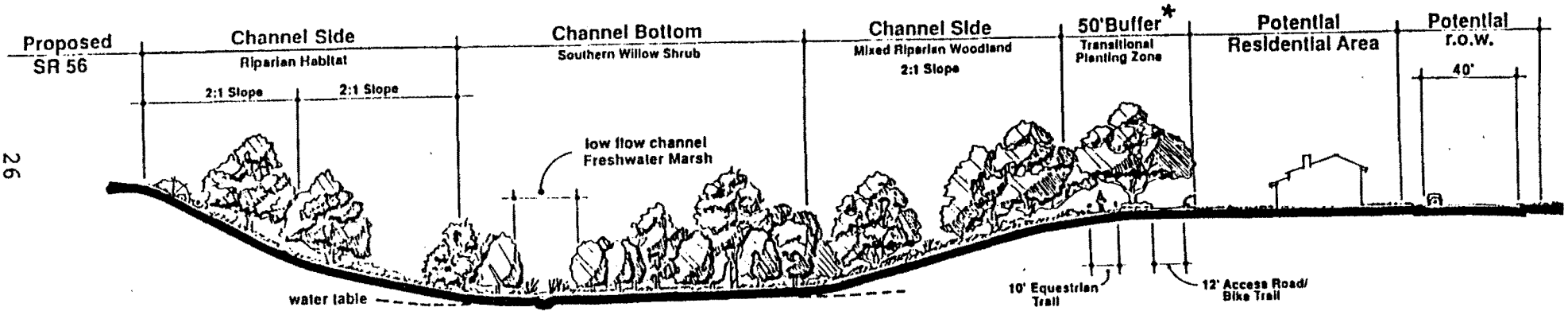
A five-year monitoring and maintenance plan for the CVREP project would be implemented. The program would assure the establishment of the vegetation according to stringent performance standards.



CVREP Plan View

Carmel Valley Neighborhood 8

Figure **10**



CVREP Section

Carmel Valley Neighborhood 8

Figure **11**

Monitoring of the ground water table, water quality, silt deposition, vegetation growth and coverage, and general visual quality shall be conducted by a review team consisting of a qualified biologist, hydrologist and/or landscape architect. Long-term maintenance of the sediment control basins in the watershed would also be monitored.

Development of the enhanced floodway and buffer area would be done by Caltrans in conjunction with the construction of the SR-56 Freeway project. Following its construction the landscaping and improvements will be monitored for a two-year period following installation. The City of San Diego Development Services Center would be the responsible agency during the monitoring period, with funding coming from the existing Carmel Valley Facilities Benefit Assessment program.

Following the monitoring period, long-term maintenance of the floodway would be financed through the City's General Fund.

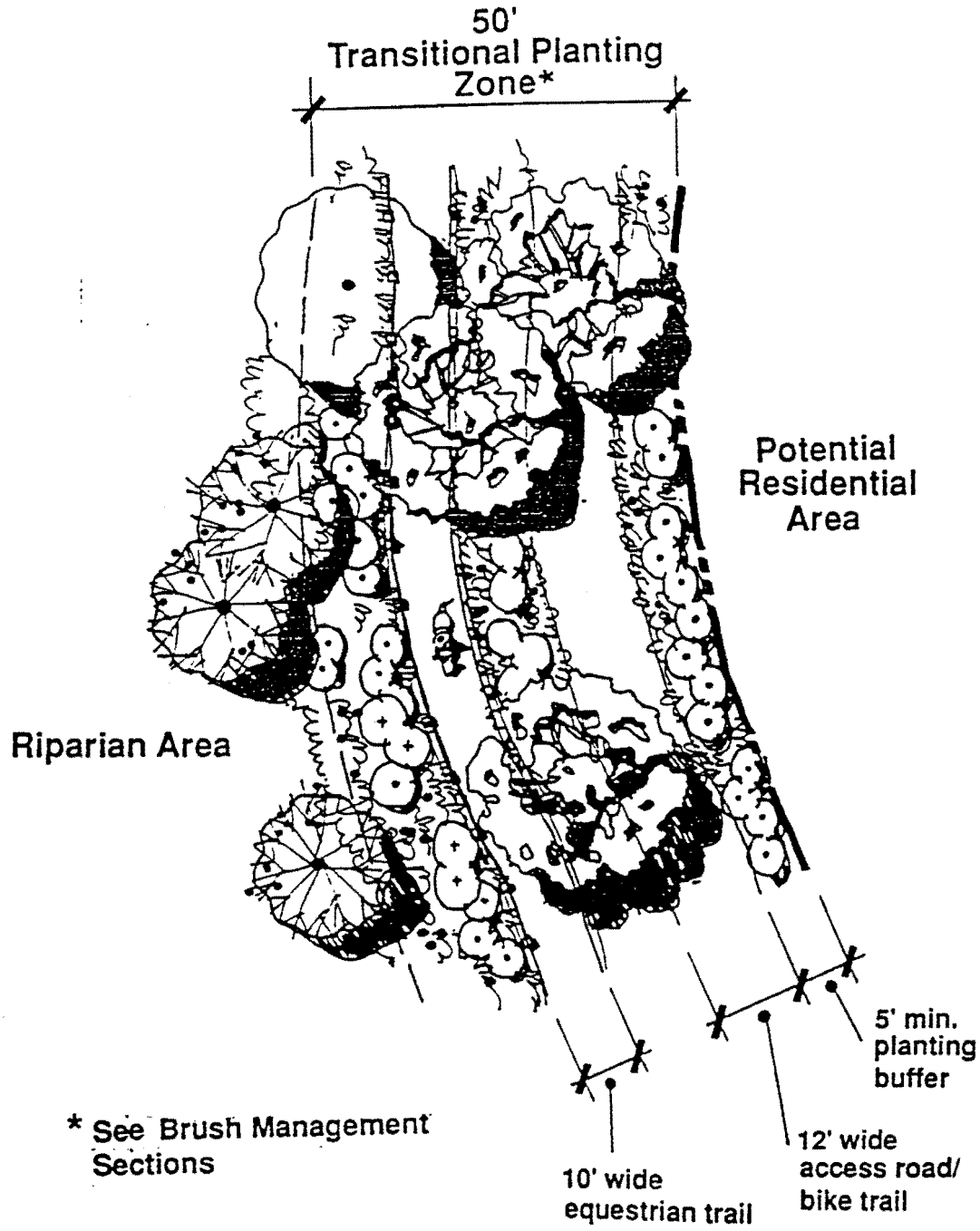
A. BUFFER AREA

Along the south rim of the enhanced floodway, a 50-foot-wide buffer area is proposed to protect the integrity of the floodway landscaping and improvements. A temporary 6-foot-high chain link fence would be constructed along the common boundary between the floodway and the buffer. The fence would be maintained by the City for a period of five years to allow for the establishment of the floodway landscaping. At the end of that five-year establishment period, the protective fence would be removed.

Permanent improvements proposed within the buffer area include a bikeway, pedestrian path, equestrian trail, and a floodway maintenance road. It is estimated that the floodway maintenance road would only be used by maintenance crews a couple of times a year on a regular basis and whenever heavy rains occur. Due to the limited maintenance use of the road, bikeway and a pedestrian path would share the road pavement. The equestrian trail would have their own alignments, separated by landscape strips and wood fencing. A more detailed description of these transportation improvements can be found in Chapter V, Circulation Element. Circulation and landscape improvements within the buffer would be constructed by CalTrans and maintained by the Carmel Valley Landscape and Lighting Maintenance District.

C. NATURAL OPEN SPACE

Most of the natural open space areas within Neighborhood 8 would be located in the southern portion of the precise plan area. This open space consists primarily of steep slopes which rise to the mesa tops to the south. These are left free from development because of their aesthetic value as a backdrop to the valley and their biological importance in the regional ecosystem. Other natural slope areas will be maintained within and between development pads and within the SDG&E easement.



CVREP Buffer

Carmel Valley Neighborhood 8

Figure **12**

In all cases, these natural open space areas contain slopes steeper than 25 percent grade or are contiguous to native vegetation covered hillsides and, their preservation would be consistent with City's Resource Protection Ordinance.

Table 5 explains the preservation and maintenance options for these slope areas.

D. DEVELOPED OPEN SPACE

Developed open space within the precise plan area will take many forms including recreation areas, the golf course, slope treatment along major roadways, and entrances to development units.

Together these areas define the character of the neighborhood, provide visual interest, and serve a more important function of tying the community together. While design guidelines for these facilities are provided within the separate design element section of this precise plan, the following brief descriptions and illustrations convey the intent of open space provision and treatment within the precise plan area.

1. Recreation Areas

Private recreation areas will be provided within the precise plan area in conjunction with individual residential projects; these recreation areas may contain swimming pools, tennis courts, and other facilities deemed appropriate by the developer. Maintenance of these areas will be the responsibility of the developer. The City of San Diego shall have right of entry to inspect and require compliance with water conservation measures. A typical design for such a facility is illustrated in Figure 13.

2. Major Entry Points

Each of the entrances to development units within the precise plan area will receive a special design treatment in order to create project individual identity. In general, a landscaped traffic island will be provided at major entrances. Slopes adjacent to entry points will have a maximum 3:1 gradient. Entry signs will be the responsibility of the developer or of the appropriate homeowners' association. Maintenance will be the responsibility of the Carmel Valley assessment district or of a homeowners' association. Figure 14 illustrates a typical entrance point; however, it must be emphasized that each point will be different and attempt to reflect the design character and feeling of the individual project.

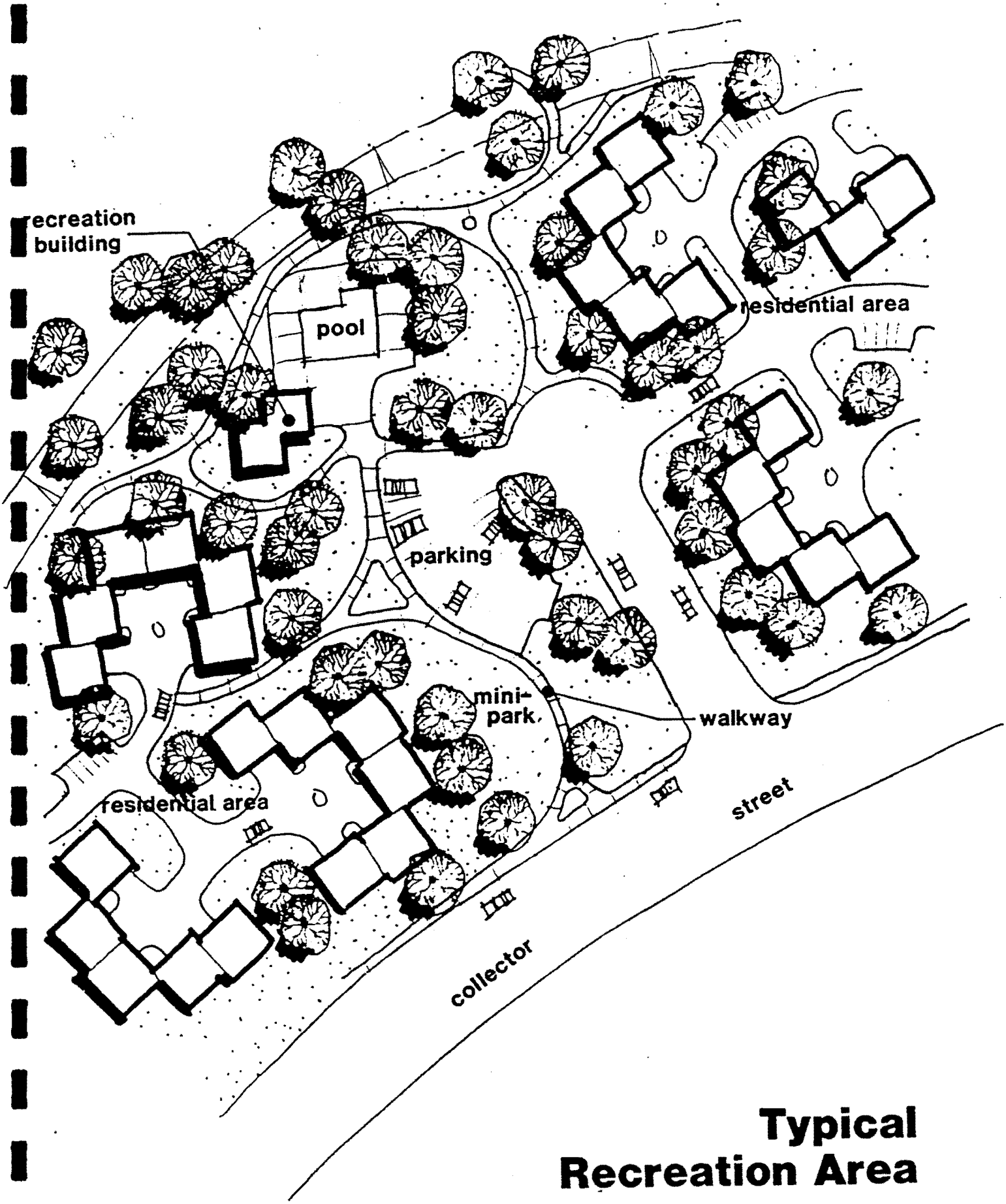
3. Slopes Along Major Streets

Slopes along major streets provide visual relief and interest to the general public traveling through the area. They become directional in nature and provide identity to the community.

TABLE 5

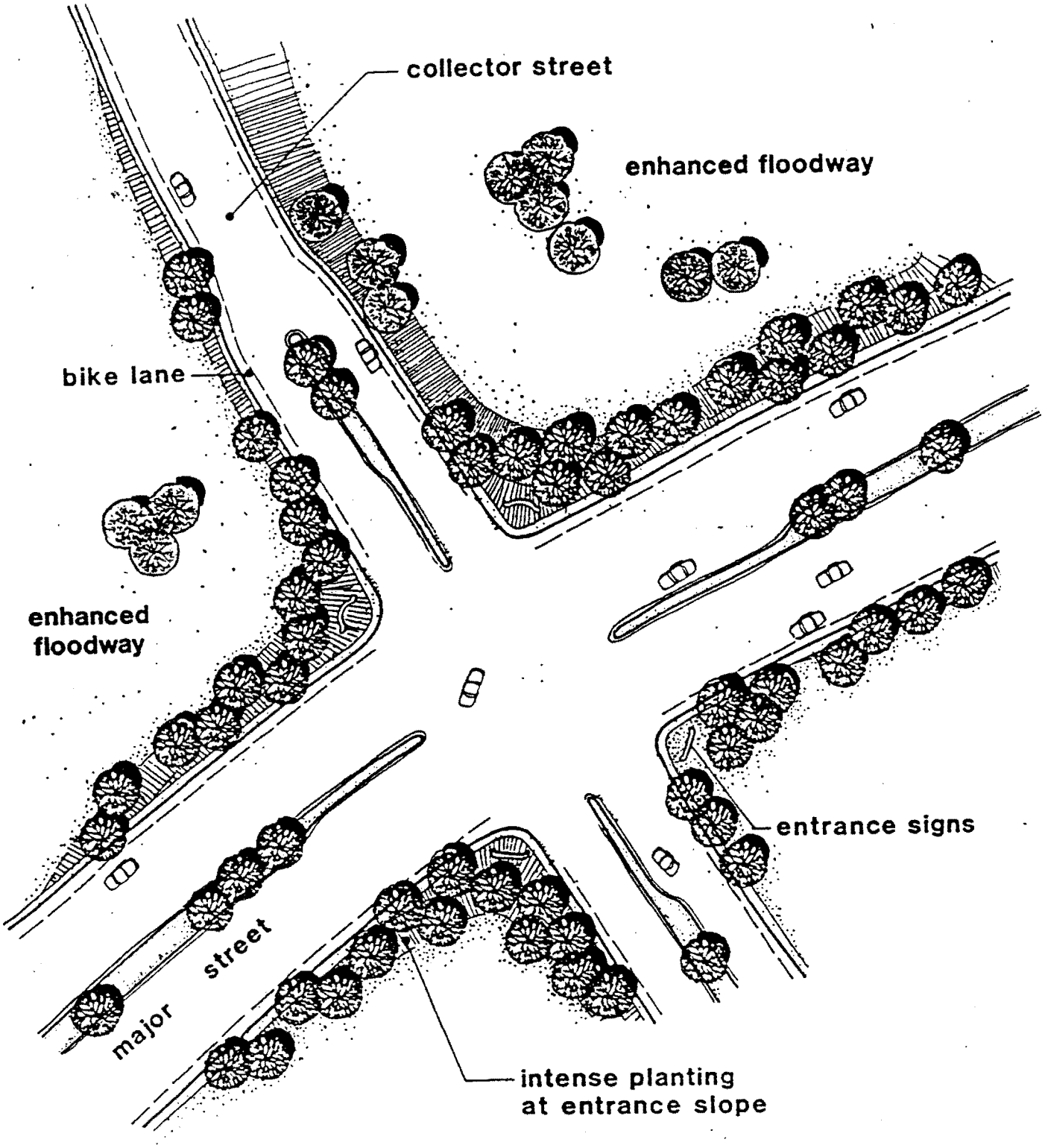
NEIGHBORHOOD OPEN SPACE PRESERVATION AND MAINTENANCE

TYPE OF OPEN SPACE	PRESERVATION OPTION	MAINTENANCE OPTIONS
Enhanced Floodway	Fee ownership by City.	City's General Fund.
Floodway Buffer	Fee ownership by City.	Community lighting and landscape maintenance district.
Golf Course	Private ownership.	Homeowners' association.
Natural Open Space	Fee ownership by City. Open space easement to City or private ownership.	Community lighting and Landscape maintenance district.
Private Recreation Areas	Private ownership.	Homeowners' association.
Project Entry Points	Private ownership	Homeowners' association.
Slopes Along Streets		
a. Within street R/W	Dedicated to the City.	Community lighting and landscape maintenance district.
b. Outside street R/W	Private ownership.	Homeowners' association.
SDG&E Power Easement	Existing easement, open space easement or fee. Ownership by City	S.G.&E and community lighting and landscape maintenance district.



Typical Recreation Area

Figure 13



Typical Entry Points

(CARMEL CREEK ROAD)

Figure 14

Typical engineered slopes should be discouraged with more natural landform grading utilizing variable slopes and/or variable landscape themes required for variation. These slopes can also serve as buffers for noise and provide a pleasing visual amenity. A typical treatment of major street slopes is illustrated in Figure 15.

4. SDG&E Easement

The SDG&E easement in central Neighborhood 8 will provide an additional open space amenity within the precise plan boundaries. The easement will be landscaped by the developer and will serve as an additional open space area for the residents of the plan area. The easement will serve as a visual open space buffer between various land uses within the development. The developer of that sub-area may landscape the easement with native materials, for visual effect, or landscape with materials similar to their own development as an extension of their passive recreation areas. In no case can passive recreation areas within the SDG&E easement count towards required open space for that development. Any landscaping within the SDG&E easement must have the approval of the Development Services Center, Park and Recreation Department and San Diego Gas and Electric Company.

Native Landscape areas within the easement will be temporarily maintained by the ~~North City West Landscape and Lighting Maintenance District~~ developer until such time as it is self-sustaining. After that point, the Carmel Valley Landscape & Lighting Maintenance District will maintain the landscape. ~~Passive recreation landscaping will be maintained by the adjacent developer.~~

Vehicular access must be maintained for the entire length of the easement to permit maintenance vehicles to serve the power lines within the easement. Figure 16 reflects the design treatment planned for the SDG&E easement.

5. Golf Course

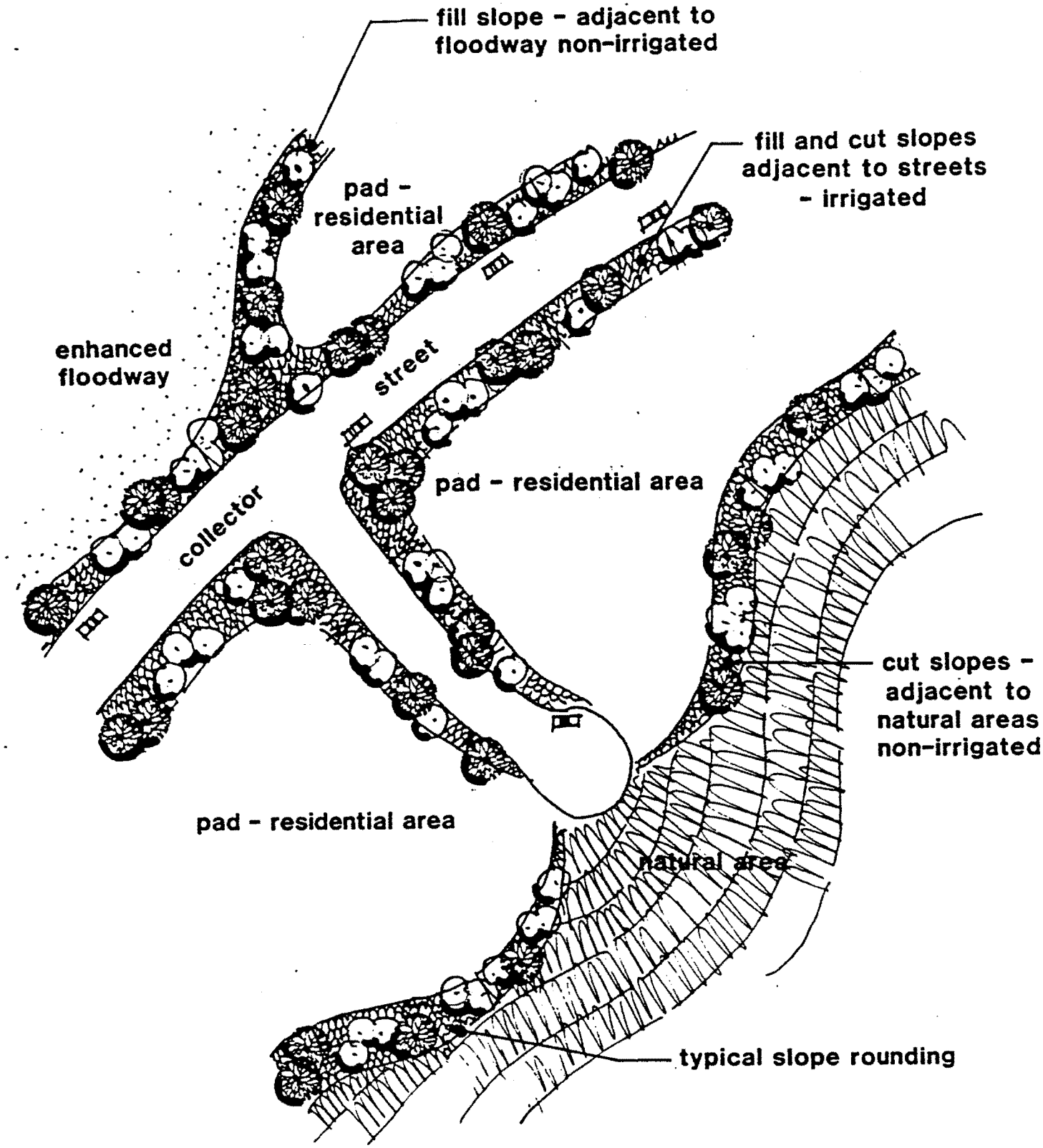
The eastern portion of the Carmel Valley Floodway will be developed as a nine-hole golf course. The golf course will be landscaped with trees, shrubs, and riparian vegetation compatible with the remainder of the floodway. The golf course will serve as the private open space for residents of the Palacio del Mar development and will be maintained by a homeowners' association. The City of San Diego shall have right of entry to inspect and require compliance with water conservation measures.

6. Parks

The City of San Diego Progress Guide and General Plan, Recreation Element; establishes population-based park requirements for the entire city. Population-based parks are those identified as either neighborhood or community parks. A neighborhood park shall serve 3,500 to 5,000 residents, be ten acres in size and have a service area of ½ mile. A community park shall serve a population of 18,000 to 25,000 residents, be 20 acres in size and have a service area of 1½ miles. Private residential recreation facilities do not meet the Progress Guide and General Plan Requirements.

The proposed build-out population for the Neighborhood 8Precise Plan is estimated at 3,050 residents. The population will require 7.3 useable acres of population-based park land and facilities. A 4.0 acre park site has been identified in the central portion of the Neighborhood 8 portion of the Neighborhood 8 Precise Plan located approximately 1500 feet easterly of the intersection of the frontage road and Carmel Creek Road. This park site is sized to satisfy population-based park acreage requirements for the central portion of the Precise Plan. The residential units served by the Neighborhood 10 park as proposed under the original North City West Community Plan and the original Neighborhood 8 Precise Plan.

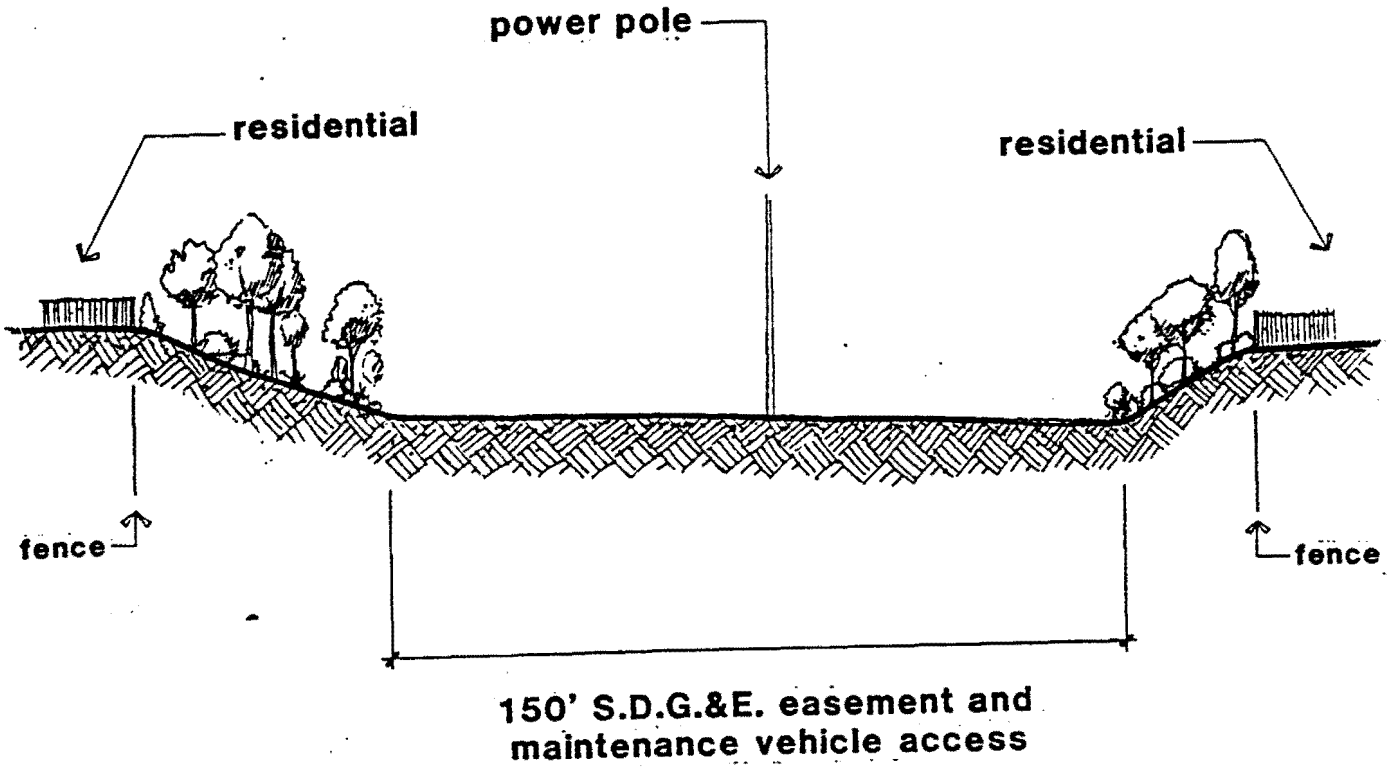
In addition, two mini-parks, from one to two acres, could possibly be sited within the community. One could be located 1,000 feet west of Carmel Country Road adjacent to the historical residence that is recommended for preservation. The other mini-park could be located adjacent to El Camino Real. Mini-parks do not satisfy population-based park requirements and should be maintained by a Landscape and Lighting Maintenance District (LMD).



Note: See design element for plant material and objectives.

Slope Treatment

Figure 15



S.D.G.&E. Easement Design

Figure 16

IV. PUBLIC SERVICES AND FACILITIES ELEMENT

A. INTRODUCTION

This section outlines public facilities and services as planned for inclusion in Neighborhood 8. These facilities and services include: utility service and drainage facilities. In addition to those facilities provided within Neighborhood 8, this neighborhood will also be served by facilities in surrounding Carmel Valley neighborhoods.

B. SCHOOLS

The Carmel Valley Neighborhood 8 Precise Plan area is located within the Del Mar Union Elementary School District and the San Dieguito Union High School District. No schools are designated or processed within the precise plan area by the Carmel Valley Community Plan. It is anticipated that no schools will be required within Neighborhood 8. This is due to the small number of students expected to be generated by development within the precise plan area. and the number of schools planned within the adjacent neighborhood units. Based on the generation factors utilized to develop the Carmel Valley School Facilities Master Plan, the precise plan area, at buildout, would generate approximately ~~404-444~~ 404-519 students. It is anticipated that students residing within the Neighborhood 8 Precise Plan area will walk or be bussed to schools north of Carmel Valley Road or will attend schools expected to be located on the mesa top south of the precise plan area.

C. WATER SERVICE

Water service in the precise plan area will be provided by the City of San Diego. Water facilities will be provided through the subdivision or discretionary permit process and FBA in conformance with the Carmel Valley Community Plan, the Carmel Valley Public Facilities Financing Plan and subdivision requirements.

D. SEWER SERVICE

Sewer service in the precise plan area will be provided by the City of San Diego. Sewer facilities will be provided through the subdivision or discretionary permit process in conformance with the Carmel Valley Community Plan, the Carmel Valley Public Services Financing Plan, and subdivision requirements. The Carmel Valley Trunk Sewer is located in Carmel Valley Road. Those facilities are adequate to serve development within the precise plan area.

E. POLICE

Police protection in the precise plan area will be provided by the City of San Diego Police Department from their northern area station located at 4285 Eastgate Mall and a new station in Carmel Valley. Landscaping of the precise plan area will accomplish utilizing "defensible space" concepts in order to discourage crime while at the same time enhancing the visual environment of the Precise plan area.

F. FIRE PROTECTION

Fire protection service to the precise plan area will be provided by the City of San Diego Fire Department. At the present time, the precise plan area is served by Station #24 located at 13077 Hartfield Drive ~~Located off Del Mar Heights Road, West of I-5 at 13805 Mercado Drive~~. The station is currently manned with four full-time firefighters on each shift.

~~The North City West Community Plan Area is expected to be served by a new station to be located west of Torrey Pines High School, at the intersection of Hartfield Avenue and El Camino Real. The construction of a station on this site is expected to begin within the next year.~~

G. DRAINAGE

Drainage facilities within street right-of-way or access easements will be maintained by the City of San Diego. The enhanced floodway in the central and western portions of Carmel Valley will be maintained by the City's General Fund. Special facilities, such as detention basins will also be maintained by the City's General Fund.

H. PARK AND RIDE/TRANSIT CENTER

A park and ride facility and transit center are proposed within the Caltrans right-of-way at the I-5/SR-56 interchange. The location would not be within the CVREP improvement area. The facility's primary purpose is to encourage transit alternatives to traditional vehicular travel.

The facility would include a parking lot, bus stalls, a fixed rail transit station and benches. The exact size and design of the joint use center is not known at this time.

Location of the facility at this freeway junction has been designated by Caltrans and MTDB. The location provides direct proximity to bus service on El Camino Real and the planned fixed rail transit line along the east side of I-5 and would be sufficiently removed from the residential development in Carmel Valley so as not to be a nuisance. An additional benefit provided by the park and ride facility location is its availability to hiking and bicycle path users on weekends.

I. UTILITIES

1. Gas and Electric Service

Gas and electric service within the precise plan area will be provided by San Diego Gas & Electric Company (SDG&E). Local gas and electric distribution lines will be installed underground. The existing 150-foot-wide SDG&E easement which bisects central Carmel Valley contains 69 kv and 12 kv overhead lines. This easement will remain accessible for periodic pole cleaning and maintenance. Gas service for the community plan area will be provided via a high-pressure gas line in Del Mar Heights Road and a trunk line in El Camino Real.

2. Telephone Service

Telephone service will be supplied by Pacific Telephone Company via underground lines connection into individual service laterals and prewired buildings. An existing Pacific Telephone Facility on Del Mar Heights Road will coordinate telephone service within Carmel Valley. ~~A new central office facility is expected to be constructed within the town center to serve the entire community plan area.~~

3. Cable Television Service

Cable television service is 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 prewired buildings.

J. OTHER FACILITIES AND SERVICES

In addition to the facilities located within the Precise Plan area, a number of other facilities and services are expected to be available to Neighborhood 8 residents. These include a range of services provided by the public, community groups, and private enterprises.

The following public services will be provided to Neighborhood 8 by the City of San Diego:

- Library service, in the Carmel Valley library branch ~~building, to be constructed~~ is located at 3919 Townsgate Drive on the Carmel Valley Town Center (Neighborhood 9).
- Trash collection and solid waste disposal at existing and proposed City landfills and disposal facilities.
- Paramedic and ambulance service.

Other institutions and services may be located in the Carmel Valley Community and serve Neighborhood 8 residents:

- Medical/health care offices and/or clinics.
- Churches and religious institutions.
- Community and service oriented organizations and facilities, such as YMCA, youth clubs, and senior citizen groups.

In addition to the community facilities provided within Neighborhood 8, other parklands and recreational facilities are located nearby:

- Torrey Pines State Beach.
- Torrey Pines Municipal Golf Course.
- Penasquitos Canyon Preserve.
- Community park facilities currently under development in the Town Center, including a public swimming pool.

V. CIRCULATION ELEMENT

A. INTRODUCTION

The Carmel Valley Community Plan outlines a network of streets, freeway, public transit routes and bicycle and pedestrian pathways which are proposed to meet the circulation needs of the entire Carmel Valley community. This section describes Neighborhood 8's circulation system, which is designed to provide connections to the communitywide network, as well as to provide access within Neighborhood 8 itself. Chapter VII addresses financing and phasing of transportation improvements.

B. REGIONAL ACCESS

Regional access to the Neighborhood 8 planning area will be provided by the Interstate 5 and SR-56 Freeways. Interstate 5 provides access from Carmel Valley to the San Diego Metropolitan Area to the south and to North San Diego County to the north. Carmel Valley Road provides access from within Carmel Valley to Interstate 5. When upgraded to freeway status (SR-56) Carmel Valley Road will ultimately provide access to Interstate 15 to the east. SR-56 is required for regional transportation purposes. Its need is not dependent upon Neighborhood 8 densities.

Neighborhood 8 will be linked to the Carmel Valley community street system via the extension and improvement of El Camino Real, Carmel Creek Road, and Carmel Country Road. These roads will bridge Route 56 freeway and connect Neighborhood 8 with precise plan areas to the north and south. Freeway interchanges are proposed at Route 56/Carmel Creek Road and Route 56/Carmel Country Road. Figure 14 indicates the circulation system serving Neighborhood 8.

The current regional street classifications are illustrated in Figures 17, 18 and 19 and are described as follows:

- EL CAMINO REAL, a proposed 6-lane major street, generally paralleling Interstate 5 and running through the Western Carmel Valley Sub-area.

- CARMEL CREEK ROAD, ~~4-lane~~ 2-lane collector ~~major~~ street, running north and south, will cul-de-sac into the Pinnacle Carmel Creek project separating the Western Carmel valley and Central Carmel Valley Sub-Areas.

- CARMEL COUNTRY ROAD, a 4-lane major street, running north and south, between the Central Valley and Carmel Valley Village Sub-Areas.

C. INTERNAL ROAD SYSTEM

A collector street, parallel to the Route 56 Freeway, will provide the primary internal access to Neighborhood 8. The Collector Street is required by Community and Economic Development, Development Services and the Fire Department to link Carmel Creek and Carmel Country Road. The collector may be downgraded ~~or eliminated~~ if approved by the Development Services Transportation Development Section, the Community Planning and Development/Transportation Planning Section, and the Fire Department. The design of the proposed collector street within the precise plan area is shown in Figure 20. The individual internal street systems within the plan area will be similar in several respects and will consist of the following street classifications:

- A collector street system to provide access to the various development units within the precise plan area.
- A local street system to provide access to individual residential projects (the local street system will include conventional streets and cul-de-sacs).
- Private project streets to provide access to individual attached residential projects (it is expected that these streets will be privately maintained).

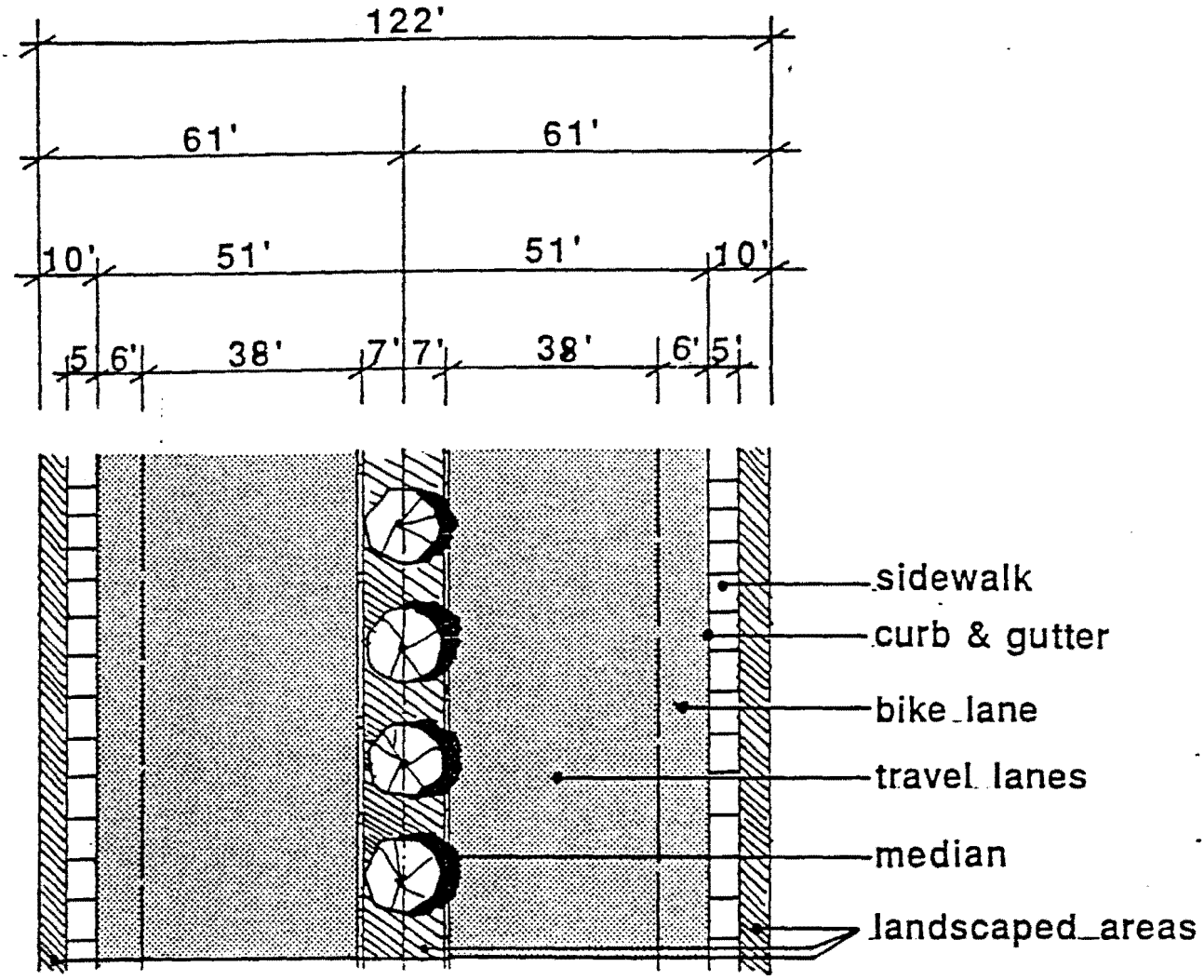
Several features incorporated into the design of the proposed circulation system will ensure that it operates in a smooth and efficient manner.

- Access to the precise plan area will be permitted at only two major entry points to limit the development of major intersections.
- The number of driveways and curb cuts on the collector street will be limited, where possible, which will facilitate traffic flow.
- Access to individual residential lots will be provided by local streets or by private project streets.
- All internal streets will meet the City's design standards.

D. PARKING

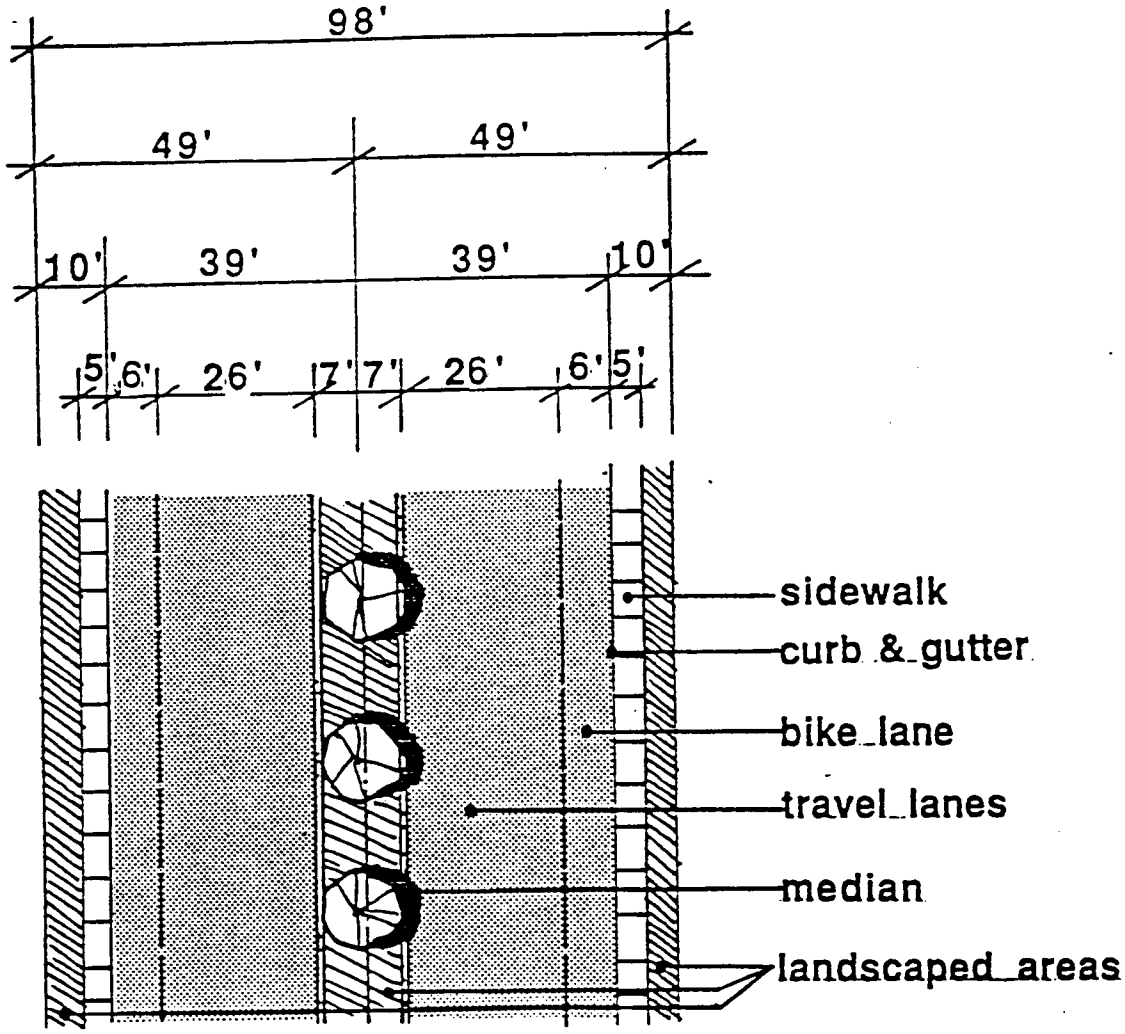
Adequate parking facilities will be provided within each individual development in conformance with applicable zoning requirements and guidelines. Emphasis will be placed upon providing sufficient off-street parking within residential neighborhoods. Bicycle parking facilities will be provided adjacent to high activity areas.

Parking lots will be integrated into the overall design of the projects they serve. Flow patterns for motorists, bicyclists, and pedestrians will be considered. The visual impacts of parking lots will be minimized through careful design. Examples include the use of small parking lots, perimeter screening and interior landscaping. Chapter VI provides further guidelines for parking lot design.



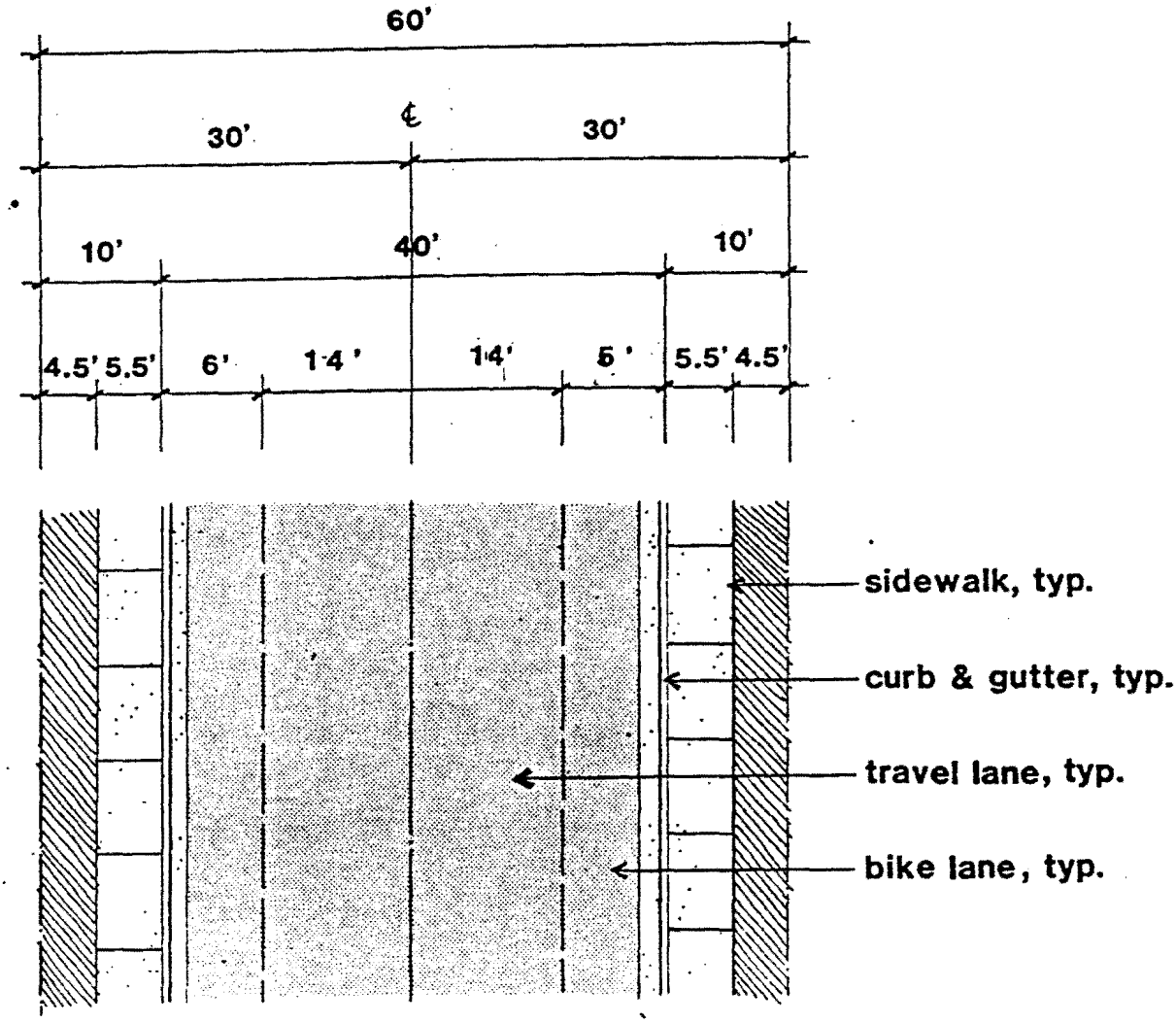
Typical Six Lane Major Street Design

Figure 17



Typical Four Lane Major Street Design

Figure 18



Typical Collector Street Design

Figure 19

E. ALTERNATIVE TRANSPORTATION MODES

The Carmel Valley Community Plan stresses the importance of transportation alternatives to the private automobile, including public transit, bicycle travel and pedestrian movement. Complete transit, bikeway and pedestrian pathway systems are proposed for the community. The automobile, transit, bicycle and pedestrian facilities are to be developed in an integrated network, providing a balanced transportation system, assuring mobility and access to all ~ parts of the community. Utilization of alternative modes of transportation can conserve energy, lessen air pollution and reduce auto traffic volumes.

Reflecting community plan objectives, the Neighborhood 8 Precise Plan provides neighborhood transit, bicycle, pedestrian and equestrian alternatives related to the community circulation network.

1. Transit Opportunities

Transit service in the vicinity of the precise plan area is presently provided by the Metropolitan Transit Development Board (MTDB). Bus Route 160 will provide direct service from Carmel Valley to North University City, Pacific Beach, Midway, and Centre City, San Diego. The proposed internal road system within the precise plan area will be designed such that bus stops could be developed at any point.

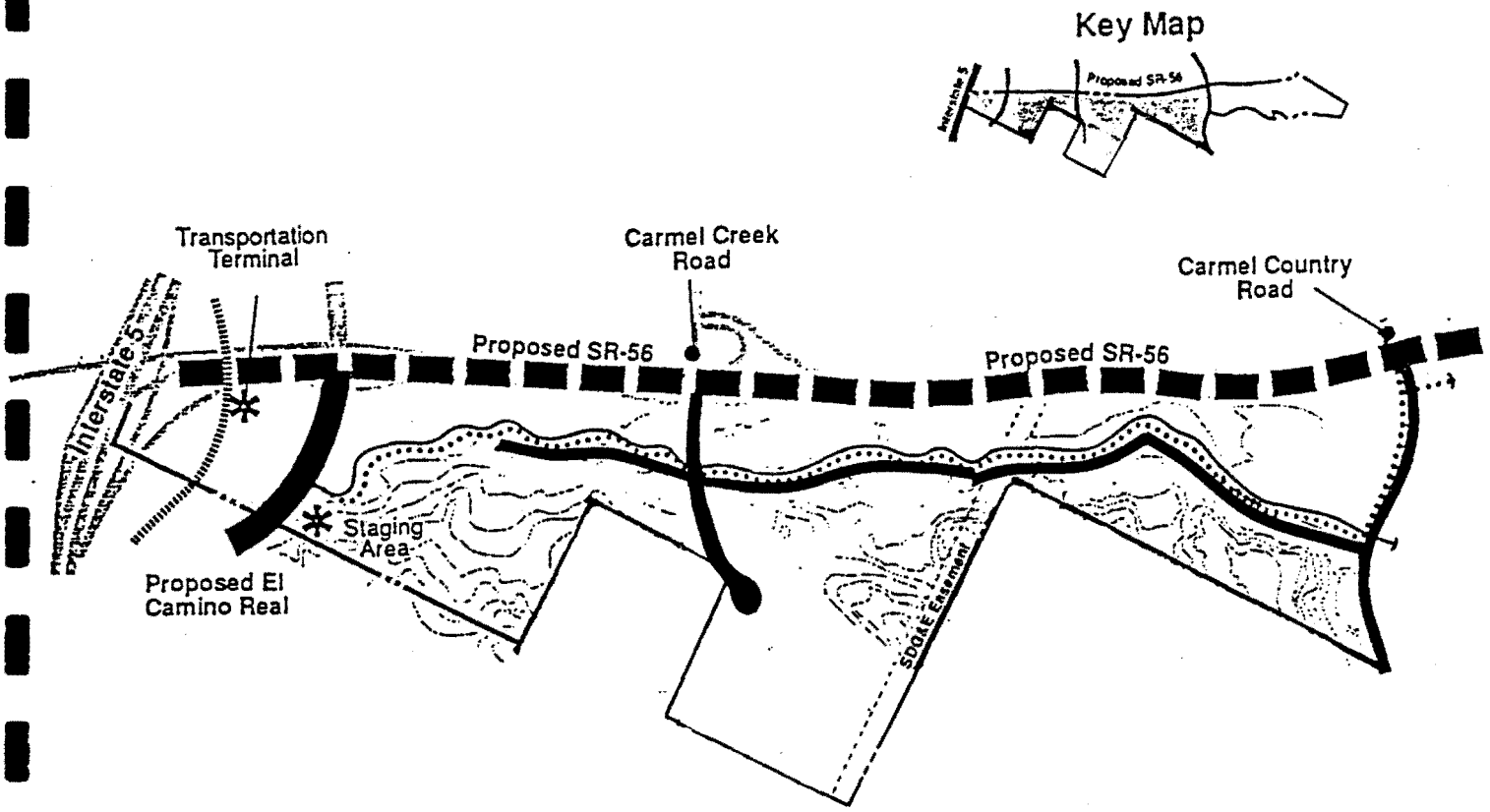
Future service in the Interstate 5 corridor is anticipated to also be served by a light rail extension from University City northward, with a station stop at the southeast intersection of I-5 and SR-56, in the Western Carmel Valley Sub-Area.

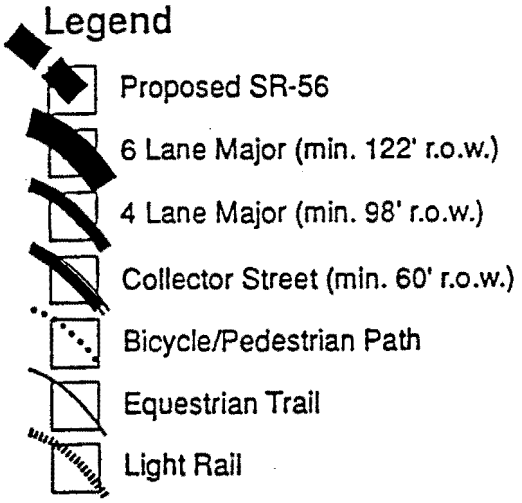
CALTRANS currently has plans for ~~two park and ride facilities~~ one park and ride facility within Carmel Valley near the proposed Carmel Mountain Interchange at I-5.

~~One center is planned within the Town Center Precise Plan (Neighborhood 9). A second park and ride center is planned at the light rail station site at the southeast intersection of I-5 and SR-56. This would be a shared facility and include a MTDB bus stop.~~

2. Bicycle Network

The proposed bicycle network for the entire precise plan is shown in Figures 20 and 21. The major bicycle path will be located in the 50-foot-wide buffer paralleling the south boundary of the enhanced floodway (Figure 9). Additional bicycle lanes will be provided along Carmel Country Road, Carmel Creek Road, and along the collector street within the precise plan area. The system will provide for internal bicycle circulation within the precise plan area and at the same time will provide linkages to bikeways within adjacent neighborhoods. Bicycle movement will also be feasible along local streets and private project streets, although marked bicycle lanes will not be provided in these locations.

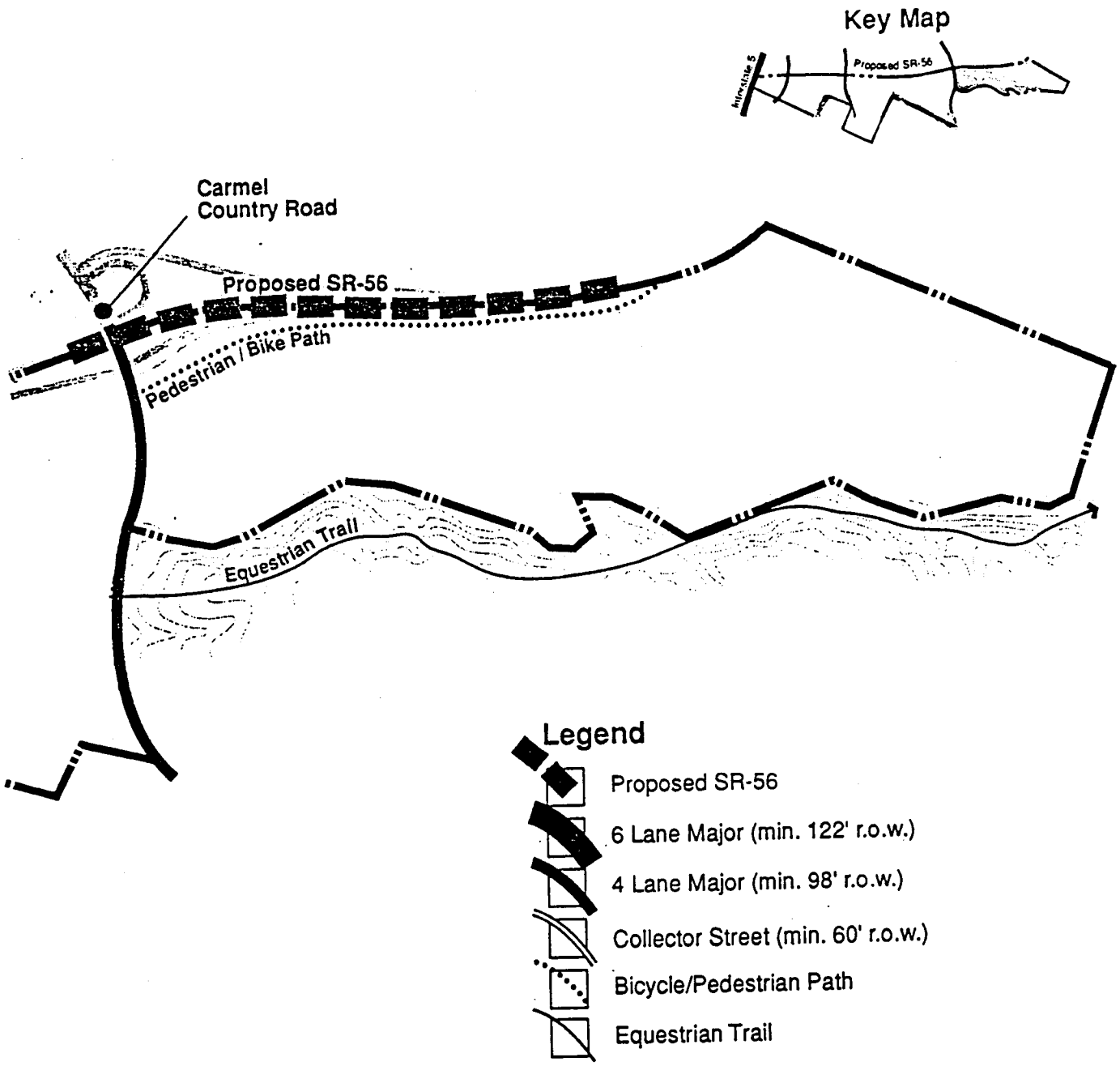




Circulation Plan

Carmel Valley Neighborhood 8

Figure 20



Circulation Plan

Carmel Valley Neighborhood 8

Figure 21

Bicycle networks within the precise plan area will include the following components:

- Marked bicycle lanes in conformance with City of San Diego striping and width requirements within the rights-of-way of the neighborhood collector and major streets including linkages to other neighborhood bicycle routes.

- Traffic signals and striped crossings at entry points where neighborhood and communitywide bicycle networks intersect.

- Identification with adequate bikeway signs.

- Secure bicycle-parking facilities at high activity areas.

3. Pedestrian Circulation

The pedestrian system, also shown on Figures 20 and 21, will provide walking, hiking and jogging links between the various areas of the precise plan area. A hiking trail will be provided in the Carmel Creek buffer area in western and central Carmel Valley and will extend east to the Palacio Del Mar Sub-Area, eventually connecting with the Los Penasquitos trail system. It will also provide links, primarily in the form of sidewalks, with the community-wide pedestrian circulation system.

Pedestrian circulation systems within the precise plan area will include the following components:

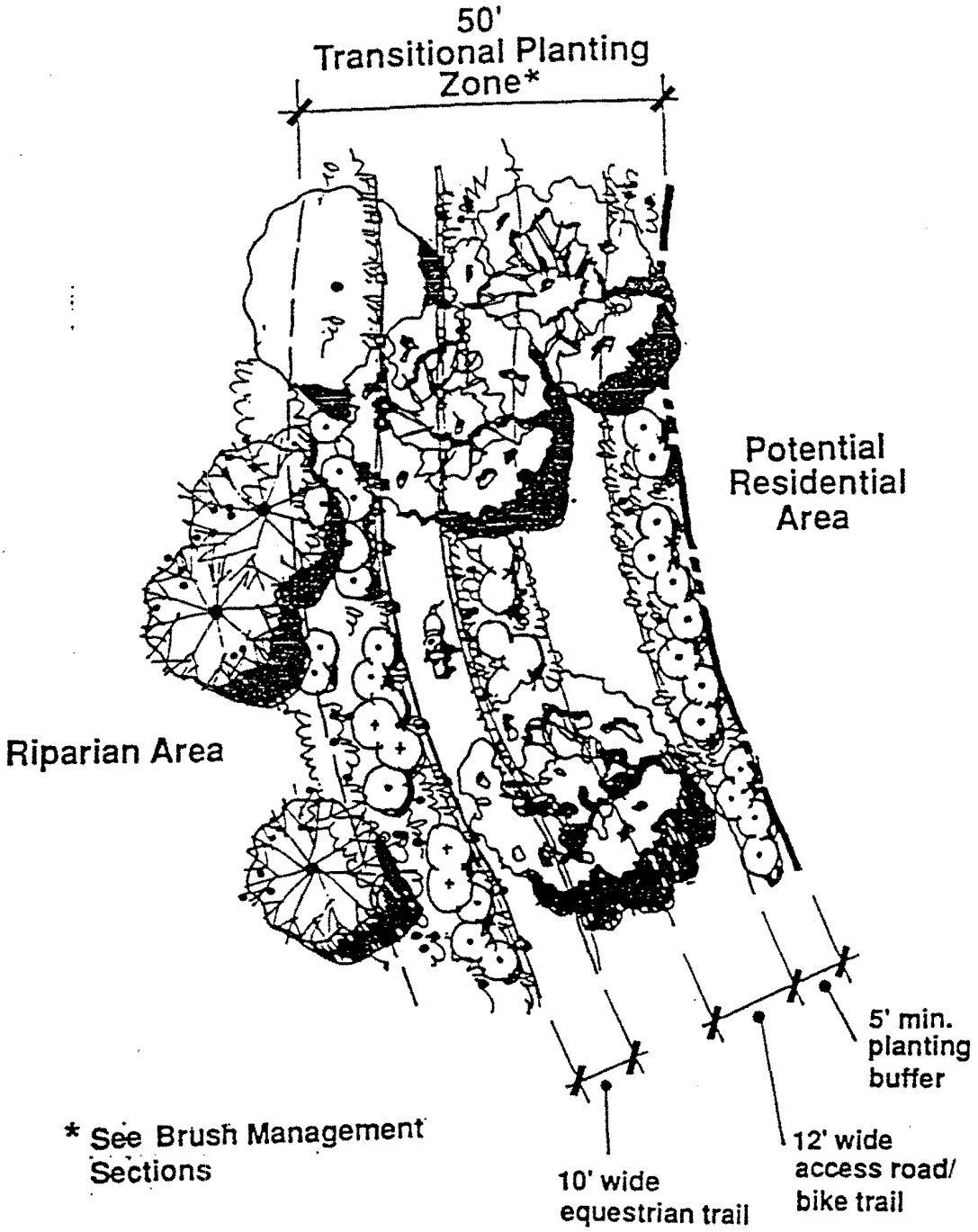
- Sidewalks, in conformance with City of San Diego requirements, within the rights-of-way of public streets including linkages to community pedestrian routes along prime arterials.

- A nature/hiking path along the floodway.

- A pedestrian walkway system incorporated within easements and manufactured open space areas.

4. Equestrian Trail System

The equestrian trail system, also shown on Figure 22, will provide horseback riding opportunities to residents within the precise plan area. The major equestrian trail will be located south of Carmel Creek in the floodway buffer area. The 10-foot-wide trail will be gravel or dirt surfaced and will provide access to the equestrian trails expected to be developed as part of the Los Penasquitos Regional open space system. Equestrian crossing will be located at Carmel Creek and the perpendicular collector street at grade level. The existing eastern Carmel Valley trail also crosses at this same location. Equestrian trail development would be consistent with guidelines within the adopted "Equestrian Trails and Facilities" document (February, 1975).



Carmel Valley Neighborhood 8

Figure 22

VI. DESIGN ELEMENT

The conceptual design graphics presented throughout this document outline specific preliminary design concepts for development of the precise plan area. Presented below are design guidelines for Palacio del Mar and for Western and Central Carmel Valley.

A. INTRODUCTION

The purpose of this design element is to provide developers, designers, and agencies with general design guidelines and objectives for the development of Neighborhood 8. Carmel Valley Neighborhood 8 has the potential of becoming an outstanding residential neighborhood. A functional and aesthetically pleasing development should result with adherence to the design guidelines set forth in this design element.

Neighborhood 8 is located in perhaps the single most recognizable and distinguishing feature of Carmel Valley, Carmel Valley. Carmel Valley provides the principle drainage for North City West as well as providing the only major east-west visual corridor. Therefore, any proposed development in Carmel valley must be carefully designed, maintaining the visual integrity of the valley.

These design guidelines are not intended to restrict the creativity of designers of Neighborhood 8. Rather, they are formulated to guide the designer in a way that will provide the necessary continuity through the valley while granting the flexibility necessary to allow individual unit identity. Particular architectural, site planning or landscaping solutions or styles will not be recommended. Instead, general issues will be addressed (with occasional possible solutions suggested) that should be considered in the development of Carmel Valley. Proposals presented here are conceptual and will be refined and modified in accordance with the approved objectives and guidelines during the development plan stage and subsequent stages of development in Neighborhood 8. Thus these guidelines will provide the basic framework for directing the creation of this unique community.

This design element will be used as the guideline for design review by the City for all development in Neighborhood 8. Several components and aspects of the plan which are essentially design related have been discussed previously in the land use, open space, and circulation elements.

B. DESIGN OBJECTIVES

The following general principles and objectives shall be considered in the development of Carmel Valley Neighborhood 8. The plan should:

- Create individual unit identity while maintaining an overall unity in Carmel Valley.
- Create a development that responds to the character of Carmel Valley and the physical and visual features of Carmel Valley.

- Maximize opportunities for views.
- Minimize grading in the hillside areas.
- Maintain the sense of an open visual corridor that is presently enjoyed along Carmel Valley Road.
- Avoid development in and maintain an adequate floodway.
- Mitigate traffic noise along Carmel Valley Road (SR-56) by either distance or physical buffering.
- Provide for amenities and concepts discussed in the land use, open space and circulation elements of this precise plan.
- Preserve or enhance sensitive environmental features such as riparian areas, sandstone bluffs, and significant vegetation groupings.
- Encourage energy and resource conservation features such as drought-tolerant plant material and solar access.

C. DESIGN CONCEPT

As previously discussed, the land use plan will incorporate features that will maintain the visual integrity of the valley. For most of the length of the northern boundary of the area, the floodway is adjacent to Carmel Valley Road (SR-56). Fortunately, the single most important aspect of Carmel Valley that creates its character is the riparian habitat in the floodway. A pleasing visual setting will be created along the Carmel Valley Road (SR-56) corridor.

As indicated on the land use plan in Western and Central Carmel Valley, the residential areas occur south of the floodway. This separation acts as a visual buffer between Carmel Valley Road and the residential areas. The character of the valley floor is thus maintained by the floodway remaining as undeveloped land. In addition, since most of the original riparian habitat has been disturbed by agricultural uses, the floodway will be enhanced to provide a more natural and visually pleasing setting as well as improving the buffering characteristics of the floodway. A discussion of the floodway grading and revegetation technique is presented earlier in the open space chapter.

Generally, development will be restricted to the valley floor or immediately adjacent "foothill" areas that are less than 25 percent in slope gradient. Adjacent to the steeper areas, cut slopes will be kept less than 30 feet in height. As indicated in the environmental constraints map (Figures 3 and 4), several visually significant hillsides occur on the valley's north facing slopes. These hillsides provide the valley with a significant visual element. These hillsides will be maintained in their natural state

pursuant to the sensitive slope criteria as written in this precise plan (Chapter VII).

The key factors influencing the design of Carmel Valley Neighborhood 8 have been discussed above. In summary, those factors and others that were and shall continue to be considered in the process are summarized below. The methods by which these factors are dealt with in the plan determine to what extent the design objectives are met.

- Floodway (Preservation and Enhancement) Functions:

  As biological riparian habitat
  As visual buffer
  As noise buffer
  As visually pleasing scenery along Carmel Valley Road (SR-56) as flood protection

- Floodway Buffer Function:

  As usable open space (hiking, bicycle and equestrian)

- Hillsides Functions:

  Provide natural open space
  As visual relief
  As biological habitat

- Ridges are maintained for visual integrity.

- View Enhancement is emphasized by selective placement of development in key areas.

- Neighborhood Identity is emphasized by topographic features, density, location, product type, and major road location.

D. GRADING CONCEPT

The Carmel Valley development is based on the following grading guidelines and objectives:

1. All manufactured slopes shall be planted with species requiring little or no irrigation.

2. All manufactured slopes shall be less than 30 feet in height and not exceed 2:1 slope gradient (manufactured slopes in excess of 30' will be permitted for access roads which are necessary or required".

3. Manufactured slopes shall be rounded at the top and, where visible to the public, rounded at the bottom.

4. Manufactured slopes that are visible to the public shall be treated to imitate natural topography. This can be accomplished through contour grading and native landscape materials.

5. Variable slope ratios shall be used.

6. All grading operations shall be subject to strict erosion and siltation control measures (see Drainage Concept).

7. All manufactured slopes require the preparation of a comprehensive landscape and irrigation plan to provide for rapid stabilization of slope areas.

8. There shall be close phasing of grading operations, slope landscaping and building construction to reduce the period when grading is susceptible to erosion.

9. Graded slopes at neighborhood entries shall be 3:1 or flatter.

10. Preserve the sandstone bluffs and ridgelines on the southern valley sides.

11. Minimize drainage structures and drainage to natural slope areas.

12. Provide adequate sight distances at all intersections by not creating graded obstructions and extreme vertical curves.

Grading Approach: Central and Western Carmel Valley

The basic concept calls for creating pads for development south of the proposed east-west collector road by cutting into the hillside areas less than 25 percent gradient or steeper and terracing. The Pinnacle project (located on the Sorrento Sand Site) will not create pads in the 25% slopes, but, will restore the slopes per the reclamation plan.

Grading Approach: Palacio del Mar

The northern leg of the golf course will remain at the floodway elevation and act as a floodway. The adjacent residential areas will be raised to a level above floodstage by utilizing fill generated by grading for the golf course.

All grading, if possible, will be accomplished in phases, avoiding ground clearing prior to construction. This will minimize the need for detention basins. Grading will be carefully monitored; avoiding any disturbance of areas designated as undisturbed natural open space.

E. DRAINAGE CONCEPT

Specific development standards are required to mitigate the impacts of siltation and urban runoff from the property within Neighborhood 8 into the Carmel Creek and the Los Penasquitos Lagoon. The development standards that apply depend upon the type of development proposed.

Temporary erosion control measures are very important during grading construction. Erosion control should be established at its source; that is, slopes should be landscaped and irrigated and growth established as soon as possible, siltation traps should be constructed on each sloping pad, around inlets to the storm drain system, within graded roads prior to paving and in drainage swales, and utilizing rip-rap energy dissipaters to reduce the outlet velocity at drainage points. A number of drainage facilities are to be utilized to minimize the potential major runoff concentration that would result in adverse erosion conditions. These erosion control measures and drainage facilities shall be made part of the development plans as the property is developed. The erosion control measures that are made part of the development plans should attempt to:

1. Minimize the extent of the area exposed at one time, and the duration of exposure.

2. Apply erosion-control practices to prevent excessive on-site damage.

3. Apply perimeter-control practices to protect the undisturbed area from off-site runoff and to prevent sediment damage to area below the development site.

4. Complete erosion and runoff control measures before beginning major grading.

5. Keep runoff velocities low and retain runoff on the site through structural measures, and by minimizing impervious subsurfaces.

6. Stabilize disturbed areas immediately after final grade has been attained.

7. Plant all slopes prior to November 1.

8. Implement a thorough maintenance and follow-up program. Considerations would include disposal locations for sediment that is removed from control structures during maintenance; wet-weather emergency plans; a 24hour phone contact of the person responsible for removal of temporary control structures.

Special districts, homeowners' associations, or other mechanisms should be established to provide the means for maintenance and repair of required irrigation systems. Required runoff control facilities will be within public right-of-way or easements and will be maintained by the City of San Diego.

F. LANDSCAPE DESIGN CONCEPT

The overall landscape concept for private development areas is based on the following objectives:

- Encourage low maintenance, drought-tolerant plant material.
- Encourage visually appropriate plant material.
- Utilize plant material to create unit identity while maintaining a unifying theme throughout Carmel Valley.
- Utilize appropriate plant material to minimize slope erosion.
- Use plant material to screen poor views, mask undesirable noises, accent desirable elements, and delineate entries.

Following are recommended plant material lists and planting methods suggested for Carmel Valley. These are to serve only as guidelines for the designer (landscape architects) and act to briefly indicate the desired intent. All plant materials to be utilized in public areas, open space easements, and on graded slopes shall be subject to review and approval by the San Diego City Parks and Recreation Department, Open Space Division.

1. "Non-irrigated Areas"

These species should provide good rooting capabilities, erosion control and require little water or maintenance:

- Shrubs and Groundcovers

  Atriplex canescens
  Lotus Scoparius
  Artemesia californica
  Encelia californica
  Eriogonum fasciculatum
  Eschscholzia californica
  Haplopappua venetus
  Salvia mellifera

- Trees

  Heteromeles arbutifolia
  Eucalyptus species

  Rhus integrifolia
  Alnus rhombifolia (near riparian areas)
  Platanus racemosa
  Ceratonia siliqua
  Prunus lyoni

2. Irrigated Areas

These species should not require a great deal of water and should be of relatively low maintenance.

- Shrubs and Groundcovers

  Malephora crocea
  Vinca major
  O'Connor legumes
  Trifolium (rose clover)
  Baccharis pilularis
  Rosmarinus officinales
  Abelia sp.
  Pittosporum sp.
  Acacia sp.
  Plumbago capensis
  Rhus integrifolia
  Rhus ovate
  Raphiolepis sp.

- Trees

  Acacia baileyana
  Eucalyptus sp.
  Cupaniopsis anacardiodes
  Roelreuteria paniculata
  Melaleuca leucadendra
  Metrosideros tomentosa
  Platanus racemosa
  Schinus moue

Schinus terebinthifolius
Populus fremontii (males only)
Pinus torreyana
Pyrus kawakami

G. IRRIGATION CONCEPT

All common irrigated areas should be irrigated with a permanent automatic system. Soil sensing devices, vandal resistant equipment, and low-precipitation heads should also be encouraged.

H. FENCING CONCEPT

All fences and walls should be designed as integral elements of either the landscape or adjacent architecture. Non-metal or "natural" material fences should be encouraged, except that wrought iron fences may be used.

Chain link fences should not be permitted except for the following conditions:

- Around tennis courts.
- Within the interior of multi-family residential projects, in which case the fences shall be painted a suitable color to match its surroundings

In general, fence materials should consist of wood, stucco, brick or other masonry material. Combinations of these materials may be used in single fences. Long stretches of fencing exposed to public view shall utilize varied materials and offset to provide variation.

I. RESIDENTIAL AREA CONCEPTS

The following guidelines should be adhered to in the design of the Western and Central Carmel Valley areas as well as in the Palacio Del Mar.

- No structure shall be greater than 35 feet in height.
- Individual unit placement should consider maximizing views.
- Solar access regulations should be encouraged.
- Utilization of defensible space principles should be encouraged.
- Utilization of private, semi-public, and public space principles should be encouraged.
- All construction improvements should be coordinated between development units to ensure project unity while maintaining individuality (i.e., color, style).
- Usable open space corridors should be encouraged.

- Automobile traffic should be de-emphasized (to the extent that is practical) and pedestrian and bicycle circulation emphasized.

- Encourage cul-de-sac or similar development techniques increasing the safety and quality of the immediate neighborhood.

- Encourage curvilinear street patterns to conform with the existing topography and provide visual interest.

- Encourage appropriate and centrally located recreation areas and provide associated pedestrian links.

J. SITE PLANNING GUIDELINES FOR MULTI-FAMILY DEVELOPMENT

a. Structures should be sited within multi-family projects to create a diversity of open space or should be centered around a central greenbelt corridor.

b. Structures should not all be oriented in the same direction but should expose different facades.

c. Long rows of structures should be avoided where possible, perhaps interrupted by parking, recreation areas, or open space.

d. A diversity of orientations and placements should be utilized for individual structures to take advantage of views, open space, circulation and parking facilities.

K. SIGNAGE

1. Residential areas

Ground signs identifying neighborhoods and multi-family residential complexes shall be designed as an integral element within the surrounding landscape, landform and walls. Lettering may be of wood, metal or masonry material. Top letters of the sign shall not be more than 5 feet higher than the surrounding grade. Only indirect illumination may be used. Internal and back lighting is prohibited.

2. Streetscape

The streetscape design for Carmel Valley should recognize and enhance major views and provide the necessary information while minimizing the signs impact on the visual quality of the community. The following signage guidelines are recommended:

a. Information should be located on a single sign, rather than utilizing multiple poles.

b. Single, rather than multiple sign supports should be used.

c. Vehicular sight distance requirements shall be used.

d. Signs should have simple forms and shapes to minimize visual clutter.

e. Street graphics within a project should be of consistent type, color and style.

f. Parking lots shall have adequate but subdued signing that is graphically coordinated.

VII. IMPLEMENTATION ELEMENT

The purpose of this chapter is to provide for the timely implementation of the Neighborhood 8 Precise Plan proposals. This chapter presents zoning, development plan and tentative subdivision map approval, development phasing, precise plan amendment, and coastal zone guidelines.

A. ZONING

Adoption of the precise plan and any subsequent amendments is but one step in the series needed to initiate development within the precise plan area. While the precise plan provides guidelines for the review of development plans and tentative subdivision maps, actual implementation depends upon the zoning control mechanisms provided within the Carmel Valley Planned District Ordinance (PDO).

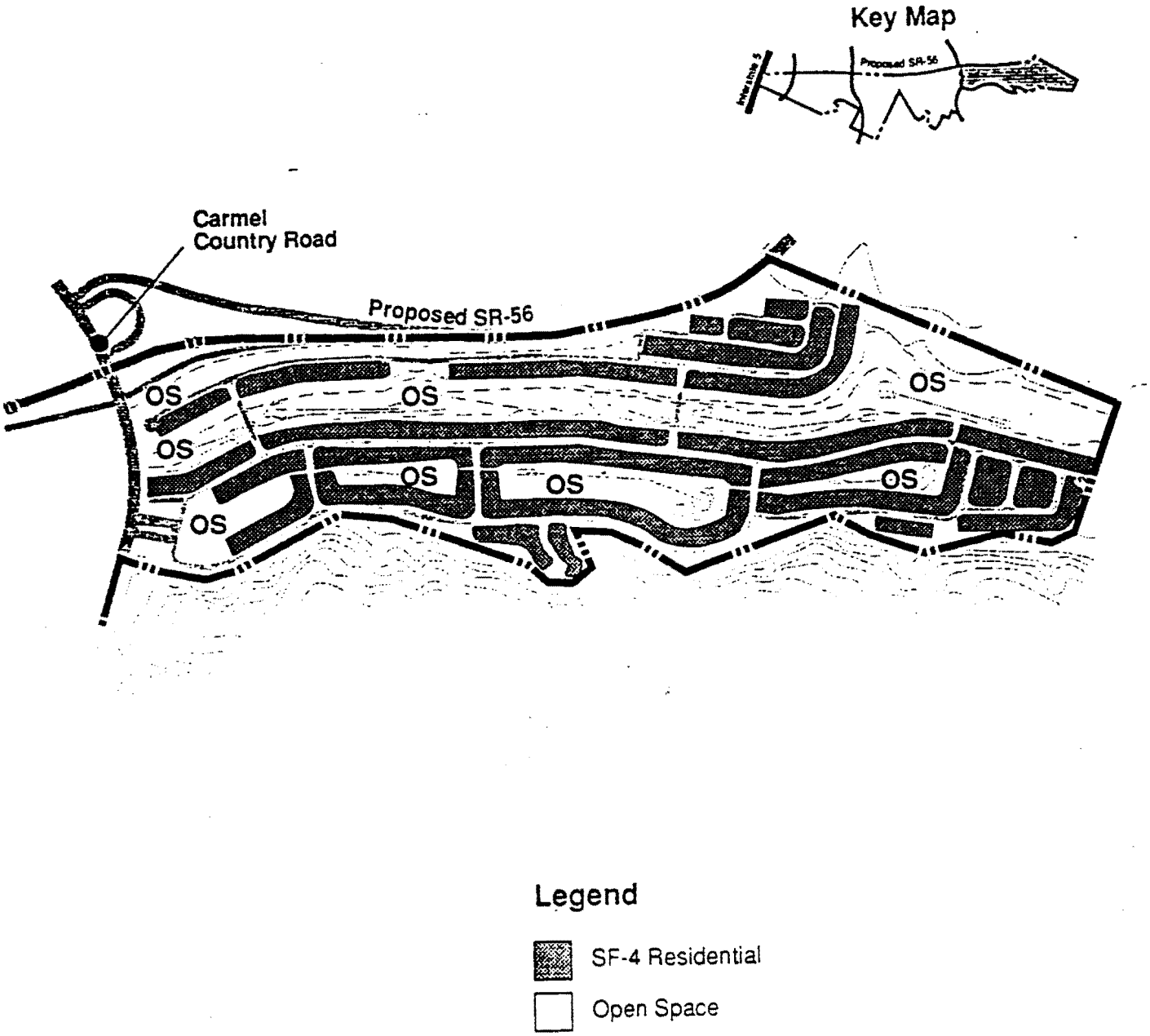
All of the development within the Neighborhood 8 Precise Plan area will be implemented in accordance with existing zones outlined in the PDO. Zoning is proposed as illustrated in Figures 23 and 24 and is briefly described in Table 6.

Table 6
Zoning

Land Use Category	Zoning	Brief Zone Description
Single-Family Palacio del Mar	SF-4	Minimum lot size-- 3,500 sq. ft.
Multi-Family Central Carmel Valley	MF-1, MF-2	Maximum density to 15 units/acre, 22 units/acre
Single-Family Western Carmel Valley	SF-2	Minimum lot size-- 4,500 sq. ft.
Golf Course and Enhanced Floodway	OS	Open space
Open Space	OS	Open Space

*See Carmel Valley Planned District Ordinance for further description of specific zone regulations.

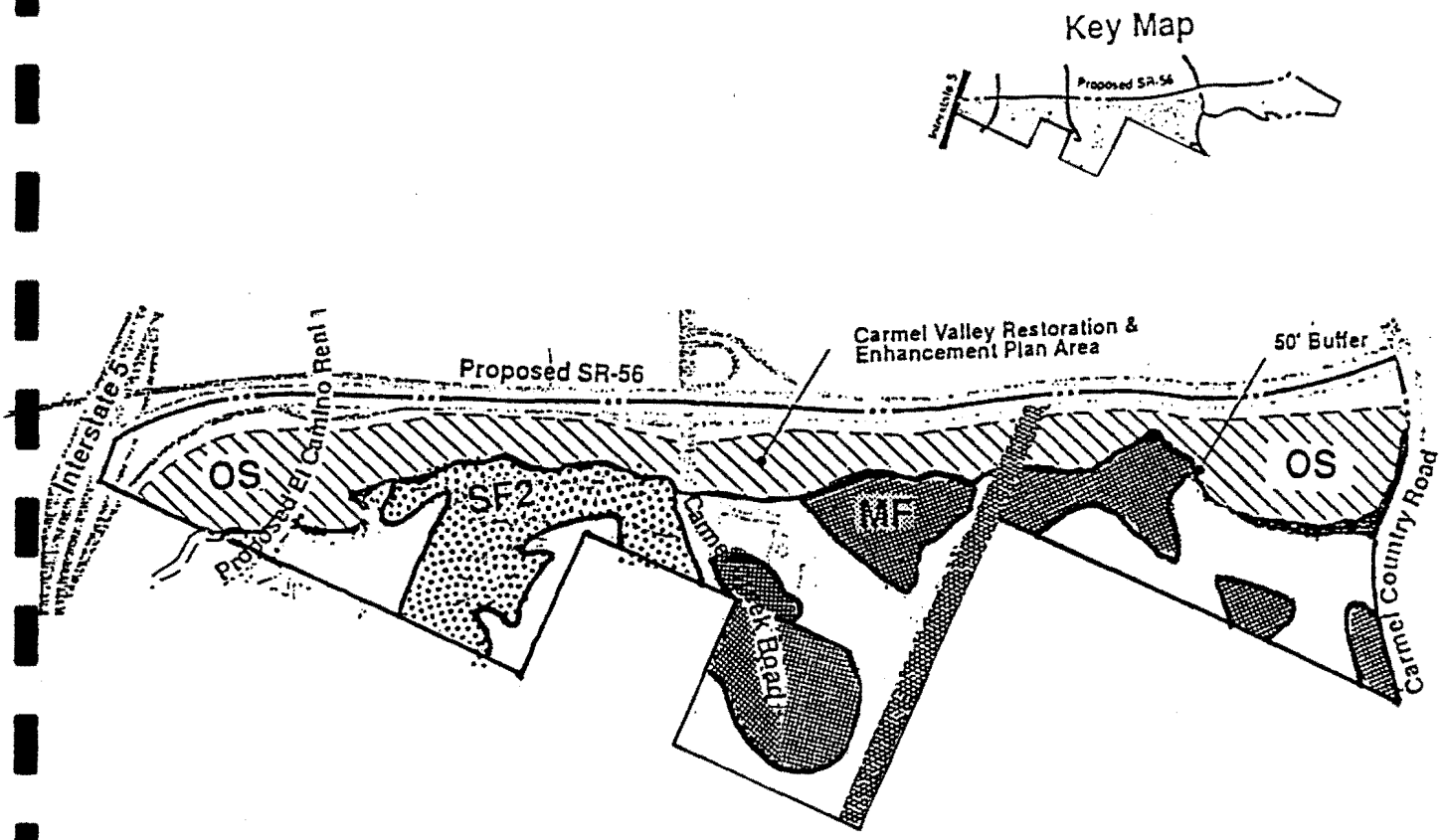
Application of zoning to the precise plan area would be accomplished by a Planned District Ordinance amendment by the City Council following review and recommendation by the Planning Commission. Such action would be concurrent with precise plan adoption or amendment.



Zoning Concept

Carmel Valley Neighborhood 8

Figure 23



Legend

- MF — MF Residential
- SF2 — SF2 Residential
- OS — Open Space

Zoning
Carmel Valley Neighborhood 8
Figure 24

B. RESOURCE PROTECTION ORDINANCE

On February 27, 1989 the City of San Diego adopted the Resource Protection Ordinance (RPO), Section 101. 0462 of the San Diego Municipal Code. The purpose of the ordinance is to protect and preserve certain sensitive lands. These sensitive lands include: certain hillside areas over 25 percent gradient, floodplains, wetlands, biologically sensitive habitats, significant archaeological sites and historical sites. Hillside areas are further defined as those slopes identified by the City's Hillside Review Overlay Zone (HR). The ordinance does not eliminate development, however, it sharply controls it in order to insure minimal disturbance of the aforementioned sensitive areas.

In order to develop lands classified as sensitive by the ordinance, an RPO permit must be approved in connection with another discretionary permit. Typical discretionary permits would include, but are not limited to, tentative subdivision maps, conditional use permits, and development plans. The applicability of the ordinance must be considered in any development proposal. Since hillsides over 25 percent gradient are not mapped by the HR zone in the Carmel Valley community, specific hillside development criteria has been prepared.

1. SENSITIVE SLOPES DEFINED:

All lands having a slope with a natural gradient of 25 percent or greater and a minimum rise of 50 feet, unless said land has been substantially disturbed by previous legal grading. Previous agricultural activities which involved grading is considered a legal grading activity. Further, isolated steep slopes of 25 percent or greater and taller than 50 feet but less than one acre in size and not contiguous to other steep slope areas are not considered sensitive.
Permitted uses in sensitive slope shall be those uses permitted by and subject to the regulations and restrictions of the underlying zone and the precise plan.

C. DEVELOPMENT PLAN AND TENTATIVE MAP APPROVAL

Prior to the issuance of building permits and development of any property within the precise plan area, development plans and subdivision maps may be required.

Development plans, including site layouts, building elevations and floor plans and site landscape plans shall be approved by the Hearing Officer, Planning Commission, or on appeal by the City Council. This is consistent with PDO regulations and ensures conformance with the Design Element of the Neighborhood 8 Precise Plan.

Tentative subdivision maps, including street alignments, grading and easements are reviewed by ~~the Subdivision Board~~ Development Services and approved by the Planning Commission, or by the City Council if appealed.

Concurrent review and approval of the development plan and tentative subdivision map will be required for any site except that, tentative map review and action may precede the development plan approval for properties in multi-family residential zones.

D. DEVELOPMENT PHASING

The Carmel Valley Community Plan identifies Neighborhood 8 as a transitional area expected to be developed as part of Phase 1 or 2 of Carmel Valley. Development of Neighborhood 8 has already begun in the Palacio Del Mar Sub-Area. Property to the west will develop in concert with market conditions and as property owners finalize development plans.

E. PRECISE PLAN AMENDMENTS

All amendments to this precise plan shall reflect the same comprehensive analysis which has been undertaken in the adoption of the precise plan and may require additional environmental review. The applicant shall satisfy the following minimum criteria:

1. Demonstrate that the proposed amendment meets the goals and objectives of the precise plan and the Carmel Valley Community Plan.

2. Ensure that any impacts to the precise plan, resulting from the amendment, shall be mitigated, unless a statement of overriding conditions is adopted.

3. Update precise plan technical studies and provide additional environmental studies as needed.

4. Provide revised precise plan text and maps as needed.

F. COASTAL ZONE

Portions of the Neighborhood 8 Precise Plan lie within the State coastal zone. Figures 4 and 5 illustrate coastal zone boundaries within Neighborhood 8 and the proposed land use. Approval of the neighborhood precise plan amendment and its certification by the California Coastal Commission will amend that portion of the North City Segment Land Use Plan occupied by the subject property. Certification of all the proposed amendments to the North City Segment Land Use Plan and implementing zoning, including incorporation of a drainage and transportation plan, will allow the Coastal Commission to transfer coastal permit authority for this area to the City of San Diego.

Following transfer of coastal review authority to the City, individual development and subdivision proposals in Neighborhood 8 will be reviewed by the City for consistency with the Local Coastal Program Land Use Plan and implementing zoning. The primary implementation and enforcement responsibilities would remain with the City of San Diego while amendments to the transportation and drainage plan would still require review by the Coastal Commission.

The City's coastal development permit contains a requirement for the payment of a Los Penasquitos Lagoon enhancement fee, a critical component of which is the Carmel Valley drainage area.

G. PUBLIC FACILITIES FINANCING

On April 26, 1982, the City Council first adopted a public facilities financing plan for the Carmel Valley Community, north of Carmel Valley Road. This financing plan provides for the provision of public facilities through a Facilities Benefit Assessment (FBA) Program. The facilities identified and financed are community and neighborhood parks, park and ride facilities, library, fire station and sewer, water and road systems.

~~There is still a need to develop a financing methodology for funding of the most of the public facilities located south of Carmel Valley Road.~~

The Palacio Del Mar Sub-Area already has an adopted development agreement to provide for the payment of fees to the city under the facilities benefit assessment and the school facilities master plan, with such fees to be used by the city and school districts for construction of necessary facilities.

The possible financing methodologies ~~for remaining sub-areas in Neighborhood 8~~ are summarized as follows:

1. Facilities Benefit Assessment (FBA) against dwelling units or the equivalent within the precise plan area for public facilities and services such as major streets and equestrian trails in Neighborhood 8. Other facilities and services include a library, a fire station and traffic signals.

2. Standard Subdivision Agreements to finance on and offsite improvements under the conventional subdivision process.

3. School Financing as available and approved by the governing school district through a joint powers agreement.

4. Reimbursement Agreements between developers and the City for the construction of improvements of community-wide benefit or neighborhood-wide benefit. An example of these improvements is major and collector streets.

5. Development Agreements to provide for the payment of fees to the City under the Facilities benefit Assessment and the School Facilities Master Plan.

The Neighborhood 8 Precise Plan area would also be added to the Carmel Valley Community Lighting and Open Space Maintenance District. The district would maintain and/or operate the following:

1. Natural open space areas other than those to be maintained by private property owners or homeowners' associations.

2. Street medians and landscaped slope areas abutting streets.

3. The equestrian, bicycle and pedestrian trail systems within the buffer/open space systems.

VIII. COMMUNITY PLAN

The precise plan for Neighborhood 8 is based on the goals and proposals set out in the Carmel Valley Community Plan. Throughout this precise plan document, references are made to the community plan, i.e., how the precise plans conform, where minor modifications are introduced, and what the precise plans specify in greater detail than the community plan. This chapter addresses the conformance of this precise plan to the community plan on a general or conceptual basis, rather than detail by detail.

A. CARMEL VALLEY GOALS

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

Carmel Valley will contain housing in the low and low medium density ranges. A number of housing types are anticipated, yielding a choice of residential lifestyles and prices. The neighborhood facilities will attract and serve a diverse population and provide equally for all residents. An internal transportation system linked to the community-wide network will ensure mobility and access to all parts of the neighborhood and the community.

2. "To establish self-containment and a feeling of community identity among the future residents of Carmel Valley."

The proposed open space system along Carmel Creek will link the various portions of the precise plan contributing to a feeling of neighborhood identity. Major entries to the plan area will be restricted but will provide access to the facilities of the entire Carmel Valley community. The linear collector street system, through streetscape design, will also provide a visual and functional linkage for the plan area.

3. "To preserve the natural environment."

A portion of the 528-acre Carmel Valley Area, approximately 172 acres, will be preserved in natural open space. In addition, the floodway of Carmel Creek, approximately 98 acres, will be enhanced with appropriate vegetation and provide a significant open space amenity for the entire community plan area.

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

Carmel Valley Road (SR-56) and the major north-south street system will provide public access from Carmel Valley to the entire Carmel Valley community. The internal collector street system is designed to provide a visually enhanced street scene. The bicycle/pedestrian/equestrian trail system will provide access from Carmel Valley to major regional open space systems. The precise plan has also been designed to reserve right-of-way for Route 56.

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

Approval of the precise plan for Neighborhood 8 represents a step in development phasing. The precise plan provides for the installation of public facilities by property owners as required for residential development. Financing of an adequate circulation system, and necessary public facilities is described in the Public Facilities Financing Plan, and a phasing program is outlined.

B. PRECISE DEVELOPMENT PLAN CRITERIA

The Carmel Valley Community Plan provides guidelines for the contents and preparation of precise plans for development units. These guidelines are restated below, each followed by a brief discussion of compliance by this precise plan.

1. "The development unit precise plan must be in general conformance with the Carmel Valley Community Plan objectives and proposals in terms of overall density, neighborhood concept, major open space delineation, and major and collector street patterns."

As illustrated in both narrative and graphic form throughout this document the precise plan in substantial conformance with the objectives and proposals of the Carmel Valley Community Plan.

2. The precise plan must "illustrate the complete circulation system, including local streets and transit, and further indicate how the system will relate to the total Carmel Valley circulation system."

Section V describes the complete circulation network, including the street system and transit. The ties to the total Carmel Valley system are also discussed.

3. The precise plan must "illustrate a system of separate bicycle and pedestrian pathways linking the neighborhood center with the residential areas and open space system and also illustrate how these pathways can link to the town center."

Section V outlines the proposed bicycle/pedestrian/equestrian trail system. The connections to the communitywide bike and pedestrian path systems and to the town center and other community facilities are also described.

4. The precise plan must "contain data describing the housing balance projected regarding the quantity and/or proportion of low and moderate income housing, as well as a plan describing efforts to be made to maintain an ethnic and racial balance."

Section II addresses residential location and mix, as well as efforts to contribute to housing balance community-wide.

5. The precise plan must "contain a detailed design plan for the layout of the neighborhood center including shopping area and uses, neighborhood school and park; the city and local school district must agree to the sites and design of the facility."

Since such facilities are not shown on the community plan within Carmel Valley, they have not been proposed as part of this precise plan.

6. The precise plan must "illustrate the timing of necessary public facilities through the assessment district and fees approach to serve the development."

The Public Facilities Financing Section of the Implementation Element outlines the phasing and financing of public facilities. The FBA will be amended to incorporate the proposed development within Carmel Valley.

7. The precise plan must "contain an environmental impact statement."

The environmental impact report for Neighborhood 8 accompanies this document.

Wed 14a

RECORD PACKET COPY

PACIFIC HIGHLANDS RANCH

Draft Subarea Plan

July 28, 1998

Pacific Highlands Ranch
Subarea Plan

Subarea III of the North City Future Urbanizing Area

Approved by:
City of San Diego Planning Commission
June 25, 1998

Adopted by:
The City Council
Resolution Number R-290521
July 28, 1998

Certified by:
The California Coastal Commission

Prepared by Latitude 33 Planning and Engineering
for the City of San Diego
Community and Economic Development Department

This information, or this document (or portions thereof) will be made available in alternative formats upon request.

Printed on recycled paper

ACKNOWLEDGEMENTS

Mayor
Susan Golding

City Council
Harry Mathis
Byron Wear
Christine Kehoe
George Stevens
Barbara Warden
Valerie Stallings
Judy McCarty
Juan Carlos Vargas

City Attorney
Casey Gwinn

City Manager
Michael Uberuaga

Planning Commission
Mark Steele, Chariperson
William Anderson, Vice Chairperson
Patricia Butler
Verna Quinn
Andrea Skorepa
David Watson
Frisco White

City Staff

Community and Economic Development
Tina Christiansen, Community and Economic Development Manager
Betsy McCullough, AICP, Community Planning and Development Manager
Thomas Story, Deputy Director, Multiple Species Conservation Program (MSCP)
Robert Manis, Community Planning Program Manager
Cathy Winterrowd, Senior Planner
Lesley Henegar, Senior Urban Designer

Development Services
Sean Cardeñas, Senior Planner/MEIR Project Manager
Eileen Lower, Associate Planner/MEIR
Keith Greer, Associate Planner/MSCP
Labib Qasem, Associate Engineer - Traffic

City Attorney
Richard Duvernay, Deputy City Attorney

TABLE OF CONTENTS

CHAPTER 1 – INTRODUCTION

1.1 PLANNING AUTHORITY AND PURPOSE 1
1.1.1 PLANNING AUTHORITY 1
1.1.2 PLAN PURPOSE 1

1.2 PLANNING PROCESS 1

1.3 SUMMARY OF PLANNING PRINCIPLES 2

1.4 PROJECT SETTING 3

1.5 EXISTING CONDITIONS 3
1.5.1 NCFUA FRAMEWORK PLAN 4
1.5.2 ZONING 4
1.5.3 RELATIONSHIP TO SURROUDNING LAND USES 4
1.5.4 CIRCULATION 5
1.5.5 NATURAL RESOUCRES 5

CHAPTER 2 – LAND USE

2.1 LAND USE GOALS 6

2.2 LAND USE PLANS 6
2.2.1 TOWN CENTER 7
2.2.1 A) Residential Development 8
2.2.1 B) Employment Center 8

2.2.2 VILLAGE 9
2.2.2 A) Village Zones 9
2.2.2 B) Civic Areas and Use 10
2.2.2 C) Village Development 11

2.2.3 RESIDENTIAL NEIGHBOROODS 11
2.2.3 A) Village Residential 12
2.2.3 B) Core Residential 12
2.2.3 C) Peripheral Residential 13
2.2.3 D) Low-Density Residential 13
2.2.3 E) Very Low Density Residential 14

2.2.4 PRIVATE HIGH SCHOOL 14

2.3 RECOMMENDED ZONING 14

2.4 IMPLEMENTATION 16

2.5 CONFORMANCE WITH THE FRAMEWORK PLAN 16

CHAPTER 3 – OPEN SPACE

3.1 OPEN SPACE GOALS 17

3.2 MSCP PRESERVE 17
3.2.1 MSCP COMPLIANCE: MSCP SUBAREA PLAN 18
3.2.2 MSCP/MHPA BOUNDARY ADJUSTMENT 19
3.2.3 USES ALLOWED IN THE PRESERVE 19
3.2.4 LAND USE CONSIDERATIONS 20
3.2.5 LAND USE ADAJCENACY GUIDELINES 21
3.2.5 A) Planning Adjacent Uses 21
3.2.5 B) Managing Adjacent Uses 21
3.2.6 PRESERVE MANAGEMENT 22
3.2.7 MSCP IMPLEMENTATION – IMPACTS AND MITIGATION 24
3.2.7 A) Pardee Ownership 25
3.2.7 B) Non-Pardee Ownerships 26
3.2.8 MITIGATION LAND BANK (MLB) 27
3.2.9 MHPA CONVEYANCE, OWNERSHIP, AND PRESERVATION 27

3.3 URBAN AMENITIES 28
3.3.1 URBAN AMENITY OPEN SPACE AREAS 28
3.3.2 NEIGHBORHOOD PARKWAYS 28
3.3.3 OPEN SPACE OVERLOOK (Trail Heads) 29

3.4 TRAIL SYSTEM 29

3.5 RESOURCE PROTECTION ORDINANCE (RPO)/ENIVRONMENTALLY SENSITIVE LANDS (ESL) 29
3.5.1 SUBAREA RPO/ESL ANALYSIS 30
3.5.2 SR-56 ALIGNMENT ANALYSIS 30
3.5.3 DEVIATION FINDINGS 32
3.5.4 FUTURE PROJECTS 32

3.6 CONFORMANCE WITH THE FRAMEWORK PLAN 33

CHAPTER 4 - CIRCULATION

4.1 CIRCULATION PLAN 34
4.1.1 SR – 56 34
4.1.2 MAJOR STREET SYSTEM 36
4.1.3 THEME ROADS/COLLECTOR STREETS 37
4.1.4 LOCAL STREETS 37
4.1.5 VILLAGE STREETS 37

4.2 TRANSIT CENTER 38

4.3 PARK AND RIDE 38

CHAPTER 4 - CONTINUED

4.4 TRAIL CIRCULATION 38
4.4.1 PAVED TRAILS AND PATHS 39
4.4.2 URBAN AMENITY TRAILS, NEIGHBORHOOD PARKWAYS, AND PEDESTRIAN PATHS 39
4.4.3 TRAILS IN THE MHPA 39

4.4 CONFORMANCE WITH THE FRAMEWORK PLAN 40

CHAPTER 5 – COMMUNITY DESIGN

5.1 COMMUNITY DESIGN GOALS 42

5.2 OPEN SPACE 42
5.2.1 CREATED LINK 42
5.2.2 BRIDGES AND CULVERTS 43
5.2.3 URBAN AMENTIY 43
5.2.4 NEIGHBORHOOD PARKWAYS 44
5.2.5 PEDESTRIAN PATHS 44

5.3 GRADING 44

5.4 VILLAGE 44
5.4.1 THREE-ZONE STRUCTURE 45
5.4.2 BLOCKS 45
5.4.3 STREET TREATMENTS 45
5.4.4 MIX OF USES 47
5.4.5 BUILDING DESIGN AND MASSING 47
5.4.6 COMMUNITY FACILITIES 48
5.4.7 TRANSIT CENTER 49
5.4.8 PEDESTRIAN AND BICYCLE 49

5.5 RESIDENTIAL AREAS 49
5.5.1 VILLAGE RESIDENTIAL 49
5.5.2 CORE RESIDENTIAL 50
5.5.3 PERIPHERAL RESIDENTIAL 51
5.5.4 LOW-DENSITY RESIDENTIAL 51
5.5.5 VERY-LOW-DENSITY RESIDENTIAL 52
5.5.6 FINE-GRAINED NEIGHBORHOODS 52

5.6 CONFORMANCE WITH THE FRAMEWORK PLAN 53

CHAPTER 6 – COMMUNITY FACILITIES

6.1 COMMUNITY FACILITY GOALS 54

6.2 PARK AND RECREATION 54
6.2.1 POPULATION BASED PARKS 54
6.2.2 AMENITIES 55

CHAPTER 6 - CONTINUED

6.3 LIBRARY 56

6.4 POLICE FACILITIES 57

6.5 FIRE FACILITIES 57

6.6 SCHOOLS 57

6.7 TRANSIT PLAN 58

6.8 UTILITIES 58

6.9 SOLID WASTE SERVICES 59

6.10 FACILITIES PHASING AND FINANCING PLAN 59

6.11 CONFORMANCE WITH THE FRAMEWORK PLAN 60

CHAPTER 7 – HOUSING

7.1 IMPLEMENTING POLICIES 61

7.2 AFFORDABLE HOUSING 61

7.3 HOUSING POLICIES 62

7.4 CONFORMANCE WITH THE FRAMEWORK PLAN 62

CHAPTER 8 – IMPLEMENTATION

8.1 IMPLEMENTING PRINCIPLES 63

8.2 REQUIRED APPROVALS 63
- 8.2.1 PACIFIC HIGHLANDS RANCH SUBAREA PLAN/PHASE SHIFT 63
- 8.2.2 STATE ROUTE 56 ALIGNMENT 64
- 8.2.3 SUBAREA MASTER REZONING 64
- 8.2.4 DEVELOPMENT AGREEMENT 65
- 8.2.5 MHPA PRESERVE BOUNDARY ADJUSTMENT 65
- 8.2.6 ZONING 65
- 8.2.7 SUBAREA PLAN ENVIRONMENTAL REVIEW 66

8.3 FACILITIES 66
- 8.3.1 COMMUNITY FACILITIES 66
- 8.3.2 SCHOOL MITIGATION CONDITION 67
- 8.3.3 SCHOOL FACILITIES 67
- 8.3.4 PARK, LIBRARY, AND FIRE FACILITIES 67

CHAPTER 8 - CONTINUED

8.4 FUTURE ACTIONS..... 68
8.4.1 FUTURE PERMITTING ACTIONS..... 68
8.4.2 TRAIL PLAN..... 69
8.4.3 ENVIRONMENTAL REVIEW..... 69
8.4.4 RESOURCE PROTECTION ORDINANCE/ENVIRONMENTALLY SENSITIVE LANDS ORDINANCE..... 69
8.4.5 COASTAL ZONE..... 70
8.4.6 FORMATION OF A COMMUNITY PLANNING GROUP..... 70
8.4.7 MITIGATION MONITORING AND REPORTING PROGRAM..... 70

8.5 SUBAREA PLAN AMENDMENTS..... 71

APPENDICES

A APPENDIX A: LANDSCAPE PALETTE..... A-1

B APPENDIX B: WATER, SEWER, AND DRAINAGE..... B-1

C APPENDIX C: MSCP/MHPA BOUNDARY ADJUSTMENT..... C-1

D APPENDIX D: RPO/ESL ANALYSIS..... D-1

E APPENDIX E: ALTERNATIVE ALIGNMENT LAND USE PLANS..... E-1

F APPENDIX F: MITIGATION MONITORING AND REPORTING PROGRAM..... F-1

G APPENDIX F: HABITAT MANAGEMENT PLAN..... G-1

LIST OF EXHIBITS

CHAPTER 1 – INTRODUCTION

NCFUA LOCATION MAP 1-1
PHASE SHIFT MAP 1-2
SUBAREA III LOCATION MAP 1-3
SITE FEATURES 1-4

CHAPTER 2 – LAND USE

LAND USE PLAN 2-1
OWNERSHIP MAP 2-2
TOWN CENTER 2-3
VILLAGE THREE ZONE CONCEPT 2-4
VILLAGE PARKING AREA CONCEPT 2-5
VILLAGE STREET PARKING CONCEPT 2-6
ZONING MAP 2-7

CHAPTER 3 – OPEN SPACE

NCFUA REGIONAL OPEN SPACE MAP 3-1
OPEN SPACE SYSTEM 3-2
DEL MAR HEIGHTS ROAD MSCP CORRIDOR BRIDGE 3-3
URBAN AMENITY 3-4
NEIGHBORHOOD PARKWAY 3-5

CHAPTER 4 – CIRCULATION

SR-56 ALIGNMENT MAP 4-1
CIRCULATION WITH THIRD INTERCHANGE 4-2
CIRCULATION MAP 4-3
6-LANE MAJOR ROAD
4-LANE MAJOR ROAD 4-4
2-LANE MODIFIED COLLECTOR WITH MEDIAN
2-LANE MODIFIED COLLECTOR 4-5
4-LANE FLARE OF 2-LANE MODIFIED COLLECTOR WITH MEDIAN
VILLAGE PERIMETER ROAD & MAIN STREET 4-LANE URBAN COLLECTOR 4-6
NEIGHBORHOOD PARKWAY 4-7
VILLAGE MAIN STREET 2-LANE MODIFIED URBAN COLLECTOR
VILLAGE TOWN GREEN STREET 2-LANE URBAN COLLECTOR 4-8
STREET SECTIONS LOCATION MAP 4-9

CHAPTER 4 – Continued

TRANSIT CENTER..... 4-10
REGIONAL TRAIL SYSTEM..... 4-11
TRAIL CONCEPTS..... 4-12

CHAPTER 5 – COMMUNITY DESIGN

GRADING FOR DEL MAR HEIGHTS ROAD BRIDGE..... 5-1
CIRCULATION BRIDGES & CULVERTS MAP..... 5-2
CONCEPT GRADING PLAN..... 5-3
VILLAGE CONCEPT..... 5-4
VILLAGE BLOCK LAYOUT CONCEPT..... 5-5
VILLAGE INTERSECTION CONCEPT..... 5-6
MIXING OF USES CONCEPT..... 5-7
PEDESTRIAN COMFORT ZONE CONCEPT..... 5-8
VILLAGE PEDESTRIAN FOCUS..... 5-9
VILLAGE STREET WALL CONCEPT..... 5-10

CHAPTER 7 – HOUSING

CANDIDATE LOCATIONS FOR AFFORDABLE HOUSING UNITS..... 7-1

CHAPTER 8 – IMPLEMENTATION

COASTAL ZONE MAP..... 8-1

APPENDIX B – WATER, SEWER, AND DRAINAGE

MAJOR WATER TRANSMISSION MAINS B-1
MAJOR SEWER INFRASTRUCUTRE B-2
MAJOR STORM DRAIN INFRASTRUCUTRE B-3

APPENDIX C – MSCP/MHPA BOUNDARY ADJUSTMENT

MODIFIED ALIGNMENT "D" MHPA BOUNDARY ADJUSTMENT..... C-1
MODIFIED ALIGNMENT "F" MHPA BOUNDARY ADJUSTMENT..... C-2
BROWN PARCEL MHPA MITIGATION C-3

APPENDIX D – RPO/ESL ANALYSIS

25% SLOPE ENCROACHMENT MAP - MODIFIED ALIGNMENT "D"..... D-1
FLOODPLAIN MAP - MODIFIED ALIGNMENT "D"..... D-2
25% SLOPE ENCROACHMENT MAP - MODIFIED ALIGNMENT "F"..... D-3
FLOODPLAIN MAP - MODIFIED ALIGNMENT "F"..... D-4

APPENDIX E – ALTERNATIVE ALIGNMENT LAND USE PLANS

MODIFIED "D" ALIGNMENT LAND USE PLAN E-1
MODIFIED "D" ALIGNMENT ZONING MAP E-2
MODIFIED ALIGNMENT CENTRAL LAND USE PLAN E-3
MODIFIED ALIGNMENT CENTRAL ZONING MAP E-4
MODIFIED ALIGNMENT NORTHERN LAND USE PLAN E-5
MODIFIED ALIGNMENT NORTHERN ZONING MAP E-6

LIST OF TABLES

CHAPTER 2 - LAND USE

LAND USE TABLE 2-1
LAND USE BY OWNERSHIP 2-2
ZONING DESIGNATION CONVERSION TABLE 2-3

CHAPTER 3 - OPEN SPACE

OPEN SPACE LAND USE MATRIX 3-1
OPEN SPACE ACREAGES 3-2

APPENDIX C - MSCP/MHPA BOUNDARY ADJUSTMENT

MSCP/MHPA GAIN AND LOSS - ALIGNMENT "D" C-1
MSCP/MHPA GAIN AND LOSS - ALIGNMENT "F" C-2

APPENDIX D - RPO/ESL ANALYSIS

ALIGNMENT "D" ESL ANALYSIS D-1
ALIGNMENT "D" MITIGATION ANALYSIS D-2
ALIGNMENT "F" ESL ANALYSIS D-3
ALIGNMENT "F" MITIGATION ANALYSIS D-4

CHAPTER 1

INTRODUCTION

1.1 Planning Authority and Purpose

1.1.1 PLANNING AUTHORITY

The Pacific Highlands Ranch Subarea Plan has been prepared in accordance with adopted City of San Diego policies and regulations. The City Council, in the fall of 1992, adopted the North City Future Urbanizing Area (NCFUA) Framework Plan (Exhibit 1-1) as an amendment to the Progress Guide and General Plan with reference to the Citizen's Advisory Committee (CAC) recommendations. The Framework Plan recommendations for Pacific Highlands Ranch include up to 5,470 residential units, a mixed-use community core with 400,000 square-feet of commercial and office uses, multi-family housing, and public and semi-public uses, and schools and parks. The CAC recommendations included the provision of up to 6,500 residential units and 400,000 square feet of commercial and office uses. Council adoption of the Framework Plan allowed for the preparation and approval of Subarea Plans.

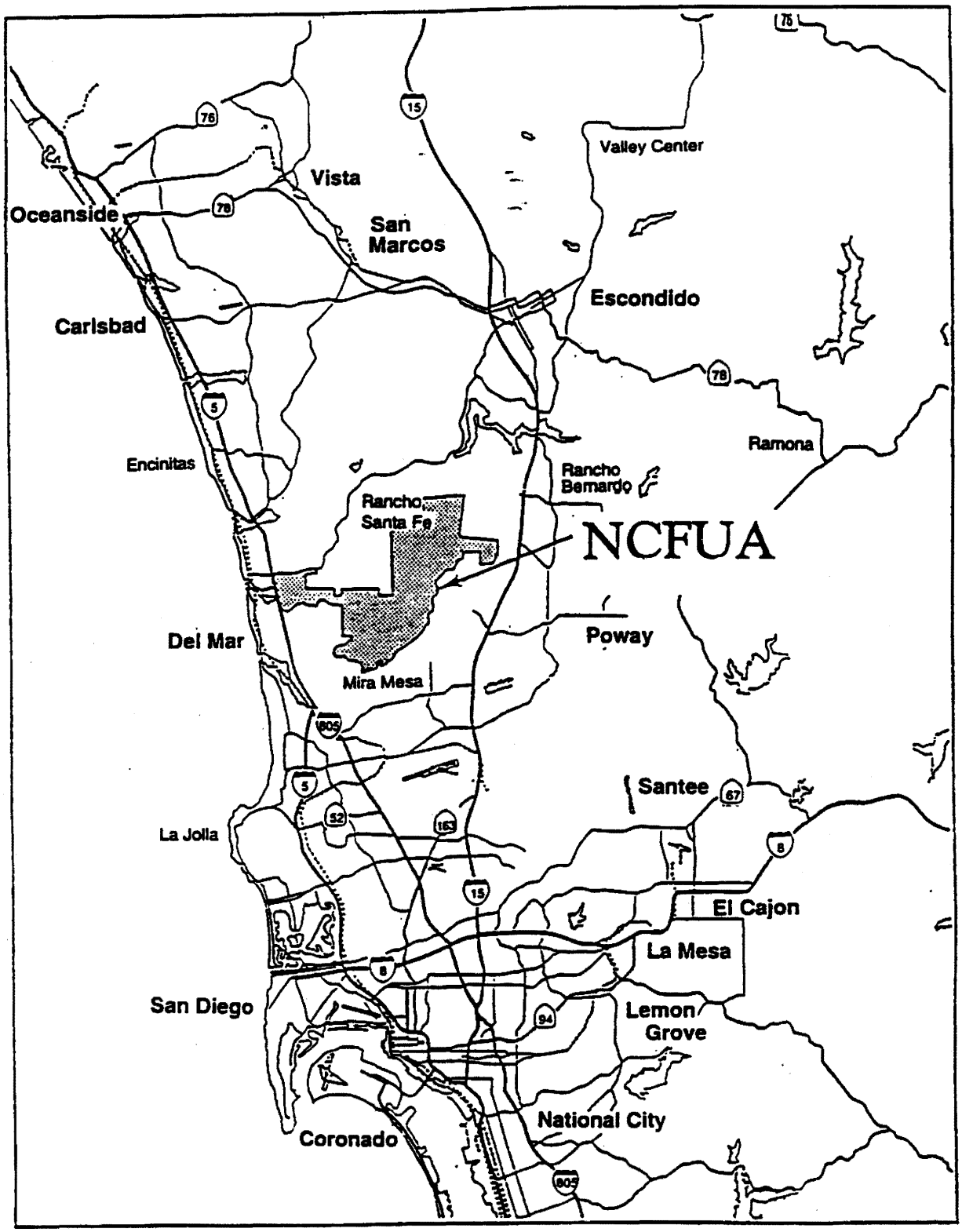
1.1.2 PLAN PURPOSE

The purpose of the Pacific Highlands Ranch Subarea Plan is to refine and augment the NCFUA Framework Plan as it relates to Subarea III, while remaining consistent with its goals and objectives. The Pacific Highlands Ranch Subarea Plan also provides guidance for future ministerial and discretionary permit review and approval. These actions may include subdivision maps, planned development permits, and other permitting actions. Future permitting actions within Pacific Highlands Ranch are required to be consistent with the policies of this plan. Adoption of this Subarea Plan constitutes an amendment to the Progress Guide and General Plan and the NCFUA Framework Plan.

1.2 Planning Process

The planning process for the NCFUA is dictated by the adopted Framework Plan. The Framework Plan anticipated the preparation and adoption of Subarea Plans within the NCFUA. This Subarea Plan is the planning document which must be approved prior to the processing of discretionary and ministerial permits within Subarea III at densities greater than allowed by the underlying zoning.

A unique element of the planning process in the NCFUA is the voter-adopted Managed Growth Initiative (Proposition A). This legislation, adopted in 1985, requires a majority vote of the electorate before property can be shifted from the Future Urbanizing tier to the Planned



PACIFIC HIGHLANDS RANCH

NCFUA LOCATION MAP

EXHIBIT 1-1

Urbanizing tier within the City. Once the phase shift has been approved by the voters, the City Council-adopted Subarea Plan becomes effective. Previously approved projects are included within the Pacific Highlands Ranch Subarea Plan, but are not subject to the phase shift vote (Exhibit 1-2).

Until the voters determine that it is appropriate to shift the property to the Planned Urbanizing tier, development may proceed within Pacific Highlands Ranch without a phase shift consistent with the underlying A-1-10 zoning. Development consistent with A-1-10 zoning could result in a build-out of up to 666 residential units, not including previously approved projects in the subarea. The Pacific Highlands Ranch Subarea Plan avoids the negative aspects of unplanned development by providing a comprehensive framework for balanced development.

The planning process for Pacific Highlands Ranch has followed a series of steps that began with the adoption of the Framework Plan. Subsequent steps included identification of sensitive resource areas and developable lands, delineation of required public facilities and services, and the continued involvement of property owners, City and agency staff, and the general public. Compliance with the California Environmental Quality Act (CEQA) is assured through certification of the attendant Master Environmental Impact Report (MEIR).

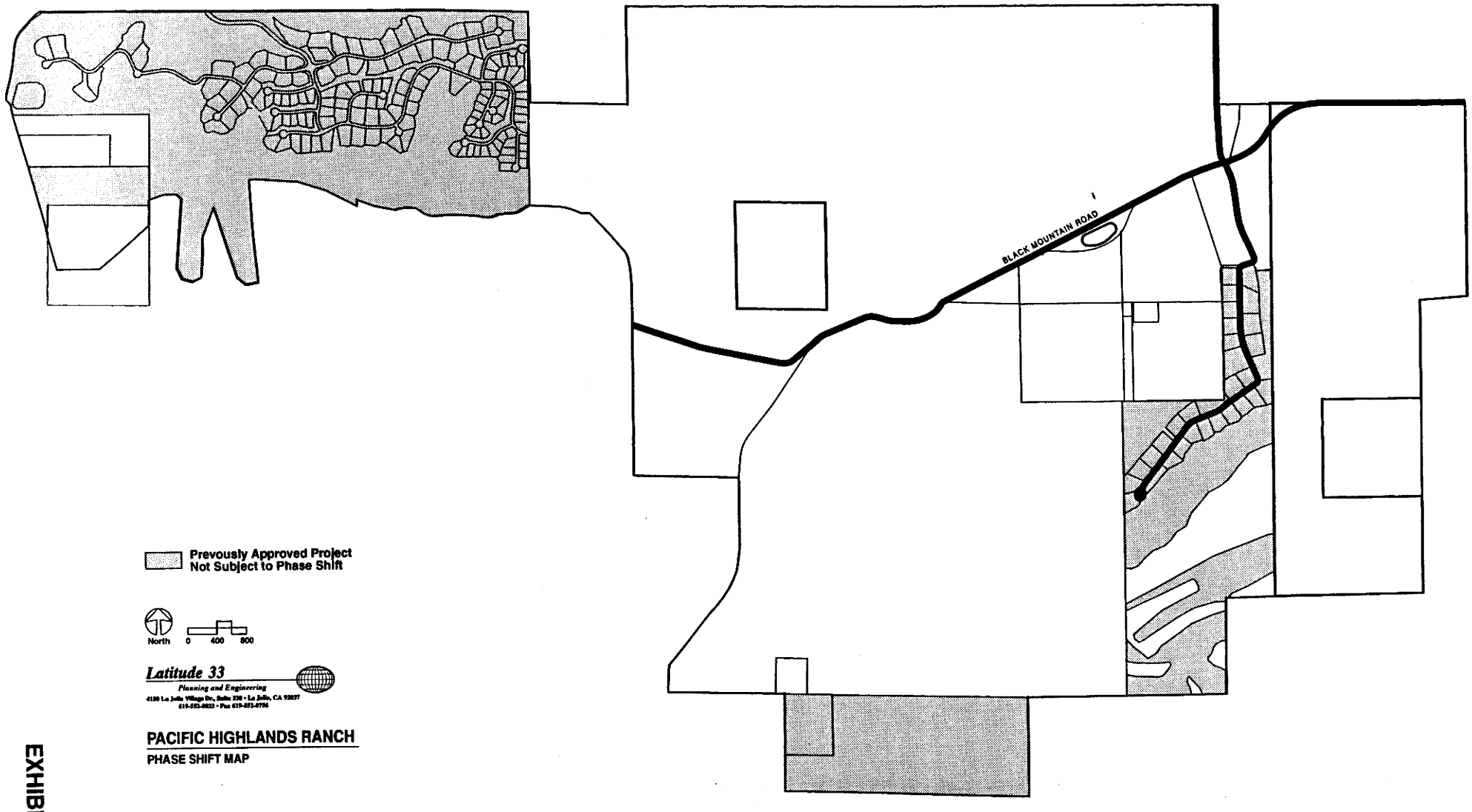
1.3 Summary of Planning Principles

This Pacific Highlands Ranch Subarea Plan has been prepared with the following planning principles providing direction and a sense of purpose:

1. Conservation of the Multiple Habitat Preservation Area (MHPA) Plan is the foundation for the overall planning of Pacific Highlands Ranch. The community is characterized by the concentration of residential development in specific areas to preserve valuable open spaces and encourage wildlife movement.

2. Pacific Highlands Ranch is envisioned as a new form of residential community that utilizes pedestrian-oriented development principles as its basis for development forms. A pedestrian-oriented development pattern is characterized by the provision of a wide range of housing, along with retail, commercial, and public uses within a mixed-use development strategically located along the regional transit system. This community includes a variety of housing types and affordability ranges which are supported by a mixture of commercial and employment uses that are accessible by transit, bicycle, and foot.

3. Pacific Highlands Ranch is organized in a manner that emphasizes a hierarchy of "fine grain" uses while concurrently maintaining interrelated neighborhoods and functions. This organization creates a distinct sense of place for the residents of Pacific Highlands Ranch.



PACIFIC HIGHLANDS RANCH

PHASE SHIFT MAP

EXHIBIT 1-2

4. Pacific Highlands Ranch is defined by its open spaces, streets, and neighborhoods which give it form and contribute to the quality of life for its residents. This organizational structure creates a cohesive sense of community identity that can contribute to the overall quality of life for residents and visitors.

In addition to these subarea planning principles, the Framework Plan provides principles that have been incorporated in the Pacific Highlands Ranch Subarea Plan text and map.

1.4 Project Setting

The NCFUA contains approximately 12,000 acres and is located in the northwestern portion of the City of San Diego. The NCFUA is surrounded by several existing communities which lie within the County of San Diego, and the Cities of San Diego, Solana Beach, and Del Mar.

Pacific Highlands Ranch is generally located in the northwestern portion of the NCFUA, and encompasses approximately 2,652 acres of predominantly undeveloped land. Pacific Highlands Ranch is bounded by the community of Fairbanks Ranch on the north, Torrey Highlands (Subarea IV) to the East, Del Mar Mesa (Subarea V) to the South, and the community of Carmel Valley to the west (Exhibit 1-3).

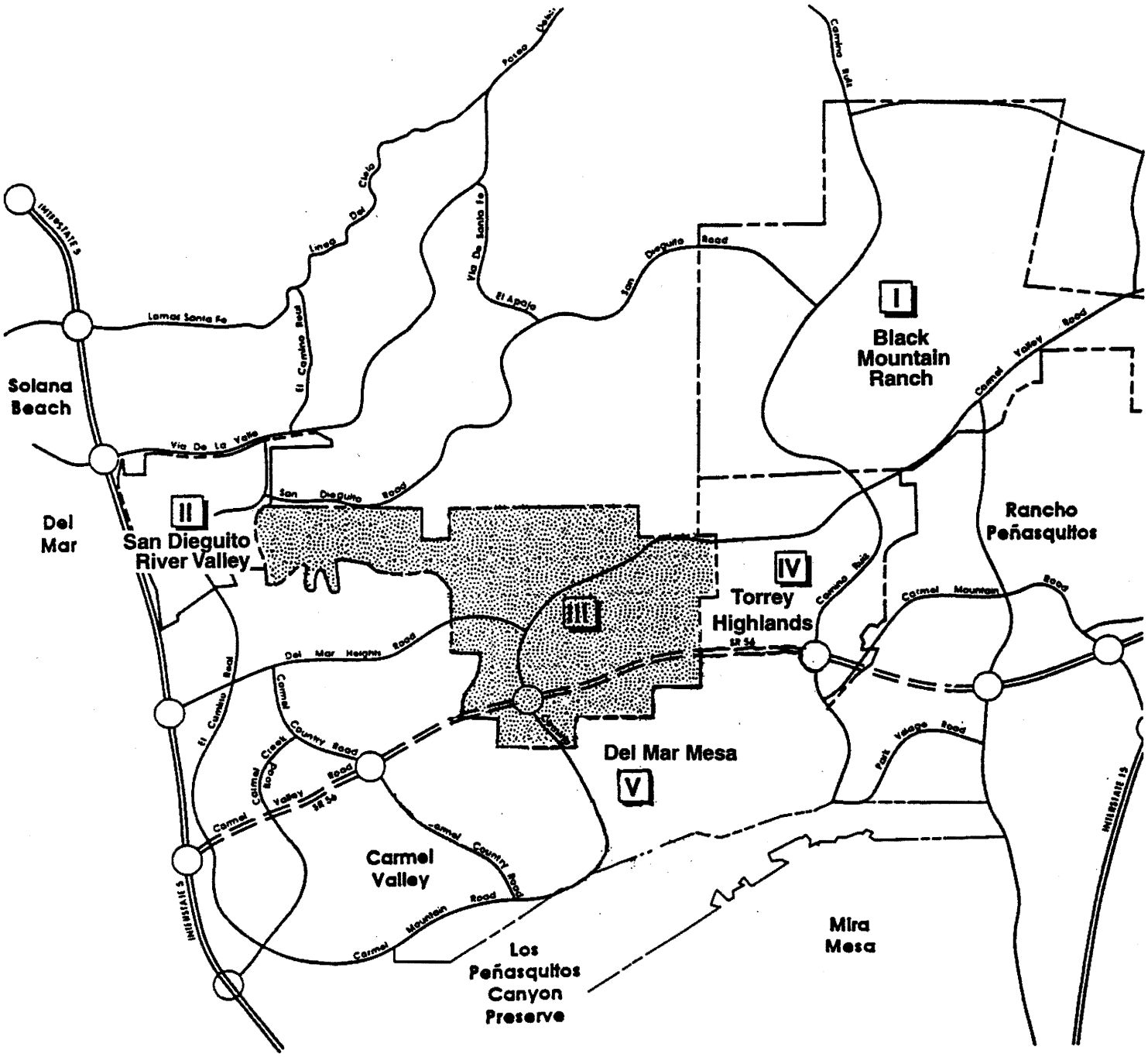
1.5 Existing Conditions

The Pacific Highlands Ranch Subarea is topographically diverse (Exhibit 1-4). General physical features include:

- San Dieguito River Valley in the northwest portion of the site
- Gonzales Canyon which trends in an east-west direction from the San Dieguito River Valley across the northern portion of the community
- McGonigle Canyon which generally forms the southern boundary of the subarea.

Pacific Highlands Ranch land uses currently include large nurseries, commercial agriculture, grazing operations, estate-lot single-family housing, and equestrian centers.

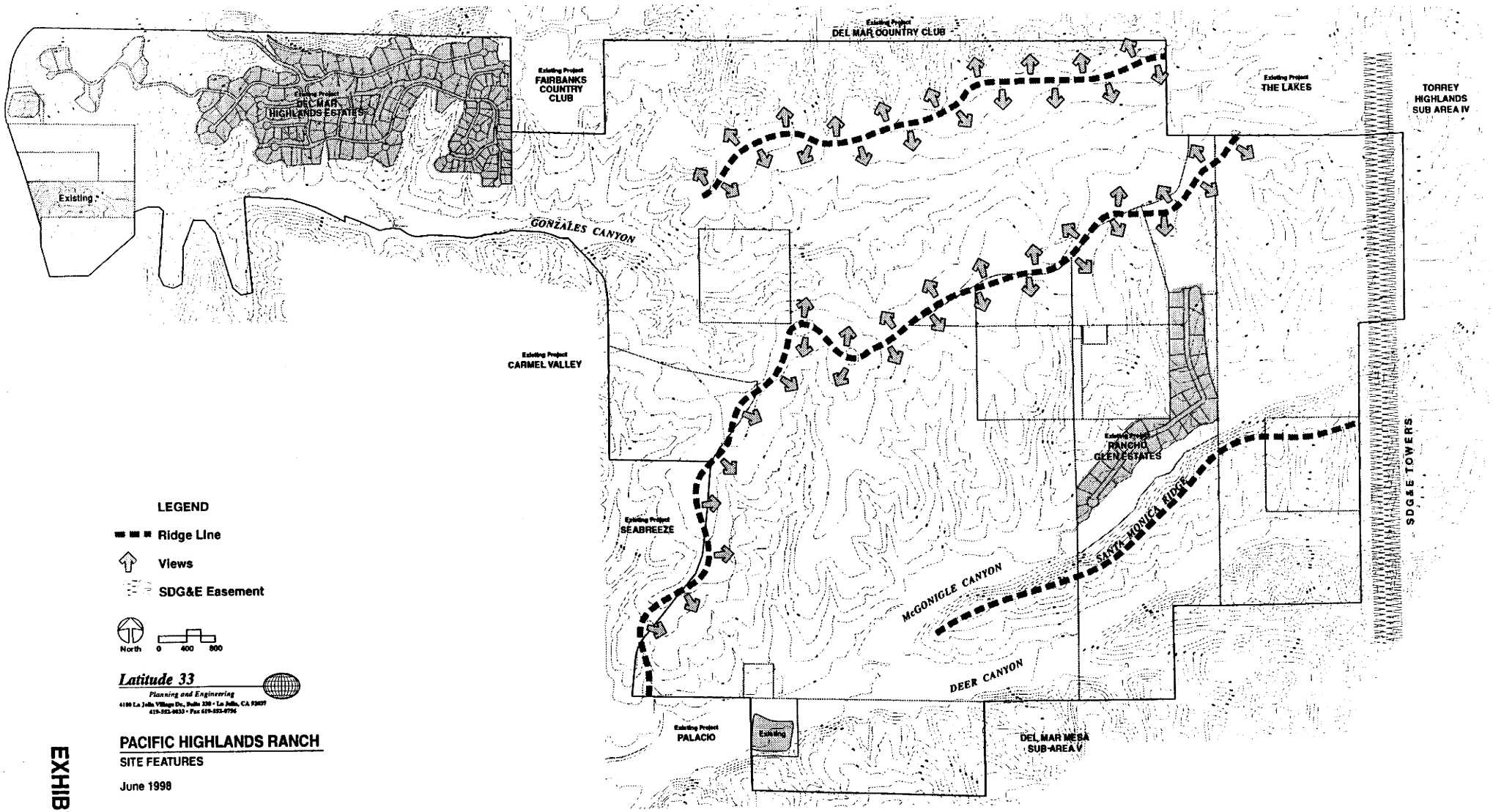
Except for Old El Camino Real, Carmel Valley Road and Black Mountain Road, existing roads within the subarea are primarily unimproved. Black Mountain Road is the primary road within Pacific Highlands Ranch and the NCFUA. The existing road system reflects the subarea's relatively undeveloped condition; the roads tend to solely serve the existing uses. There is a well-developed system of roads in the adjoining Planned Urbanizing and unincorporated communities.



PACIFIC HIGHLANDS RANCH

SUBAREA III LOCATION MAP

EXHIBIT 1-3



LEGEND

Ridge LIne

Views

SDG&E Easement

North 0 400 800

Latitude 33
Planning and Engineering
4180 La Jolla Village Dr., Suite 330 • La Jolla, CA 92037
619-552-9833 • Fax 619-552-0756

PACIFIC HIGHLANDS RANCH

SITE FEATURES

June 1998

EXHIBIT 1-4

1.5.1 NCFUA FRAMEWORK PLAN

The Framework Plan was adopted by the City in the late Fall of 1992 as an amendment to the Progress Guide and General Plan. The Framework Plan provides a blueprint, or vision, for development of the NCFUA. This vision includes the provision of pedestrian-oriented developments which encourage human interaction and lessen dependence on the automobile.

1.5.2 ZONING

The existing zoning for the subarea is an agricultural zone, A-1-10, which permits agricultural use and residential development at an overall density of one dwelling unit per 10 acres. An exception is planned residential developments, where a density of one unit per 4 acres is permitted, if the units are clustered and findings related to the provision of open space and affordable housing can be made. Certain non-urban uses are permitted upon approval of a Conditional Use Permit. Portions of Pacific Highlands Ranch are within the Hillside Review (HR) Overlay Zone. Portions of Pacific Highlands Ranch are also within the Coastal Zone, and are subject to the policies and ordinances which comprise the North City Local Coastal Program.

Included within this plan are recommendations for a master rezoning for Pacific Highlands Ranch. The zones are intended to implement the land use designations and community design principles for the Subarea Plan.

1.5.3 RELATIONSHIP TO SURROUNDING LAND USES

Land uses to the north and west are developed or in the process of developing. Pacific Highlands Ranch is bordered by other primarily undeveloped subareas of the NCFUA on the east and south. Torrey Highlands (already phase-shifted to Planned Urbanizing status) is immediately to the east and Del Mar Mesa (with an approved Specific Plan) is directly to the south. The existing community of Fairbanks Ranch forms the subarea's northern border, while Carmel Valley (formerly North City West) constitutes the western boundary. These communities and their plans are summarized below.

Fairbanks Ranch: In March, 1982, the City Council adopted the Fairbanks Ranch Specific Plan. The bulk of the 785-acre community is designated as open space, with the remaining land developed with 345 single-family residences, a Country Club, and a golf course.

Carmel Valley: This community plan was originally adopted by the City Council in 1975. Carmel Valley consists of 4,359 acres and is planned to contain about 15,595 residential units. According to the adopted community plan, residential uses will absorb less than half of the community's acreage. Open space and parklands will make up approximately a third of the land area. The majority of the open space is located at the perimeter of the planning area, to provide an open area buffer between Carmel Valley and Pacific Highlands Ranch and also community and regional trails.

Subarea II: Subarea II lies to the northwest of Pacific Highlands Ranch within the NCFUA. Pursuant to the Framework Plan, this area is designated for a total of 230 single-family detached dwelling units and open space.

Torrey Highlands: A Subarea Plan and phase shift have been approved for Subarea IV (Torrey Highlands). The plan includes 2,693 residential dwellings, 35 acres of commercial space, 45 acre local mixed use center, improved and unimproved trails, a neighborhood park, and elementary, middle, and high schools.

Del Mar Mesa: In lieu of a phase shift, a specific plan has been approved for the entire area consistent with the underlying A-1-10 zoning. The area is designated for very-low-density development and extensive open space. Development is proceeding pursuant to the specific plan. The plan includes 685 residential dwellings, a hotel and golf course, an elementary school, and a multi-use trail system.

1.5.4 CIRCULATION

The existing roadway network within the NCFUA is a result of the low-intensity development that characterizes the area. There is a well-developed system of roads surrounding the NCFUA. This system is described below.

Interstates 5 and 15 lie to the west and east of the NCFUA, respectively. Interstate 5 is the main coastal connection for all of San Diego County, connecting central San Diego with Mexico, the north county coastal communities, Orange County, Los Angeles, and points north. The inland freeway, I-15, connects San Diego with the northern inland communities of San Diego and Riverside Counties.

State Route 56 (SR-56) is a planned freeway which will pass through the NCFUA and connect I-5 and I-15. It is completed at the eastern (I-15) and western (I-5) ends of its alignment. The 3-mile center segment of SR-56 is not constructed. Four alignments for the central segment are currently under consideration by the City of San Diego and Caltrans. Upon adoption, the land use plan associated with the adopted alignment shall become effective.

1.5.5 NATURAL RESOURCES

The MHPA was developed as an amendment to the City's Progress Guide and General Plan. The MHPA has identified land within the NCFUA and Pacific Highlands Ranch that is of City-wide interest as it relates to conservation. The MHPA is based on the known locations of significant natural resources, including biological resources, habitats, and movement corridors.

Pacific Highlands Ranch contains several of the major vegetation communities and sensitive species known to exist in the coastal areas of San Diego County. While the bulk of Pacific Highlands Ranch has been utilized for agriculture or nursery operations, some of the remaining areas of natural vegetation retain high biodiversity and are considered sensitive.

CHAPTER 2

LAND USE

This chapter of the Pacific Highlands Ranch Subarea Plan describes the location, character, and intensity of land uses within the community. This chapter also incorporates the goals (as provided in the Framework Plan) that have been utilized to achieve the desired form of compact development within Pacific Highlands Ranch.

The figurative backbone of the Pacific Highlands Ranch land use plan is the MHPA, with its emphasis on the preservation and enhancement of natural resources. In addition, the Pacific Highlands Ranch Subarea Plan features a town center that includes office, commercial, civic, and residential uses within a pedestrian-oriented development pattern. This form of development creates a sense of community through a hierarchical arrangement of land uses and an emphasis on resource protection. Alternatives to the automobile are made available by the provision of transit services and the numerous bicycle and pedestrian linkages. In concert with the Community Design Element (Chapter 5) and the Master Rezoning, this chapter establishes specific criteria to assure the achievement of Land Use policies and goals.

2.1 Land Use Goals

This chapter of the Pacific Highlands Ranch Subarea Plan, in conformance with the NCFUA Framework Plan, adjusts and finalizes the land uses within the subarea. The following goals are designed to direct the accomplishment of this effort.

Goal 1: Create a unique community which conserves the surrounding natural environment while providing a pedestrian-oriented pattern of development.

Goal 2: Provide community facilities, such as schools, parks, library, and transit center, within the town center to limit automobile activity and encourage pedestrian movement.

Goal 3: Develop residential neighborhoods that provide a mix of housing types and opportunities while conserving and preserving natural topographic features.

2.2 Land Use Plans

The Pacific Highlands Ranch Land Use Plan has been prepared to respond to four possible alignments of SR-56 through the subarea. Figure 2-1 and Table 2-1 depict the subarea land use distribution. Land uses by ownership (Exhibit 2-2) are shown in Table 2-2.

LAND USE LEGEND

PROPOSED SUBAREA III PLAN "F"

NEW DEVELOPMENT		du/acre	Dwelling Units	Acres
ESTATE RESIDENTIAL	ER	0 - .25	0	0
VERY LOW DENSITY RESIDENTIAL	VLD	.25 - 1	12	12
MODERATELY LOW DENSITY RESIDENTIAL	MLD	1.1 - 2	0	0
LOW DENSITY RESIDENTIAL	LD	2.1 - 5	2368	538
PERIPHERAL RESIDENTIAL	PR	5.1 - 9	1098	144
CORE RESIDENTIAL	CR	9.1 - 14	996	60
MIXED-USE-CORE	MXC	34	500	33
EMPLOYMENT CENTER	EC	none	0	20
SCHOOL SITE (as needed)	SCHOOL	none	0	152
PARK SITE (as needed)	PARK	none	0	24
TOWN GREEN with Library	CIVIC	none	0	5
FIRE STATION (double station)	FIRE	none	0	3
MULTIPLE HABITAT PRESERVATION AREA	MHPA	none	0	1274
SR-56 AND MAJOR ROADS		none	0	212
	SUB TOTAL		4974	2477
EXISTING AND PREVIOUSLY APPROVED PROJECTS				
Rancho Glens Estates	ER	0 - .25	29	43
Bame Property	ER	0 - .25	4	10
Del Mar Highland Estates	ER/PR	0-.25 / 5-9	172	116
Existing CUP	ER	0 - .25	3	6
	SUB TOTAL		208	175
	GRAND TOTAL		5182	2652

DWELLING TYPE "F" PLAN

Type	Unit Count	Acreage	Percent
MF	1813	116	36.45%
SF	3161	652	63.55%
TOTAL	4974	768	100.00%
Dwelling Units per Acre			6.5

ASSUMPTIONS

ALL FIGURES ARE BASED UPON ROUGH CALCULATIONS AND ARE SUBJECT TO REFINEMENT WITH THE SUBMITTAL OF SITE SPECIFIC DEVELOPMENT PLANS.

ALL NUMBERS ROUNDED TO THE NEAREST TEN

THE DWELLING COUNTS AND NON-RESIDENTIAL SQUARE-FOOTAGES ARE GROSS FIGURES AND DO NOT INCLUDE PUBLIC FACILITIES SUCH AS ROADS.

THE DWELLING COUNT INCLUDES AFFORDABLE HOUSING UNITS AS REQUIRED BY THE CITY OF SAN DIEGO (20%) AND THE 5% BONUS PERMITTED BY THE STATE.

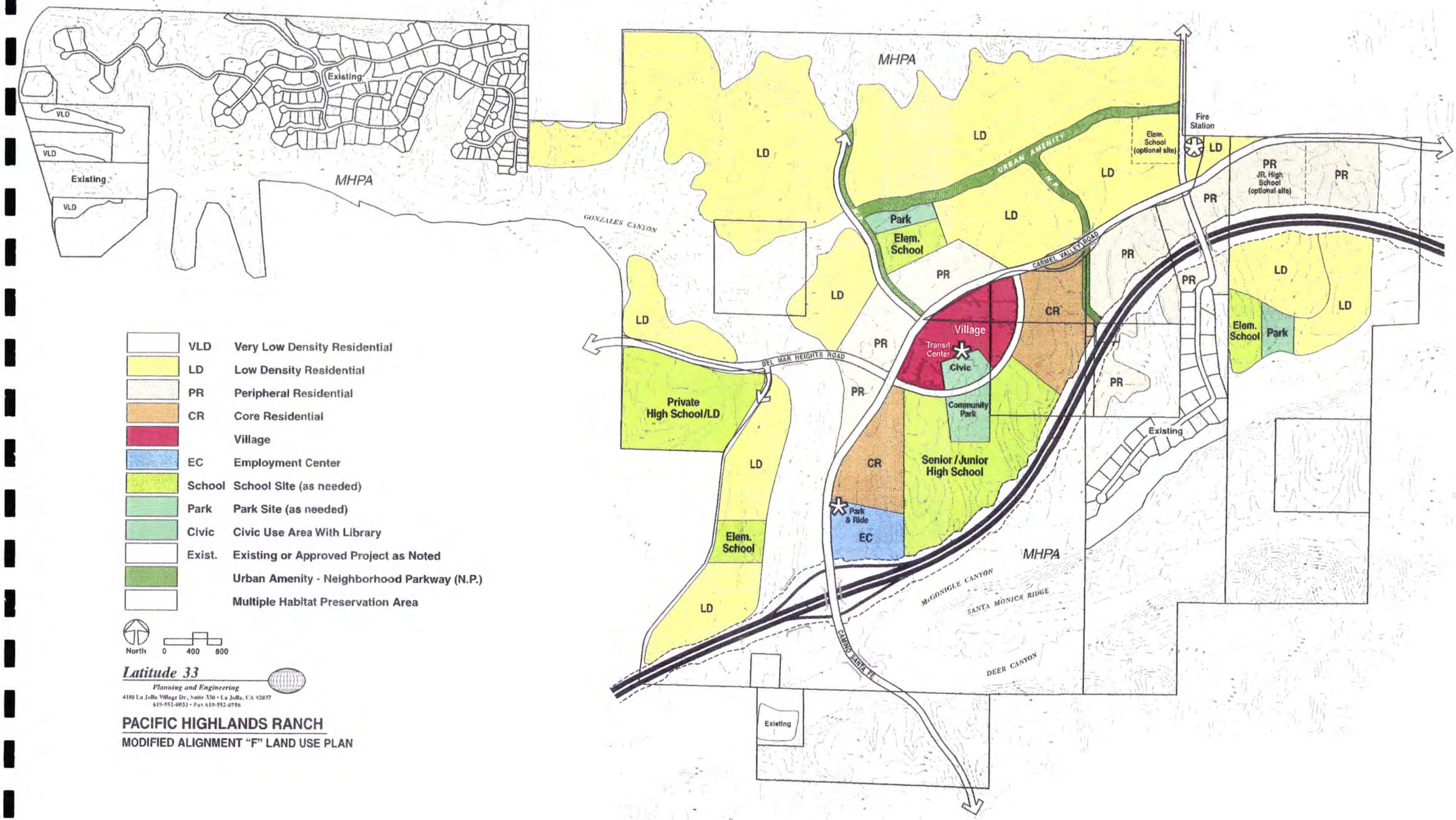
*** The total number of permitted residences will increase by 255 units in the event the private high school (the intended use) is not built. New dwelling units authorized by the subarea will not exceed 5,470 dwelling units.**

**** The total number of permitted residences will increase by 134 units in the event the junior high and third elementary school are not built. New dwelling units authorized by the subarea will not exceed 5,470 dwelling units.**

PACIFIC HIGHLANDS RANCH

LAND USE TABLE

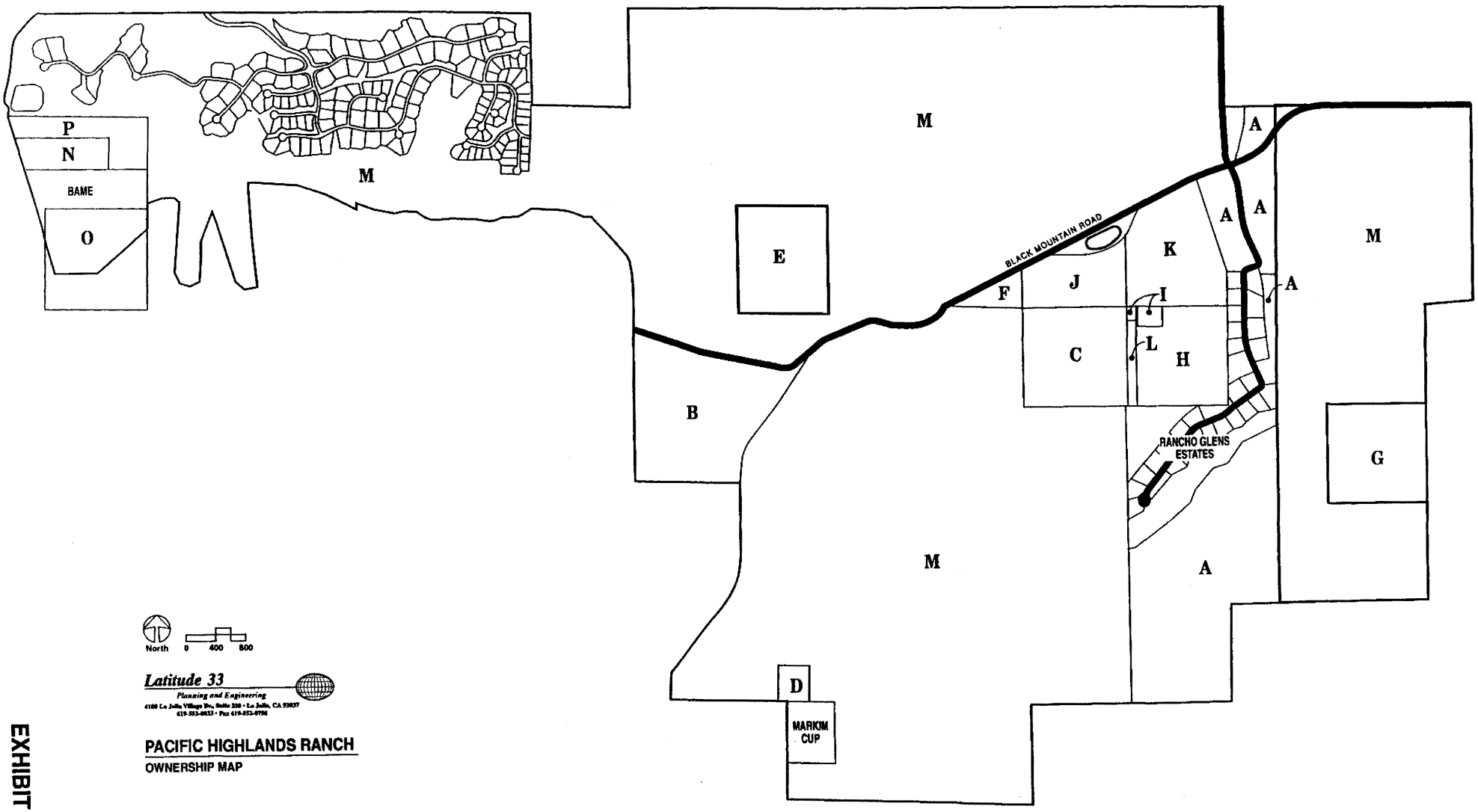
TABLE 2-1



PACIFIC HIGHLANDS RANCH

MODIFIED ALIGNMENT "F" LAND USE PLAN

EXHIBIT 2-1



Latitude 33
Planning and Engineering
4180 La Jolla Village Dr., Suite 200 • La Jolla, CA 92037
619-552-0633 • Fax 619-552-0726

PACIFIC HIGHLANDS RANCH
OWNERSHIP MAP

EXHIBIT 2-2

LAND USES BY PROPERTY OWNERSHIP
DEVELOPMENT EXCLUSIVE OF EXISTING AND PREVIOUSLY APPROVED PROJECTS

PROPERTY OWNER	TOTAL ACREAGE	RESIDENTIAL DESIGNATION	RESIDENTIAL ACREAGE	RESIDENTIAL DWELLING COUNT	NON-RESIDENTIAL DESIGNATION	NON-RESIDENTIAL ACREAGE	NON-RESIDENTIAL SQUARE-FOOTAGE	SCHOOL/PARK DESIGNATION	SCHOOL/PARK ACREAGE
A	77.6	PR	21	189	MHPA	40	0	NONE	0
		LD	3	15					
B	54.6	LD*	51*	255*	PRIVATE SCHOOL	51	0	NONE	0
C	40.0	VILLAGE	3	75	VILLAGE		20,000 COM/OFF	Junior High School	13
		CR**	16.5	231					
D	4.5	NONE	0	0	MHPA	4.5	0	NONE	0
E	39.7	LD	10	50	MHPA	29.7	0	NONE	0
F	5.5	VILLAGE	5	130	VILLAGE		30,000 COM/OFF	NONE	0
G	40.0	NONE	0	0	MHPA	40	0	NONE	0
H	35.3	CR	0.1	1	MHPA	22	0	NONE	0
		PR	10.5	81	NP	0.3			
I	2.5	CR	0.5	7	NP	0.1	0	NONE	0
J	21.5	VILLAGE	5	145	VILLAGE		55,000 COM/OFF	NONE	0
		CR	14.5	203	NP	0.9			
K	39.1	PR	26	234	MHPA	5	0	NONE	0
		CR	0.2	3	NP	1			
L	3.2	CR	0.2	3	NONE		0	NONE	0
		PR	0.7	6					
M	1665.0	VILLAGE	20	150	VILLAGE		195,000 COM/OFF	CIVIC/FIRE ST.	8
		CR	28	548	MHPA	710		SCHOOLS	88
		PR	86	588	EC	20	300,000 EC,	PARKS	24
		LD**	526	2303	NP	10			
N	10.4	VLD	2.8	3	MHPA	7.6	0	NONE	0
O	20.4	VLD	4.3	4	MHPA	16.1	0	NONE	0
P	20.6	VLD	4.8	5	MHPA	15.8	0	NONE	0
TOTALS	2079.8	VILLAGE	33	500	VILLAGE		300,000 COM/OFF	CIVIC/FIRE ST.	8
		CR**	60	996	MHPA	890.7	300,000 EC	HIGH SCHOOLS	70
		PR	144.2	1098	EC	20		ELEM. SCHOOLS	31
		LD**	539	2368	NP	12.3		Community PARK	13
		VLD	11.9	12	PRIVATE SCHOOL	51		Neighborhood Parks	11
GRAND TOTAL	2102***		788.1	4974		974			133

ASSUMPTIONS

ALL FIGURES ARE BASED UPON ROUGH CALCULATIONS AND ARE SUBJECT TO REFINEMENT WITH THE SUBMITTAL OF SITE SPECIFIC DEVELOPMENT PLANS.
THE DWELLING COUNTS AND NON-RESIDENTIAL SQUARE-FOOTAGES ARE GROSS FIGURES AND DO NOT INCLUDE PUBLIC FACILITIES SUCH AS ROADS.
THE DWELLING COUNT INCLUDES AFFORDABLE HOUSING UNITS AS REQUIRED BY THE CITY OF SAN DIEGO (20%) AND THE 5% BONUS PERMITTED BY THE STATE.
THE COMMERCIAL AND OFFICE USES IN THE VILLAGE SHALL NOT EXCEED A TOTAL OF 300,000 SQUARE-FEET AND ARE ALLOCATED AS TOTALED ABOVE.
THE RIGHTS-OF-WAYS FOR SR-56 AND MAJOR ROADS ARE APPROXIMATE CALCULATIONS.

* **The total number of permitted residences will increase by 255 units in the event the private high school (the intended use) is not built. New dwelling units authorized by the subarea will not exceed 5,470 dwelling units.**

** **The total number of permitted residences will increase by 134 units in the event the junior high & third elementary school are not built. New dwelling units authorized by the subarea will not exceed 5,470 dwelling units.**

*** **The total acreage is based upon County Assessor Parcel information and is inclusive of existing rights-of-ways.**

MHPA= Multiple Habitat Preservation Area NP= Neighborhood Parkway COM= Commercial OFF= Office
EC= Employment Center CR= Core Residential PR= Peripheral Residential LD= Low Density VLD= Very Low Density

TABLE 2-2

Land Use maps and text for the "D", Central, and Northern SR-56 alignments are included within appendix E. The Central and Northern alignments have been the subject of separate review and analysis for nearly 4 years which resulted in the development of alignments "D" and "F".

Within these land use plan alternatives are three major functional elements that will be separately addressed in this chapter:

1. The Town Center (2.2.1)

2. The Village (2.2.2)

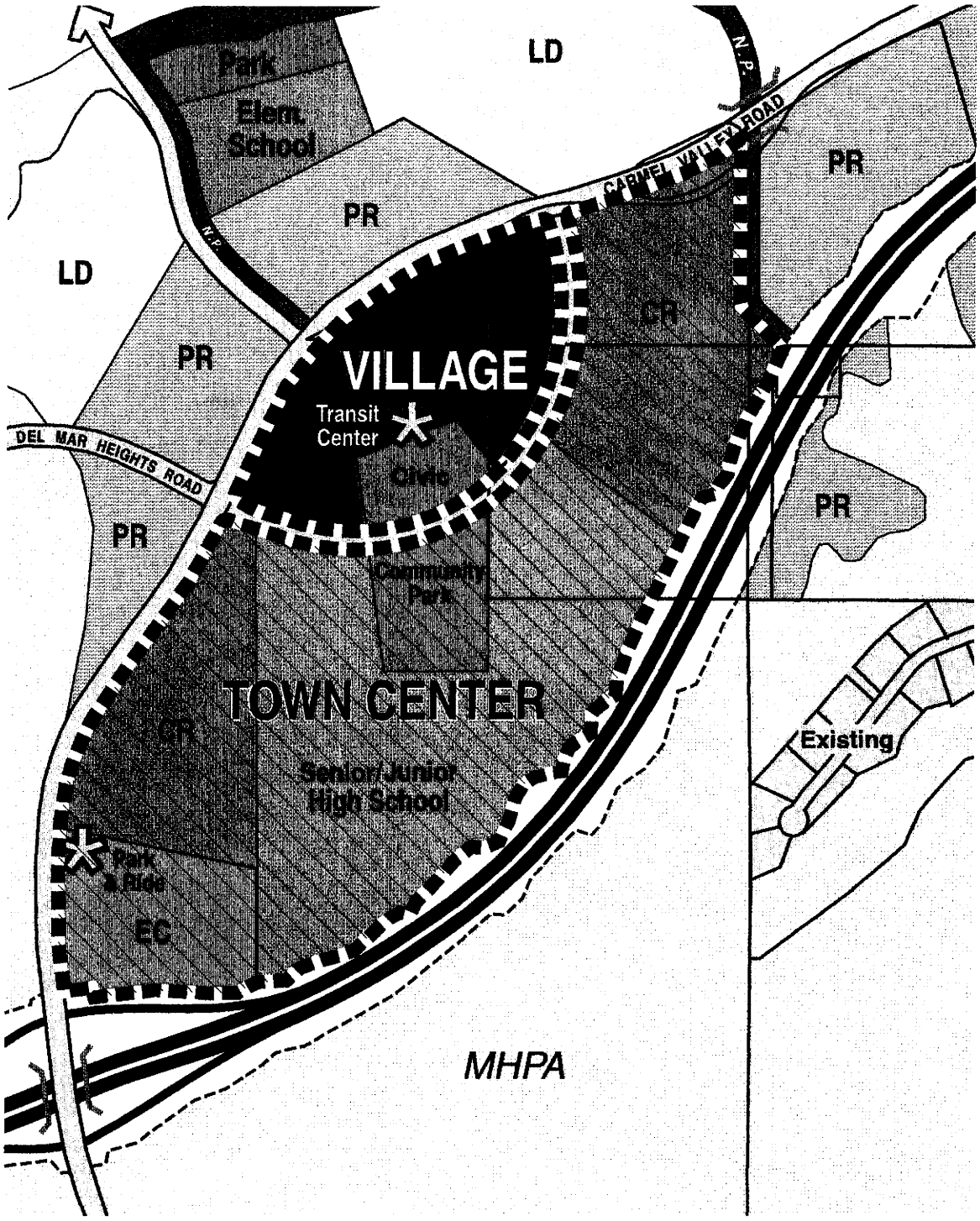
3. The Residential Neighborhoods (2.2.3)

2.2.1 TOWN CENTER

The town center is the most important element for creating a strong sense of place and community. Therefore, a major objective of this plan is to create and develop a town center that is pedestrian-oriented and serves as the retail, commercial, employment, and social hub of the community. The town center includes approximately 205 acres and consists of approximately 1,500 dwelling units, up to 300,000 square-feet of retail and office space, a 50 acre senior high school, a 20 acre junior high school, a 13 acre community park, and a 5 acre civic use area, and a 300,000 square-foot employment center (Exhibit 2-3). The focal point of the town center is the village. The village consists of residential, commercial and civic uses and will be discussed in Section 2.2.2. A significant effect of this blending of land uses will be to reduce the need for automobile trips both within and outside the community. To that end, the Pacific Highlands Ranch Subarea Plan locates the town center and the village areas at the geographic center of the community, with direct multi-modal transportation linkages to the surrounding neighborhoods via trails as well as roads.

An attractive town center which serves as the community anchor is reinforced by five related community elements:

- A modified street grid system
- Design standards that foster a pedestrian-friendly environment and articulate a community theme
- A pattern of development that blends commercial and residential uses
- Convenient pedestrian, bicycle, and transit access to the commercial core, which is within a one-quarter mile radius (five-minute walking distance) of the majority of the community population



PACIFIC HIGHLANDS RANCH

TOWN CENTER ALT. "F" LAND USE CONCEPT

EXHIBIT 2-3

- A transit center within the town center to take advantage of the concentration of uses, higher densities, and its central location within the subarea, and to reinforce multiple ridership transportation modes within and outside the community

The design of the town center will accommodate various types of development that are based on their relationship to automobile traffic and lot sizes necessary for the type of development. This concept will locate the homes of most of Pacific Highlands Ranch residents' near the goods and services they need. By layering the intensity of uses from the major roads (highest automobile use) on the periphery, toward the center (lowest automobile use), the area becomes more appealing for pedestrian activity. With the inclusion of residential units among the commercial uses, pedestrian activity is further encouraged and reinforced. Through the blending of residential and commercial uses, and the associated increased pedestrian activity, can foster a sense of community and connectedness among residents.

2.2.1 A) *Residential Development*

Within the town center, there will be approximately 1,500 residential dwelling units developed. Density of residential uses will range up to 34 dwelling units per acre (du/acre) gross. These residential units will accommodate approximately 4,500 people. This population assures the successful development of a true compact community that will support the commercial and office uses, as well as reduce the frequency of single occupant vehicle trips.

A wide range of housing types and affordability will be provided in the town center including townhouses, apartments, duplexes, single-family residential with accessory units and small-lot single-family homes. Residential densities will decrease as the distance from the village increases. The emphasis in this core residential area will be on providing attractive rental and for-sale housing integrated with the core commercial establishments.

2.2.1 B) *Employment Center*

The commute from home to work typically generates about one-third of all daily vehicle trips. Provision of an employment center within Pacific Highlands Ranch Subarea Plan may reduce vehicle trips. The location of the employment center in the town center will provide convenient access for residents of the community who work there.

Approximately 20 acres within the town center are designated for employment center uses and facilities. The employment center will be on Carmel Valley Road south of the village and will have a floor area ratio of (.35). Typical uses include:

- Scientific research and development uses

- Light industrial and manufacturing uses
- Professional and corporate office uses
- Accessory uses such as restaurants, childcare, business support, and other convenience facilities. Such uses would be limited by the zone.

The employment center may also integrate design considerations for future transit services in the area. Transit support facilities should be incorporated within the employment center to allow for private shuttles or eventual public transit service. Public transit service providers will make the actual determination when and under what circumstances transit services will be provided to the community. A "park and ride" will be located within the employment center to facilitate ride sharing for work and special events.

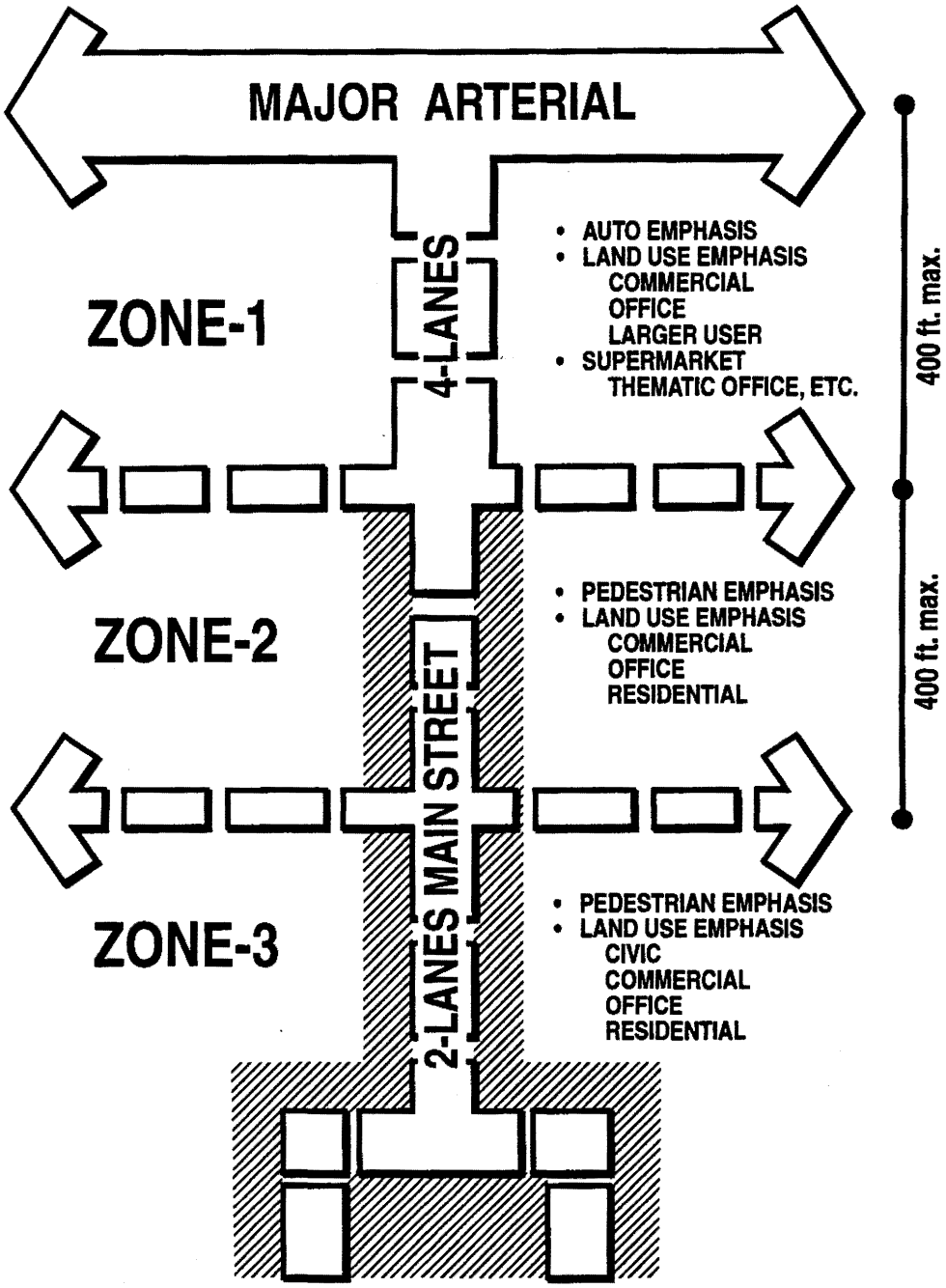
The employment center should be developed in a "campus" type setting, which emphasizes ample landscaped grounds instead of paved surfaces. In addition, the area should accommodate ample and convenient pedestrian and bicycle linkages with other parts of the town center and Pacific Highlands Ranch. These linkages are anticipated to include various trails and a shuttle between the village and the employment center. Buildings developed within the employment center campus should incorporate features that promote alternative modes of transportation to the automobile, such as secure bicycle storage facilities, and preferential ride-sharing parking.

2.2.2 VILLAGE

The village is the residential, commercial and civic core of the town center. The 33-acre village includes 500 residential dwellings, 150,000 square-feet of retail space, 150,000 square-feet of office space, a transit center, and a civic use area. The actual square footage of retail and office space can be modified to respond to market demands, as long as a total of 300,000 square feet is not exceeded, and 100,000 square-feet of the retail uses are provided.

2.2.2 A) *Village Zones*

Those portions of the village area which abut Carmel Valley Road (Zone 1) provide for commercial uses that require large pads and typify the modern commercial, automobile-oriented, development pattern. Beyond the larger pads will be smaller lots with a mix of residential and commercial tenants; this constitutes the less automobile-oriented development area (Zone 2). This area will be marked with appealing pedestrian facades and reduced or eliminated setbacks. The interior of the village area will expand upon the pedestrian-oriented development pattern with vehicle access at the rear of lots and the use of screened parking areas or parking structures (Zone 3) (Exhibit 2-4).



PACIFIC HIGHLANDS RANCH

VILLAGE THREE ZONE CONCEPT

EXHIBIT 2-4

Except for Zone 1, commercial developments within the village should locate parking areas to the interior of blocks or within structures, so that parking does not interfere with movements of pedestrians.

Zone 1 of "main street" (see Chapter Five for additional discussion) is the area where auto-accessible development should be located. It is also the outer edge of the village, and can accommodate larger parking areas and anchor stores. Arterial-oriented anchor tenants and other auto dependent users should attempt to balance the needs of pedestrians and automobiles.

The commercial users in Zone 1 should be connected to the interior of the village by shops and stores which are oriented toward the street and promote pedestrian activity. Behind the large commercial spaces and buildings, the next layer of commercial uses should comprise medium sized commercial enterprises (Zone 2). These shops and commercial spaces should be oriented toward the street and designed to provide pedestrian access through such features as reduced setbacks, screened or common parking, window boxes, and public spaces.

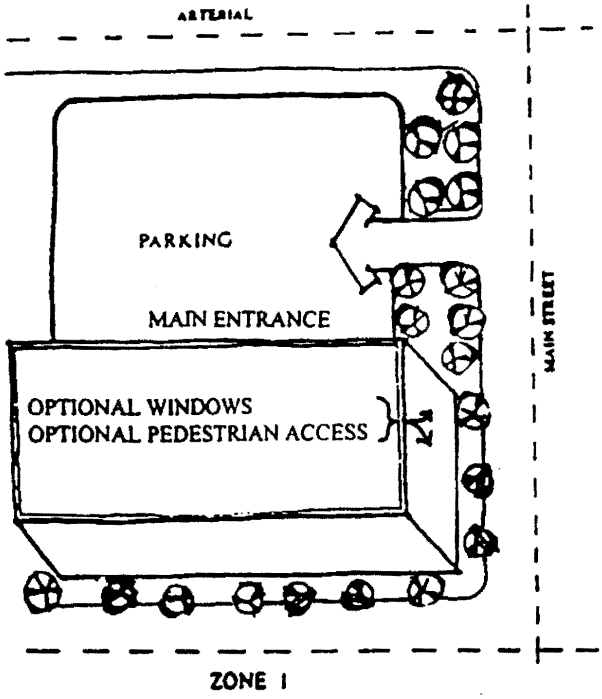
The center of the village should be designed to limit automobile access and increase pedestrian appeal, safety, and movement (Zone 3). Again, these design features may include eliminated or reduced setbacks, common parking areas which are screened, large window areas, safety, lighting, and public spaces (Exhibits 2-5 and 2-6). The inclusion of approximately 500 residences within the village area of the town center will assist in fostering a high level of pedestrian activity. In addition to automobile and mass transportation which connect the surrounding neighborhoods to the village and town center, the subarea transportation system includes multiple non-motorized trails and paths.

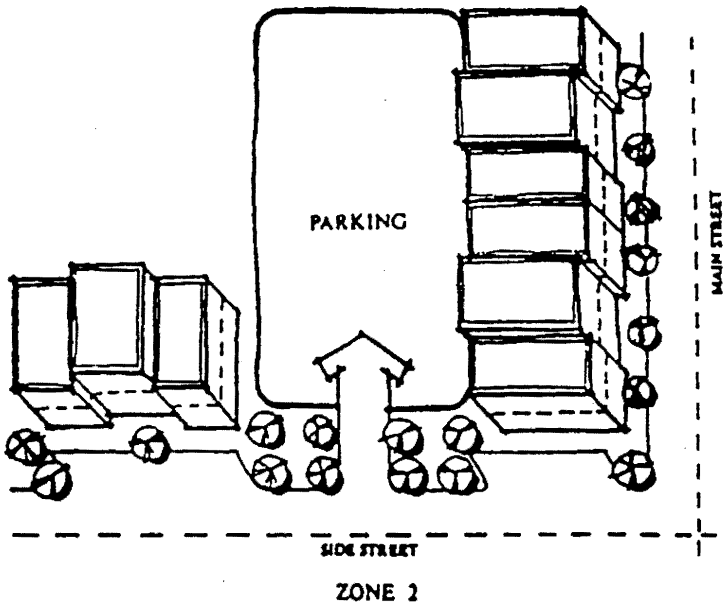
Additional on-street parking, perhaps including diagonal spaces, should be encouraged in all three zones to maximize public parking.

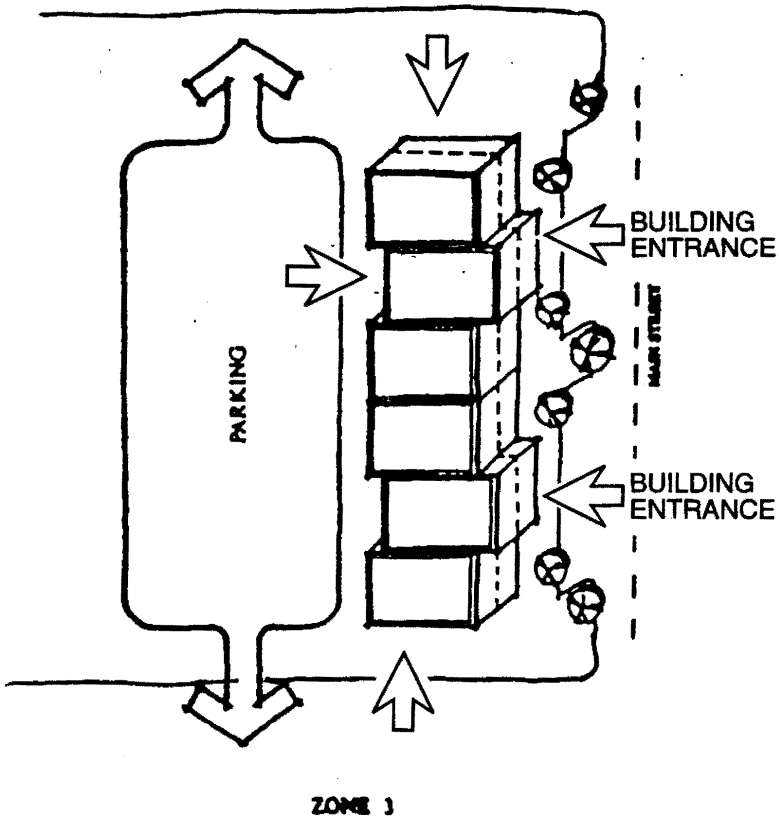
2.2.2 B) *Civic Areas and Uses*

The City of San Diego provides access to City services for citizens by creating satellite offices within communities. The village includes approximately 5 acres to be utilized for civic activities such as meeting rooms, a library, a transit center, pedestrian plaza, and a civic use area.

The San Dieguito Union High School District and the City of San Diego may jointly pursue development a of library and a performing arts center, to serve both the students and residents of Pacific Highlands Ranch. The creation of a library or performing arts center to serve both the San Dieguito Union High School District and the City of San Diego is limited by issues of access and financing. Specifically, the City of San Diego will need to assure that residents of the area are able to utilize the library during normal hours of operation. Likewise, use of a performing arts center must provide for the needs



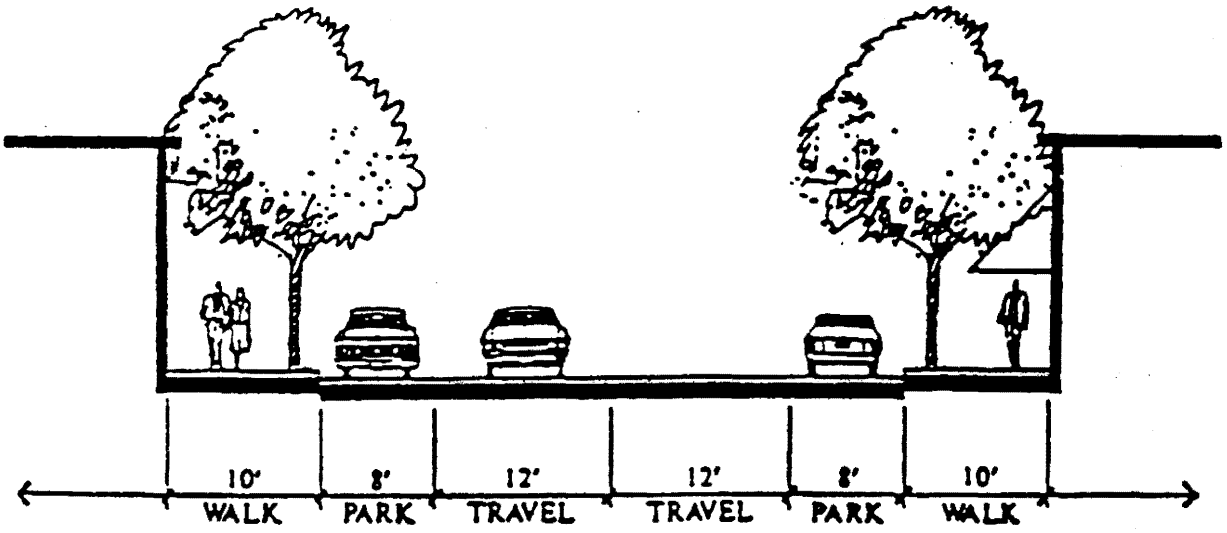




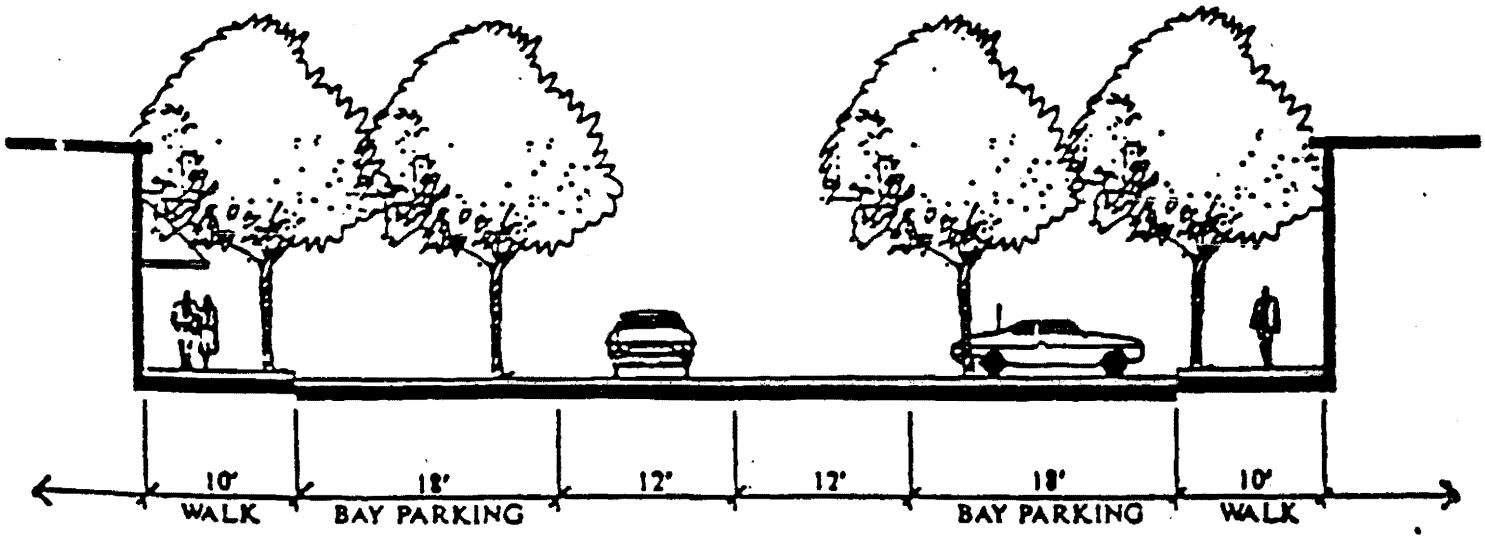
PACIFIC HIGHLANDS RANCH

VILLAGE PARKING AREA CONCEPTS

EXHIBIT 2-5



SIDE STREET PARKING



MAIN STREET PARKING

PACIFIC HIGHLANDS RANCH

VILLAGE STREET PARKING CONCEPTS

EXHIBIT 2-6

of all users, and cannot be limited to high school students. In addition, financing of such facilities is difficult and costly. While developing one facility to serve both groups may save operating expenses, these savings may be exceeded by the cost of creating a funding mechanism which serves and protects both parties. Through the possible joint development of a library or a performing arts center, the community could achieve a blending of students and other residents within facilities which meet the needs of both the School District and the community. In the event a library or a performing arts center are not jointly developed, a stand alone branch library should be located in the civic use area.

The civic use area abuts core residential areas and the community park, thereby providing residents an opportunity to generate stronger ties with their neighbors and with the community as a whole.

2.2.2 C) *Village Development*

To assure that development proceeds consistent with the Pacific Highlands Ranch Subarea Plan and with other City document policies and ordinances, commercial, employment, and residential development within the village will require approval of planned development permits, or successor permits for each project. Conditional uses, consistent with the subarea plan, may also be allowed through approval of a conditional use permit. Specific design and development policies for the village are contained in Chapter 5 (Community Design).

Chapter 5 also provides details on the spatial arrangement of buildings and their relationship to the other elements of the village. The village will be created as Pacific Highlands Ranch develops. Flexibility and adherence to the overall land use goals of this plan will guide future planning and development decisions.

2.2.3 RESIDENTIAL NEIGHBORHOODS

The plan designates 5,180 residential units which are distributed throughout the community (this total includes housing units already developed or approved for development in the subarea). The residential unit mix of different densities and product types will be arranged to create small neighborhoods with distinctive characteristics.

The Pacific Highlands Ranch community is based on neo-traditional planning concepts that emphasize bicycle, equestrian and pedestrian paths and focus community activities around a hub-and-spoke development pattern. Commercial, civic and residential uses will be integrated in the town center. The community's circulation system will accommodate pedestrian, bicycle, transit, and equestrian movement.

A variety of housing options will be provided to ensure that residential opportunities are available to accommodate a range of incomes. A fine-grain mixture of residential densities will be achieved through adherence to the design guidelines in Chapter 5.

The residential neighborhood element of Pacific Highlands Ranch is organized in a hierarchical fashion. Homes will be grouped into neighborhoods, and neighborhoods will be grouped together to form residential districts. The housing products of each district represent the clustering of like residences and the layering of densities throughout the community. Each district will be connected with other neighborhood districts by a system of trails, bikeways, and streets.

The traditional and higher-density, transit-dependent housing is located within the village of the town center. As one moves away from the village, the density becomes less intense, and housing types are predominantly single-family. The town center neighborhoods should contain a mix of small lots, large lots, second units, duplexes, and triplexes.

To assure that all residential development contributes in a positive manner to the community, the Community Design Element of the Subarea Plan (Chapter 5) expands upon various design issues. These issues include open spaces, setbacks, garage siting, street patterns, and housing types and density. Excepting single-family subdivisions, development of the residential portions of the community will require planned residential development permits. In addition, each subdivision application including single-family projects will require a trail plan which implements the trail system as described in Chapter 4.

2.2.3 A) *Village Residential*

This area will consist of high density residential development within the village area of the town center. The maximum density in the village will be 34 du/acre (gross), with a maximum 500 dwelling units at build-out. By mixing commercial and residential land uses and defining high quality streetscape and building design within the village area, pedestrian activity will be greatly enhanced.

Village residences will be designed with a palette of colors and articulated through the use of various architectural features to create a visually interesting and variegated street scene.

Streetscape quality and pedestrian orientation are stimulated by the fine-grain mixture of housing types and densities, the use of small blocks, a limited street system, and sensitive building size and design. The Community Design Element (Chapter 5) of the Subarea Plan describes how this will occur. Access to the village will occur primarily via pedestrian and bicycle linkages to encourage and support alternative modes of transportation access.

2.2.3 B) *Core Residential*

These residential areas will include diverse housing products such as small-lot single-family homes, duplexes, triplexes, and townhouse/flat combinations. Single-family dwellings with a second unit are permitted within this designation. The general density range is from 9 to 14 du/acre (gross). The total number of dwelling units

for this category is approximately 1,000. These areas should create a positive transition from high-density multi-family to single-family detached neighborhoods. The pedestrian activity within these areas is important to the integration of each neighborhood into the community as a whole.

The core residential area located abutting the employment center will be permitted to have a maximum density of 20 du/acre (gross). These areas are intended to augment the residential development within the village.

Streetscape quality and pedestrian orientation are served by implementing the fine-grained mixture of housing types and densities, the use of a modified grid street system, and sensitive size and building design. The Community Design Element (Chapter 5) of this plan describes how this will occur. Access to the village includes pedestrian and bicycle linkages, to encourage and support alternative modes of transportation.

2.2.3 C) *Peripheral Residential*

Peripheral Residential neighborhoods have a density range of 5 to 9 du/acre (gross), which translates to approximately 1,100 units. Single-family homes are likely to be the predominant product type. Housing types may include conventional-lot and small-lot single-family homes. Single-family homes with a second unit, duplexes, and triplexes are also permitted.

The property identified as "K" on exhibit 2-2 spans SR-56. The portion of the development footprint east of SR-56 may transfer density to the west side of SR-56. The transfer is limited to the density and dwelling units afforded the property based upon the development footprint approved with the Subarea Plan. The transfer may result in a higher density west of SR-56, however, the density for the entire property shall not exceed the total provided on table 2-2.

Clear pedestrian and bicyclist linkages have been created within and between adjacent neighborhoods and the rest of the community. The lots within these areas will be designed with neighborly interaction in mind. Such features may include shallow front yard setbacks, height restrictions, specified floor area ratios, front porches, and garage orientations (away from the street). Common areas may be located within the development that will provide recreational amenities such as pools, picnic areas, ball courts and clubhouses.

2.2.3 D) *Low-Density Residential*

These residential areas have a density of 2 to 5 du/acre (gross), with single-family residences the only permitted residential use, yielding approximately 2,370 dwelling units. These neighborhoods should be designed to preserve natural topography and

features. The provision of pedestrian and open space linkages within and between neighborhoods is encouraged through the use of trails.

Lot and street alignments will be adapted to the topography and other natural features of the area to create a sensitive and unique series of neighborhoods. This design approach, particularly with regard to the construction of streets and other built improvements, minimizes the need for extensive earthwork.

Distinct pedestrian and open space linkages should be developed within and between neighborhoods. These linkages will provide access to the rest of the community and its facilities and services.

Additional public open spaces should be located at the edge of the MHPA to create focal points, utilize public view opportunities, trail heads and to visually link neighborhoods within the subarea.

2.2.3 E) Very Low Density

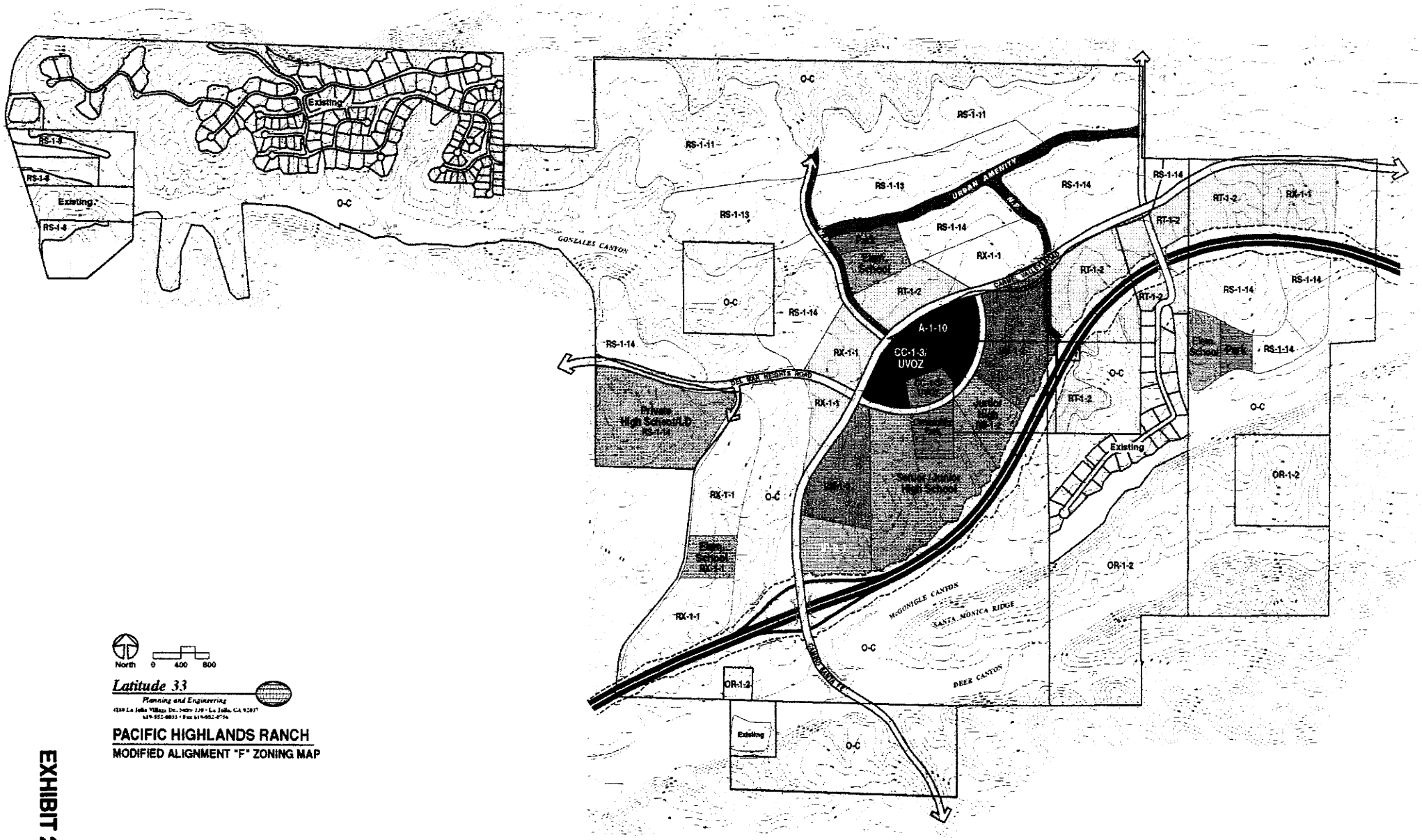
These single-family neighborhoods have an average density of less than 1 du/acre, and account for 192 units (includes 180 units of existing projects) in the Pacific Highlands Ranch Subarea. Single-family homes are the only permitted use.

2.2.4 PRIVATE HIGH SCHOOL

Included within the Pacific Highlands Ranch Plan is a private high school. The Catholic Diocese has purchased a 54-acre site on the south side of Del Mar Heights Road on the western boundary of the subarea and the northern boundary of SeaBreeze Farms. The campus will accommodate up to 2,200 students (grades from nine through 12), and will include a community parish church that will share facilities with the school and have a worship space large enough to seat faculty and student body. It is envisioned that the school will serve the greater north county region and may include residences for grounds keeper and rectory for parish pastor. It will require a Conditional Use Permit (CUP) from the City of San Diego. If the high school is not approved, the site should be developed in a manner consistent with the low density (LD), land use designation. The LD designation will permit approximately 255 dwelling units at a density of up to five dwellings per gross acre.

2.3 Recommended Zoning

This plan establishes the appropriate zones for implementation of the designated land uses. The zones delineated on exhibit 2-7 will be adopted, by separate ordinance, with the approval of the Pacific Highlands Ranch Subarea Plan, and will become effective with recordation of final maps. However, the property identified, as "F" on exhibit 2-2 shall remain zoned A-1-10 per the property owner's request at the City Council hearing on July 28, 1998. If the property owner or



PACIFIC HIGHLANDS RANCH

MODIFIED ALIGNMENT "F" ZONING MAP

EXHIBIT 2-7

subsequent owners seek to develop the property, the property shall be rezoned consistent with the other properties with the village. The zones proposed for implementation of this plan include the following:

- CC-1-3 with the Urban Village Overlay (UVOZ) for the village. This zone will permit commercial, office, and residential uses to be developed at the intensities necessary to create a pedestrian-oriented village.
- IP-2-1 for the employment center. This zone will permit the uses necessary to develop the employment center.
- RM-1-3 for the core residential area between the employment center and the village (20 dwelling units per acre).
- RM-1-2 for the core residential area which will have a density of 14 dwelling units per acre.
- RT-1-2 and RX-1-1 for the peripheral residential areas. These zones will allow each property owner to create projects that provide a variety of housing types.
- RX-1-1, RS-1-14, RS-1-13, and RS-1-11 for the low density areas. These zones provide a variety of lot sizes to address the need for diverse housing stock among single-family homeowners.
- RS-1-8 for the very-low density areas.
- OC for those portions of existing parcels that are partially located within the MHPA.
- OR-1-2 for those parcels that are located completely within the MHPA.
- RS-1-13 for the optional (stand alone) Solana Beach elementary school site. This underlying zone will permit development of the site, consistent with the low density designation, in the event the Solana Beach School District does not need this site for a school.
- RX-1-1 for the second (stand alone) Del Mar elementary school site. This is an underlying zone that will permit development in the event the Del Mar School District does not build this school.
- RS-1-14 for the private high school and parish church site. This underlying zone will permit the property owner to utilize the site in the event the school is not developed.
- RX-1-1 for junior high school (optional site). This underlying zone will permit development of the site, consistent with the low density designation, in the event that a junior high school is not developed.
- RM-1-2 for the primary junior high school site. This underlying zone will permit development of the site, consistent with core residential designation, in the event that a junior high school is not developed.

These zones are part of the approved Land Development Code and are not in effect yet. Table 2-3 provides a conversion from the new to the existing designation.

New Zoning Designations	Existing Zoning Designations
RS-1-8	R-1-40
RS-1-11	R-1-10
RS-1-13	R-1-6
RS-1-14	R-1-5
RX-1-1	R-1-5/SLO
RT-1-2	R-3000
RM-1-2	R-2500
RM-1-3	R-2000
CC-1-3	CA
IP-2-1	MIP
OC	A-1-10
OR-1-2	A-1-10

PACIFIC HIGHLANDS RANCH

ZONING DESIGNATIONS CONVERSION

TABLE 2-3

2.4 Implementation

The Community Design Element (Chapter 5) provides principles for development of the subarea. Chapter 8 provides details on the implementation of the Land Use Plan.

2.5 Conformance with the Framework Plan

The Pacific Highlands Ranch Land Use element conforms to the Framework Plan in the following ways:

- Creation of a land use pattern that is distinctive and capable of fostering appealing and enjoyable business districts and neighborhoods.
- Concentration of residential developments in a series of compact and diverse neighborhoods that provide a wide variety of urban services.
- Integration of various means of non-automobile transport within the land use plan. These alternatives will serve all parts of the subarea.
- Restriction of densities to preclude negative impacts to existing communities and surrounding natural features and habitat.

CHAPTER 3

OPEN SPACE

The adopted Framework Plan includes the MHPA as its primary open space planning component. This resource is a vital element of the Pacific Highlands Ranch Subarea Plan and its development concept. The MHPA constitutes approximately 1,275 acres (48%) of Pacific Highlands Ranch and provides the backbone of the development plan for the community. In addition, the plan provides for an urban amenity that will be located in the development area and will provide pedestrian, bicycling and hiking opportunities. The resulting open space system is intended to implement the Multiple Species Conservation Program (MSCP) and provide a multi-purpose open space system for residents and visitors to the Pacific Highlands Ranch community.

3.1 Open Space Goals

This chapter of the Pacific Highlands Ranch Subarea Plan, in conformance with the NCFUA Framework Plan and the adopted MSCP, adjusts and finalizes boundaries of the MHPA and locates other active open space areas. The following goals, specific to Pacific Highlands Ranch, will guide the preservation and development of these open space systems.

Goal 1: Provide a series of interconnected and viable habitat reserves that protect and preserve biological resources while providing a linkage between the San Dieguito River Valley, Los Penasquitos Canyon Preserves and Black Mountain Park.

Goal 2: Create a system of open spaces, which may include restoration and revegetation, that link habitat preserve areas.

Goal 3: Provide a series of interconnected trails that link with the built environment to provide opportunities for human recreation, education, movement and visual relief.

Goal 4: Refine the MHPA using detailed field surveys, in this manner, MHPA design will be based upon accurate environmental data and will contribute positively to region-wide conservation efforts.

3.2 MSCP Preserve

The open space system proposed in Pacific Highlands Ranch will implement the adopted MSCP within Subarea III of the NCFUA. The significance of the NCFUA to the city-wide MHPA is its location in relation to regionally significant natural areas. Linkages within Pacific Highlands

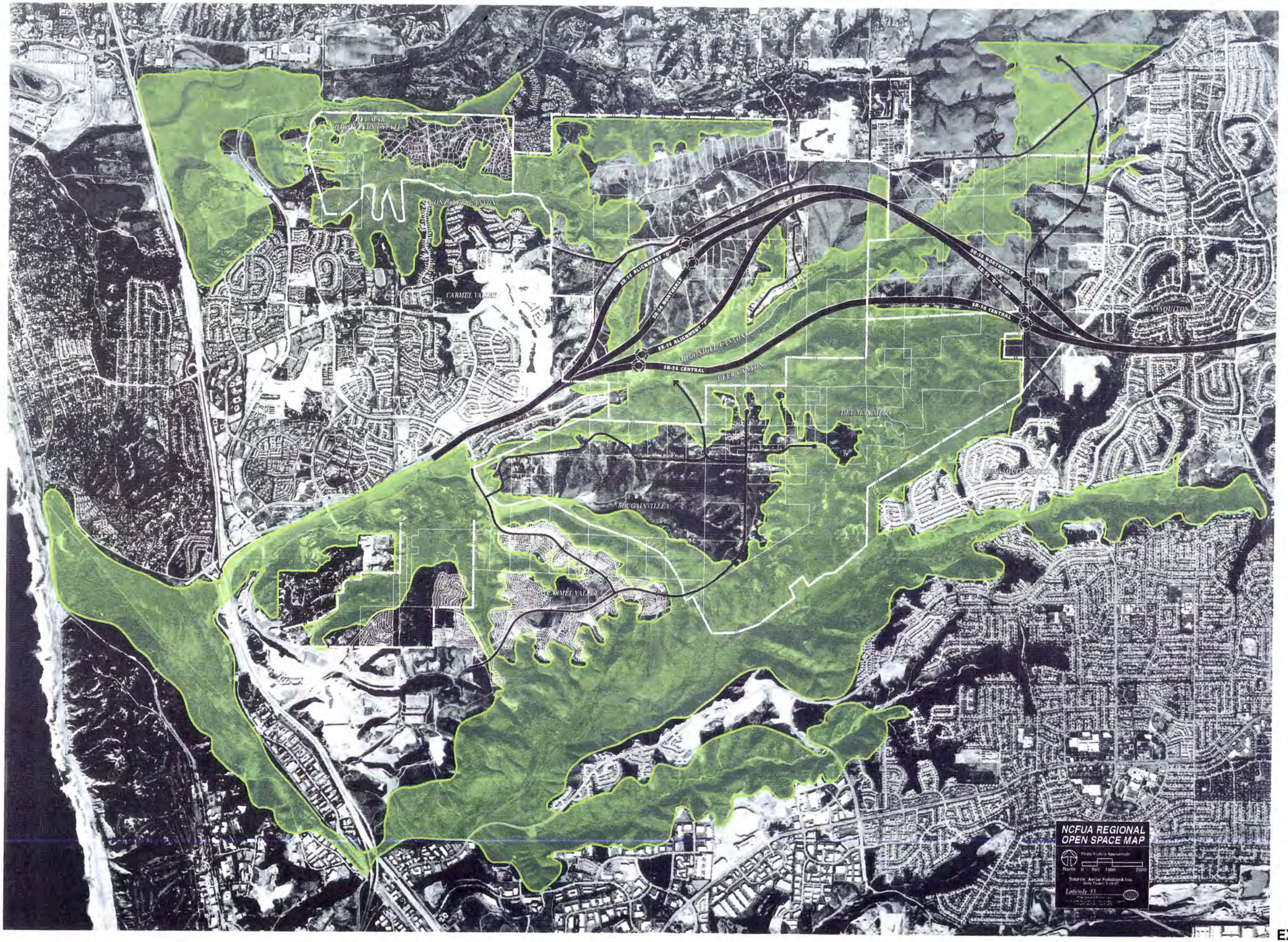

GONZALES CANYON
CARMEL VALLEY
SR-56 ALIGNMENT "D"
SR-56 NORTHERLY
SR-56 ALIGNMENT "F"
SR-56 CENTRAL
McGINGLE CANYON
DEER CANYON
DEER MEADOWS
BOUGAINVILLEA
CARMEL VALLEY
SR-56 NORTHERLY
SR-56 "D" & "F"
SR-56 CENTRAL
MESQUITE MESA
NCFUA REGIONAL
OPEN SPACE MAP
North
0
500
1000
2000
Source: Aerial Fotobank Inc.
Latitude 33

EXHIBIT 3-1

Ranch will provide connections south to Los Penasquitos Preserve, east and north to the San Dieguito River via La Zanja Canyon, and west to the San Dieguito River estuary via Gonzales Canyon. Approximately 275 acres in Gonzales Canyon have already been dedicated as open space pursuant to the Del Mar Highlands Estates project (Exhibit 3-1).

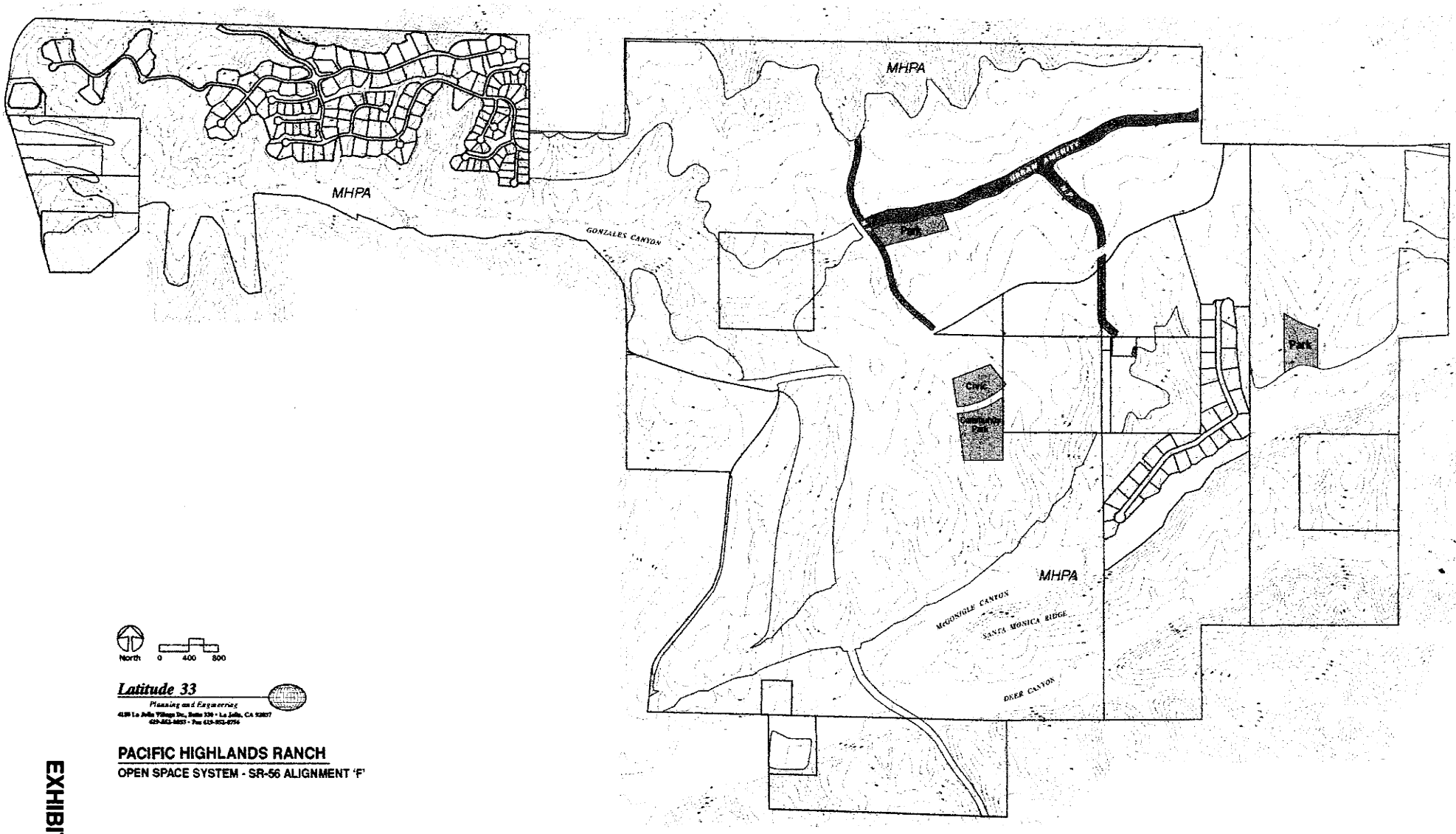
The MSCP Multiple Habitat Planning Area (MHPA) in Pacific Highlands Ranch covers approximately 1,275 acres. The MHPA is the area within which the MSCP preserve is to be located. The open space system for Pacific Highlands Ranch closely mirrors that shown in the City of San Diego MSCP Subarea Plan, as depicted in exhibit 3-2. The key feature of the MSCP preserve in Pacific Highlands Ranch is the McGonigle/Deer Canyon/Santa Monica Ridge area which dominates the southern portion of the community. This area is part of a larger block of habitat that will extend to Penasquitos Regional Park. The Framework Plan showed SR-56 passing through this block of open space. However, three other alignments are under consideration which would locate the freeway further to the north. Any of those alignments would reduce disturbance within the Pacific Highlands Ranch portion of the MHPA, and would decrease the amount of developable land shown by the Framework Plan. The MHPA also includes the key east-west corridors in Gonzales and McGonigle Canyons and a proposed north-south corridor, which after grading and restoration, will provide part of a link between Penasquitos Canyon and the San Dieguito River Valley. Upon completion, this new linkage will be approximately 600 to 900 feet wide (Exhibit 3-3) and approximately 4,000 feet in length. It will be necessary for Del Mar Heights Road and SR-56 to cross this corridor. These roads will be designed to bridge the corridor, thus protecting wildlife movement and reducing conflicts between vehicles and wildlife.

Some development will be allowed within the MHPA on parcels that are mostly or wholly within the MHPA. Such development will be consistent with Section 1.4.1 of the MSCP as described below. Development on such parcels will be limited to 25 percent, be located in the least sensitive areas of the parcel and will be developed in conformance with the OR-1-2 zone. The OR-1-2 zone will be applied to all parcels that are wholly within the MHPA. With respect to the 40 acre Landbanker parcel, if it is not developed as provided for in section 1.4.1, it could be sold as mitigation land for specific projects or sold to a mitigation bank. In addition to the options of development pursuant to section 1.4.1 or using the land as mitigation, if the owner of the Landbanker parcel foregoes development allowed pursuant to section 1.4.1, the additional conserved acreage can be used as a part of a MHPA boundary adjustment outside Subarea III. The OC zone will be applied to the MHPA portion of parcels that are being partially developed and partially conserved for biologic purposes. Zoning for the subarea is discussed in Section 2.3.

Necessary community facilities will cross the MHPA. Such crossings will be allowed and are discussed in Section 3.2.3.

3.2.1 MSCP COMPLIANCE: MSCP SUBAREA PLAN

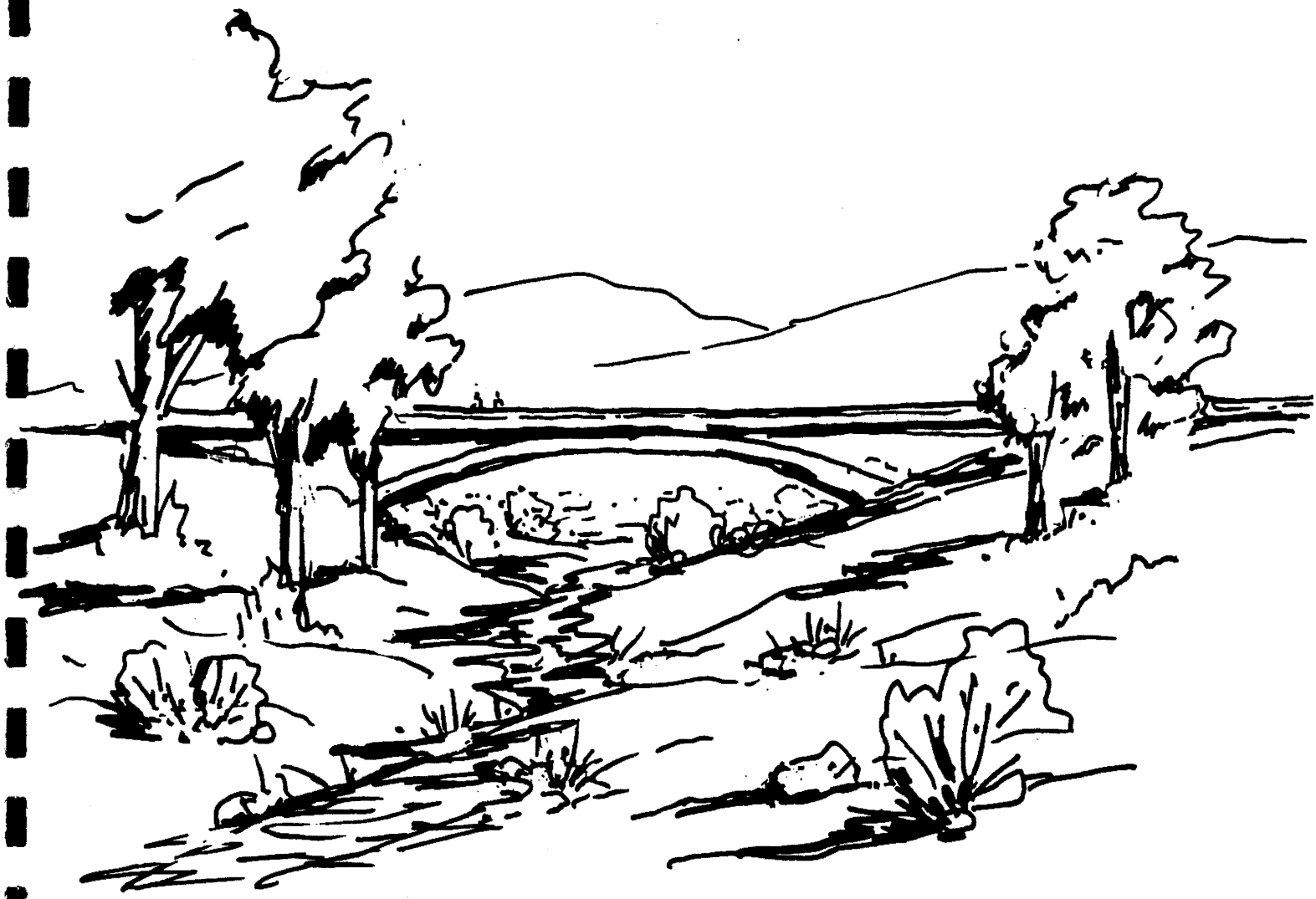
The adoption of the MSCP supersedes the Environmental Tier included in the 1992 adopted adoption of the Framework Plan. The MSCP Subarea Plan includes specific land use guidelines for the NCFUA that must be implemented in order for the MHPA to function properly and for



Latitude 33
Planning and Engineering

PACIFIC HIGHLANDS RANCH
OPEN SPACE SYSTEM - SR-56 ALIGNMENT 'F'

EXHIBIT 3-2



PACIFIC HIGHLANDS RANCH

DEL MAR HEIGHTS ROAD MSCP CORRIDOR BRIDGE

EXHIBIT 3-3

the City's take authorization to be valid. Specific conditions in Pacific Highlands Ranch are discussed in the MEIR, and below in Section 3.2.4.

In total, the MSCP requires changes to the NCFUA Framework Plan that result in the deletion of 68 acres of development in Subarea III. The MSCP preserve in Pacific Highlands Ranch will expand the Environmental Tier as adopted in the Framework Plan, thus reducing the allowable development footprint by 68 acres. This loss is in addition to that lost through the potential realignment of SR-56.

The required MSCP conditions will be met through implementation of the Pacific Highlands Ranch Subarea Plan. In order to reconcile the reduction in developable area caused by the MSCP and possible realignment of SR-56, and still meet the requirements of the Framework Plan, the Biological Buffer and Transition Areas described in the Framework Plan will not be implemented. These zones are not required by the MSCP, which actually increases the size of and improves the configuration of the MHPA shown in the Framework Plan, as described below, some encroachment into the MHPA will be allowed. Resources protected through inclusion in the MHPA will be monitored and managed by the City to ensure their viability over the long-term.

3.2.2 MSCP/MHPA BOUNDARY ADJUSTMENT

The Pacific Highlands Ranch Subarea Plan includes adjustments to the MHPA boundary. These adjustments are necessary to develop a pedestrian-oriented community and to accommodate SR-56. A detailed analysis of the boundary adjustment is contained in Appendix C. Based on the analysis, the City's MSCP staff has determined the adjustments are functionally equivalent.

3.2.3 USES ALLOWED IN THE PRESERVE

Uses allowed in the MHPA (Tables 3-1 and 3-2) are described in the MSCP Subarea Plan, Section 1.4.1. Permitted uses include:

- Passive recreation
- Dry utility lines and roads
- Limited water and sewer facilities and other essential public services
- Limited low-density residential uses
- Brush management (Zone 2)
- Limited agriculture

Category	Purpose/Intent	Typical Uses	Dimensions	Vegetation
MHPA	Protects and preserves natural resources and provides for the movement needs of animals.	Wildlife and plant protection; restoration of native habitat; scientific study; ecological tours and nature walks; existing trails; trails and roads; storm drainage and natural water filtering; and brush management	Not less than 500 feet, except where required for bridges and roads, as shown on tentative maps*	Indigenous vegetation to be enhanced and retained; all re-vegetation must consist of native plant material
Urban Amenity	Provide active and passive open space areas within developed portion of the Subarea	Bicycle and pedestrian trails and paths; plazas; landscaped medians and parkways; and brush management	Not less than 150 feet, except where required for bridges and roads, as shown on tentative maps*	Native and non-native vegetation is permitted
Active Use	Provide active use open space areas within developed portion of the Subarea	Parks; playgrounds; trails and paths; landscaped medians and parkways; plazas; and brush management	No Minimum requirement	Native and non-native vegetation is permitted

* Topographic constraints within the NCFUA occasionally preclude the MHPA from being consistent with these recommended dimensional criteria. The goal is to preserve valuable habitats, even where the dimensions cannot be achieved.

PACIFIC HIGHLANDS RANCH

OPEN SPACE LAND USE MATRIX

TABLE 3-1

Categories	Approximate Acreage "F"	Percentage of Subarea "F"
MPHA	1254	47%
Urban Amenity	20	1%
Active Use*	24	1%
TOTALS	1298	49%

* Includes parks and neighborhood parkways

PACIFIC HIGHLANDS RANCH

OPEN SPACE ACREAGES

TABLE 3-2

It is anticipated that community facilities will be located in and will cross the MHPA (see appendix B and Exhibit 2-1, for conceptual locations). All facilities in the MHPA will be designed to comply with the MSCP Subarea Plan requirements. (Section 1.4.1 of the MSCP Subarea Plan should be reviewed for more detail on allowed uses.) This means that concentrations of sensitive species will be avoided where feasible. If access roads are necessary, they should also be used as trails. Mitigation for disturbance in the MHPA will consist of revegetation in accordance with the Conceptual Revegetation Plan (CRP). Where revegetation will not be done, mitigation will be determined using the MSCP ratios in concert with the City's Biology Guidelines.

3.2.4 LAND USE CONSIDERATIONS

Section 1.2.4 of the MSCP Subarea Plan describes the subarea, and includes specific guidelines for defining land uses in the various geographic sections of the MHPA. The guidelines that affect Subarea III are stated below:

C12 Incorporate bridges to facilitate wildlife crossing: -- The manufactured wildlife corridor will be crossed by Del Mar Heights Road. The crossing will be approximately 122 feet wide, 25 feet high, and 800 feet long.

C14 Provide fences or barriers along the edge of the shallow north-south trending canyon that connects Carmel Valley to Gonzales Canyon to direct public access to appropriate locations: -- Fencing and barriers will be provided along the connecting canyon and at each end to limit public access to the area.

C17 If this area develops or redevelops, the MHPA boundary should be accomplished with the majority of the floodplain to be placed in open space and restored where possible to natural habitats: -- Approximately 89% of the existing floodplain will be located within MHPA and will be maintained or restored as natural habitat.

C19 In the event that the MHPA configuration is not implemented pursuant to the "Pardee Settlement Agreement," then the MHPA configuration shall be per the North City Future Urbanizing Area (NCFUA) Framework Plan. Provide an undercrossing of San Dieguito River Road for wildlife movement from Gonzales Canyon to the San Dieguito River: -- The MHPA portion of the Pacific Highlands Ranch Subarea Plan conforms to the requirements of the NCFUA Framework Plan.

3.2.5 LAND USE ADJACENCY GUIDELINES

3.2.5 A) Planning Adjacent Uses

Section 1.4.2 of the MSCP Subarea Plan includes general planning principles and design guidelines that are to be used in planning of projects located adjacent to or within the MHPA. These policies and guidelines address the construction and maintenance of roads and utilities, fencing, lighting, signage, materials storage, mining/extraction/processing facilities, and flood control. These topics as they relate to the Pacific Highlands Ranch Subarea Plan, are addressed the MEIR.

3.2.5 B) Managing Adjacent Uses

Section 1.4.3 of the MSCP Subarea Plan includes guidelines to ensure that all land uses adjacent to the MHPA will be managed to "ensure minimal impacts to the MHPA." The Pacific Highlands Ranch Plan will implement these guidelines through conditions placed on future development proposals as follows:

Drainage: Within Pacific Highlands Ranch, natural detention basins, grass swales, or mechanical trapping devices will be used as appropriate. These systems will be inspected yearly and replaced or repaired as needed. Removal of exotic plants, sediment or other routine maintenance shall not require any permits or permissions.

Toxics: Within Pacific Highlands Ranch, detention basins, grass swales or mechanical trapping devices will be used as appropriate. These systems will be inspected yearly and replaced or repaired as needed. Removal of exotic plants, sediments or other routine maintenance shall not require any permits or permissions.

Lighting: Within Pacific Highlands Ranch, all lighting of public areas adjacent to the MHPA shall be shielded and directed away from the MHPA. Lighting shall only be that necessary for public safety and shall use the lowest practical voltage.

Noise: Within Pacific Highlands Ranch, adjacent uses are generally residential, which is not an excessively noisy use. No special additional measures will be implemented.

Barriers: Within Pacific Highlands Ranch, barrier fencing, such as vinyl chain link and other fencing acceptable to the City will be provided, as deemed necessary.

Invasives: Within Pacific Highlands Ranch, no invasive plant species will be used in landscaping common areas adjacent to the MHPA.

Brush Management: Within Pacific Highlands Ranch, brush management will be done as specified by the MSCP Subarea Plan. Zone 1 will be located outside the MHPA. Zone 2 will be located inside the MHPA. Brush management for both Zones 1 and 2 will be done in accordance with City requirements.

Grading/Land Management: Manufactured slopes associated with site development will be included within the development footprint for projects within or adjacent to the MHPA.

3.2.6 PRESERVE MANAGEMENT

The MSCP Subarea Pan recognizes that management of the MHPA is critical to the overall success of the MSCP Program, and that it must be done in a comprehensive fashion over the entire MHPA. The City's MSCP Subarea Plan states that the City will be responsible for and will continue the management and maintenance of its existing public lands at current levels. The MSCP Subarea Plan establishes both general and specific management priorities to be implemented as funding is available, although some priorities may be implemented as development mitigation or through research efforts by the scientific and academic community. Both general and specific management directives are prioritized with the first level being required under the terms of the City's MSCP Implementing Agreement. Second and third priorities are more discretionary.

1. General Management Directives: These directives apply to the entire preserve throughout the city. They address city-wide issues such as public access, trash removal, control of invasive exotics, and flood control.

2. Specific Management Directives: These are specific to Pacific Highlands Ranch and address trail locations and requirement, Coastal Sage Scrub monitoring, specific requirements for fencing, detention basins, and revegetation.

These management directives are addressed in more detail in the MEIR. They apply to MHPA lands obtained as mitigation through dedication or easement, and are included in the City's management responsibilities. A Habitat Management Plan (HMP) for Pacific Highlands Ranch is included in Appendix G. The HMP will be implemented by the City on land dedicated to the City in fee or by conservation easement. Individual project proponents will not be responsible to implement the HMP as long as they convey those lands, through dedication or recordation of a conservation easement, shown within the MHPA to the City.

In addition to the Specific Management Directives for Pacific Highlands Ranch, the MSCP Subarea Plan incorporates Sections 5.4 and 5.5 of the NCFUA Framework Plan which also address open space management concerns. The implementing principles included in these two sections are addressed below:

5.4 Enhancement and Management of Environmental Tier Lands

5.4a This implementing principle requires "Habitat Protection Areas," "Biological Buffer Areas," and "Transition Areas" that collectively result in the preservation of the Environmental Tier. As noted previously, the Framework Plan Environmental Tier will be implemented through compliance with the MSCP Subarea Plan, which was adopted March 18,

1997. The MSCP enlarges and improves the configuration of the Environmental Tier through the creation of the MHPA, and does not include requirements for separate habitat protection areas, buffers or transition zones. Land uses within the MHPA will be those allowed in the MSCP Subarea Plan Section 1.4.1.

5.4b This implementing principle requires that project plans identify areas of open space that provide natural components to more developed areas and link to the open space system. Within Pacific Highlands Ranch, these additional open spaces are described in the Urban Amenity Section.

5.4c This implementing principle requires wildlife corridors of sufficient width to provide enough space to allow animal movement without fear, undisturbed by lighting and noise, and with habitat throughout. Within Pacific Highlands Ranch, wildlife corridors will be provided as required by the MSCP, and as noted previously in Section 3.2 in the description of the MSCP preserve.

5.4d This implementing principle requires conformance to the Resource Protection Ordinance (RPO) and successor ordinances. Conformance to RPO and its successor ordinance is discussed in Section 3.5 of this subarea plan.

5.4e This implementing principle states that trails shall not be allowed in wildlife corridors if they would impede movement or other natural functions (breeding, foraging, and rearing of young). In Pacific Highlands Ranch, trails within the MHPA are located outside of the major wildlife corridors to the extent feasible. The trail system, as depicted on exhibit 4-11, has been designed to limit impacts to the wildlife corridors and the natural functions of the MHPA.

5.4f This implementing principle prohibits channelization of the subarea's large drainage areas or floodplains. This subarea plan proposes no channelization. Large identified floodplains are all located in open space.

5.4g This implementing principle states that water retention areas and ponded runoff filtering systems may be located within open space and establishes the requirements for such systems. The Land Use Adjacency Guidelines establish how drainage into the MHPA will be managed in accordance with the requirements of the MSCP Subarea Plan.

5.5 Roads in and Adjacent to the Environmental Tier

5.5a This implementing principle requires the use of bridge structures to cross the Environmental Tier. Within Pacific Highlands Ranch, bridges and

large arch culverts will be used as feasible and appropriate to cross wildlife corridors/canyons. This will include crossings by SR-56 within the MHPA.

5.5b This implementing principle limits road crossings of the Tier to those shown on the Framework Plan and collector streets essential for area circulation. The road system for Pacific Highlands Ranch complies with the requirements of the Framework Plan and has been designed to move traffic smoothly and efficiently with as few crossings of the MHPA as necessary.

5.5c This implementing principle states that filling of canyons or valleys shall be avoided and prohibits placement of roads in the bottom of canyons, or where they would act as a barrier to wildlife movement. The land use plan for Pacific Highlands Ranch avoids filling major canyons in the MHPA. Slopes within and adjacent to the MHPA will be revegetated in accordance with the CRP. Roads are located outside of the MHPA and only cross as necessary to provide a safe and efficient transportation system.

5.5d This implementing principle states that, where roads enter and traverse portions of the open space system, wildlife crossings should be constructed every one-half mile. The only road shown in the Framework Plan as traversing a large portion of the MHPA is the Central alignment of SR-56. Alternate alignments are being considered which would remove this road from the MHPA.

5.5e This implementing principle requires roads to be narrowed when crossing the open space system. This requirement is already accommodated in the design of Pacific Highlands Ranch.

5.5f This implementing principle states that roads that cross floodways shall be constructed above grade using bridges or causeway structures. This requirement is already accommodated in the design of Pacific Highlands Ranch.

3.2.7 MSCP IMPLEMENTATION – IMPACTS AND MITIGATION

As established in the foregoing discussions, Pacific Highlands Ranch is in conformance with the requirements of the MSCP Subarea Plan. The land use plan for Pacific Highlands Ranch establishes and refines the MHPA for the City with respect to FUA Subarea III. Implementation of the MSCP will be accomplished using several different methods, some of which have already been discussed. Implementation of the MSCP through changes in the FUA land use plan, and through various design features of individual projects that are either in or adjacent to the MHPA within Pacific Highlands Ranch have already been discussed.

The purpose of this section is to establish how this segment of the MSCP preserve will actually be conveyed through an assessment of impacts and determination of a mitigation obligation.

The conveyance of additional land in Carmel Valley Neighborhoods 8A and 8C is not discussed here since conveyance of that land is not necessary to meet the mitigation obligation for Pacific Highlands Ranch. Conveyance of Neighborhood 8A and 8C is part of the overall agreement associated with approval of development within the Pardee ownership in Pacific Highlands Ranch. The City of San Diego and various environmental and community groups have identified Neighborhood 8A and 8C as being important to City-wide preservation efforts.

Mitigation necessary to address impacts to biological resources will be accomplished in accordance with the following process.

3.2.7 A) Pardee Ownership

Pardee currently owns approximately 1,665 acres of land within the NCFUA Subarea III. Approximately 800 acres of mostly disturbed land will be developed. Of the 407 acres of natural habitat existing on the Pardee ownership, only 58.4 acres will be disturbed by development. Using the MSCP mitigation ratios, included in the City's Biology Guidelines, the habitat disturbance will result in a mitigation obligation of approximately 72.4 acres. Individual projects will use the MSCP mitigation ratios to determine their share of the total mitigation required. The necessary calculations will be submitted as part of the information required for each Environmentally Sensitive Lands (ESL) permit. Pardee will use the database provided as part of the Pacific Highlands Ranch Subarea Plan for mitigation calculations. Additional surveys should not be necessary.

The MHPA includes many more acres of natural habitat within the Pardee ownership than is necessary to meet Pardee's mitigation obligation as calculated using the MSCP mitigation ratios. Therefore, it is anticipated that the dedication of the Pardee portion of the Pacific Highlands Ranch MSCP preserve will be provide sufficient mitigation acreage for future related upland impacts without the need for additional dedication or restoration. Pardee, as part of the Pacific Highlands Ranch Subarea Plan, is proposing to restore 100 acres of disturbed habitat. Since this revegetated land is not needed for project-level impacts, these restored acres will be available for sale as mitigation credits to others on a 1 acre = 1 credit basis. A formal mitigation bank/revegetation plan will be completed prior to implementation of the proposed bank.

In addition, Pardee will provide a CRP for the entire Pacific Highlands Ranch Subarea (See the MEIR). This CRP will illustrate where specific habitat types should be located, and will include illustrative plant palettes. It will describe various acceptable revegetation methodologies and establish specific requirements that must be followed by individual revegetation projects.

The purpose of the CRP is to ensure that revegetation efforts are of consistently high quality and appropriate to microclimatic conditions across the entire Subarea. It is

intended that the CRP will become part of the City's overall program for managing the MSCP preserve. It will be one of many tools that the City uses over time to insure that the MSCP preserve functions properly. The CRP will be updated periodically by the City whenever the adaptive management plan for the MSCP is revised.

The CRP will be submitted with the first project under this Subarea plan and will consist of appropriate text and map. The submittal will be in a digital format that will allow the City to make any necessary revisions. It will be reviewed by staff and accepted by the City as part of the overall habitat management plan. Because the CRP will belong to the City, its review is not in any way connected to project specific documents or review procedures.

Individual landowners will use the CRP as a guide to their specific revegetation plans whenever they elect to perform such activities as part of their overall mitigation package as defined by the City's MSCP Subarea Plan and the ESL. A CRP discussion is included in the MEIR.

3.2.7 B) Non-Pardee Ownerships

Ten acres of the 40 acre JEB-JHB Trust parcel will be developed as part of this Plan. The impact analysis and required mitigation are described in Appendix C.

In general, it is anticipated that land in the MHPA will be dedicated into the MSCP preserve as part of the project development process. The exact timing of conveyance will be identified for each project as part of the site development plans or environmental documentation. The configuration and amount of land within the MHPA shown on individual project plans shall be substantially as shown in this subarea plan. Project proponents shall have the option of using the existing MSCP data base or a property-specific biological survey as the basis for planning and for impact determination, as described in the City of San Diego Biology Guidelines. Specific surveys for narrow endemics may be required if it is determined that habitat for such species may exist on the property to be developed. Impacts and the corresponding mitigation obligation shall be determined using the procedures and ratio tables included on the RPO/ESL and the City's Biology Guidelines.

Project proponents will propose a mitigation package that meets the mitigation obligation. The package may consist of on-site and/or off-site dedication, habitat restoration or implementation of NCFUA Subarea III management directives, or other measures approved by the City. Under no circumstances shall the mitigation package be required to exceed the mitigation obligation.

Should a landowner decide to maintain ownership of MHPA lands, then individual project plans should detail how the property will be managed over the life of the MSCP through implementation of the Management Plan.

3.2.8 MITIGATION LAND BANK (MLB)

A mitigation bank may be established over approximately 131 acres of land within the Pardee ownership in Pacific Highlands Ranch. The bank will consist of disturbed land that will be revegetated in accordance with the CRP. Restored habitats will consist of appropriate wetland and upland habitats. Credits will be available for purchase as the restored habitat achieves the minimum success criteria identified in the CRP. The City will accept land from this bank into the MHPA as credits are purchased.

Mitigation credits will be available for sale to other developers. A formal Mitigation Bank Agreement must be established prior to any use of land within the bank. The Mitigation Bank Agreement will state the terms and conditions of the mitigation bank including how the mitigation credits will be established.

3.2.9 MHPA CONVEYANCE, OWNERSHIP, AND PRESERVATION

Those portions of the MHPA that are within Pacific Highlands Ranch will be conveyed to the City as development occurs by dedication or through implementation of a mitigation bank as discussed in Section 3.2.8. The MHPA will be conveyed in phases as development occurs. Third Party Beneficiary status will also be granted in phases as the MHPA is conveyed.

A project proponent may receive Third Party Beneficiary status over the entire property in one of two ways, should he/she determine that the phasing of such status is undesirable:

1. A project proponent may dedicate or provide a conservation easement over the entire MHPA within his/her ownership at any time after the development plan or tentative map is approved. This will be most feasible for projects for which a single final map is being recorded.

2. A project proponent may record a conservation easement over the entire MHPA without a legal description, using a map to show the boundaries. This conservation easement will be removed in phases whenever a final map is recorded that dedicates a portion of the MHPA to the City. This will probably be the method used by larger projects that are built in multiple phases.

Preservation of the resources within the MHPA will occur through dedication to the City or through recordation of a conservation easement, and through the management of the resources. Management is discussed in Section 3.2.6, and will be the City's responsibility, unless a landowner decides to retain ownership. In such instances, the landowner will be responsible for MHPA management.

3.3 Urban Amenities

3.3.1 URBAN AMENITY OPEN SPACE AREAS

The second basic component of the open space system is the urban amenity (Exhibit 3-4) which will total approximately 20 acres. It will complement the biologically oriented expanses of the open space system by encouraging human use outside of the areas where the most valuable natural resources are restored and preserved. It will also link centers of activity via the trail system.

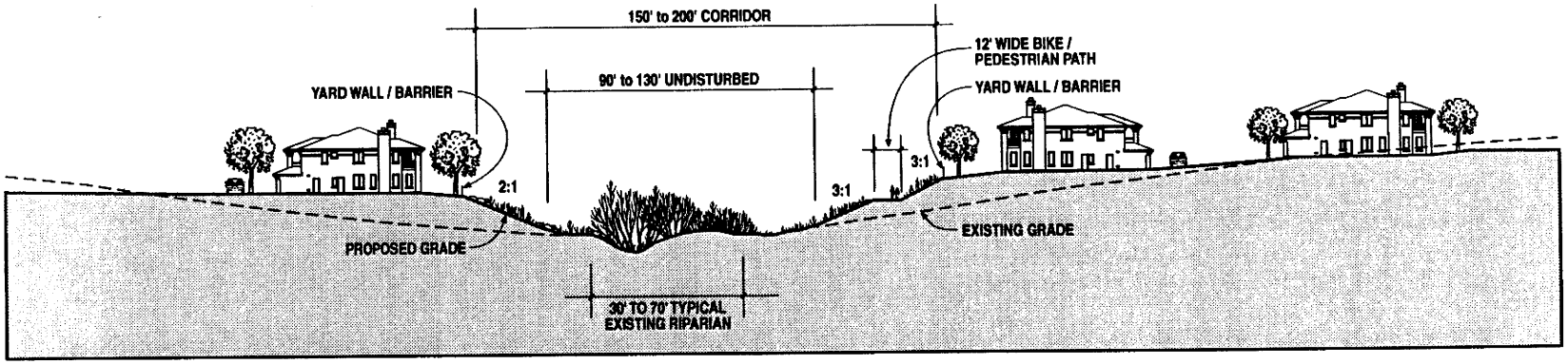
The purpose of the urban amenity is to provide:

- Protection and preservation of the watercourse, topography, natural drainages, and remaining habitat
- Non-motorized links between various neighborhoods, public facilities, and activity centers
- Definition to residential areas through the urban amenity's use as a project edge of development
- Open space and visual relief for residents
- Movement of smaller wildlife that has adapted to the urban environment

The Pacific Highlands Ranch Subarea Plan calls for the enhancement of an existing agricultural drainage area as an urban amenity. This area is an east-west section of land which bisects the northern portion of the subarea and connects Gonzales Canyon to Rancho Santa Fe Farms Road. It will be approximately 150 feet wide and will include trails, paths and benches, within an enhanced landscape corridor. Graded building pads will maintain a minimum distance of 50 feet from the existing wetland vegetation on one side and 70 feet on the opposite side, in order to accommodate trails and paths. The urban amenity will be held by the Landscape Maintenance District and will be encumbered with an open space easement to ensure its long-term viability.

3.3.2 NEIGHBORHOOD PARKWAYS

The Plan proposes to connect McGonigle Canyon to the urban amenity with a neighborhood parkway which will be approximately 100 feet wide (Exhibit 3-5). The primary neighborhood parkway will replace the north-south urban amenity proposed in the Framework Plan. It will provide a connection between Gonzales and McGonigle Canyons. The neighborhood parkway will include a collector street as well as benches, trails and paths (15 feet in width) that connect the MHPA and the development area on the south side of SR-56 with the remainder of the Subarea. SR-56 will bridge the neighborhood parkway. Other vehicle crossings will be kept to a

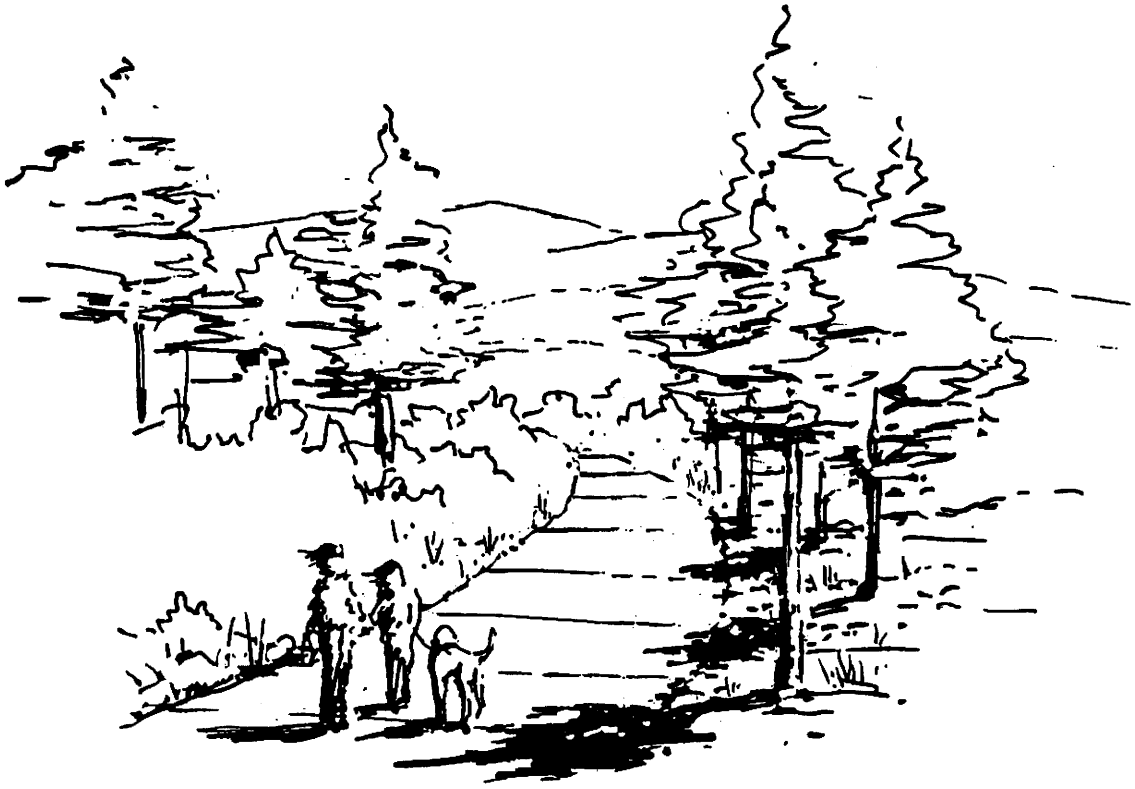


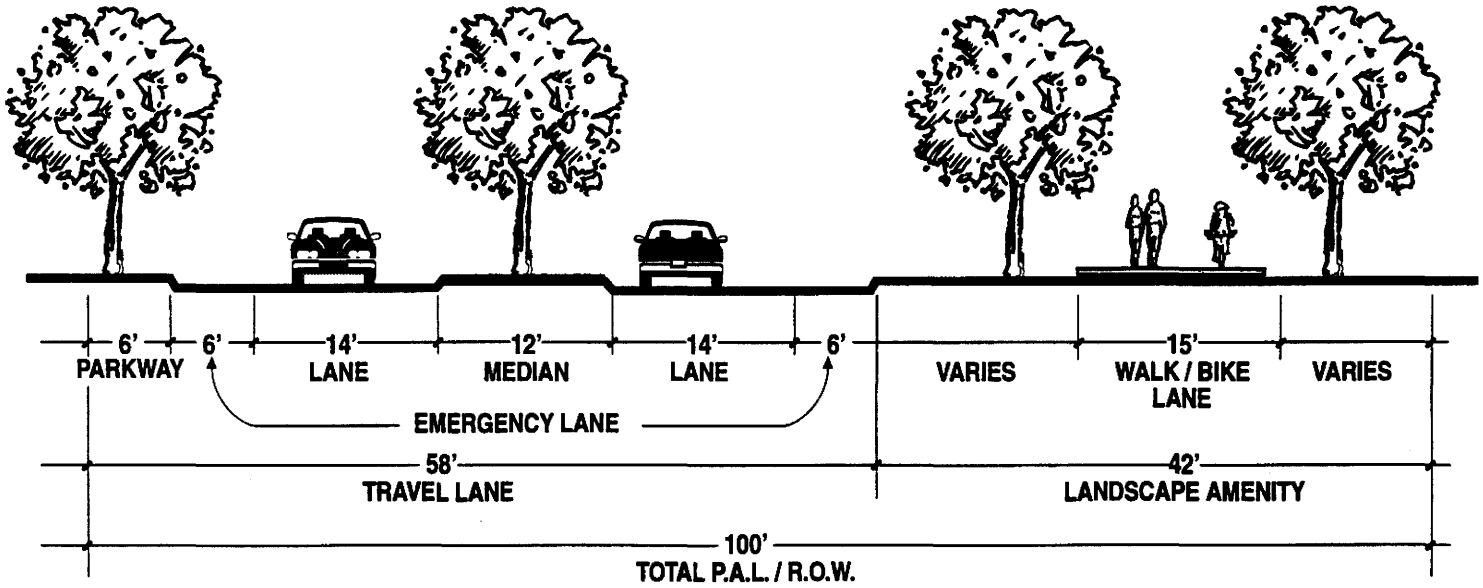
Latitude 33
Planning and Engineering
4100 La Jolla Village Dr., Suite 330 • La Jolla, CA 92037
619-552-0033 • Fax 619-552-0756

PACIFIC HIGHLANDS RANCH

URBAN AMENITY

EXHIBIT 3-4





PACIFIC HIGHLANDS RANCH

NEIGHBORHOOD PARKWAY (N.P.)

EXHIBIT 3-5

minimum. The land use plan locates the neighborhood parkway in the location delineated in the Framework Plan and MSCP Subarea Plan.

Additional neighborhood parkways will be provided as shown on the land use plan (Exhibit 2-1) which will connect the town center to the urban amenity and La Zanja Canyon. These connections act to reinforce the pedestrian orientation of the community. In order to maximize the benefits of the neighborhood parkways, vehicular crossing will be kept to a minimum.

3.3.3 OPEN SPACE OVERLOOK (Trail Heads)

The Pacific Highlands Ranch Subarea Plan identifies three open space overlooks as an opportunity for residents and visitors to view the native topographic features of the area. The overlook will be connected to the remainder of Pacific Highlands Ranch by the community trail system, both within the right-of-way as well as in the open space corridors. Educational signage and benches should be provided to increase the value of the overlook. These overlooks will be built by each developer, deeded to the City, as part of the trail system, and maintained by a Landscape Maintenance District or other financing entity.

3.4 Trail System

Pacific Highlands Ranch will include a subarea-wide trail system. This trail system will include approximately 15 miles of hiking, biking, and equestrian trails that connect with pedestrian and bike paths within the built neighborhoods. This relationship between the natural and built environment enhances the overall community and helps to create a definite sense of place for the residents. The trails will be sited by the City of San Diego within the MHPA as allowed in the San Diego MSCP Subarea Plan, and in the urban amenity. Developer Impact Fees (DIF) will pay for construction of the trails while maintenance costs will be borne a Landscape Maintenance District or other financing entity.

3.5 Resource Protection Ordinance (RPO) and Environmentally Sensitive Lands (ESL)

The City Council adopted the RPO in February 1989 to protect sensitive natural resources. The RPO text identifies sensitive and protected areas as "hillsides, biologically sensitive habitat, prehistoric and historic sites, wetlands, wetland buffers, floodplains, and floodways." The ordinance was designed to limit development encroachment into designated areas and to establish the means to mitigate encroachments. City Council Policy 600-40 describes how RPO analysis relates to the preparation and implementation of long-range plans. The policy was created to:

- Ensure thorough analysis of site constraints and opportunities in the planning process

- Aid the review of subsequent permits and maps within the planning area
- Ensure protection of environmental resources by preserving contiguous open space systems and providing mechanisms to acquire or protect those resources
- Ensure that adopted land use policies and objectives are considered in the context of the suitability of the plan area for development

In December 1997, the City Council modified RPO in order to implement the pending Environmentally Sensitive Lands Ordinance. The ESL becomes effective with the Coastal Commission's approval of the City's new Land Development Code. Upon its effective date, the ESL will replace RPO and Council Policy 600-40.

3.5.1 SUBAREA RPO/ESL ANALYSIS

An inventory of biologically sensitive lands, as described in the MSCP Subarea Plan, was conducted by Natural Resource Consultants for the Pacific Highlands Ranch Subarea Plan. Maps of the steep slopes, floodplains, archaeological sites, and wetlands were prepared and used to define the opportunities and constraints within the subarea. Considering the goals of the NCFUA Framework Plan, the various SR-56 alignments, and the opportunities and constraints of the site, the development footprint was created. Avoiding and minimizing impacts to environmentally sensitive lands dictated the ultimate design of the Pacific Highlands Ranch community. Specifically, the Pacific Highlands Ranch Subarea Plan addresses the City's resource preservation goals by clustering development away from the most sensitive resources.

The development plan for Pacific Highlands Ranch meets the intent of the interim RPO. It will preserve sensitive resources in the manner prescribed by RPO and the pending ESL Ordinance. In order to provide for regional transportation, SR-56, and implement the MSCP Subarea Plan, a Deviation from Sensitive Biological Resources Regulations will be required. Consistent with City Council Policy 600-40 (Long-Range Plan), the Pacific Highlands Ranch Subarea Plan ensures the protection of environmentally sensitive lands by preserving contiguous sensitive resources and providing mechanisms to acquire or protect these resources. Specifically, the plan preserves the habitat corridors and areas that are contiguous to existing open space and MHPA areas. Appendix D includes both parcel-by-parcel and project level analyses required by the interim RPO. The following RPO and ESL impacts have been identified and addressed:

3.5.2 SR-56 ALIGNMENT ANALYSIS

The majority of steep slopes occur on the edges of the planning area. However, 17 percent of the 25 percent or greater slopes within the subarea will be impacted by the development footprint. These slopes are generally in four areas: the western portion of La Zanja Canyon; the northeast corner of Gonzales Canyon; the east end of Gonzales Canyon; and the central core of the development area near SR-56. The total acreage impacted by development is 63.7 acres. The combination of steep slopes spread throughout the subarea, and the NCFUA Framework Plan

requirement to develop a pedestrian-oriented community will result in encroachments into these areas. In addition, the realignment of SR-56 through the development area eliminates relatively flat areas from the development footprint.

The wetland impacts within the Pacific Highlands Ranch Subarea Plan will be generally limited to finger drainage areas. These generally occur in four areas: the northeast corner of Gonzales Canyon; the created link for the wildlife corridor; the core development area near Rancho Glens Estates; and the north side of McGonigle Canyon east of Rancho Glens Estates. The majority of the impacted wetland areas consist of narrow (no more than 6 feet in width) areas within the body of the development footprint, where avoidance is impossible. These areas represent approximately (2.3 acres) 5 percent of the wetlands within Subarea III. Except for the street crossings of the urban amenity and Carmel Valley Creek, the majority of the wetlands in Pacific Highlands Ranch will remain undisturbed, and impacts will be minimized.

The development footprint for the subarea will impact 29.5 acres (11 percent) of lands mapped as floodplain by the federal government. These impacts occur in three areas: the south end of Rancho Glens Estates; the west end of the subarea at Old El Camino Real; and the east side of Rancho Glens Estates north of McGonigle Canyon. Rancho Glens Estates is an existing development, and was developed in conformance with the City's floodplain development standards. The western portion of the subarea is within the drainage area for Gonzales Canyon and each property owner will be required to comply with the City's floodplain development standards prior to issuance of a building permit. The eastern portion of the subarea, east of Rancho Glens Estates and south of SR-56, has a small area that is within the floodplain. The grading plan was designed to prevent down stream scouring or alter upstream water flow. Furthermore, prior to development within the floodplain, the property owner will be required to comply with the City's floodplain development standards.

No impacts within the adjusted MHPA boundary (except for necessary community facilities) are proposed by this subarea plan. Approximately 71.4 acres of Tier I, II, and III and wetland habitats outside the MHPA boundary will be lost; however, the habitat will be mitigated inside the MHPA with 82.3 acres of similar habitat. No narrow endemic species have been found within the boundaries of the Pacific Highlands Ranch Subarea.

CEQA covered species and land supporting rare, threatened, or endangered species have been located on several properties. Most of these species are located within the MHPA boundary and will not be impacted by the development footprint. However, there are instances where species may be lost in the effort to provide a pedestrian-oriented community and to accommodate the realigned SR-56. Such losses will be mitigated in conformance with the MSCP Subarea Plan.

Archaeological sites have been found on two properties, Pardee and Lin/Kasai. These sites are within the development footprint of the subarea. The impacts related to the development footprint will be mitigated in conformance with RPO.

3.5.3 DEVIATION FINDINGS

Encroachment into environmentally sensitive lands will be necessary in order to create a pedestrian-oriented community and to accommodate the SR-56 alignment. Development in Pacific Highlands Ranch will avoid impacts where feasible, and minimize impacts where encroachments are necessary.

The Deviation Findings listed below relate to the interim RPO Ordinance and are required for those portions of the Pacific Highland Ranch Subarea Plan which deviate from the limitations within RPO. The Pacific Highlands Ranch Subarea Plan requires Deviation Findings for the following encroachments: Steep Slopes; Floodplains; Wetlands; Biologically Sensitive Species; and Archaeology.

- There are steep slopes throughout the subarea. In order to maintain a pedestrian-oriented development pattern and accommodate the SR-56 alignment, some development on steep slopes will be necessary.

- The floodplain areas are located within logical development areas and cannot be avoided entirely. The realignment of SR-56 to the north of McGonigle Canyon will shift development into an area which is within the FEMA floodplain. The development plan does not cause upstream or down stream impacts and requires that projects in this area comply with the City's land development regulations.

- The subarea contains numerous small areas that by definition constitute wetlands. Many of these areas are within the development footprint as defined in the NCFUA Framework Plan. Avoiding these areas would eliminate the possibility of developing a functional pedestrian-oriented community. Development will avoid impacts, where feasible, and minimize impacts, where necessary.

- All feasible efforts have been made to avoid impacting biologically sensitive species. However, accommodation of the SR-56 alignment and the scattered and isolated nature of some species make complete avoidance infeasible. All major known populations of sensitive species have been avoided.

- Impacts to archaeological sites will be necessary in order to create a pedestrian-oriented community, preserve natural habitat and accommodate the SR-56 alignment.

3.5.4 FUTURE PROJECTS

Future projects and developments which are in substantial conformance with this plan and its associated RPO and ESL analysis will be issued a RPO or ESL permit (Process four) without additional findings for the Deviation. Approval of the individual RPO or ESL permit may require additional information or detailed analysis of the specific development proposal.

Approval of the individual RPO or ESL permit will require conformance with the approved subarea plan and any required mitigation shall be provided.

Projects which are not in substantial conformance with the Pacific Highlands Ranch Subarea Plan and the RPO and ESL analysis must obtain an RPO or ESL permit at a noticed public hearing. The following may be required:

- New Deviation findings
- Compliance with new regulations
- An amendment to the Pacific Highlands Ranch Subarea Plan

3.6 Conformance with the Framework Plan

The design and implementation of the Pacific Highlands Ranch open space program conforms to the goals and objectives of the Framework Plan. The program results in:

- Creation of the MHPA as an interconnected and viable system of natural open spaces.
- Preservation of significant topographic features, including canyons and hillsides.
- Refinement of the MHPA as a result of detailed land use planning and field assessment of natural resources.
- Compliance with the Resource Protection Ordinance and the Environmentally Sensitive Lands Ordinance through restoration and preservation of the MHPA.

CHAPTER 4

CIRCULATION

This chapter discusses the transportation system of Pacific Highlands Ranch. Focus is on the alignment of major and secondary streets, the creation of pedestrian, bicycle, and equestrian trails, the location of transit facilities, and linkages to areas beyond the community.

Goal 1: Provide a circulation system that assists in the efficient movement of vehicles.

Goal 2: Develop a multimodal circulation system to provide alternative means and routes to arrive at the same destination point.

Goal 3: Establish a balanced, topographically sensitive, and pedestrian-friendly local street system that connects different neighborhoods and districts. This type of system allows for efficient traffic dispersal and minimum road widths.

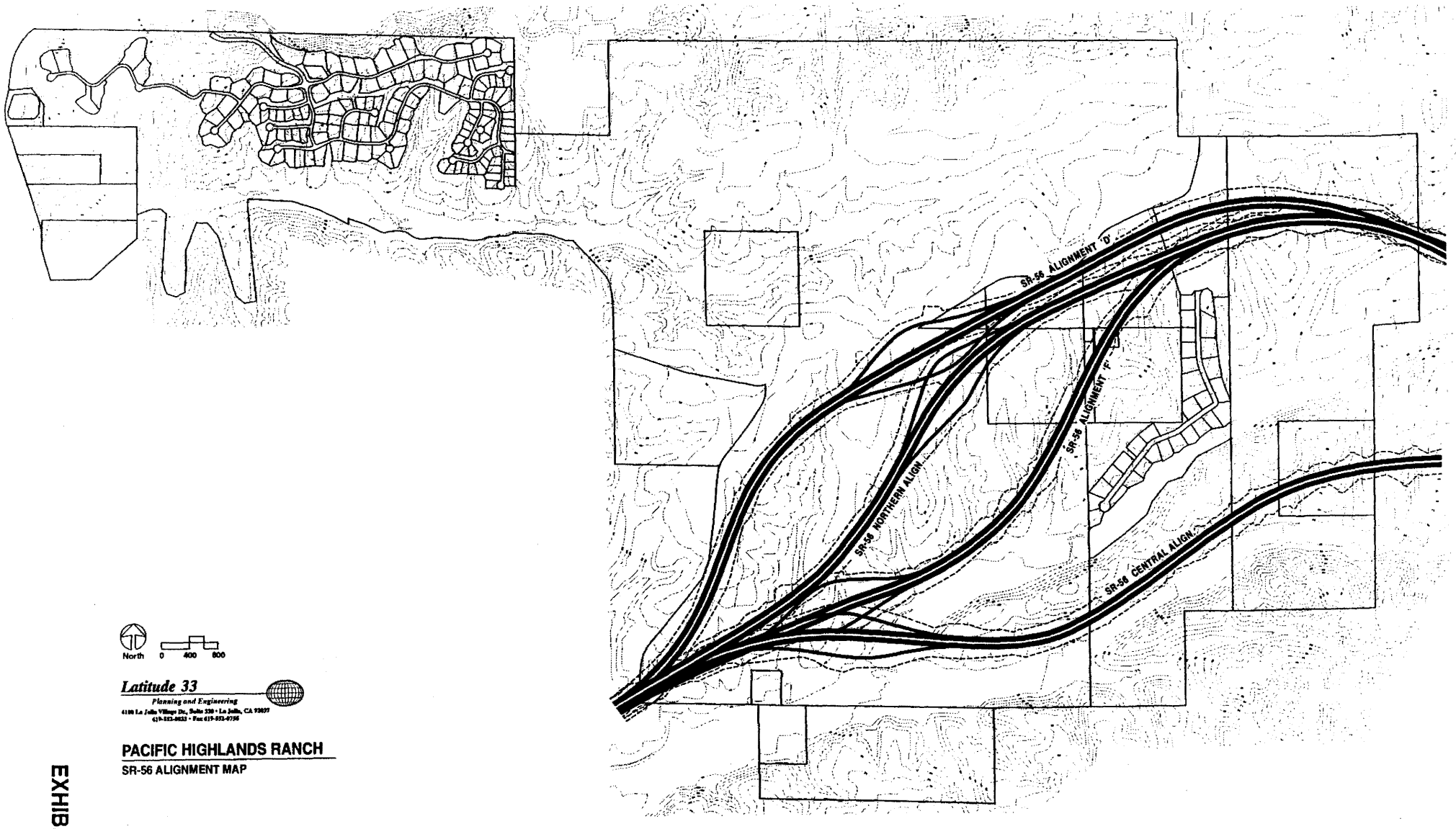
4.1 Circulation Plan

The circulation system for Pacific Highlands Ranch will include major, collector, and local streets. It will provide access to the planned SR-56 freeway. Streets are viewed as important elements of the overall community. They not only provide a means to get from one place to another, but also provide the opportunity for social interaction within the town center. The street system serves, in concert with the open space system and pedestrian linkages, to frame the community and provide visual clarity and a sense of orientation. The design and implementation of the circulation system components reflect the resource-based nature of the community. The use of bridges and underpasses reduces impacts to the MHPA. The transportation system is designed to be multimodal, and to minimize impacts to the surrounding communities.

4.1.1 SR-56

SR-56 is a partially completed six-lane freeway that will bisect the NCFUA and provide a connection between I-5 and I-15. The eastern portion through Penasquitos and the western portion through Carmel Valley have been constructed. An alignment for the middle segment through the NCFUA has not yet been selected. Four alignments (Exhibit 4-1) were evaluated by the City of San Diego and the California Department of Transportation (Caltrans). They are:

- The Central Alignment which closely matches the alignment shown in the NCFUA Framework Plan and was studied in the original draft SR-56 EIR enters the Pacific Highlands Ranch community in the southwest corner of the planning area. Topographically, this places the freeway in McGonigle Canyon and adjacent to Carmel Creek. The alignment continues in an easterly



Latitude 33
Planning and Engineering
4180 La Jolla Village Dr., Suite 330 • La Jolla, CA 92037
619-552-0022 • Fax 619-552-0756

PACIFIC HIGHLANDS RANCH

SR-56 ALIGNMENT MAP

EXHIBIT 4-1

fashion in McGonigle Canyon. Near the intersection of McGonigle and Deer Canyons, the freeway proceeds northeasterly on the south facing slope of Santa Monica Ridge. This route enters the Torrey Highlands community (Subarea IV) on its western boundary.

- The Northern Alignment which was studied as an alternative in the original draft SR-56 EIR enters the Pacific Highlands Ranch community in the southwest corner of the planning area. Topographically, this places the freeway in McGonigle Canyon and adjacent to Carmel Creek. From there, the alignment traverses northeasterly, along the north slope of McGonigle Canyon, toward the crest of the canyon. The freeway arcs easterly on the north side of Rancho Glens Estates, then moves in a southeasterly direction as in enters Torrey Highlands.

- Alignment D which was studied in association with the revised EIR that included the "F" alignment. The "D" alignment enters Pacific Highlands Ranch in the southwest corner of the planning area. Topographically, this places the freeway in McGonigle Canyon and adjacent to Carmel Creek. From there, the freeway turns north along the east side of SeaBreeze Farms, then trends northeasterly along the ridge between McGonigle and La Zanja Canyons. As the alignment crosses north of Rancho Glens Estates, it arcs towards the southeast, then enters Torrey Highlands on its western boundary near the northwest corner of the area.

- The "F" alignment enters the Pacific Highlands Ranch community in the southwest corner of the planning area. Topographically, this places the freeway in McGonigle Canyon and adjacent to Carmel Creek. From there, the alignment traverses along the north slope of McGonigle Canyon in a northeasterly direction, then arcs northerly west of Rancho Glens Estates. The freeway bends easterly on the north side of Rancho Glens Estates, then southeasterly as it enters Torrey Highlands, in approximately the same position as the "D" alignment.

This subarea plan includes a land use plan for alignment "F". Land use plans for the other three alignments ("D", Central, and Northern) are discussed in Appendix E.

The State Route 56 revised Environmental Impact Report (REIR) has examined the provision of a third interchange between Rancho Glens Estates Subdivision and the boundary with Torrey Highlands. During the preparation of the Pacific Highlands Ranch Subarea Plan, it was determined that the interchange was not needed to accommodate development within Subarea III. The circulation system for Pacific Highlands Ranch is based upon one interchange at Camino Santa Fe. The development of an additional interchange, if needed to serve build-out of the NCFUA and unincorporated areas of the County, along SR-56 is not precluded (Exhibit 4-2).

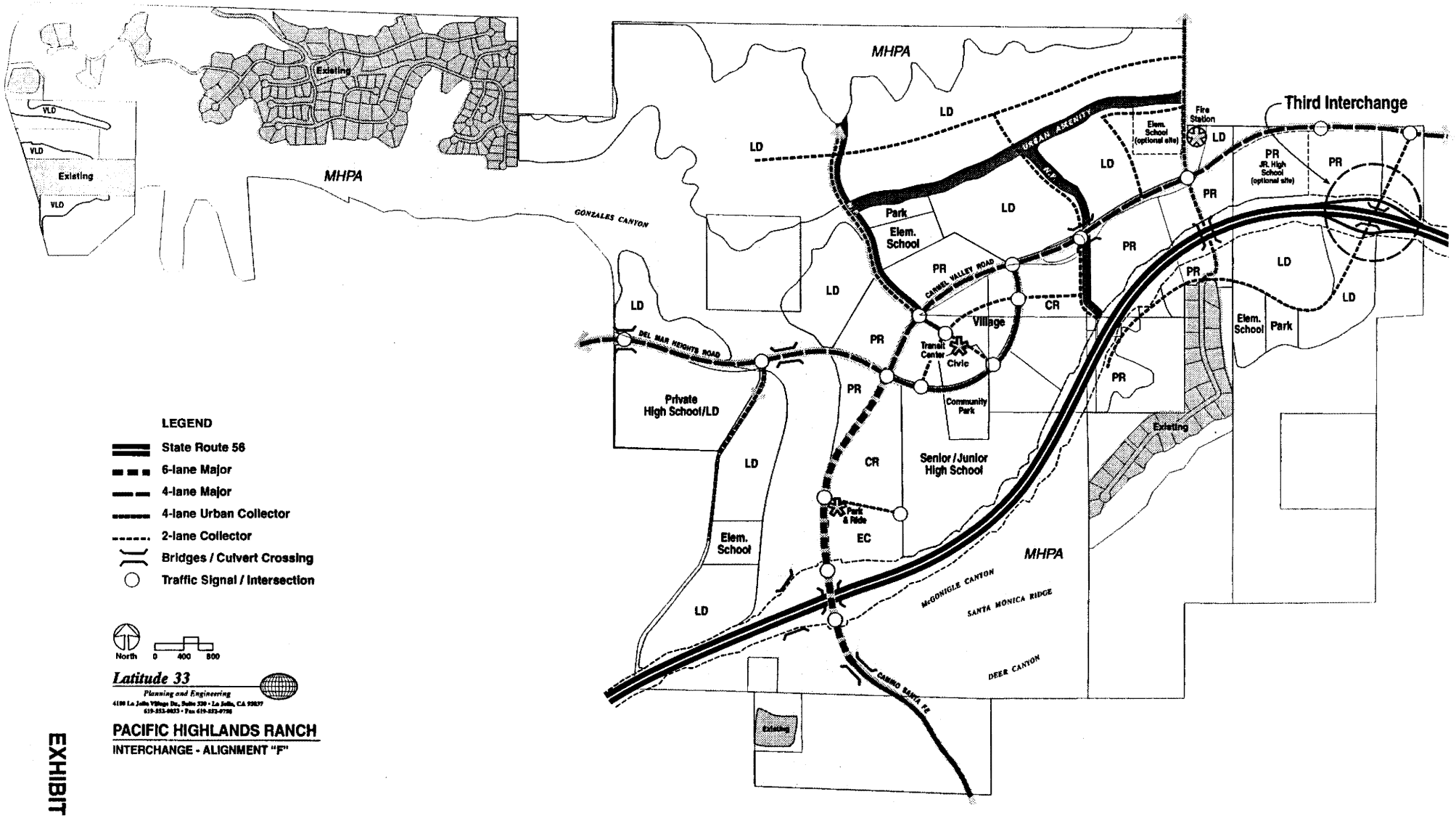

Third Interchange
MHPA
Existing
VLD
LD
PR
CR
EC
Park
Elem. School
Village
Transit Center
Civic
Community Park
Senior / Junior High School
Private High School/LD
Park & Ride
Fire Station
Elem. School (optional site)
Jr. High School (optional site)
URBAN ARTERIAL
R.P.
CARMEL VALLEY ROAD
DEL MAR HEIGHTS ROAD
GONZALES CANYON
McGONIGLE CANYON
SANTA MONICA RIDGE
DEER CANYON
CAMINO RAMA FE
LEGEND
State Route 56
6-lane Major
4-lane Major
4-lane Urban Collector
2-lane Collector
Bridges / Culvert Crossing
Traffic Signal / Intersection
North
0 400 800
Latitude 33
Planning and Engineering
PACIFIC HIGHLANDS RANCH
INTERCHANGE - ALIGNMENT "F"

EXHIBIT 4-2

The Framework Plan recommends that SR-56 be designed as a "landscape parkway" with 100 foot-buffers on either side of the roadway. This concept is intended to preserve long range views and reduce noise levels to adjacent sensitive land uses. Within Subarea III, the 100 foot-wide landscape buffers, measured from the outside edge of pavement, exclusive of on and off-ramps, shall be provided.

4.1.2 MAJOR ROADS

The Pacific Highlands Ranch major street system will consist of Carmel Valley Road, Del Mar Heights Road, and Camino Santa Fe (Exhibit 4-3). The major streets will provide links to future SR-56, and adjacent communities. The connection from Camino Santa Fe to future SR-56 will provide regional access from the community to the greater San Diego metropolitan area.

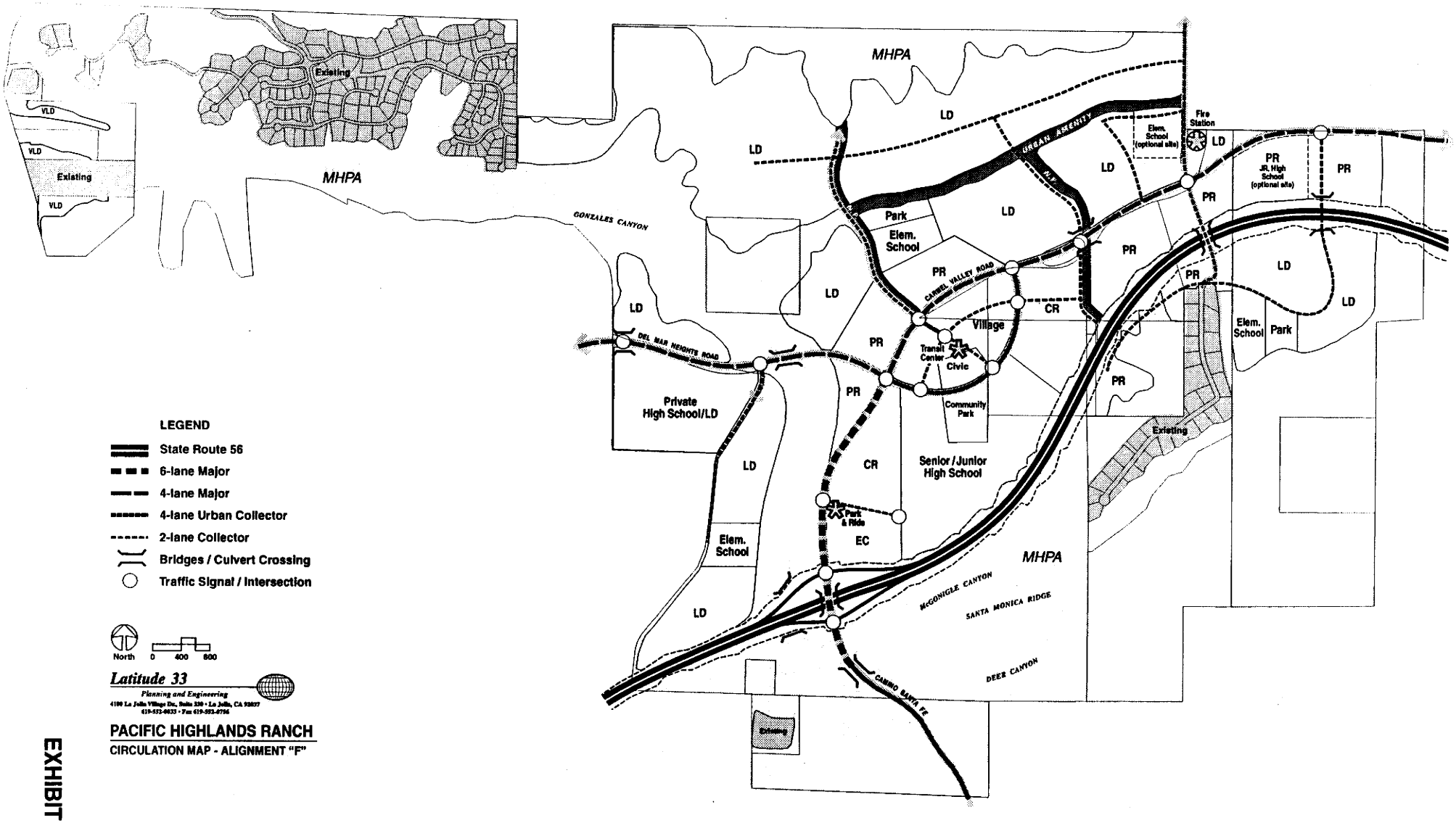
The rights-of-way for the major roads will be 146 feet wide and will accommodate up to 6 lanes of traffic. The initial design will leave the 2 internal lanes unimproved (Exhibit 4-4). They will be available for additional traffic lanes or for transit. In the interim, the median should be landscaped to provide visual separation and screening from the surrounding area, as well as from on-coming traffic.

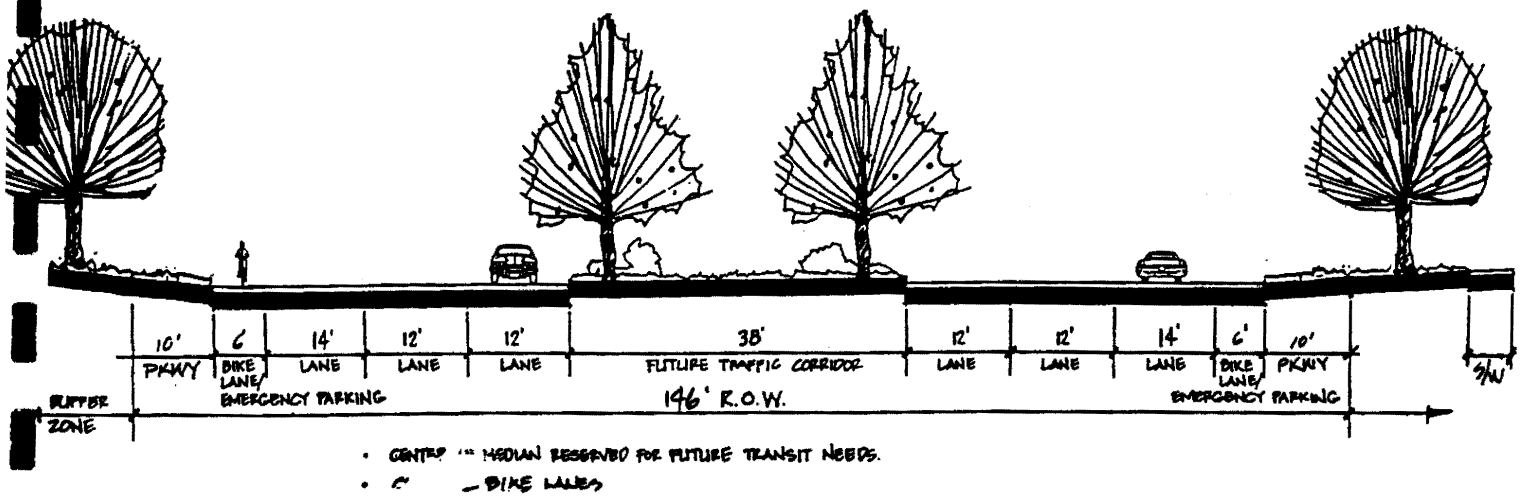
Carmel Valley Road currently enters the subarea in the southwest corner and proceeds northerly toward Del Mar Heights Road. At the intersection with Del Mar Heights Road, the alignment proceeds easterly toward Rancho Santa Fe Farms Road, then into the Torrey Highlands community. The new alignment of Carmel Valley will begin at the SR-56/Camino Santa Fe interchange. It will extend easterly into the Torrey Highlands community. The proposed land use plan will locate Carmel Valley Road as shown in the Framework Plan.

Del Mar Heights Road currently enters Pacific Highlands Ranch from the Carmel Valley community and terminates at Carmel Valley Road adjacent to the town center. It will be approximately 2,100 feet south of the urban amenity. Del Mar Heights Road will bridge the wildlife corridor that connects Gonzales and McGonigle Canyons.

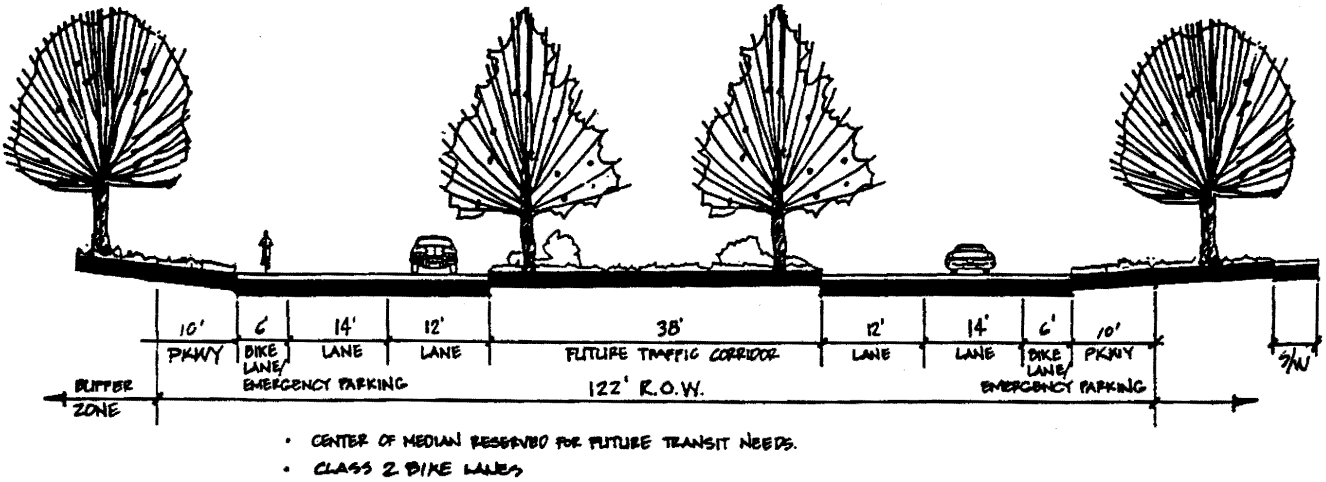
Camino Santa Fe will begin at the SR-56 interchange and connect Pacific Highlands Ranch and Del Mar Mesa (Subarea V) to the south. The alignment of Camino Santa Fe is consistent with the alignment shown in the Framework Plan and will consist of six lanes. However, Camino Santa Fe will narrow to four lanes before it crosses McGonigle Canyon and Carmel Valley Creek.

Major roads that carry regional traffic should have distinctive landscape treatment to establish a unique setting for Pacific Highlands Ranch. This edge condition is important; it creates the initial visual experience for people entering the community. The right-of-way set aside for transit uses or additional traffic lanes should be within the median and should be screened or buffered with tree and shrub massing adjacent to its outer edge.


MHPA
Existing
VLD
VLD
Existing
VLD
MHPA
GONZALES CANYON
LD
LD
LD



A 6-Lane Major Road



B 4-Lane Major Road

PACIFIC HIGHLANDS RANCH

STREET SECTIONS

EXHIBIT 4-4

4.1.3 THEME ROADS/COLLECTOR STREETS

The collector streets will provide local circulation within the subarea, the town center, and residential areas. All collector streets will act as theme roads. Theme roads will link the neighborhoods with the town center, and the regional circulation system. These roads form a loop system that will allow for possible future transit service. They are designed to carry moderate levels of local traffic in an efficient manner, without negatively impacting pedestrian and bicycle traffic. This network of collectors provides many alternative paths of travel that will provide access to the neighborhoods and services within the community. The collector street system has been designed to discourage through traffic in residential neighborhoods, and to encourage through traffic to utilize the arterial streets within the subarea (Exhibits 4-5 and 4-6).

The collector streets will typically consist of the following:

- 4 lane rights-of-way with median, limited parking, pedestrian paths, and bicycle lanes;
- 2 lane rights-of-way with median, limited curb-cuts, pedestrian paths, and bicycle lanes; or
- 2 lane rights-of-way with limited curb-cuts, limited parking, pedestrian paths, and bicycle lanes.

4.1.4 LOCAL STREETS

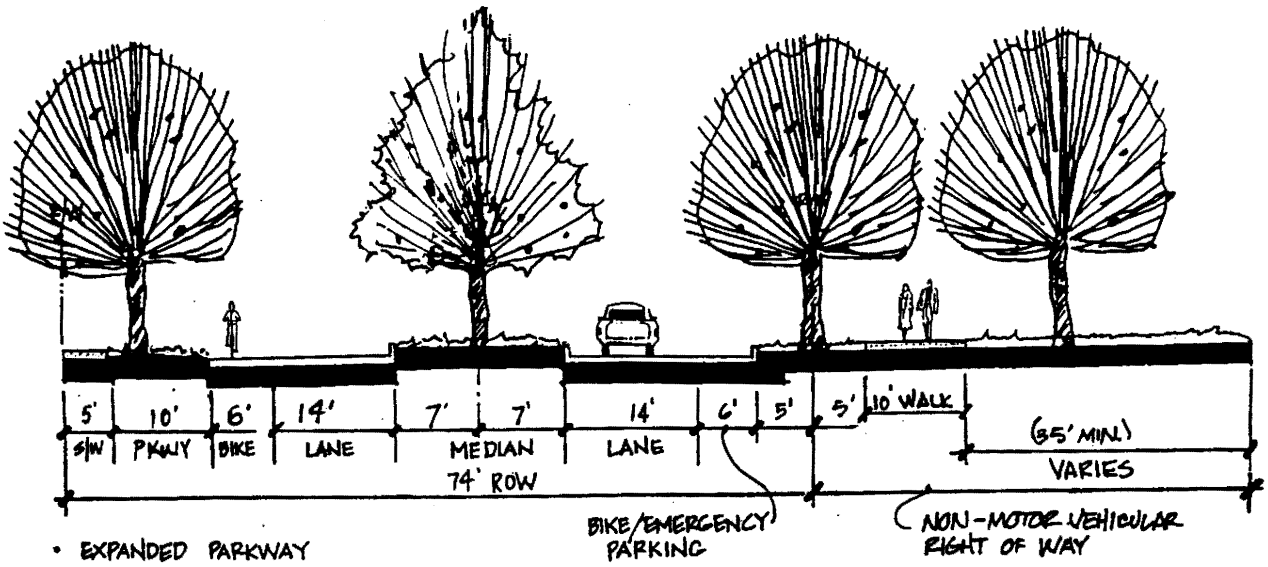
The local street system will provide a pedestrian focus while reducing the speed of automobile traffic. These streets will be designed to reduce through traffic from other communities of the north city area.

The local streets will consist of the following:

- 2 lane rights-of-way with parking and pedestrian paths; or
- 2 lane rights-of-way with pedestrian paths.

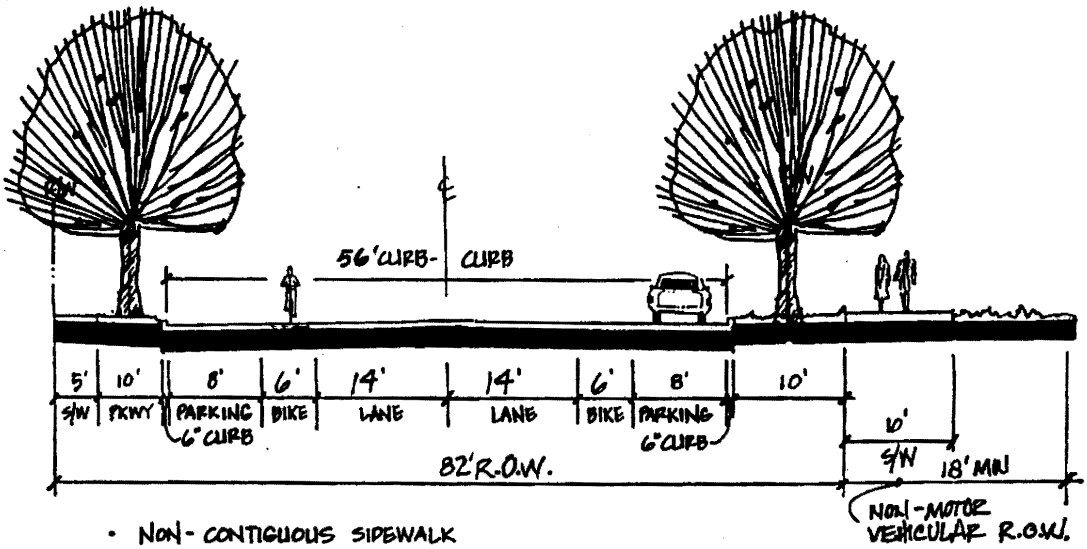
4.1.5 VILLAGE STREETS

The streets in the village will be designed to accommodate pedestrians, slow automobile traffic, and provide on-street parking. They can create a livable and exciting environment for users of the area. Various access points are provided that emphasize direct access to the north and west. The more automobile intensive uses will be located on the perimeter of the village and the pedestrian focused uses will be located near the center. Thus, the streets should become narrower as they move into the center of the area (Exhibits 4-7 and 4-8). In addition, clear



- EXPANDED PARKWAY
- NON-CONTIGUOUS MULTI-PURPOSE PATH
- NODES CREATED AT INTERSECTIONS
- STRIPED BIKE LANES

C 2-Lane Modified Collector with/Median



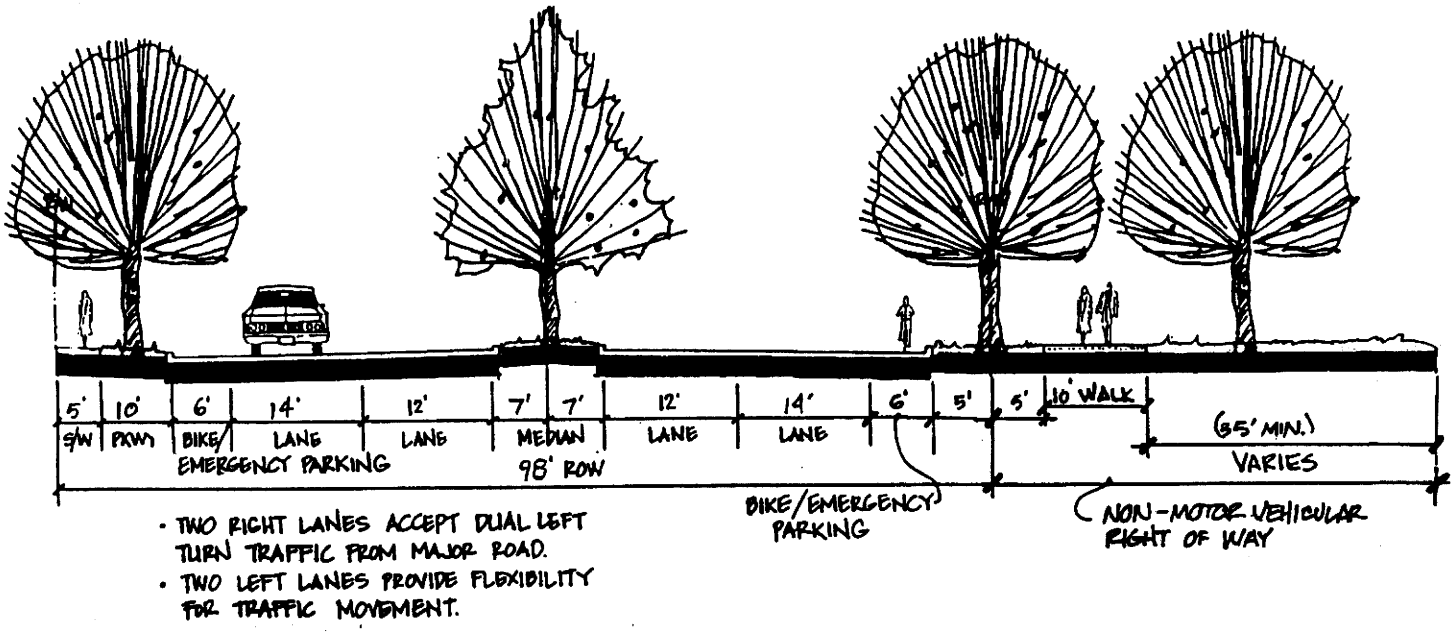
- NON-CONTIGUOUS SIDEWALK
- STRIPED BIKE LANES
- STRIPED ℄
- EXPANDED PARKWAY AND WIDENED MULTI-PURPOSE PATH ON ONE SIDE

D 2-Lane Modified Collector

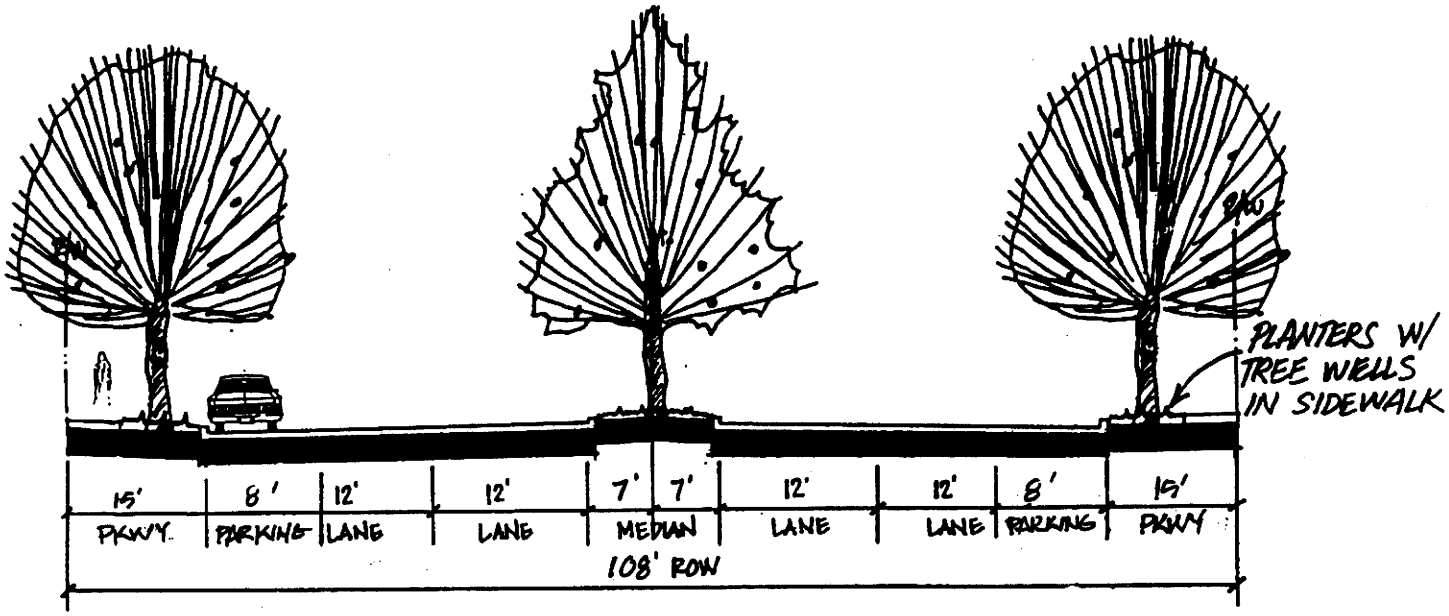
PACIFIC HIGHLANDS RANCH

STREET SECTIONS

EXHIBIT 4-5



(E) 4-Lane Flare of 2-Lane Modified Collector with Median

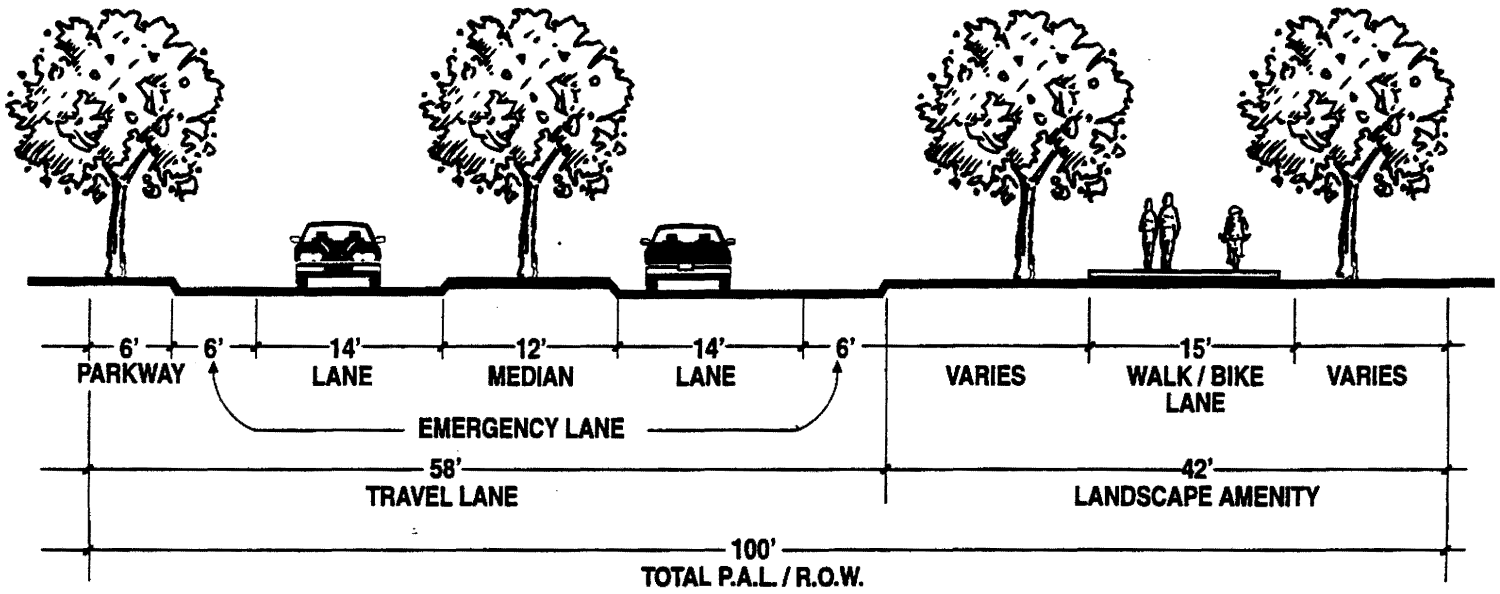


(VA) Village Perimeter Road & Main Street 4-Lane Urban Collector Modified with Median

PACIFIC HIGHLANDS RANCH

STREET SECTIONS

EXHIBIT 4-6

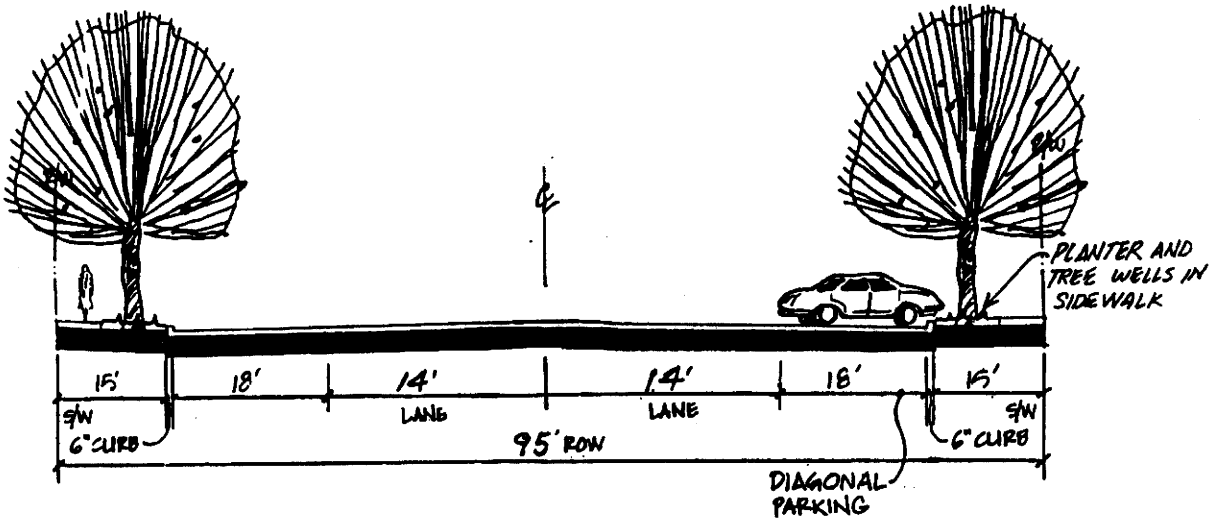


(F) Neighborhood Parkway (N.P.)

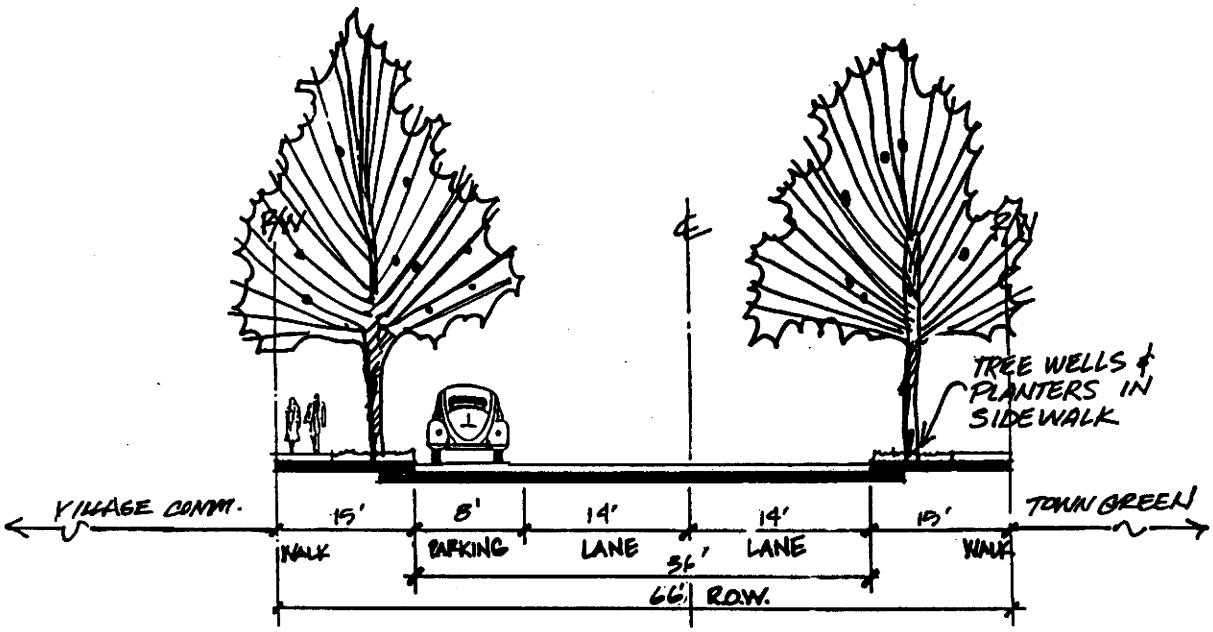
PACIFIC HIGHLANDS RANCH

STREET SECTIONS

EXHIBIT 4-7



VB Village Main Street 2-Lane Modified Urban Collector



VC Village Town Green Street 2-Lane Urban Collector

PACIFIC HIGHLANDS RANCH

STREET SECTIONS

EXHIBIT 4-8

connections between the street and buildings will accentuate the pedestrian nature of village. The transit center will be located in the village, to provide convenient public access from the surrounding areas.

The street location map is provided on exhibit 4-9.

4.2 Transit Center

The Pacific Highlands Ranch mass transit system will be centered in the town center and village. The village will contain the transit center which will serve this portion of the NCFUA. Transit routes will flow from this center along Del Mar Heights Road and Carmel Valley Road. They will connect with the planned SR-56 and with adjacent communities to the east and west.

Additional transit stops may be located along the bus routes if future demand warrants bus access. Wherever possible, they will be located adjacent to parks and public facilities. The streets adjacent to the transit stops should be designed to facilitate safe pedestrian crossings.

The transit center will be located such that buses and other mass transportation vehicles can quickly and efficiently move through the community (Exhibit 4-10). It will be designed in conformance with Metropolitan Transit Development Board (MTDB) guidelines and will accommodate both local and regional buses.

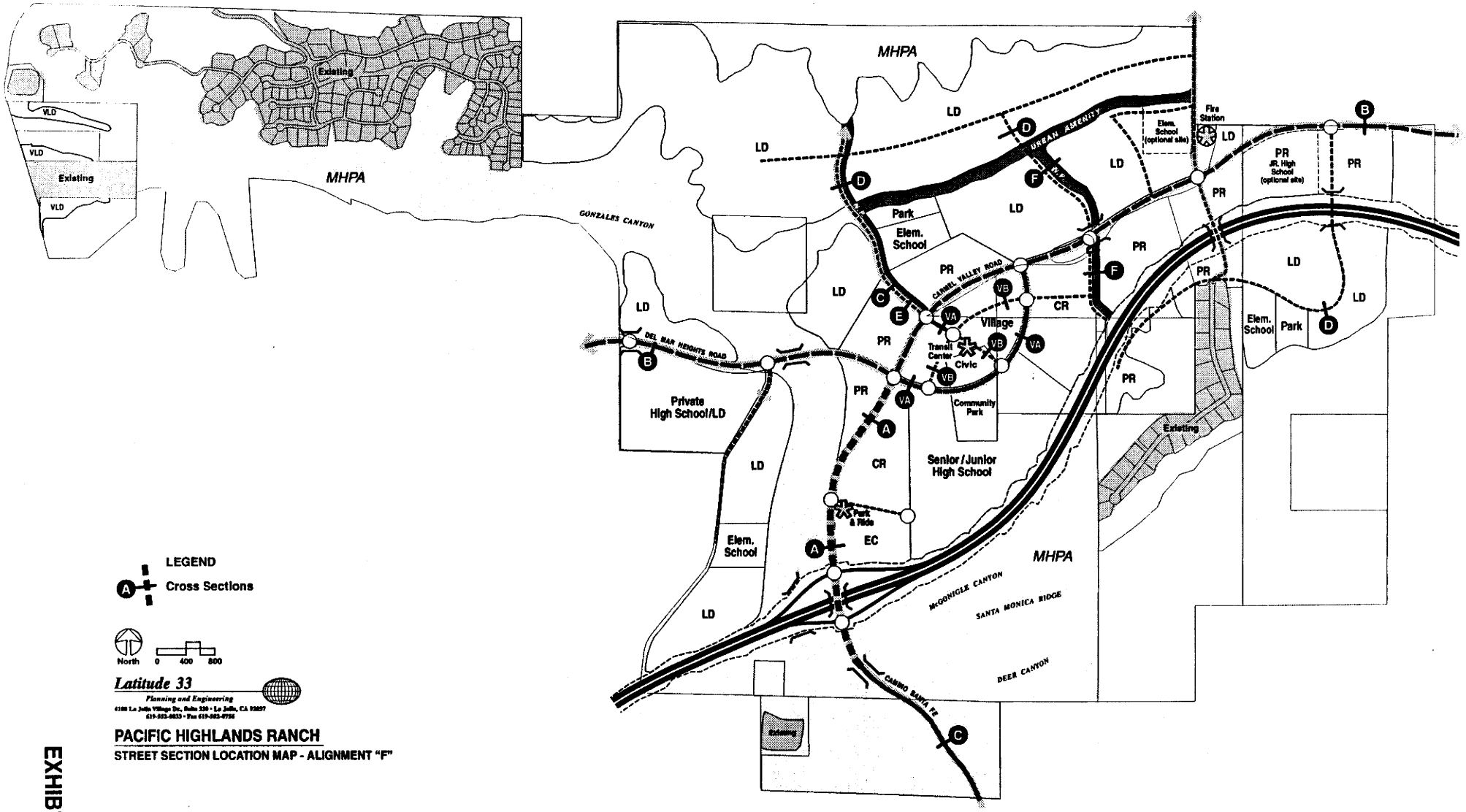
The transit center should be located in the center of the village placing it in close proximity to the senior and junior high schools, community park, high density residential, commercial and office development, and the employment center.

4.3 Park and Ride

A park and ride will be located in the employment center which is located in the northeast quadrant of the Camino Santa Fe interchange. It will provide a convenient location for persons that must leave the community for work or other activities. The park and ride will include 100 parking space (sharing with adjacent users can be considered), low maintenance landscaping, shelters and benches, and appropriate signage. The park and ride should include space for potential bus movement.

4.4 Trail Circulation

The Pacific Highlands Ranch Plan includes approximately 15 miles of hiking, biking and equestrian trails that connect with pedestrian and bike paths within the built neighborhoods (Exhibit 4-11). This relationship between the natural and built environment will enhance the overall community and help create a definite sense of place for the residents. In order to assure

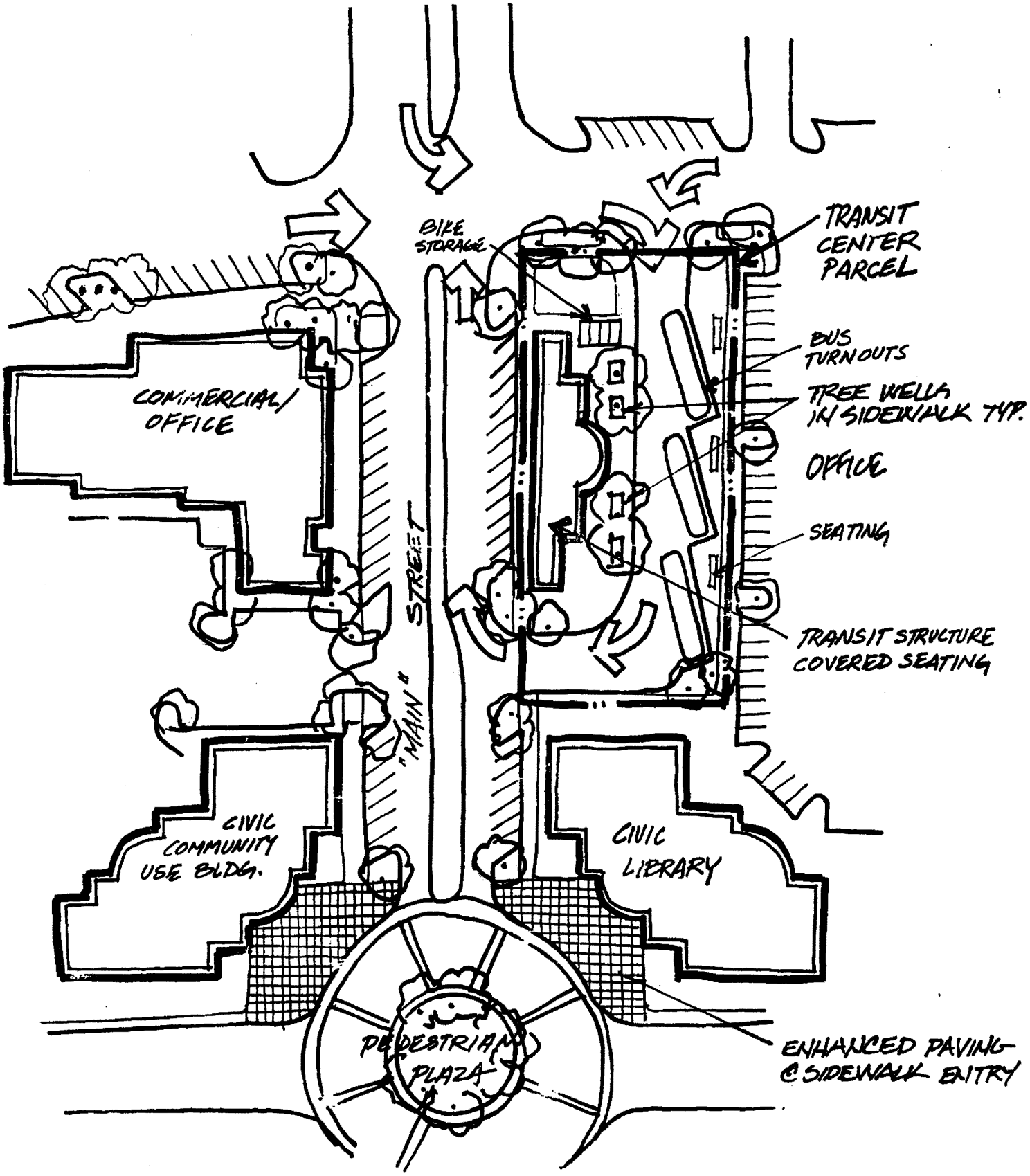


Latitude 33
Planning and Engineering
4180 La Jolla Village Dr., Suite 330 • La Jolla, CA 92037
619-552-0033 • Fax 619-552-0756

PACIFIC HIGHLANDS RANCH

STREET SECTION LOCATION MAP - ALIGNMENT "F"

EXHIBIT 4-9



PACIFIC HIGHLANDS RANCH

TRANSIT CENTER

EXHIBIT 4-10

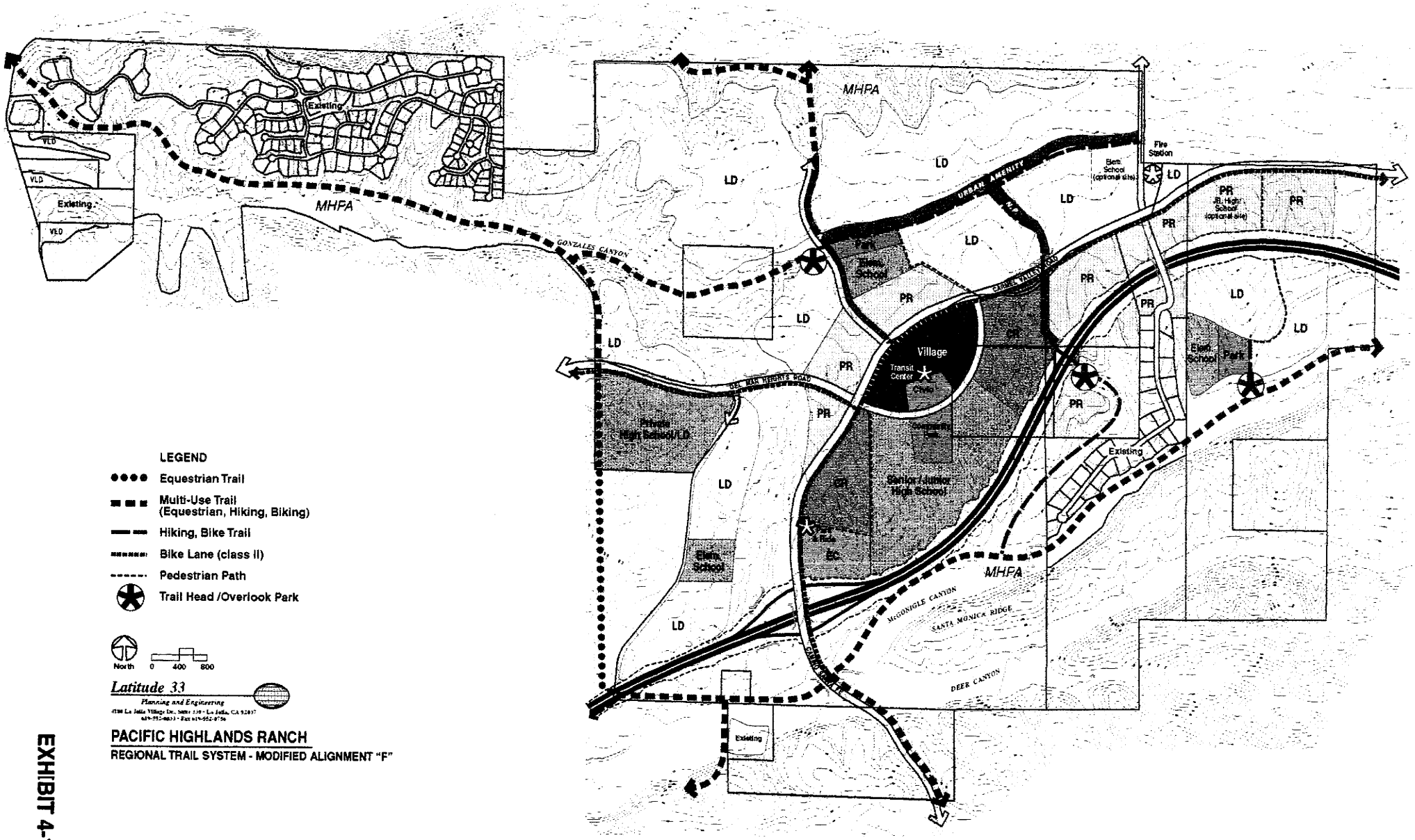

LEGEND
Equestrian Trail
Multi-Use Trail (Equestrian, Hiking, Biking)
Hiking, Bike Trail
Bike Lane (class II)
Pedestrian Path
Trail Head /Overlook Park
North
0 400 800
Latitude 33
Planning and Engineering
PACIFIC HIGHLANDS RANCH
REGIONAL TRAIL SYSTEM - MODIFIED ALIGNMENT "F"
MHPA
Existing
VLD
LD
PR
EC
Village
Transit Center
Park
Elem. School
Senior/Junior High School
Fire Station
Elem. School (optional site)
Jr. High School (optional site)
URBAN AMENITY
GONZALES CANYON
DEL MAR HEIGHTS ROAD
CARMEL VALLEY ROAD
McGONIGLE CANYON
SANTA MONICA RIDGE
DEER CANYON

EXHIBIT 4-11

appropriate connections between neighborhoods and overall within the subarea, a trail plan that implements the goals and objectives of this section shall be required prior to approval of all future tentative maps.

4.4.1 PAVED TRAILS AND PATHS

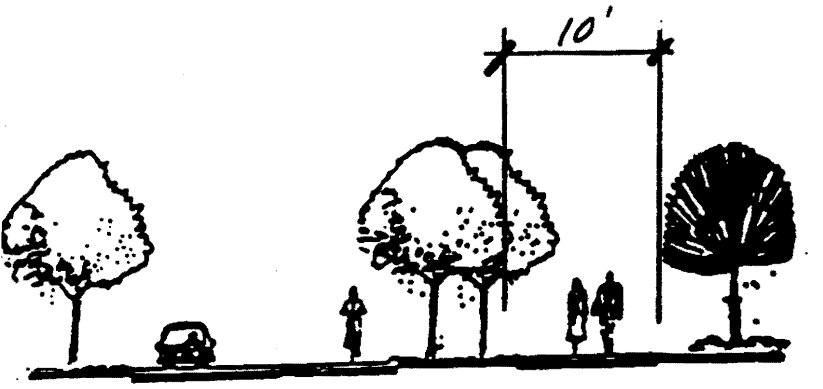
Paved neighborhood pedestrian trails will be provided within the rights-of-way of all major, collector, and local roads. These trails will be a minimum 5 feet wide and should be separated from the road by a parkway or landscape buffer (Exhibit 4-12). In addition to the paved trails, community and regional bicycle lanes will be provided in the street and road right-of-way, where feasible (Exhibit 4-12). The widths of all bicycle lanes must comply with the standards adopted by the City of San Diego. In all instances, efforts should be made to provide non-contiguous sidewalks, trails, and paths.

4.4.2 URBAN AMENITY TRAILS, NEIGHBORHOOD PARKWAYS, AND PEDESTRIAN PATHS

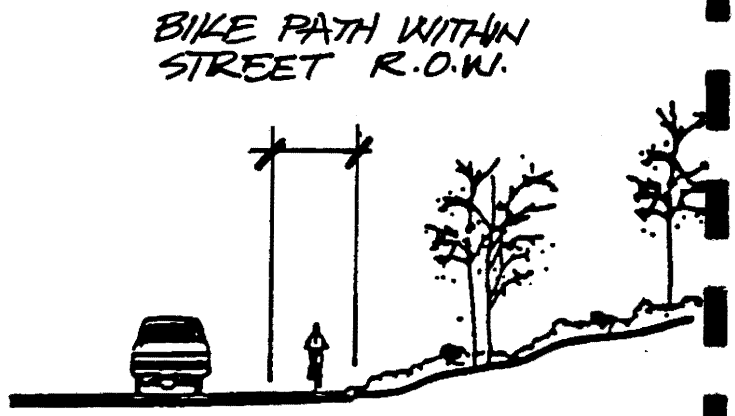
These trails and paths will provide for non-motorized movement with a minimum of automobile interaction. They will consist of compacted decomposed granite, or similar material, and will be for walking, bicycling, and other similar activities. As depicted on exhibit 3-5, neighborhood parkways will provide road separated paved trails and paths for movement through the community. Pedestrian paths will consist of 10 foot right-of-way with a 5 foot trail. The trail will provide connections between residential neighborhoods - village - employment center, the urban amenity, the neighborhood parkways, and other trails. The community wide system for pedestrian movement will include benches and landscaping. The urban amenity will be held by the Landscape Maintenance District and will be encumbered with an open space easement to ensure its long-term viability. The neighborhood parkway and pedestrian paths will be maintained by the Landscaped Maintenance District or other financing entity.

4.4.3 TRAILS IN THE MHPA

Trails within the MHPA will be multi-purpose regional trails for hiking, biking, and, in some cases, for horseback riding. They will be designed and constructed by the City of San Diego in accordance with City standards and consistent with the MSCP Subarea Plan. They will be located in open space areas and will consist of loose decomposed granite or similar substance. The trails will generally follow the contours of the natural terrain and will avoid unnecessary grading. The design of the trail system will be sensitive to native species and will include interpretive signs to inform users of the purpose of the area and to identify native flora and fauna. In order to preserve the wildlife corridor, equestrians in Gonzales Canyon will link to the trail in McGonigle Canyon by crossing under Del Mar Heights Road then continuing south through the private high school and the SeaBreeze properties. The private high school and SeaBreeze properties are not within the MHPA. Horses will also be permitted to connect with La Zanja Canyon through the residential neighborhood on the north side of the urban amenity. As prescribed in the MSCP Subarea Plan, trails within the MHPA will use existing utility easements and improvements where feasible.

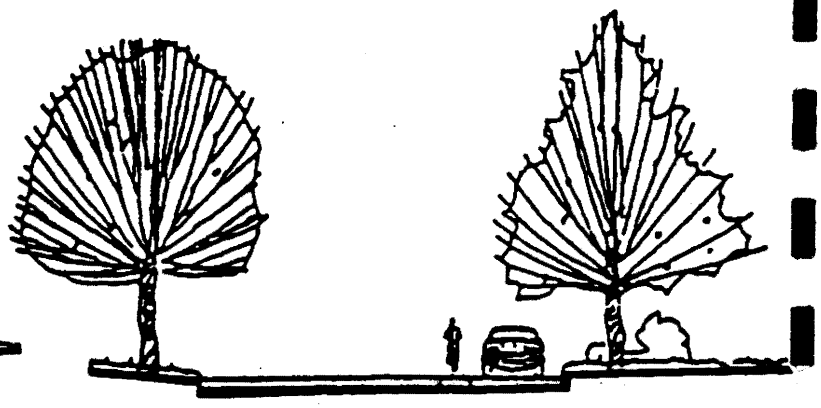


NEIGHBORHOOD PEDESTRIAN TRAIL



REGIONAL BIKE LANE

MULTI-PURPOSE REGIONAL TRAIL



COMMUNITY BIKE LANE

PACIFIC HIGHLANDS RANCH

TRAIL CONCEPTS

EXHIBIT 4-12

4.4 Conformance with the Framework Plan

The design and implementation of the Pacific Highlands Ranch circulation system conforms to the goals and objectives of the Framework Plan. The system results in:

- Creation of traffic patterns that ensure swift and safe movement of automobiles within the NCFUA and Pacific Highlands Ranch.
- Provision of non-motorized movement throughout the community.
- Revision of the NCFUA trail system and provision of a multi-use regional trail system which connects with the surrounding communities.

CHAPTER 5

COMMUNITY DESIGN

The purpose of this chapter is to set forth design objectives and concepts to guide architects, planners, developers, and review agencies in the development of Pacific Highlands Ranch. Pedestrian-oriented development concepts are incorporated into this chapter. The integration of design and environmental criteria is also discussed. This chapter should be used in conjunction with the master rezoning and development standards to design future developments.

Design principles and standards for each land use designation are outlined below. These are formulated to give design guidance while providing flexibility throughout the long-term build-out period anticipated for Pacific Highlands Ranch. Detailed solutions in site planning, landscaping, and building design may then meet these overall requirements and conform to subarea-level concepts, while being responsive to specific site conditions and project-level concerns. A series of design principles are recommended rather than particular design motif or architectural style. Because not all situations and conditions can be predicted, the proposals in this plan with regard to grading, drainage, landscaping, and conservation are subject to refinement and modification during subsequent development plan and subdivision map review.

This chapter also addresses the need for a sense of orientation and identity which is often lacking in suburban subdivisions. The recent, and conventional, approach to residential design has been to create a maze of curvilinear roads that do not appear to be part of an overall pattern. The often-heard complaint of getting lost in newly developed residential areas is symptomatic of the lack of a well-designed physical environment that allows residents and visitors to orient themselves within the larger community. Pacific Highlands Ranch emphasizes the creation of an overall community identity which is comprised of different elements. These built elements include the town center, the residential neighborhoods, and the environmental resources. These elements of the subarea are linked with the other uses throughout the subarea to facilitate direct access and define character.

The implementation of the goals and principles established by this chapter will occur through the review and approval of subdivision maps and other discretionary permits, such as commercial development permits for the village, residential development permits for multifamily development, industrial development permits for the employment center, Conditional Use Permits for special uses such as the private high school, and Environmentally Sensitive Lands (ESL) permits. The success of the village is directly tied to establishing and maintaining design principles. While a specific design theme has not been included as part of the Pacific Highlands Ranch Subarea Plan, the theme and design principles should include, but not be limited to, building and landscaping materials, lighting of public spaces, compatible architectural style, urban furniture, use of complementary colors, consistent signage (both public and private), and hardscape and sidewalks. The overall design theme should be included with the first commercial

development permit submittal. The application should include design principles which establish the overall design theme and provide direction regarding the design elements discussed in this chapter.

5.1 Community Design Goals

Goal 1: Develop an attractive community composed of integrated land uses that encourage diverse neighborhoods, create an active commercial/civic center, and facilitate non-automobile modes of transportation.

Goal 2: Create a vibrant community that is physically based on the preservation and enhancement of natural resources.

The design principles in this chapter are based on the general concepts outlined in the Framework Plan. These concepts have been augmented by additional direction from the City's Land Guidance System documents and refined pursuant to the particular conditions associated with Pacific Highlands Ranch.

5.2 Open Space

Implementation of the Pacific Highlands Ranch plan will facilitate and ensure implementation of the MHPA, since it is a fundamental component of the subarea. MHPA implementation mechanisms can include, but are not limited to the following: dedication of land; easements for future dedication via a Mitigation Land Bank; or easements rather than dedication.

Open space in Pacific Highlands Ranch includes both the urban amenity and the MHPA. Table 3-1 illustrates the permitted uses and description of these categories of open space. In general, the urban amenity defines the open space link within the developable portion of the subarea. Implementation of the MHPA will protect and preserve natural resources, while providing for wildlife movement as described in the City's Management Plan. Low-impact uses, such as trails, are permitted in the MHPA. Although much of Pacific Highlands Ranch has been disturbed by agriculture, its location linking three large open space areas makes this property critical to the regional open space system. Additional discussion of the open space system can be found in Chapter 3.

5.2.1 CREATED LINK

An important and necessary element of the MHPA will be created by grading a natural saddle that separates Gonzales Canyon from a north-south trending finger canyon of McGonigle Canyon (Exhibit 5-1). The purpose of the grading will be to create a connection between these canyons that will facilitate the movement of wildlife. Approximately 300,000 cubic yards of earthwork are required to create this wildlife passage. Width of the graded area is approximately 600 to 650 feet wide and 900 feet in length. The graded area will be revegetated consistent with

PACIFIC HIGHLANDS RANCH

GRADING FOR DEL MAR HEIGHTS ROAD BRIDGE - SR56 ALIGNMENT "F"

EXHIBIT 5-1

a detailed revegetation plan to be submitted with the first individual project or with the plans for improving Del Mar Heights Road (whichever comes first). The detailed revegetation plan must be consistent with the CRP which is included in the MEIR. The CRP is the basis for preparing detailed revegetation plans for future development projects with the Pacific Highlands Ranch Subarea. The revegetation of the created link will be credited toward the mitigation requirement of the project that is actually responsible for the mitigation or maybe located in a mitigation bank. The created link will be bridged at Del Mar Heights Road by a structure approximately 25 feet high (Exhibit 3-3). Upon completion, this north/south habitat linkage will play a very important role in the long-term viability of the MHPA by connecting the San Dieguito River to Los Penasquitos Canyon and Black Mountain.

5.2.2 BRIDGES AND CULVERTS

As discussed above, Del Mar Heights Road will bridge the north-south wildlife corridor created for the MHPA. SR-56 will also bridge the corridor at the south end near McGonigle Canyon. The design of the SR-56 bridge should be similar to the arched design proposed for Del Mar Heights Road.

Bridges along SR-56 are planned to aid in the movement of vehicles under the freeway; however, they are not intended for wildlife movement. In addition, Camino Santa Fe will bridge Carmel Creek in McGonigle Canyon. This bridge will limit impacts to the wetlands and will be designed in a pillar and pylon style. The bridge will be approximately 100 feet long, 75 wide, and 25 feet maximum height above grade.

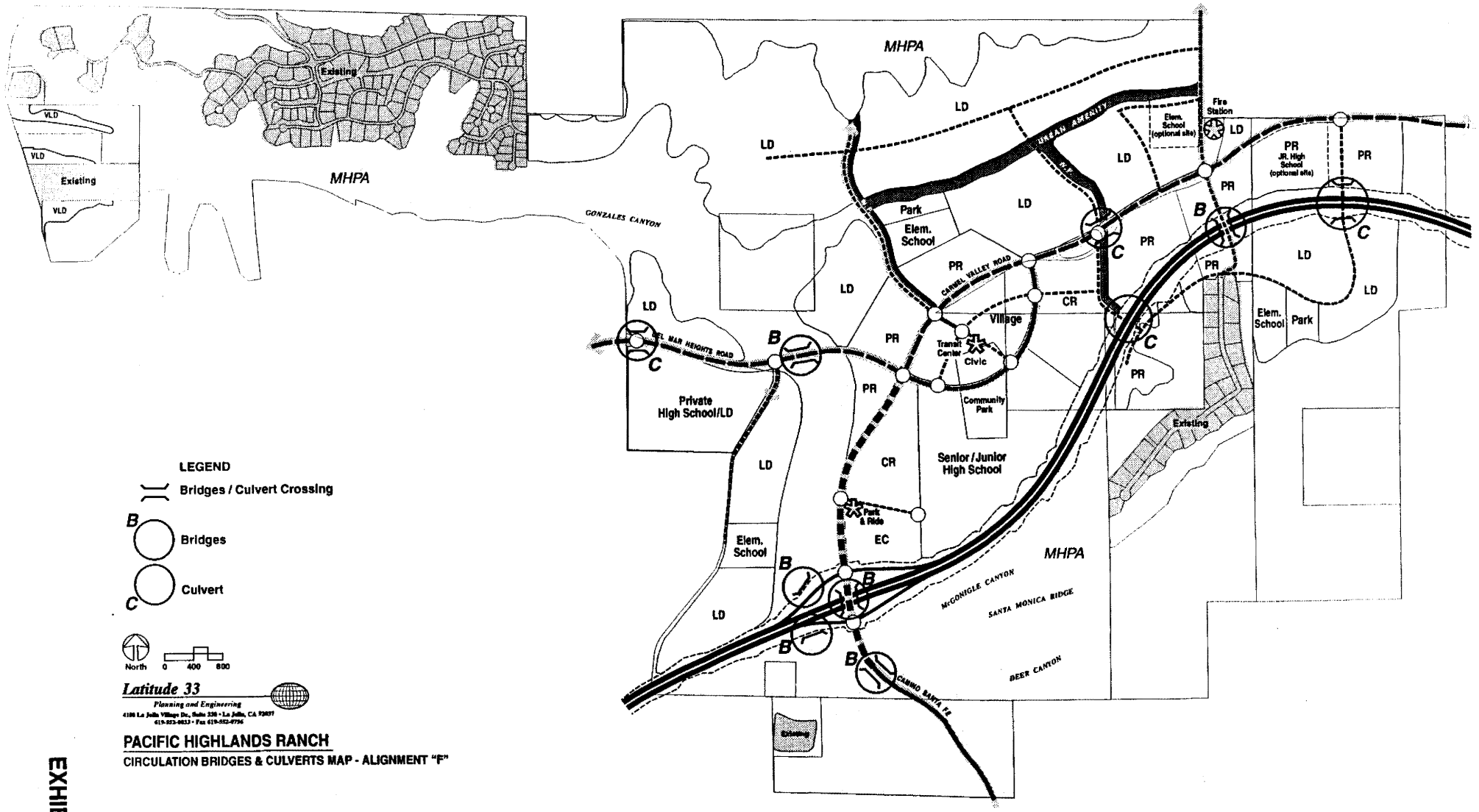
Culverts are planned for the roads which cross the urban amenity, where the neighborhood parkway crosses under SR-56, Carmel Valley Road, and under Del Mar Heights Road (equestrian movement). If necessary, they will be installed where local roads cross the neighborhood parkway. The culverts will be concrete and will have a maximum height of 15 feet and width of 30 feet, and will be the minimum length necessary to cross the obstacle. In those instances where a single culvert cannot handle all the necessary facilities, either multiple culverts will be installed or a bridge will be built.

The bridges and culvert locations are depicted on exhibit 5-2, and comply with criteria contained in the MSCP Subarea Plan.

The bridges associated with SR-56 will not be the responsibility of the property owners in the Pacific Highlands Ranch Subarea. Bridges and culverts associated with the major roads will be funded by Facility Benefit Assessment (FBA). The culverts located in local streets will be provided by the individual builder or subdivider.

5.2.3 URBAN AMENITY

Pacific Highlands Ranch's open space system includes a 20 acre urban amenity. The amenity will complement the resource-based MHPA while providing wetland preservation, visual relief, recreational benefits, non-motorized vehicle and pedestrian links. The amenity will be



PACIFIC HIGHLANDS RANCH

CIRCULATION BRIDGES & CULVERTS MAP - ALIGNMENT "F"

EXHIBIT 5-2

approximately 150 feet in width, and is intended to protect the wetland habitat existing in the area. Graded building pads will maintain a minimum distance of 50 feet from the existing wetland vegetation on one side and 75 feet, on the opposite side. Trails, paths, and benches will be located within the widest buffer area (Exhibit 3-4). The urban amenity will be held by the Landscape Maintenance District and will be encumbered with an open space easement to ensure its long-term viability.

5.2.4 NEIGHBORHOOD PARKWAY

Pacific Highlands Ranch's open space system includes 14 acres of land designated as neighborhood parkways. Neighborhood parkways will provide visual relief, recreational benefits, and pedestrian links. These parkways will include the following: two lanes for automobile traffic; parking on one side; bicycle lanes abutting the traffic lanes; a landscaped median; sidewalks; and 25 feet of landscaping for benches and trails (Exhibit 3-5). The width of the neighborhood parkway will be 100 feet. The neighborhood parkways are intended to provide trails and paths for residents. Road crossings should be kept to a minimum.

5.2.5 PEDESTRIAN PATHS

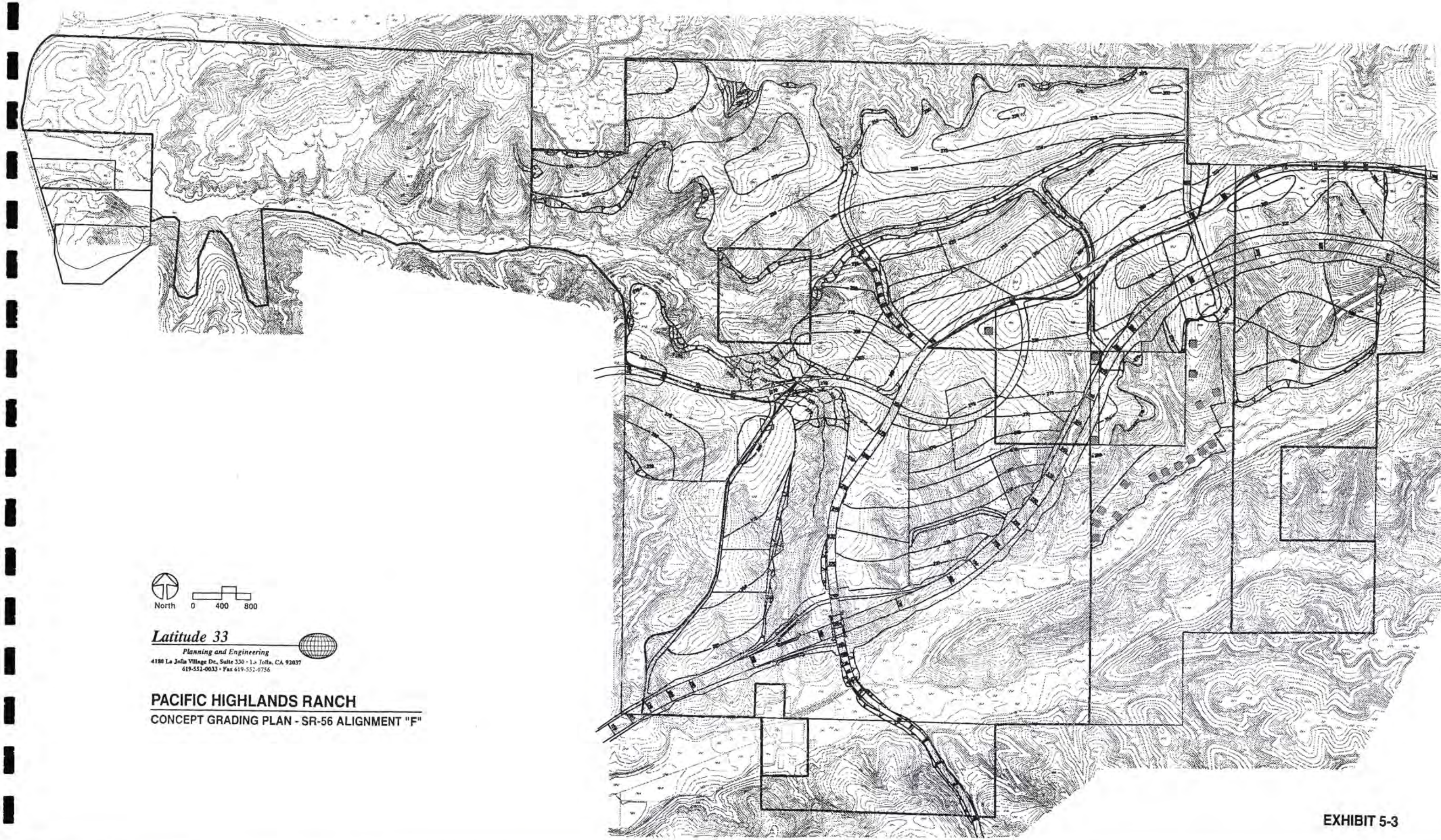
Pedestrian paths include a 5 foot path, landscaping, and occasional benches within a 10 foot right-of-way. The dirt path will be for the use of pedestrians and other non-motorized forms of movement. This level of trail system will be for connecting residential neighborhoods and the other trails in the community. Pedestrian paths enhance the pedestrian orientation of the Pacific Highlands Ranch Subarea Plan. They will be developed by each subdivider and maintained by the landscape maintenance district or other financing entity. As a condition of approval, each tentative map will be required to provide a trail plan.

5.3 Grading

The goal of the Pacific Highlands Ranch grading plans is to preserve and protect the viability of the MHPA while creating a unique and functional community. The grading plans included with this plan (Exhibit 5-3) illustrate the effort to minimize the impacts of grading on the MHPA. Where feasible, daylight grading techniques will be utilized and the slopes will be undulated to recreate the natural landform. All graded areas will either be used for development or revegetated in a manner consistent with the CRP. Unless authorized elsewhere, individual property owners must conform to the grading plans included in the Pacific Highlands Ranch Plan.

5.4 Village

The primary goal of the village is to create a pedestrian-oriented environment which will feature a mix of residential and commercial uses (Exhibit 5-4). The main street will serve as the central



North 0 400 800

Latitude 33

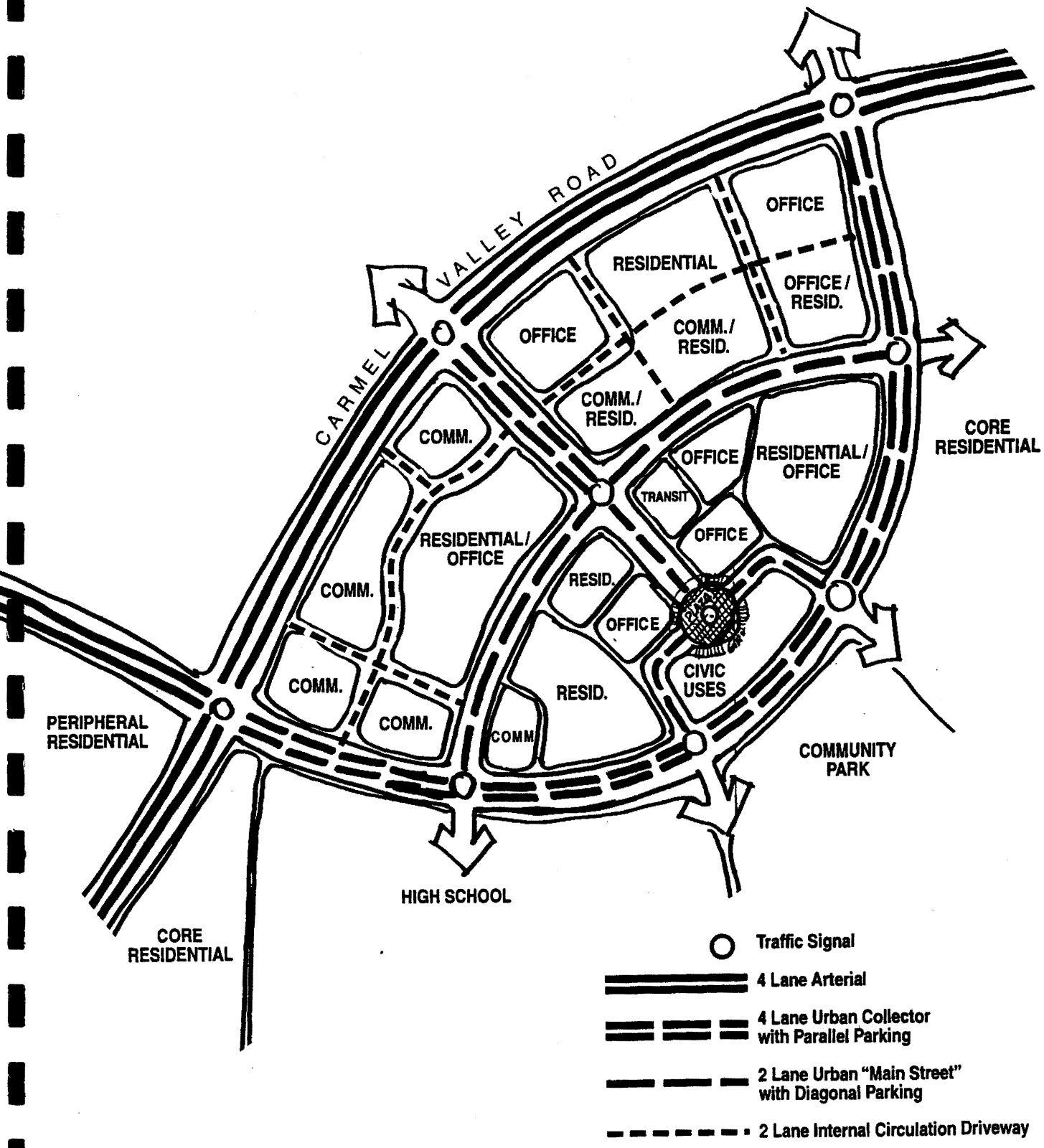
Planning and Engineering

4180 La Jolla Village Dr., Suite 330 • La Jolla, CA 92037
619-552-0033 • Fax 619-552-0756

PACIFIC HIGHLANDS RANCH

CONCEPT GRADING PLAN - SR-56 ALIGNMENT "F"

EXHIBIT 5-3



PACIFIC HIGHLANDS RANCH

VILLAGE CONCEPT - ALIGNMENT "F"

EXHIBIT 5-4

spine for the village and lead directly to a major focal point, the civic use area. Integration of the community park and main street is the central organizing element of the village.

The automobile and the pedestrian can both be accommodated by the village design. However, overall design focus is on pedestrian needs. To accomplish this goal, buildings will front the street and sidewalk with entries, architectural features, and pedestrian-oriented activities. Direct connections between the street and buildings will increase pedestrian comfort. Building intensities and densities are higher to encourage an active center, support transit, reduce automobile use, and encourage compatible development.

5.4.1 THREE-ZONE STRUCTURE

As noted, the "main street" within the village will serve as its spine. This street is designed with a hierarchy of automobile and pedestrian zones. Zone 1 is oriented towards the automobile, and is located at the end of main street abutting Carmel Valley Road. This zone represents the most automobile oriented area of the village and consists of large commercial tenants, such as national restaurants and stores. Zones 2 and 3 emphasize the pedestrian. This area occupies the central portion of main street and will include smaller commercial users, such as local stores and cafes, and apartments. Zone 3 includes pedestrian oriented building development and the portion of the main street near the civic core. Zone 3 is anchored by the civic use area and intensive pedestrian uses. The main street provides the maximum opportunity for the mixing of uses.

Larger pad users such as anchor tenants and thematic office buildings are allowed in Zone 1. Land uses to be emphasized are commercial and office. Zone 2 emphasizes commercial, office, and residential land uses. Zones 2 and 3 emphasize the pedestrian, with civic, commercial, office and residential uses.

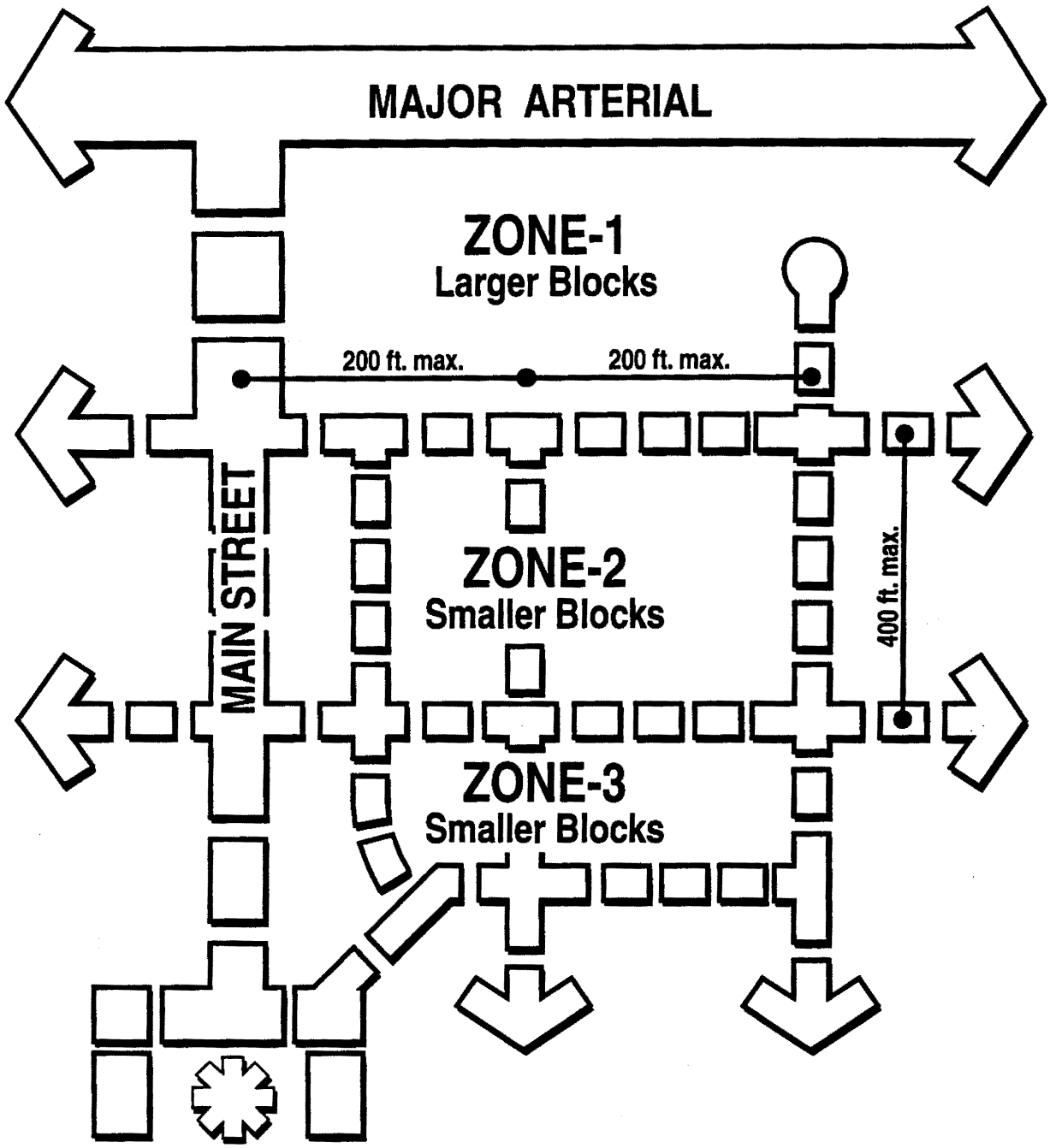
5.4.2 BLOCKS

The village is organized around a modified grid street pattern (Exhibit 5-5). Street blocks within Zones 2 and 3 of the Village should be limited in size to a maximum of 400 linear feet by 200 linear feet. This will create small parcel sizes which ensure a fine-grained pattern of development. Larger block sizes (up to 400 feet by 400 feet) are anticipated adjacent to Carmel Valley Road and throughout Zone 1. This feature will permit the village to attract and accommodate modern retailing businesses, and larger anchor type retail tenants.

5.4.3 STREET TREATMENTS

Village streets in Zones 1, 2 and 3 are characterized by:

- frontage of buildings along public streets and sidewalks.
  On any street, 10% of the building frontage of the street may be setback from the property line to a maximum of 10 feet. The setback may be used solely for public



PACIFIC HIGHLANDS RANCH

VILLAGE BLOCK LAYOUT CONCEPT

EXHIBIT 5-5

uses, i.e., cafes, restaurants or other public gatherings uses. The intent is to further activate the street with users.

- primary entries facing the street. Secondary entries may be off the back of buildings.
- building transparency (over 50% windows) to visually connect pedestrians to uses and to monitor public streets for safety and reduce incidence of crime.
- abundant landscaping that includes street trees to reduce the heat gain effect of paving surfaces, and provide shade to pedestrians.
- use of consistent and unique street furniture on sidewalks to include:
  - benches
  - newsstands
  - trash receptacles
  - lighting
  - signage

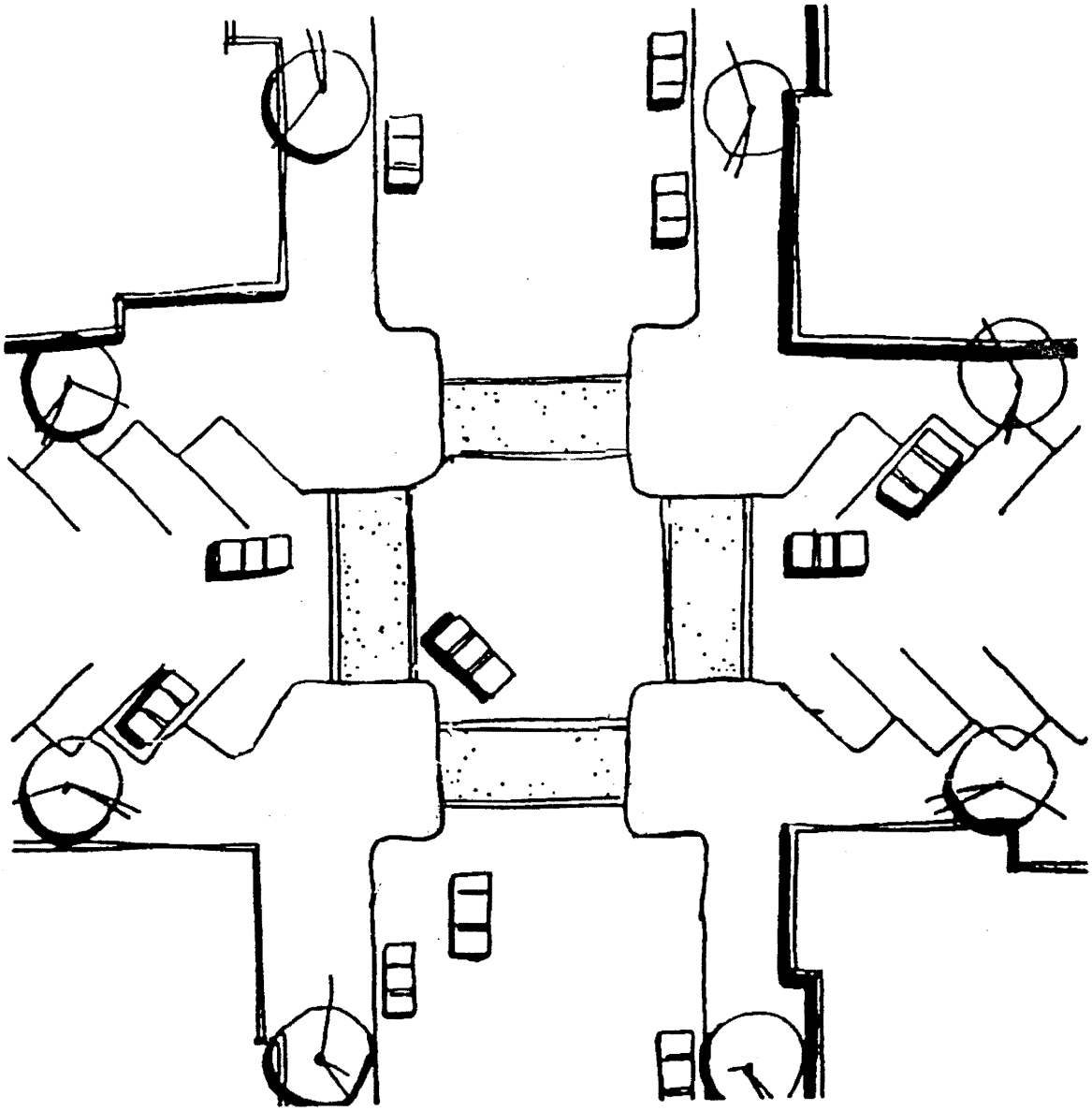
Secondary streets within the village will serve to align vistas, frame public spaces, and provide visual landmarks for users.

Street crossings are designed to facilitate pedestrian movement, with particular focus on pedestrian ingress and egress to the transit center (Exhibit 5-6). Intersections within the village should be designed to "neck down", or narrow, to facilitate pedestrian movement and safety. Sidewalks (10 feet) are to be provided on all streets within the town center.

Street design should include on-street parking in all instances, except on arterial roads. To accomplish this, parking requirements may be satisfied in part by provision of on-street parking. On-street parking may be diagonal or parallel. However, the use of on-street parking should be designed to maximize pedestrian safety. Specifically, landscaping should not block the view of drivers as they leave parking spaces or lots.

Parking lots will not be allowed on the main street frontages of Zones 2 and 3 and are discouraged within Zone 1. Parking lots should be located behind buildings or in the interior of a block. Structured parking is also encouraged, and future need of structured parking should be considered in the design of development plans.

Joint parking allowances are recommended and encouraged for nearby uses with staggered peak periods of demand. Retail, office, and entertainment uses should share parking areas. For example, it is recommended that restaurants and office facilities be permitted to share parking when using the same or adjoining buildings. A reduction of one half of their required parking will assist in minimizing the need for on-site parking lots or structures. This can apply to similar users that demonstrate staggered use patterns. Valet parking should also be considered for certain conditions.



PACIFIC HIGHLANDS RANCH

VILLAGE INTERSECTION CONCEPT

EXHIBIT 5-6

5.4.4 MIX OF USES

Mixing of uses is another characteristic of the village (Exhibit 5-7). This type of mixed-use development creates the fine-grained character that helps promote pedestrian use and reduce automobile trips and is accessible to the entire community. The mixing of uses will include both vertical and horizontal blending of commercial, office, and residential spaces.

Main street should be a pedestrian-oriented district that supplies consumer goods and services such as retail, office, galleries, and residential uses. Residences may be located on the second story or above along the main street and throughout the village.

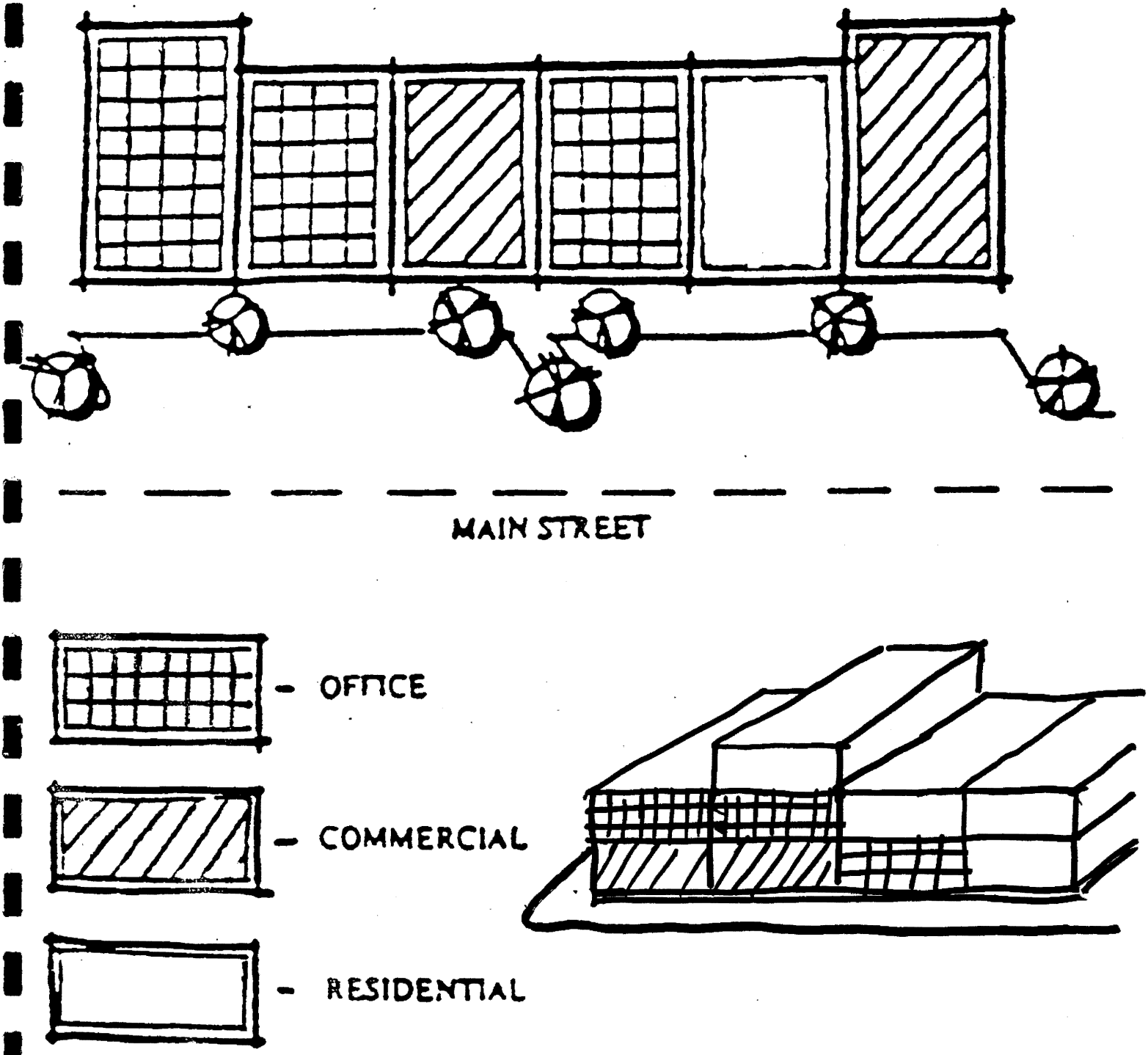
5.4.5 BUILDING DESIGN AND MASSING

Main street buildings within Zones 1, 2 and 3 of the village should adhere to the concepts described below. The design and massing of buildings in the village will have a direct effect on the overall success of the pedestrian-oriented goals of this plan. Building facades define urban open space and can be used to create public "rooms" within which users comprehend the open space and can orient themselves and consequently feel comfortable (Exhibit 5-8). To accomplish this, attention should be paid to the design and scale of buildings; in particular, how their size, frontage and mass relate to the public areas of the street (the street and sidewalk).

Simple architectural techniques should be used to complement the pedestrian-oriented street (Exhibit 5-9). These techniques should include (1) maintaining the streetwall, (2) avoiding large blank wall expanses, (3) enhancing the textural qualities of a building's pedestrian zone, which is the two ground-level floors of the building, and (4) articulating the building facade through the use of punched windows, expression lines, awnings, balconies, etc. The streetwall is an element that visually defines the pedestrian space through its provision of architectural and landscape features. These features may include window transparency, entry way landscaping that defines the public open space, or similar features. These points are discussed in more detail below:

1. A streetwall's continuity can be reinforced by ensuring that a certain percentage of a street-facing property is filled with building, and not left to parking lots or other ambiguous open areas. This percentage should be 80 percent along the main street, and 75 percent in the remainder of Zones 1, 2 and 3 (Exhibit 5-10). It is important to develop a sense of connection with the built environment and for pedestrians to feel safe as they walk along the street.

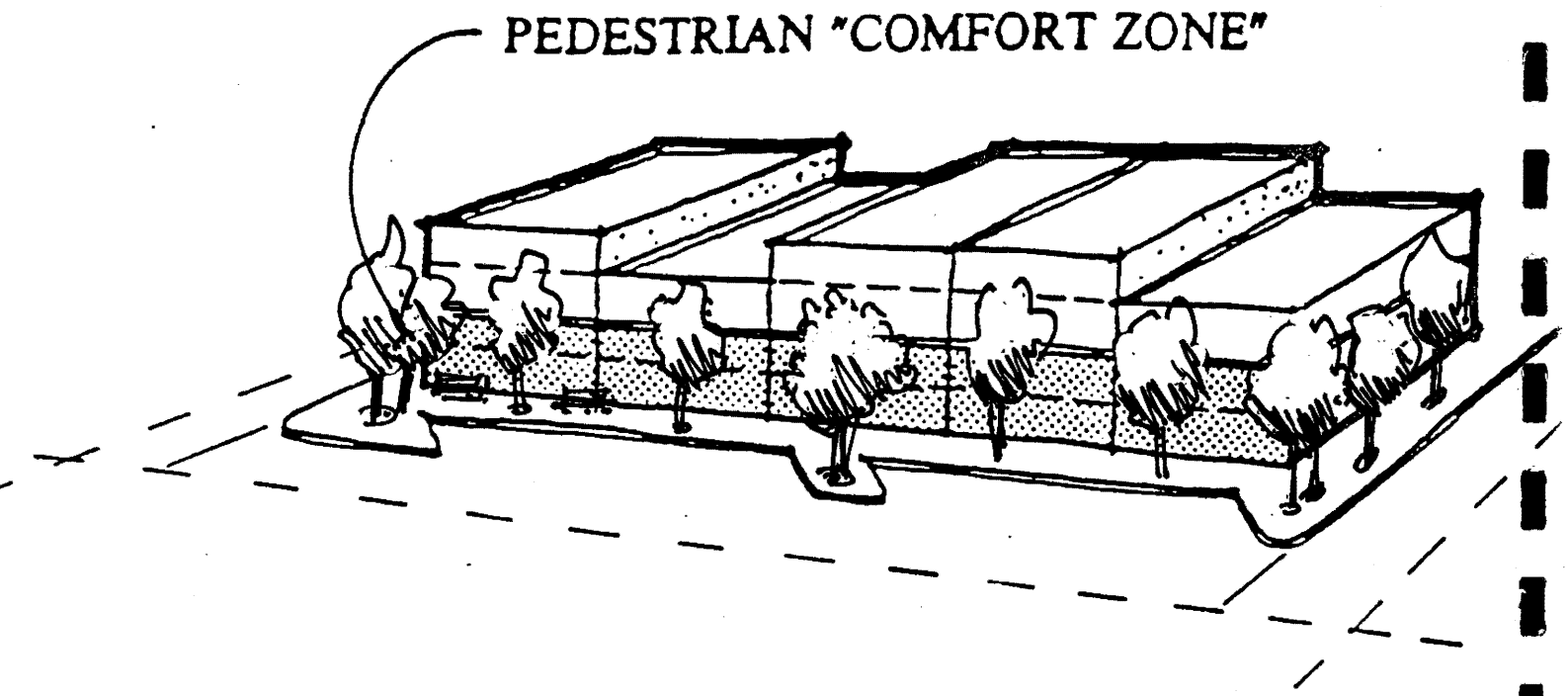
2. While more wall area along a street enhances the streetwall effect, if the wall is not articulated to pedestrian scale, it can be more imposing than pleasing. Punched windows, display areas, and doorways, which open up the interior of street-level uses, should be used to articulate the streetwall. Glass transparency should constitute a minimum of 50% or greater of the streetwall. In addition, architectural elements such as awnings and balconies can be used to provide a visual connection to the street. This will also provide articulation of the building facade.



PACIFIC HIGHLANDS RANCH

MIXING OF USES CONCEPT

EXHIBIT 5-7



PACIFIC HIGHLANDS RANCH

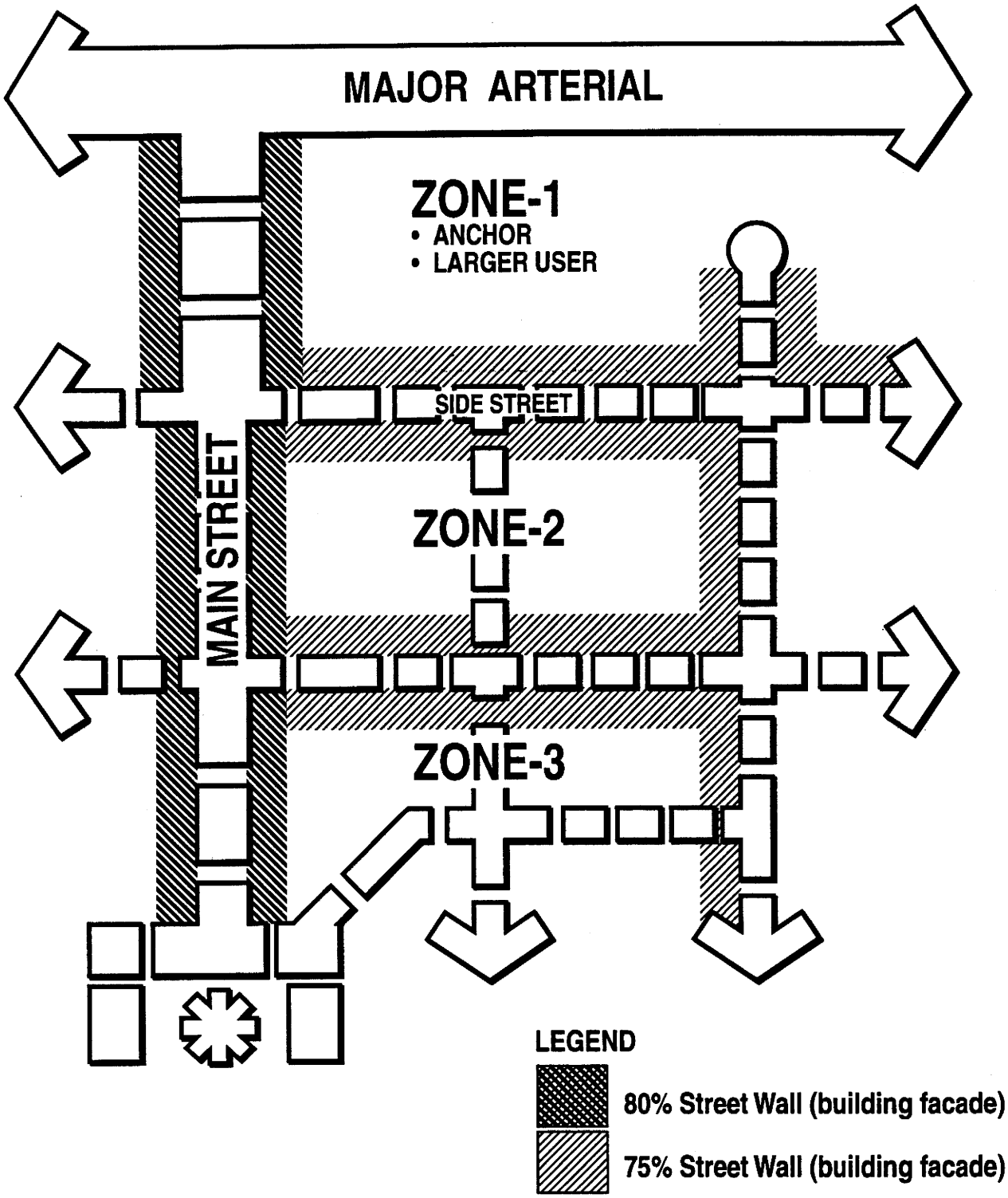
PEDESTRIAN COMFORT ZONE CONCEPT

EXHIBIT 5-8

PACIFIC HIGHLANDS RANCH

VILLAGE PEDESTRIAN FOCUS

EXHIBIT 5-9



PACIFIC HIGHLANDS RANCH

VILLAGE STREET WALL CONCEPT

EXHIBIT 5-10

3. The textural and material quality of a building's facade is important to maintain the pedestrian scale. Designs and materials which enhance permanence and strength add to the secure feeling of urban rooms. Materials which have stood the test of time in urban environments include: stone and brick. These, and similar, materials should be used creatively to enhance a building's permanence. Spaces above the second level become both out of reach and out of the primary view of pedestrians, so these issues are reduced with the increase in height of a building (Exhibit 5-8).

4. Busy streets offer the pedestrian a sense of kinetic energy, with cars and other vehicles passing by. Buildings are fixed and solid and define the space. This space can be enlivened through the placement of commercial/retail activities directly adjacent to the street and through designs which include: (1) maintaining windows (50% of the building facade), so that pedestrians can view displays and the activity generated within the buildings, (2) articulating entrances on the street, (3) allowing arcades, patios, and occasional (10% of a street) setbacks for semi-public areas such as outdoor dining, and (4) changing of materials, designs, colors, architecture or other features in order to delineate the differences between shops along the street.

5.4.6 COMMUNITY FACILITIES

Public and quasi-public facilities will form the organizational basis of the village within Zone 3. These facilities should, for the most part, be clustered around the town green and may include, but will not be limited to, the following:

- Library
- Community meeting/conferencing and exhibit space
- Community park
- Transit center
- Public plaza

Examples of other private uses include performing arts center, religious organizations, and child-care facilities.

The civic use area will be the terminus of the main street. This area is easily accessible from the surrounding development, and its design and location will encourage wide-spread use and full integration into the overall community. To the extent possible, the design of these facilities

should maximize space and reduce redundancy. They should be developed along a central theme to avoid contrasting or clashing mix of architectural styles, while avoiding homogeneity.

5.4.7 TRANSIT CENTER

The transit center will be located in the village. This facility should provide shelter for users, convenient loading areas, telephones, adequate lighting, and secure bicycle parking. The transit center should be located on a pedestrian dominant street, adjacent to its parking reservoir. It should be designed based on the principles discussed in this chapter. Specifically, it must be safe, well lit, visible from the street, near 24 hour shopping or services, and pedestrian friendly for users and those walking on the street, and it should be comfortable for those waiting to use the transit system. The design of the transit center should compliment the surrounding building and architecture.

In addition to the transit center, a park and ride facility will be located in the employment center. The employment center is located in the northeast quadrant of the Camino Santa Fe interchange. The facility will include 100 parking stalls, space for bus movements, a shelter for passengers, signage regarding transit opportunities, public phones, and landscaping.

5.4.8 PEDESTRIAN AND BICYCLE

The pedestrian and bicycle systems should be designed and implemented so they provide clear, comfortable, and direct access to the village and, in particular, the transit areas. Bicycle parking facilities should be provided throughout the village. These facilities are especially important at the transit center, commercial and office developments, schools, and parks. They should be provided with each phase of the village. They should be architecturally incorporated into each building.

5.5 Residential Areas

The following sections are applicable to residential development within Pacific Highlands Ranch. Development of the single-family neighborhoods will be accomplished through the approval of subdivision maps and environmentally sensitive lands development permits (where appropriate). Multi-family neighborhoods will require the approval of a development permits, subdivision maps, and environmentally sensitive lands development permits (where appropriate).

5.5.1 VILLAGE RESIDENTIAL

This residential category will be applied to development in the village. The maximum density is 34 du/acre (gross). Permitted uses include:

- Townhomes

- Multi-family developments
- Residential over retail/office

General design principles include:

- Vertical and horizontal mixing of housing, commercial and office uses
- Compatible and complimentary land uses, shared parking, whenever possible
- Small and unobtrusive signage
- Parking at the rear of buildings
- Reduction of front yard setbacks

Implementation of the design principles established for commercial and office uses in the village apply equally to the residential areas

5.5.2 CORE RESIDENTIAL

Core residential areas are located outside of the village, but within the town center. These areas will provide a transition between the village, peripheral and low density single-family neighborhoods. Densities in these areas are intended to range between 9 to 14 du/acre (gross). Permitted uses include:

- Single-family homes and single-family small-lot dwellings
- Single-family dwellings with a second unit
- Duplexes, triplexes, and townhomes
- Multi-family housing

General design principles include:

- Fine-grained mixture of single-family and attached housing types
- Modified grid street system, with streets that fit into existing topography
- Minimization of the impact of garages and cars on streets through such features as recessed, reoriented, or rear facing garages, and alleys
- Defensible space designs to reduce the possibility of crimes

5.5.3 PERIPHERAL RESIDENTIAL

These areas will provide a variety of housing types and lot sizes and are generally located along major roads or adjoining the town center. Densities in these areas are intended to range from 5 to 9 du/acre (gross). Peripheral residential neighborhoods may include the following:

- Single-family small-lot and conventional dwellings
- Single-family dwellings on common lots
- Duplexes, triplexes and townhomes
- Multi-family housing

General design principles include:

- Linking local streets with adjacent neighborhoods, avoidance of closed-loop subdivisions
- Clustering residential units to encourage and preserve natural resources and minimize grading
- Minimizing the impact of garages and cars through such features as recessed, reoriented, or rear facing garages, alleys, and shared driveways
- Incorporating opportunities for use of the urban amenity

5.5.4 LOW-DENSITY RESIDENTIAL

These neighborhoods will provide a housing product within the "traditional" single-family dwelling market. They are within convenient and easy walking or biking distance to the elementary school/parks. Densities in these areas are intended to range from 2 to 5 du/acre (gross). Low-density residential neighborhoods may include the following:

- Single-family small-lot and conventional-lot dwellings
- Single-family dwellings with second units
- Duplexes, triplexes, and townhomes
- Neighborhood parks and recreation facilities

General design principles include the following:

- Adapting lot and street configurations to the topography and other natural features
- Linking local streets with adjacent neighborhoods, avoid closed-loop subdivisions
- Clustering residences to preserve natural resources and minimize grading of natural landforms

5.5.5 VERY-LOW-DENSITY RESIDENTIAL

These areas are solely single-family in nature with a maximum density of 1 du/acre (gross). The following uses may be permitted:

- Single-family large-lot, conventional-lot, and small-lot
- Single-family dwellings with second units

General design principles are the same as the low-density residential category.

5.5.6 FINE-GRAINED NEIGHBORHOODS

Pacific Highlands Ranch's neighborhoods will be defined as areas bordered by either collectors, "theme" roads, and/or open spaces. To assist in understanding the fine-grain aspects of this land plan, the term, neighborhood is applied to a geographic area of a residential district. A residential district represents a specific density range, thus permits each subdivider to provide various housing products.

The internal residential street system will be an important component of this development. Topography may preclude the implementation of some fine-grain components. Key features of the neighborhoods should include:

1. Direct connections to surrounding neighborhoods
2. Multiple points of ingress and egress to surrounding collectors or "theme" roads
3. Clear and concise circulation pattern based on a grid or modified grid. The use of cul-de-sac's should be minimized
4. Direct pedestrian access to open spaces within the neighborhood, if present
5. Visual access to open spaces by providing street frontage along open spaces, if present

6. Provision of neighborhood focal points, where feasible, to orient user and to develop unique characteristics for each neighborhood

7. Use of different architectural and landscape themes to define and/or establish neighborhood identity

8. Within neighborhoods, up to 200 single-family dwelling units of any one type and 250 multi-family dwelling units of any one type will be permitted. These guidelines do not apply to the village.

9. An alternative approach to achieving a fine-grain mix within residential neighborhoods is based on a subdivision with common lot sizes. The common lot size can accommodate a wide range of house sizes. In addition to promoting diverse product types, it establishes a wide range of home prices. A second component of this alternative is the aesthetics, or "street appeal" that could be generated by the provision of multiple models, with different building elevations associated with each model type. This, in combination with multiple colors and roof materials, should create a diverse and fine-grained pattern of residential development.

10. Various garage designs are encouraged to include rear or side yard orientation, shared driveways, and an additional setback from the front edge of the home.

5.6 Conformance with the Framework Plan

The implementation of the Pacific Highlands Ranch Subarea Plan community design principles conform to the goals and objectives of the Framework Plan. The design principles results in:

- Creation of a consistent theme throughout the village
- Techniques for guiding the development of the village and town center as places that are safe and appealing to pedestrians
- Provision of a fine-grain method for developing the neighborhoods
- Preservation of significant topographic features, including canyons and hillsides.

CHAPTER 6

COMMUNITY FACILITIES

Community and regional facilities to be provided within Pacific Highlands Ranch include schools, a library, a double fire station, and parks. This chapter describes and site the facilities. It also provides locational and design principles. To the extent feasible, community facilities should be located in the town center/village.

6.1 Community Facility Goals

The following goals are designed to assure provision of community facilities concurrent with need and to assure creation of a community that is well supported by the full range of community facilities and services.

Goal 1: Provide the necessary community facilities to support the population of Pacific Highlands Ranch and surrounding service areas, concurrent with need.

Goal 2: Site necessary community facilities throughout Pacific Highlands Ranch in a manner that contributes to and enhances the structure and shape of the community.

Goal 3: Locate appropriate community facilities, civic uses, and services within the town center and village, to strengthen the sense of community and to provide residents access to the public transit system and other transportation options.

Adherence to these goals will help create a community that is well supported by necessary community facilities. Integration of community facilities into the built environment will strengthen the overall community and help to foster a sense of place for residents.

6.2 Parks and Recreation

The Pacific Highlands Ranch Subarea Plan includes one community park, two neighborhood parks, one civic use area, and three open space overlooks. The size and shape of each facility will vary depending on the physical constraints of the site, and the needs of the community.

6.2.1 POPULATION BASED PARKS

- *Community Park:* The community park will be approximately 13 net usable acres in size (if located adjacent to the junior high school, as shown on exhibit 2-1) otherwise it will be 20 net usable acres in size. These areas satisfy the requirements as specified

in the City's Progress Guide and General Plan (18,000 to 25,000 person within 1.5 miles of the park). It is anticipated that a wide variety of recreational uses will be accommodated in the park including, but not limited to, play areas, ball courts and fields, lighted playing fields, picnic areas, and a community recreation building. The park will be connected to the remainder of the community by trails and bicycle paths.

The community park is to be adjacent to the village, the senior high school, and the junior high school (Exhibit 2-1). It will abut the civic use area and provides a prime view corridor from the village, through the community park, toward Santa Monica Ridge in the MHPA.

- *Neighborhood Parks:* There will be two neighborhood parks: one located north of Carmel Valley Road next to the urban amenity and the other one south of SR-56 on the east side of the Rancho Glens Estates subdivision. In order to design a school/park site that shields Rancho Glens Estates from the school use, cooperation between City staff, the Del Mar School District, and the residents of Rancho Glens Estates is strongly encouraged. The Progress Guide and General Plan requires a neighborhood park for a population of 3,500 to 5,000 within a half mile radius. The parks will be located adjacent to the elementary schools and will be 5 acres in size which is based on the standards of the Progress Guide and General Plan. The combined area of each school/park site is approximately 15 acres. They will likely include play areas and courts, picnic facilities, and exercise equipment. As with other community facilities and amenities, the neighborhood parks will be connected to the surrounding neighborhoods and the town center by trails and paths. The goal is to create facilities which have easy non-motorized access, provide recreational opportunities, and are focal points in their neighborhoods.

6.2.2 AMENITIES

- *Civic Use Area:* The civic use area will be 5 acres in size. It will be located in the village and will be used for civic activities and open-air public gatherings. The civic use area will be integrated into the fabric of the town center with residents and shoppers using the area as a gathering point. The civic use area will be connected with the rest of the community by trails and public transportation. The civic use area will help to frame the view corridor to Santa Monica ridge. Development of the civic use area can occur in one of two ways:

    1. If developed by the City, the civic use area will be a maximum of 5 acres in size and will include the library, community meeting rooms, outdoor meeting areas, and other civic buildings and landscaping areas. The civic use area and associated facilities will be built with funds from the Facility Benefit Assessment (FBA).

2. If not developed by the City, the civic use area will be a maximum of 2 acres and will be owned and maintained as part of the commercial development. It will be designed and built as an integral element of the commercial project based on the neo-traditional, pedestrian-oriented design principles for the village (Chapter 5). The ultimate design will be determined with the first commercial development permit submitted for the village.

- *Open Space Overlooks/ Trail Heads:* Open space overlooks will be located as follows:
    - Where Gonzales Canyon transitions into the east-west urban amenity
    - Near the elementary school/park overlooking McGonigle Canyon
    - At the south terminus of the eastern neighborhood parkway

The intent of these overlooks is to increase public awareness of natural topographic features and native flora and fauna. The overlook should include benches, informational signs, and will provide any area for initiating and terminating hikes. These facilities are part of the trail system which serves the urban and natural spaces of Pacific Highlands Ranch. They will be constructed by the subdivider as part of the subdivisions improvement in open space or right-of-way areas conveyed to the City. The construction will occur with a City encroachment agreement. The overlooks will be maintained by the Landscape Maintenance District or other financing entity.

6.3 Library

Branch libraries are intended to serve a minimum resident population of 18,000 to 20,000. The Subarea III Plan is expected to have a resident population of approximately 10,000. However, the Framework Plan designated Subarea III as the location for a library to serve the entire NCFUA. The library will be located within the 5 acre civic use area or adjacent to the commercial plaza.

As an alternative to building a stand alone branch library, the San Dieguito Union High School District and the City of San Diego may pursue development of a joint-use library to serve both students and residents in the NCFUA. Such a joint-use facility will permit both the City and the high school to maximize their assets while providing a vital facility for the community. The creation of a library to serve both the San Dieguito Union High School District and the City of San Diego is limited by issues of access and financing. Specifically, the City of San Diego will need to assure that residents of the area are able to utilize the library during normal hours of operation. In addition, financing of such a facility is difficult and costly. While developing one facility to serve both groups may save operating expenses, these savings may be exceeded by the cost of creating a funding mechanism which serves and protects both parties. Through the possible joint development of a library, the community could achieve a blending of students and

other residents within facilities which meet the needs of both the School District and the community. In the event a library is not jointly developed, a stand alone branch library should be located in the civic use area.

6.4 Police Facilities

Law enforcement services are currently provided by police personnel from the City of San Diego's Northeastern Division Substation at 13396 Salmon River Road in Rancho Penasquitos. The Police Department plans to locate a substation in Carmel Valley, which will serve Pacific Highlands Ranch Subarea. An additional facility in this community will not be needed.

6.5 Fire Facilities

A double fire station, including a wildfire unit, is located in the eastern portion of the Pacific Highlands Ranch Subarea Plan. The precise location will be determined by the Fire Department; however, it is anticipated that the facility will be located north of the Rancho Glens Estates subdivision on the east side of Rancho Santa Fe Farms Road. The 3 acre site will allow the Fire Department to attain its goal of a maximum response time of six minutes in most cases.

6.6 Schools

Three school districts will serve Pacific Highlands Ranch: the San Dieguito Union High School District, the Del Mar Union School District and the Solana Beach Elementary School District. The districts will determine their specific school needs.

The San Dieguito Union High School District has indicated that Pacific Highlands Ranch and the surrounding communities will generate enough students to warrant a junior high school and a senior high school in the Pacific Highlands Ranch Subarea. The has requested that the Pacific Highlands Ranch Plan include a 50acre senior high school site and a 20 acre junior high school site.

The land use plan locates the senior and junior high schools in the town center abutting the village. The junior high school will abut the community park. However, an optional junior high school site is located east of Rancho Glens Estate between Carmel Valley Road and SR-56. The high school play fields should be fenced only to the extent necessary to protect equipment, and should not preclude their use by community residents.

Three elementary schools will be required in Pacific Highlands Ranch. The Solana Beach Elementary School District will need one school which will be located next to a five acre neighborhood park. Del Mar Union School District will need two schools, a school abutting a five acre neighborhood park and a stand alone facility of 10 acres.

All three school districts and the City of San Diego are strongly encouraged to work with community groups and each other to plan and construct facilities which serve to maximize resources and community needs. The design of school and park facilities should accommodate a wide variety of users. However, the facilities should be sited to maximize space and preclude impinging upon each use. The long-term viability of the community is directly tied to the provision of high quality school and park facilities which serve all residents of the community.

Trail and path access are provided to these facilities to encourage and promote non-automobile means of transport. The Solana Beach Elementary School District site will be located north of Carmel Valley Road next to the urban amenity. The Del Mar Union School District sites will be located adjacent to SeaBreeze Farms and the wildlife corridor (a stand alone school) and south of SR-56 near the eastern edge of Rancho Glens Estates (abutting a neighborhood park). In order to design the school/park site that shields Rancho Glens Estates from the school use, cooperation between City staff, the Del Mar School District, and the residents of Rancho Glens Estates is strongly encouraged.

Solana Beach Elementary School District identified an optional school site on the west side of Rancho Santa Fe Farms Road abutting the southern edge of the urban amenity. The district may choose to locate a second school on this site or it may relocate the first school to this site. In the event that they choose to relocate the school, the neighborhood park will also be relocated.

Development projects will be required to comply with the financing and phasing requirements contained in each district's Schools Mitigation Agreement (SMA). Each is incorporated into this Plan. Each school district's mitigation agreement may be adjusted from time to time. Each district will either join or form a community facilities district (CFD) pursuant to the Mello-Roos Community Facilities Act of 1982, as amended or other financing entity, to provide school facilities concurrent with need.

6.7 Transit

The Subarea Plan applicant will work with the Metropolitan Transit Development Board (MTDB) to develop a mutually agreeable transit service and financing plan.

6.8 Utilities

The provision of water, sewer, storm-water management, electric, phone, and cable television services will occur as part of the subdivision map process. A water, sewer, and drainage study has been prepared for Pacific Highlands Ranch, and is included in Appendix "B". The report identifies the system requirements for domestic water, sewer, and drainage systems at build-out of Pacific Highlands Ranch. Facilities that serve the community have been identified and options for meeting future needs are provided. The information contained in the report is intended to provide conceptual facility plans and should be used to anticipate future needs.

Several of these facilities will cross the MHPA. As discussed in Chapter 3 (Open Space), such uses are allowed and will be constructed to avoid sensitive resources as much as possible. Disturbed areas will be revegetated in accordance with the CRP. Areas which cannot be revegetated (e. g. access roads) will be mitigated per the MSCP ratios.

6.9 Solid Waste Service

The City of San Diego Environmental Services Department provides a variety of services, including reuse collection, recycling programs, public education, operation of the Miramar Landfill, and implementation of policies to meet the waste management needs of the City. This includes the development of programs necessary to meet the State-mandated 50% waste reduction goal established by the California Integrated Waste Management Act of 1989 (AB939).

Solid waste generated in the Pacific Highlands Ranch area will most likely be transported to the Miramar Landfill, because of its close proximity to the project site. Refuse collection service to single-family residences located on public streets will be provided by the City. Multi-family residences and non-residential uses will be served by the private sector. The City is currently investigating city-wide expansion of its curbside recycling program, as well as disposal ban on construction/demolition debris and yard waste. Development in Pacific Highlands Ranch will include design features to promote the City's goals of waste reduction, recycling and resource conservation.

6.10 Public Facilities Phasing and Financing Plan

The provision of public facilities is an integral component of this plan. The Pacific Highlands Ranch Public Facilities Phasing and Financing Plan will estimate the total cost of facilities to be funded in full or part by multiple landowners/developers, allocate costs to different land uses or geographic areas, and will ensure construction of these facilities when needed. These facilities include but are not limited to: arterial roads bridge structures required for MHPA crossings, transit facilities, libraries, community and neighborhood parks, fire and police stations, sewer and water pump stations, open space trails, and drainage facilities.

6.11 Conformance with Framework Plan

Pacific Highlands Ranch will provide a wide range of community facilities in conformance with the Framework Plan. Conformance is demonstrated by the following:

- Provision of the community and regional facilities and services concurrent with need.
- Completion of the Pacific Highlands Ranch Public Facilities Phasing and Financing Plan. The successful development of this plan will help to ensure that impacts to adjacent communities are minimized.
- Designation of funding sources for the community and regional facilities.
- Utilization of the Progress Guide and General Plan as the basis for the establishment of thresholds and standards relative to the provision of community facilities.
- Location of the school sites in concert with the affected school districts.
- Location of neighborhood and community parks.

CHAPTER 7

HOUSING

Chapter 2 (Land Use) defines the location, amount, and type of housing to be built in Pacific Highlands Ranch. Principles for the design of residential areas are included in Chapter 5 (Community Design). The principles in this chapter address housing needs that are unlikely to be satisfied by the market, but should be met in order to create diverse communities meeting the needs of San Diego residents.

> *Goal:* Provide an economically and socially diverse community through provision of varied housing styles, tenancy types and unit prices.

7.1 Implementing Policies

- Provide a fair share of affordable housing and housing for persons with special needs, consistent with the City's Housing Element and the Regional Fair Share Distribution prepared by SANDAG.

- Recognize the need for group housing and housing for persons with special needs or desires, including senior housing, congregate care for the elderly, housing for temporary workers, and housing with supportive services.

- Apply fair housing practices in sale, rental, and advertising of housing units.

7.2 Affordable Housing

The Framework Plan recommends the provision of housing, affordable to lower income families, as certified by the San Diego Housing Commission. The affordable units must remain affordable for the life of the unit and should be phased in proportion to development of market rate units. The bedroom composition of the affordable housing units should be similar to that of the market-rate units. Fulfillment of this objective may be satisfied by:

- A set aside of no less than 20 percent of the units for occupancy by, and at rates affordable to, families earning no more than 65 percent of median area income, adjusted for family size, or

- Dedication of developable land of equivalent value.

Residential development of more than 10 dwelling units must satisfy the City's affordable housing requirements, as stated above.

Residential development of 10 or fewer housing units and residential development falling within the estate and the very-low density residential categories may, at the discretion of the City Council, satisfy the affordable housing requirements by donating to the City an amount of money equivalent to the cost of achieving the required level of affordability, into an NCFUA Affordable Housing Trust Account administered by the San Diego Housing Commission. Funds collected in this manner may be applied to affordable housing requirements in the NCFUA.

7.3 Housing Policies

- Retain funds collected by the City in lieu of construction of affordable housing units for future development or acquisition of affordable units within the NCFUA.

- Require each property owner in the Pacific Highlands Ranch to comply with the housing requirements specified in Section 7.2 above. Potential locations for these housing units are shown on Exhibit 7-1. The exact location of each property owner's affordable housing units will depend on a variety of factors; therefore, the exhibit is intended as a guide in anticipation of future development.

- Each property owner shall submit, prior to project approval, an affordable housing plan for Housing Commission and Planning Commission consideration.

- Encourage development of senior housing, especially within and near the town center.

- Provide an affirmative marketing program as condition of all tentative maps involving more than 20 dwelling units as required by City of San Diego Council Policy 600-20.

7.4 Conformance with Framework Plan

Conformance with the Framework Plan is demonstrated by the provision of affordable housing by each property owner within the subarea, excepting those with 10 or fewer residential dwelling units.

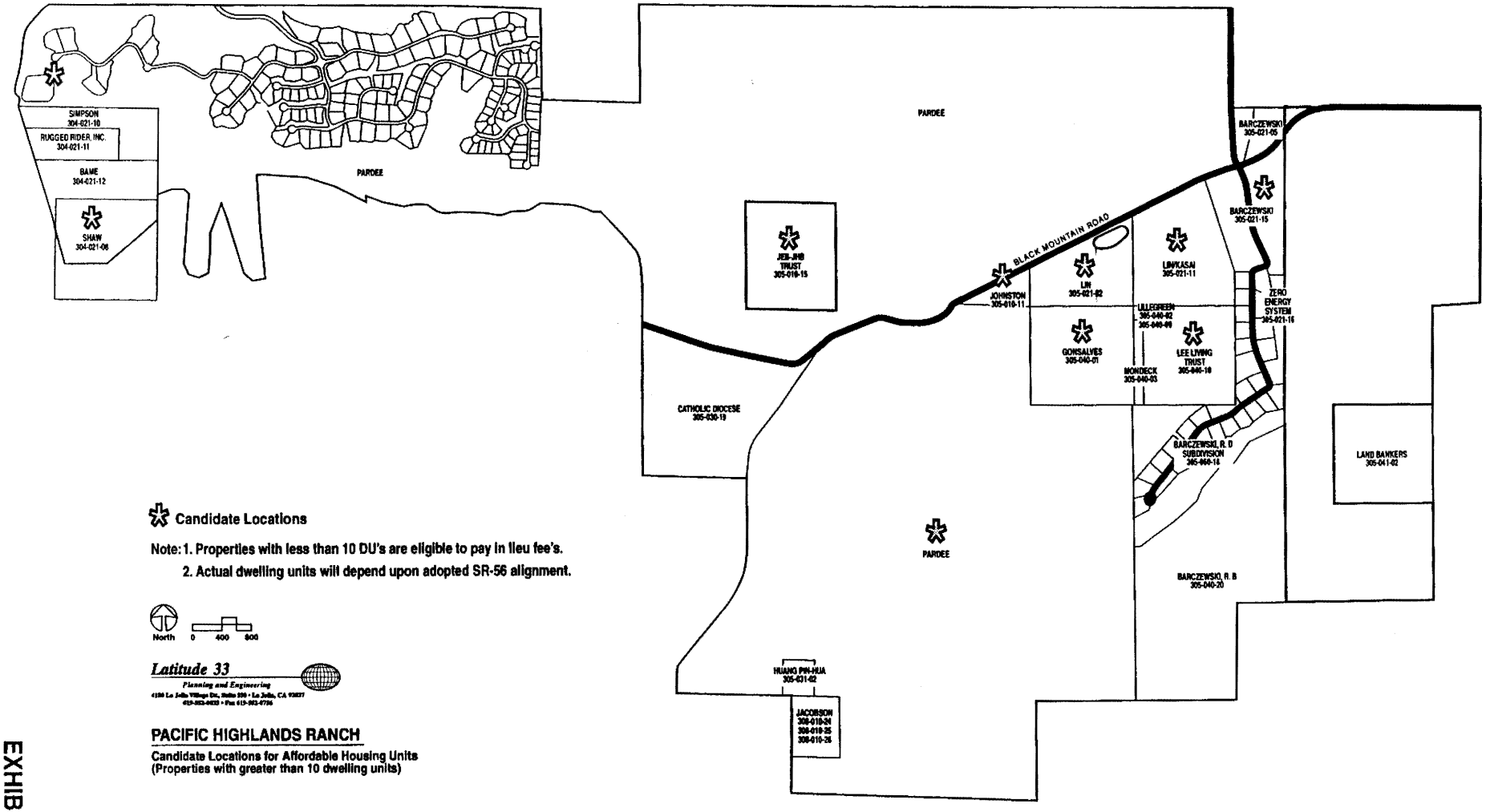

SIMPSON
304-021-10
RUGGED RIDER, INC.
304-021-11
BAME
304-021-12
SHAW
304-021-06
PARDEE
PARDEE
JEB-JHB
TRUST
305-010-15
CATHOLIC DIOCESE
305-030-19
BLACK MOUNTAIN ROAD
JOHNSTON
305-010-11
LIN
305-021-02
GONSALVES
305-040-01
LILLEGREEN
305-040-02
305-040-09
MONDECK
305-040-03
LEE LIVING
TRUST
305-040-10
LINKASAI
305-021-11
BARCZEWSKI
305-021-05
BARCZEWSKI
305-021-15
ZERO
ENERGY
SYSTEM
305-021-16
BARCZEWSKI, R. D
SUBDIVISION
305-060-14
BARCZEWSKI, R. B
305-040-20
LAND BANKERS
305-041-02
PARDEE
HUANG PIN-HUA
305-031-02
JACOBSON
306-010-24
306-010-25
306-010-26
Candidate Locations
Note: 1. Properties with less than 10 DU's are eligible to pay in lieu fee's.
2. Actual dwelling units will depend upon adopted SR-56 alignment.
North
0
400
800
Latitude 33
Planning and Engineering
PACIFIC HIGHLANDS RANCH
Candidate Locations for Affordable Housing Units
(Properties with greater than 10 dwelling units)

EXHIBIT 7-1

CHAPTER 8

IMPLEMENTATION

The Framework Plan provides general guidance relative to plan implementation in the NCFUA, including this subarea plan and subsequent discretionary approvals. The purpose of this chapter is to describe processes for the timely implementation of the Pacific Highlands Ranch Subarea Plan, the phase shift, zoning designations, zoning amendments, environmental review, processing of discretionary permits, and amendments to this plan.

Goal: Provide for the comprehensive development of Pacific Highlands Ranch consistent with City policies and procedures and assure the provision of adequate public facilities and services to serve residential, commercial, and institutional uses in a timely manner.

8.1 Implementing Principles

- Phase development in a manner which considers the availability of community and transportation facilities, the marketplace, and development in surrounding communities.
- Provide for the timely financing and construction of community facilities as described in the PFFP.

8.2 Required Approvals

8.2.1 PACIFIC HIGHLANDS RANCH SUBAREA PLAN/PHASE SHIFT

The Pacific Highlands Ranch Subarea Plan must be submitted to the Planning Commission and the San Diego City Council for review and approval. City Council must also approve a phase shift for Pacific Highlands Ranch. Prior to development in Pacific Highlands Ranch consistent with the subarea plan, a phase shift must occur which re-designates the land from the Progress Guide and General Plan designation of Future Urbanizing Area to Planned Urbanizing Area. According to City Council Policy 600-30, the City Council must place a phase shift measure on the ballot in order for the subarea plan to become effective, and the measure must be approved by a majority vote at a city-wide election. If the phase shift ballot measure is unsuccessful, the applicant may choose to pursue a phase shift again; in the meantime, property owners in the subarea may proceed with development applications consistent with the existing zoning.

8.2.2 STATE ROUTE 56 ALIGNMENT

Final selection of the alignment for SR-56 must occur prior to discretionary approval of any development within any alignment of the proposed SR-56 right-of-way in Pacific Highlands Ranch. The status of the SR-56 alignment was undetermined during the preparation of the Pacific Highlands Ranch Subarea Plan. However, on June 16, 1998, the City Council selected the "F" alignment through subarea III. This selection is subject to City Council action on the Findings and Statement of Overriding Consideration. Land use plans were developed for each alignment alternative. The appropriate alternative land use plan for the selected SR-56 alignment will become effective upon City Council adoption of the Findings and Statement of Overriding Consideration for the SR-56 alignment.

8.2.3 SUBAREA MASTER REZONING

The rezoning for Pacific Highlands Ranch covers the entire subarea (Exhibit 2-7, and Table 2-3). The master rezone will occur through City Council approval of the subarea plan, approval of the rezonings, subsequent approval of the phase shift by the voters, and recordation of final maps. However, the property identified as "F" on exhibit 2-2 shall remain zoned A-1-10 per the property owner's request at the City Council hearing on July 28, 1998. If the property owner or subsequent owners seek to develop the property, the property shall be rezoned consistent with the other properties with the village. The zones proposed for this plan include the following:

- CC-1-3 and the Urban Village Overlay (UVOZ) for the village. This zone will permit commercial, office and residential uses to be developed at the intensities required to create a pedestrian-oriented village.
- IP-2-1 for the employment center. This zone will permit the uses necessary to develop the employment center.
- RM-1-3 for the core residential area between the employment center and the village (20 dwelling units per acre).
- RM-1-2 for the core residential area which will have a density of 14 dwelling units per acre.
- RT-1-2 and RX-1-1 for the peripheral residential areas. These zones will allow each property owner to create projects that provide a variety of housing types.
- RX-1-1, RS-1-14, RS-1-13, and RS-1-11 for the low density areas. These zones provide a variety of lot sizes to address the need for diverse housing stock among single-family homeowners.
- RS-1-8 for the very-low density areas.
- OC for those portions of existing parcels that are partially located within the MHPA.
- OR-1-2 for those parcels that are located completely within the MHPA.
- RS-1-13 for the optional (stand alone) Solana Beach elementary school site. This underlying zone will permit development of the site, consistent with the low density designation, in the event the Solana Beach School District does not need this site for a school.

- RX-1-1 for the second (stand alone) Del Mar elementary school site. This is an underlying zone that will permit development in the event the Del Mar School District does not build this school.
- RS-1-14 for the private high school and parish church site. This underlying zone will permit the property owner to utilize the site in the event the school is not developed.
- RX-1-1 for junior high school, optional site. This underlying zone will permit development of the site, consistent with the low density designation, in the event that a junior high school is not developed.
- RM-1-2 for the primary junior high school site. This underlying zone will permit development of the site, consistent with core residential designation, in the event that a junior high school is not developed.

8.2.4 DEVELOPMENT AGREEMENT

Concurrent with the approval of the Pacific Highlands Ranch Subarea Plan, the City Council will act upon a Development Agreement with Pardee Construction Company. The Development Agreement will codify the land use changes proposed in the subarea plan and specify the terms for developing the land within Pardee's ownership in this subarea and vicinity.

8.2.5 MHPA PRESERVE BOUNDARY ADJUSTMENT

The City Council's adoption of the Pacific Highlands Ranch Subarea Plan will include a boundary adjustment to the MHPA in Subarea III for the purposes of fine-tuning the functionality of the MHPA. This boundary adjustment has been reviewed and approved by the resource agencies, the City's MSCP staff, and the City of San Diego City Council.

8.2.6 ZONING

The approval of the Pacific Highlands Ranch Subarea Plan will also require the adoption of an ordinance approving the accompanying master rezone (MRZ). However, the MRZ will only become effective with the recordation of final maps for properties which are in conformance with the land use plan (Exhibit 2-1) and C-Sheet 888 on file with the Land Development Review section of the City's Development Services Department.

Prior to a phase shift for Pacific Highlands Ranch, development of private property in Pacific Highlands Ranch may occur consistent with any of the following:

1. The A-1 zoning regulations, at the density and minimum lot size permitted in the applicable zone;

2. The Rural Cluster Development Regulations allow development, at the density permitted in the applicable zone, but clustered. Clustering will retain the undeveloped portions of the property for future development at higher densities, if

appropriate, when the property is shifted from Future Urbanizing Area to Planned Urbanizing Area;

3. The Planned Residential Development regulations, at a density not to exceed one dwelling unit per four acres; however, in return for the density increase granted by the City Council, no future development rights will remain on the property;

4. The Conditional Use Permit regulations, provided that the conditional uses are natural resource dependent, non-urban in character and scale, or are of an interim nature which would not result in an irrevocable commitment of the land precluding future uses; and

5. The Planned Residential Development Permit which will be approved by the City Council for development of certain areas of Pacific Highlands Ranch if the phase shift vote for Pacific Highlands Ranch is unsuccessful on November 3, 1998.

8.2.7 SUBAREA PLAN ENVIRONMENTAL REVIEW

All subdivision, rezoning (when necessary), and other discretionary actions required for the physical implementation of this subarea plan are subject to environmental review under the provisions of the California Environmental Quality Act (CEQA) and the City's Municipal Code. The Framework Plan EIR was certified in October 1992. The Pacific Highlands Ranch Master EIR builds on the information provided in the Framework Plan EIR. This tiering of environmental documentation may be supplemented by a project - or issue-specific environmental review conducted on future specific development proposals within Pacific Highlands Ranch. Prior environmental review performed and certified for the Framework Plan, Subarea Plans, and other discretionary approvals may adequately satisfy the requirements of CEQA for subsequent discretionary approvals.

Projects should be reviewed for compliance with the mitigation measures included in the Pacific Highlands Ranch Master Environmental Impact Report (MEIR) (included in appendix F) that accompanies this document and with any mitigation measures that arise from the detailed environmental documents that are produced for individual development projects.

8.3 Facilities

8.3.1 COMMUNITY FACILITIES

A Public Facilities Financing Plan (PFFP) and Facility Benefit Assessment (FBA) have been prepared Pacific Highlands Ranch. The PFFP identifies infrastructure improvements and other public facilities required to serve the projected population based on ultimate build-out of the subarea. The timing of the improvements is tied to units constructed. The funding is tied to revenue generated by units constructed, including subdivision exactions, facilities fees and other

development fees, by assessment districts, and/or by maintenance districts. Development may occur sooner than the time frames anticipated in the PFFP but only so long as public facilities to accommodate the development are assured.

8.3.2 SCHOOL MITIGATION CONDITION

Development projects within Pacific Highlands Ranch, excluding projects approved prior to adoption of this subarea plan by the City Council, must comply with School Mitigation Agreements (SMA) prepared in concert with the Del Mar Union, Solana Beach Elementary, and San Dieguito Union High School districts. The Pacific Highlands Ranch Subarea Plan includes the provision of three elementary schools, one junior high school, and one senior high school. All development impacts within Pacific Highlands Ranch shall be mitigated as required by applicable state law. Prior to granting a ministerial or discretionary entitlement for a parcel, such parcel shall be subject to the terms of a SMA entered into by the landowner and the applicable School District or included in a community facilities district established by the applicable School District and authorized to fund the acquisition of school sites and construction of schools.

8.3.3 SCHOOL FACILITIES

Owners of development projects which contain land designated as a school site in the Pacific Highlands Ranch Subarea Plan, excluding development projects approved prior to adoption of this subarea plan by the City Council, are required to enter into school site purchase agreements with affected school districts. School facilities financing and mitigation agreements between the affected School Districts and the project applicant (Pardee) will be required at the time the subarea plan is approved by the City Council to ensure that the impacts on school facilities are mitigated. Other owners of property containing land designated as a school site shall be required to execute school facilities financing and mitigation agreements prior to submittal of any development project. These purchase agreements shall commit owners of designated school sites to sell those sites to the affected school district and commit the school district to buy those sites. The terms of the purchase agreements shall be negotiated between the relevant owner and the affected school district.

Additionally, each school district will be included in the land use planning process for the areas adjacent to the school sites to ensure compatible uses next to the school sites.

8.3.4 PARK, LIBRARY, AND FIRE FACILITIES

Owners of development projects which contain land designated as a park, library, or fire station site in the Pacific Highlands Ranch Subarea Plan, excluding development projects approved prior to adoption of this subarea plan by the City Council, are required to enter into purchase agreements with the City of San Diego. Purchase agreements between the City of San Diego and the project applicant (Pardee) will be required at the time the subarea plan is approved by the City Council to ensure that the impacts on public facilities are mitigated. Other owners of property containing land designated as a park, library, or fire station site shall be required to execute purchase agreements prior to submittal of any development project. The terms of the

purchase agreements shall be negotiated between the relevant owner and the City. The amount set forth in the Public Facilities Financing Plan and the acquisition date shall be no sooner than the date the acquisition funding is provided in the PFFP. The PFFP includes a community park and two neighborhood parks located abutting elementary schools. A library will be located in the village of Subarea III to serve the entire NCFUA is included in the PFFP for Pacific Highlands Ranch. The Fire Department has designated Pacific Highlands Ranch as the location for building a double fire station. The station will provide coverage for urban and wildfire situations and is included in the PFFP for Pacific Highlands Ranch.

8.4 Future Actions

8.4.1 FUTURE PERMITTING ACTIONS

Once the Pacific Highland Ranch Subarea Plan has been adopted by the City Council and a phase shift has been approved by a vote of the people, development permits may proceed through the review and approval process.

The subarea plan is designed to guide the City's discretionary and ministerial permitting actions that will follow. These actions may include:

- Subdivision Maps
- Environmental review
- Development Permits
- Rezones (if not accomplished through the Master Rezone)
- Resource Protection Ordinance/Environmentally Sensitive Lands Ordinance permits
- Conditional Use Permits
- Grading Permits
- Building Permits
- Wetlands permit required by California Department of Fish and Game and the Army Corps. of Engineers
- Any other actions that may be required

This subarea plan is the final planning document (i.e., there is no need or requirement for the preparation of precise plans or any similar planning document) to be prepared prior to these permitting actions. All future discretionary actions will be reviewed for compliance with this subarea plan.

8.4.2 TRAIL PLAN

In order to implement the Pacific Highlands Ranch trail system, all discretionary projects submitted to the City of San Diego shall include a project specific "trail plan." The "trail plan" should identify trails and paths for non-motorized movement within the project and connections to neighborhoods outside the project. In order to enhance the pedestrian and non-motorized experience, each applicant is encouraged to provide features, as appropriate, such as landscaping, benches or seat-walls, signage, trail heads and overlooks, water fountains, and lighting. The "trail plan" should identify the materials, funding, and phasing relative to the construction the trail or path.

8.4.3 ENVIRONMENTAL REVIEW

It is the intent of the MEIR to streamline future environmental review by analyzing the potential impacts of projects where possible and to provide a framework for future impact analysis and mitigation consistent with the MEIR. Anticipated future projects would include tentative subdivision maps, Conditional Use Permits, development permits, and development plans for the designated elementary, and high school sites.

At the time a future project is submitted, the City will prepare an Initial Study to determine whether the project may cause significant impacts that were not examined in the MEIR and whether the project was described as being within the scope of the Pacific Highlands Ranch subarea plan. If it is determined that the project will have no additional significant impacts and no new or additional mitigation measures or alternatives are required, then written findings can be made based on the Initial Study and no new environmental review document will be required. If the Initial Study findings cannot be made, then either a Mitigated Negative Declaration or a Focused EIR will be required as specified in CEQA Section 21157.5 and 21158. Use of the MEIR is further limited in accordance with CEQA Section 21157.6.

8.4.4 RESOURCE PROTECTION ORDINANCE/ENVIRONMENTALLY SENSITIVE LANDS ORDINANCE

The Pacific Highlands Ranch Plan constitutes a long-range plan, thus qualifying for alternative compliance with RPO and ESL through implementation of the City's Municipal Code and City Council Policy 600-40. As such, subsequent discretionary actions will be reviewed for consistency with the Pacific Highlands Ranch Subarea Plan. If substantial conformance with the plan is established by the City Manager, future RPO or ESL permits shall be granted through Process Four, without requiring additional Deviation findings. Approval of the individual RPO or ESL permit may require additional information or detailed analysis of the specific development proposal. Approval of the individual RPO or ESL permit will require conformance

with the approved subarea plan and any required mitigation shall be provided. Projects which are not in substantial conformance with the Pacific Highlands Ranch Plan and the RPO and ESL analysis must obtain a RPO or ESL permit at a noticed public hearing which may include making new Deviation findings and compliance with existing regulations. An amendment to the Pacific Highlands Ranch Subarea Plan may be required.

8.4.5 COASTAL ZONE

Portions of Pacific Highlands Ranch are located within the Coastal Zone and are subject to the North City Local Coastal Program (LCP), adopted by the City Council in 1981 with amendments in 1985, 1987, 1988, and 1990 and certified by the California Coastal Commission (Exhibit 8-1). The North City LCP document constitutes the land use plan segment for the North City area within the City's LCP. While the Framework Plan provides general guidance for the preparation of subarea plans, it is supplemented by the more specific policies in the North City LCP. These policies address filling and development within the 100-year floodplain, the treatment of sensitive and scenic slopes, and other issues. They will be incorporated into a LCP Section of the subarea plans. Certification of the Pacific Highlands Ranch Subarea Plan by the California Coastal Commission is required in order for it to become effective in the Coastal Zone areas.

8.4.6 FORMATION OF A COMMUNITY PLANNING GROUP

Per City Council Policy 600-5, the Planning Commission serves as the Community Planning Group for the Pacific Highlands Ranch.

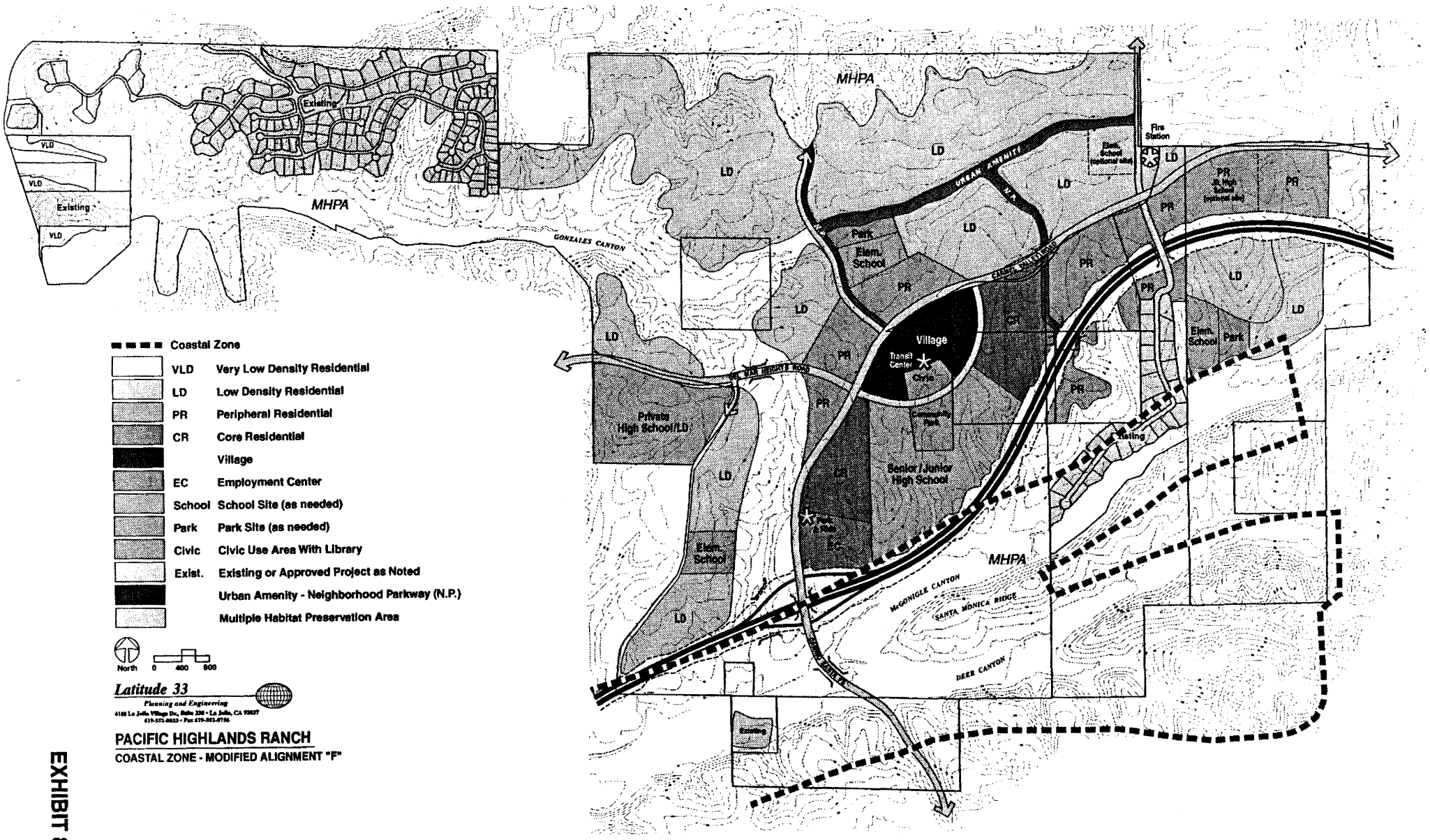
Upon approval of a phase shift, the City and/or affected property owners may form a new community planning group (or groups) (Exhibit 1-1). Establishment of a community planning group shall be in conformance with City Council Policies 600-24 and 600-25.

8.4.7 MITIGATION MONITORING AND REPORTING PROGRAM

Appendix F includes the Mitigation Monitoring and Reporting Program for the Pacific Highlands Ranch Subarea Plan. Plan 1 refers to land use plan for the "F" alignment of SR-56 while plan 2 refers to the land use plan for the "D" alignment. These conditions were adopted by the City Council with the approval of the subarea plan. All projects developed as a result of the adoption and implementation of the Pacific Highlands Ranch Subarea Plan must comply with the Mitigation Monitoring and Reporting Program.

8.4.8 WATER QUALITY PROTECTION

Prior to tentative map approval, a water quality protection plan which includes best management practices for urban runoff, will be prepared by the applicant and reviewed by interested parties and approved by the City.



Coastal Zone

	VLD	Very Low Density Residential
	LD	Low Density Residential
	PR	Peripheral Residential
	CR	Core Residential
		Village
	EC	Employment Center
	School	School Site (as needed)
	Park	Park Site (as needed)
	Civic	Civic Use Area With Library
	Exist.	Existing or Approved Project as Noted
		Urban Amenity - Neighborhood Parkway (N.P.)
		Multiple Habitat Preservation Area

North 0 400 800

Latitude 33
Planning and Engineering
4180 La Jolla Village Dr., Suite 330 • La Jolla, CA 92037
619-552-0033 • Fax 619-552-0756

PACIFIC HIGHLANDS RANCH

COASTAL ZONE - MODIFIED ALIGNMENT "F"

EXHIBIT 8-1

8.5 Subarea Plan Amendments

It is anticipated that modifications to the Pacific Highlands Ranch Subarea Plan, including text and exhibits, may be necessary from time to time. Minor modifications that substantially conform to the plan will not require an amendment.

APPENDICES

APPENDICES

APPENDIX A — A-1
- Landscape Palette

APPENDIX B — B-1
- Water Services
- Sewer Services
- Drainage Services

APPENDIX C — C-1
- MSCP/MHPA Boundary Adjustment
  - Pardee Ownership
  - Brown Ownership
- Boundary Adjustment Exhibits
- Boundary Adjustment Table

APPENDIX D — D-1
- RPO/ESL Analysis

APPENDIX E — E-1
- "D" Alignment Land Use Plan
- Central Alignment Land Use Plan
- Northern Alignment Land Use Plan

APPENDIX F — F-1
- Mitigation Monitoring and Reporting Program

APPENDIX G — G-1
- Habitat Management Plan

APPENDIX A

LANDSCAPE PALETTE

RECOMMENDED PLANTING PALETTE

This planting palette sets forth a variety of plant materials that are acceptable and recommended for landscape use within the Pacific Highlands Ranch area. However, this list is not comprehensive and is not intended to restrict a registered landscape architect from using other plants not listed here that would be equally appropriate for use within Pacific Highlands Ranch. Similarly, all of the plants should not necessarily be used in a given area. In choosing specific plant materials, consideration should be given to grouping plant species with similar water, climate, and exposure requirements.

TREES - Primary Streetscape

BOTANICAL NAME	COMMON NAME
Platanus acerifolia	London Plane Tree
Schinus molle	California Pepper
Alnus rombifolia	White Alder
Pinus species	Pine
Eucalyptus species	Eucalyptus
Acacia species	Acacia
Jacaranda acutifolia	Jacaranda
Olea europaea	Olive
Pittosporum undulatum	Victorian Box
Quercus agrifolia	Coast Live Oak

Size/Percentage for Trees - Primary Streetscape

30% 36" box
50% 24" box
20% 15 gal.

TREES - Ridgeline Streetscape

BOTANICAL NAME	COMMON NAME
Platanus acerifolia	London Plane Tree
Schinus molle	California Pepper
Pinus species	Pine
Eucalyptus species	Eucalyptus
Pittosporum undulatum	Victorian Box

Size/Percentage for Trees - Ridgeline Streetscape

30% 36" box
50% 24" box
20% 15 gal.

TREES - Secondary Streetscape

BOTANICAL NAME	COMMON NAME
Tristania conferta	Brisbane Box
Pinus canariensis	Canary Island Pine
Metrosideros excelsa	New Zealand Christmas Tree
Liquidambar styraciflua	American Sweet Gum

Size/Percentage for Trees - Secondary Streetscape

30% 36" box
50% 24" box
20% 15 gal.

TREES - Circulation Nodes (Enhanced Circulation Nodes, Project entries and Street Medians)

BOTANICAL NAME	COMMON NAME
Schinus molle	California Pepper
Pinus species	Pine
Pittosporum undulatum	Victorian Box
Jacaranda acutifolia	Jacaranda

Size/Percentage for Trees - Circulation Nodes

100% 24" box

TREES - Internal Landscaped Slopes

BOTANICAL NAME	COMMON NAME
Tristania conferta	Tristania
Pinus species	Pine
Eucalyptus species	Eucalyptus
Acacia species	Acacia
Melaleuca species	Melaleuca
Rhus lancea	African Sumac

Size/Percentage for Trees - Internal Landsacped Slopes

30% 24" box
70% 15 gal.

SHRUBS - Primary, Ridgeline, and Secondary Streetscape

BOTANICAL NAME	COMMON NAME
Escallonia fragaria	Escallonia
Raphiolepis species	India Hawthorne
Photinia fraseri	Photinia
Pittosporum species	Pittosporum
Trachelospermum jasminoides	Star Jasmine
Cotoneaster species	Cotoneaster
Ligustrum lucidum	Privit
Myrtus communis	Myrtle
Leptopermum species	Tea Tree
Lantana montevidensis	Lantana

Size/Percentage for Shrubs - Primary, Ridgeline, and Secondary Streetscape

70% 5 gal.
30% 1 gal.

SHRUBS - Private Driveway Landscaping

BOTANICAL NAME	COMMON NAME
Cotoneaster species	Cotoneaster
Acacia species Acacia	Ceanothusgriseus
Horizontalis'	Wild Lilac
Heteromeles arbutifolia	Toyon
Rhus species	Sumac
Verbena species	Verbena

Size/Percentage for Shrubs - Private Driveway Landscaping

70% 5 gal.
30% 1 gal.

SHRUBS - Enhanced Circulation Nodes, Project Entries, and Street Medians

BOTANICAL NAME	COMMON NAME
Escallonia fragaria	Escallonia
Raphiolepis species	India Hawthorne
Photinia fraseri	Photinia
Pittosporum species	Pittosporum
Trachelospermum jasminoides	Star Jasmine
Cotoneaster species	Cotoneaster
Ligustrum lucidum	Privit
Myrtus communis	Myrtle
Leptopermum species	Tea Tree
Phormium tenax	Flax

Size/Percentage for Shrubs - Enhanced Circulation Nodes, Project Entries, and Street Medians

70% 5 gal.
30% 1 gal.

SHRUBS - Internal Landscaped Slopes

BOTANICAL NAME	COMMON NAME
Raphiolepis species	India Hawthorne
Photinia fraseri	Photinia
Rhus species	Sumac
Arctostaphylos hookeri	Mazanita
Ceanothus species	Wild Lilac
Cistus	Rockrose
Tecomaria capensis	Cape Honeysuckle
Myoporum species	Myoporum

Size/Percentage for Shrubs - Internal Landscaped Slopes

20% 5 gal.
80% 1 gal.

SHRUBS - Exterior Slopes Adjacent to Natural Open Space

BOTANICAL NAME	COMMON NAME
Ceanothus species	Wild Lilac
Rhus species	Sumac
Heteromeles arbutifolia	Toyon
Artemisa californica	Artemisia
Baccharis pilularis	'Twin Peaks'Coyote Bush
Prunus lyonii	Catalina Cherry

Size/Percentage for Shrubs - Exterior Slopes Adjacent to Natural Open Space

20% 5 gal.
80% 1 gal.

GROUND COVERS - Primary, Ridgeline, and Secondary Streetscape

BOTANICAL NAME	COMMON NAME
Myoporum species	Myoporum Turf
Lantana montevidensis	Lantana
Lonicera japonica	Japanese Honeysuckle
Trachelospermum jasminoides	Star Jasmine
Verbena peruviana	Verbena

Size/Percentage for Ground Covers - Primary, Ridgeline, and Secondary Streetscape

50% 1 gal.
50% from flats

GROUND COVERS - Private Driveway Landscaping

BOTANICAL NAME	COMMON NAME
Verbena peruviana	Verbena
Lantana montevidensis	Lantana
Cistus species	Rock Rose
Atriplex species	Saltbush

Size/Percentage for Ground Covers - Private Driveway Landscaping

50% 1 gal.
50% from flats or Hydroseed

GROUND COVERS - Enhanced Circulation Nodes, Project Entries, and Medians

BOTANICAL NAME	COMMON NAME
Lantana montevidensis	Lantana
Myoporum species	Myoporum
Bougainvilla species	Bougainvilla
Rosmarinus species	Rosemary
Pyracantha species	Pyracantha Turf

Size/Percentage for Ground Covers - Enhanced Circulation Nodes, Project Entries, and Medians

50% 1 gal.
50% from flats

GROUND COVERS - Internal Landscaped Slopes

BOTANICAL NAME	COMMON NAME
Lantana montevidensis	Lantana
Myoporum species	Myoporum Turf
Baccharis pilularis	'Twin Peaks'Coyote Bush
Drosanthemum floribundum	Ice Plant

Size/Percentage for Ground Covers - Internal Landscaped Slopes

30% 1 gal.
70% from flats or Hydroseed

GROUND COVERS - Exterior Slopes Adjacent to Natural Open Space

BOTANICAL NAME	COMMON NAME
Atriplex semibaccata	Saltbush
Encelia californica	Bush Daisy
Eschscholzia californica	California Poppy
Lupinus species	Lupine
Mimulus puniceus	Bush Monkey Flower
Salvia species	Sage
Trichostema lanatum	Bluecurls

Size/Percentage for Ground Cover - Exterior Slopes Adjacent to Natural Open Space

100% Hydroseed

REVEGETATION: MANUFACTURED SLOPES ADJACENT TO NATURAL OPEN SPACE

All manufactured slopes that abut areas of native vegetation and existing slopes planned for revegetation with native plant materials should be planted with annuals, perennials, woody ground covers, and shrubs capable of surviving without continuous supplemental watering and should be predominately native and native naturalized plant species appropriate to the specific site conditions. Plants used in these areas should be non-invasive if they are non-natives. Refer to Section 7.2-2 in the City of San Diego *Landscape Technical Manual*, for additional slope preparation, planting, and fertilizing requirements for manufactured slopes located adjacent to natural open space.

As part of the required approvals for Pacific Highlands Ranch projects, a habitat Revegetation and Restoration Plan should be developed for revegetation and restoration of manufactured slopes on project sites that abut natural open space. This Habitat Revegetation and Restoration Plan should be prepared by a qualified biologist and registered landscape architect and submitted to the City of San Diego for review and approval by the Director of Development Services Department. The revegetation areas should transition the native vegetation existing immediately adjacent to the revegetation areas into the character of the project.

APPENDIX B

WATER, SEWER, AND DRAINAGE

The Backbone infrastructure utilities (public and semi-public) will be needed within Pacific Highlands Ranch in order to support the proposed development of the community. These facility's are preliminary in nature and will be refined prior to tentative maps, final maps, building permits and occupancy as noted.

WATER

Existing regional water transmission facilities to the south, east and west of the Pacific Highlands Ranch community will provide the points of connection to supply water to Pacific Highland Ranch. The 36 inch Rancho Bernardo pipeline in Penasquitos will supply water from the Miramar Treatment Plant at hydraulic grade line 712. Additionally, the Rancho Bernardo pipeline connects to the San Diego second aqueduct at the Black Mountain connection SDCWA #10. The Del Mar Heights pipeline connects to the Rancho Bernardo pipeline on the north end of the Penasquitos community and the pressure is reduced to hydraulic grade line 610. The Del Mar Heights pipeline continues westerly in the general alignment of Old Black Mountain Road through the FUA, and in Del Mar Heights Road, through the Carmel Valley community plan area and, continuing across Interstate 5 (I-5), into the Del Mar Heights area.

The Del Mar Heights pipeline is to connected to the Miramar pipeline via the Green Valley pipeline as part of the Carmel Valley community FBA. The Green Valley pipeline is substantially completed through the community of Carmel Valley and extends south of SR-56 in El Camino Real to Carmel Mountain Road and eventually connects with the Miramar pipeline in Sorrento Mesa.

Previous analysis in this area consisted of the North City West Domestic Water System Master Plan which was prepared by Lowery and Associates dated June 1980, which called for the construction of the Green Valley pipeline to connect the Del Mar Heights pipeline and the 51 inch Miramar pipeline. This study additionally demonstrated the need for a 24 inch transmission main in the alignment of Carmel Mountain Road traversing the FUA and connecting to the existing Carmel Mountain Road pipeline in Penasquitos.

Additional studies by Dudek and Associates on behalf of the Sorrento Hills project to complete the scope of work identified by Poutney and Associates for the City of San Diego regarding the North City Area 712/610 zones system analysis has been completed. That study has not been accepted; however, it is anticipated that it will identify regional water transmission facilities required to support completion of development within Sorrento Hills, Carmel Valley and the entire FUA.

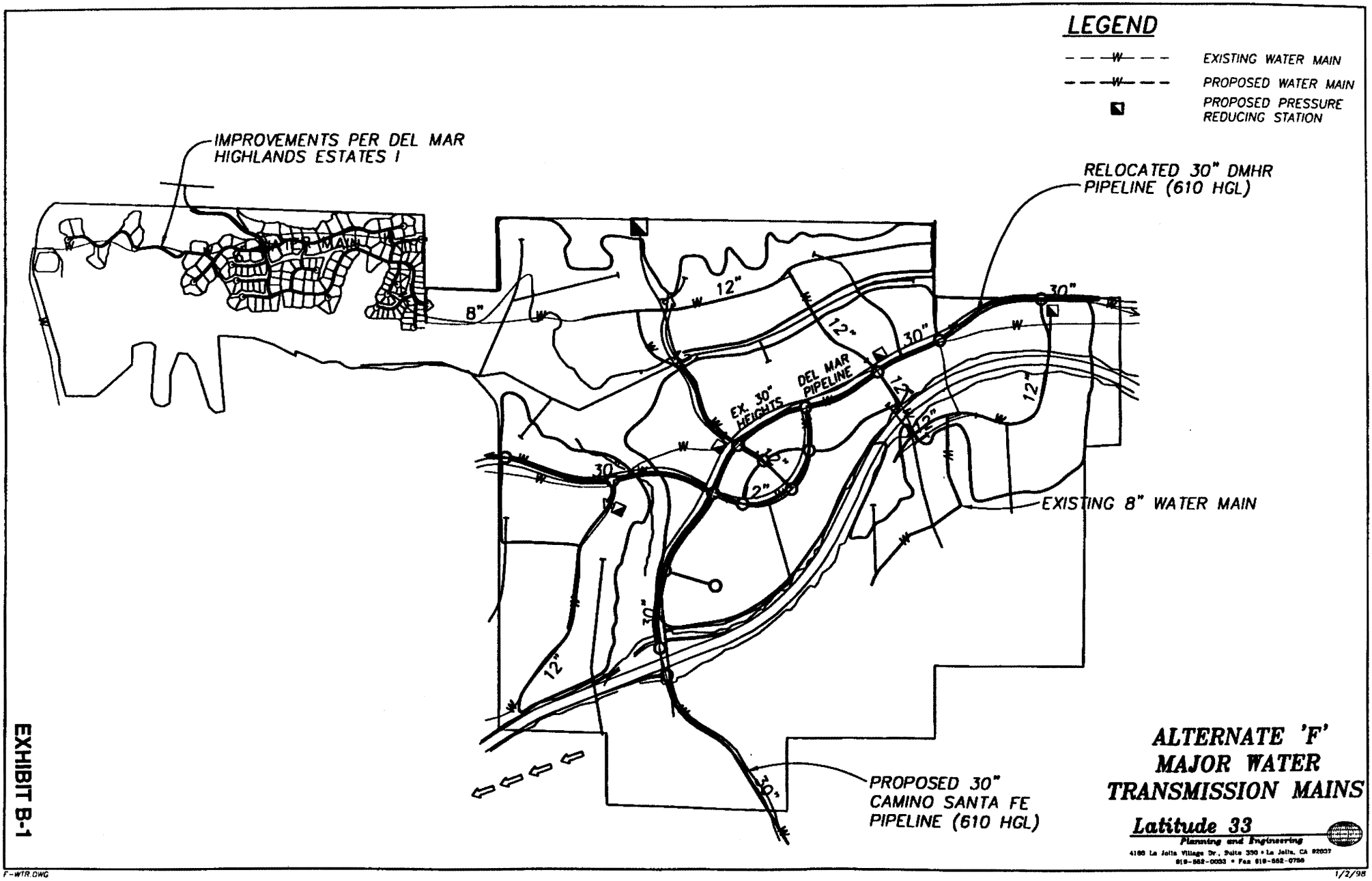

LEGEND
EXISTING WATER MAIN
PROPOSED WATER MAIN
PROPOSED PRESSURE REDUCING STATION
IMPROVEMENTS PER DEL MAR HIGHLANDS ESTATES I
RELOCATED 30" DMHR PIPELINE (610 HGL)
EXISTING 8" WATER MAIN
PROPOSED 30" CAMINO SANTA FE PIPELINE (610 HGL)
EX. 30" HEIGHTS
DEL MAR PIPELINE
8"
12"
30"
ALTERNATE 'F'
MAJOR WATER
TRANSMISSION MAINS
Latitude 33
Planning and Engineering
4180 La Jolla Village Dr., Suite 350 • La Jolla, CA 92037
619-552-0033 • Fax 619-552-0786
F-WTR.DWG
1/2/98

EXHIBIT B-1

As shown on the water system exhibits, the Pacific Highlands Ranch community will be served by a series of looping public watermains within proposed public and private street right-of-ways. The Carmel Mountain Road watermain will be extended within Pacific Highlands Ranch traversing north along Camino Santa Fe and will intersect with the Del Mar Heights 30 inch pipeline.

The Pacific Highlands Ranch property elevations range from a low of 125 feet to a high of 325 feet. It is anticipated that expansion of the adjacent 610 and 470 hydraulic grade zones would supply appropriate pressures for residential development and the associated uses of the Pacific Highlands Ranch plan. As condition of final maps and building permits issuance for the anticipated development the following conditions should be satisfied:

1. Acceptance of the 712/610 zone study which has been completed by Dudek and Associates;
2. Adoption of a master water system analysis for all of the Pacific Highlands Ranch area. this study will further refine the requirements for adequate public facilities to supply water to the individual dwelling units and other users; and
3. Site specific water system reports on a subdivision by subdivision basis.

SEWER

The proposed Pacific Highlands Ranch plan is located within the City of San Diego Metropolitan sewerage system. The existing Carmel Valley Trunk and McGonigle Canyon Trunk sewers vary in size between 27 inches at the western boundary of the Subarea to 18 inches at the eastern boundary. These trunk mains flow by gravity through Carmel Valley to Pump Station 65 and are then lifted into Pump Station 64 and on into the City's metro treatment system. A 15 inch sewer trunk exists in the western portion of Gonzales Canyon. It is proposed that Gonzales Canyon sewer be extended east through Gonzales Canyon into the east - west urban amenity through to Rancho Santa Fe Farms Road.

These backbone gravity mains consist of two collection systems. One to the north, into Gonzales Canyon sewer trunk, which would gravity into the El Camino sewer and connect to the existing 27 inch Carmel Valley sewer just east of I-5. The second to the south, into McGonigle Canyon trunk sewer, which would gravity into the existing 27 inch Carmel Valley sewer. Additional minor sewer mains will be required to serve individual properties on a case by case basis. These mains will be evaluated at the tentative map stage. Prior to recording final maps, project-level sewer analysis will be required to the satisfaction of the Water and Utilities Department.

DRAINAGE

The backbone drainage system for Pacific Highlands Ranch will consist largely of surface and subsurface flows which feed into the existing natural drainage course. This is due to the urban character of the development. In accordance with City policy, drainage systems will be designed that will not divert drainage from existing basin patterns. Existing drainage facilities adjacent to the area consist of Carmel Valley Restoration and Enhancement Plan (CVREP) within the

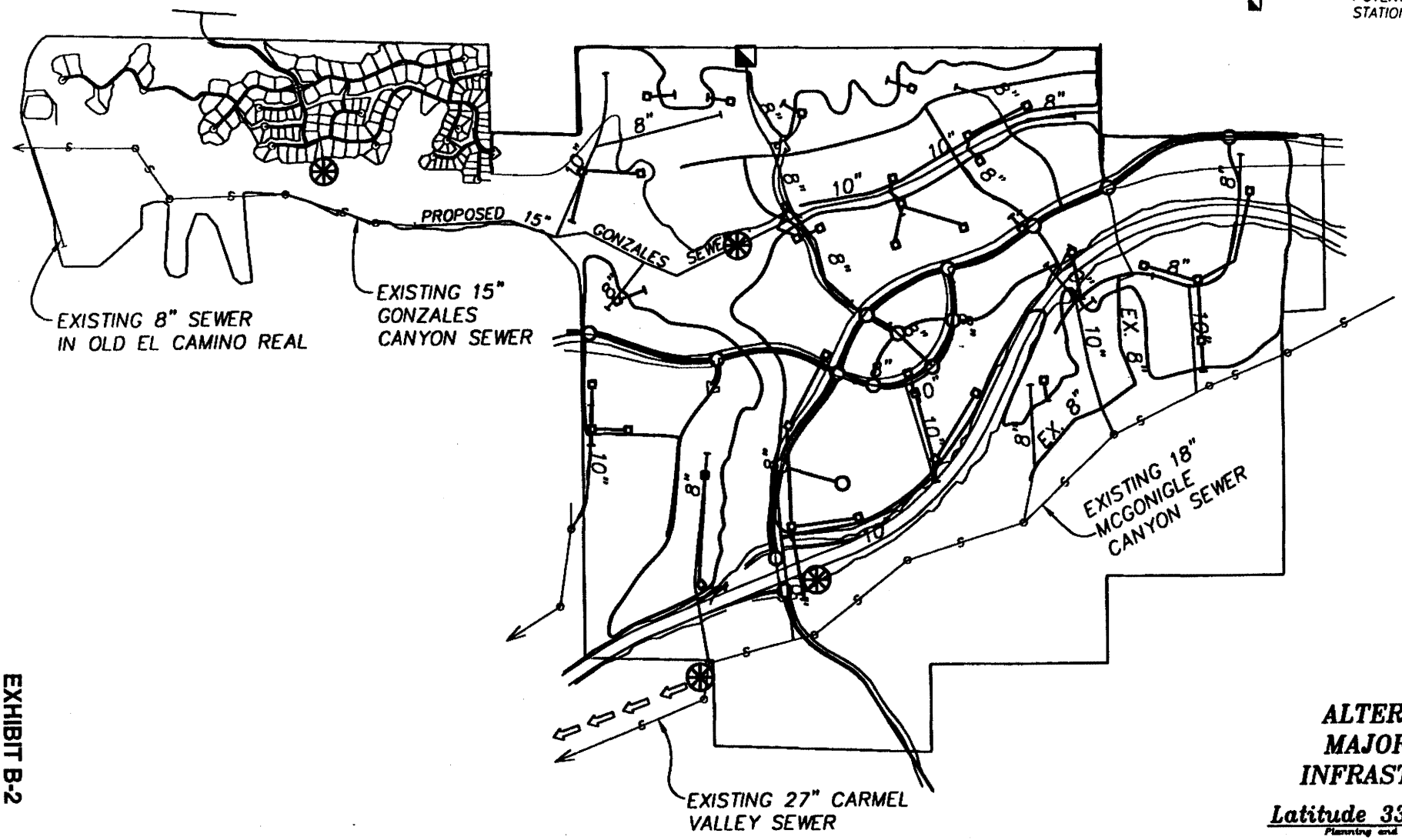


EXHIBIT B-2

ALTERNATE 'F' MAJOR SEWER INFRASTRUCTURE

Latitude 33
Planning and Engineering
4180 La Jolla Village Dr., Suite 330 • La Jolla, CA 92037
619-552-0033 • Fax 619-552-0750

F-SWR.DWG

1/2/98

Carmel Valley and the SR-56 project. The major drainage courses for the area are divided into three categories. First is the area adjacent to the southern boundary of La Zanja Canyon which drains into the existing La Zanja Canyon. Second is the central drainage area which drains into the east - west urban amenity and Gonzales Canyon. Lastly, is the south drainage which drains to the south McGonigle Canyon, and Carmel Valley Creek.

It is anticipated that the subdivisions would be designed with no net diversion of drainage from one of the major basins to another. Existing detention facilities and flood control facilities are located at the east end of Palacio and within the Del Mar Highlands Estates subdivision. Based upon these facilities, additional detention facility's for erosion control may be required at the junction of the east - west urban amenity and Gonzales Canyon and the intersection of Deer and McGonigle Canyons. These potential detention basins are shown on the drainage exhibits.

Portions of the project fall within the Coastal Commission jurisdiction boundaries, and as such proposed drainage solutions would need to meet the criteria identified by the Coastal Commission to prevent siltation and increased runoff from impacting the Penasquitos and San Dieguito Lagoons.

In compliance with the Clean Water Act, "best management practices" should be used to control pollutants and sediment from entering storm water runoff. The Pacific Highlands Ranch plan provides source control BMP's by requiring landscaping of all manufactured slopes and street right-of-way to prevent erosion and by incorporation of a grading/drainage concept which directs water away from easily erodible areas and into a drainage system designed to safely handle the storm water runoff. Additionally, detention, desilting/water quality basins may be provided at strategic locations within the area as shown on the drainage exhibits.

Other applicable BMP's which may be implemented on a City-wide basis in conjunction with the City's Municipal National Pollutant Discharge Elimination System permit and State Regional Water Quality Control Board should be incorporated into the tentative maps and final plans. The City should verify that the mitigation measures contained in these plans regarding storm water and drainage management and mitigation of urban runoff flows are conditions of the approval of all subsequent Tentative Maps within the Pacific Highlands Ranch area.

Prior to, or concurrent with, recordation of the first final subdivision map within Pacific Highlands Ranch, a Master Drainage plan will be adopted that should address sizing and siting of facilities required to mitigate potential impacts to downstream facilities from increase in runoff and erosion, as a result of this Subarea plan. This Master Drainage plan should be comprehensive, covering the entire Pacific Highlands Ranch area to the satisfaction of the City Engineer, and should meet the special requirements for coast zone conformance.

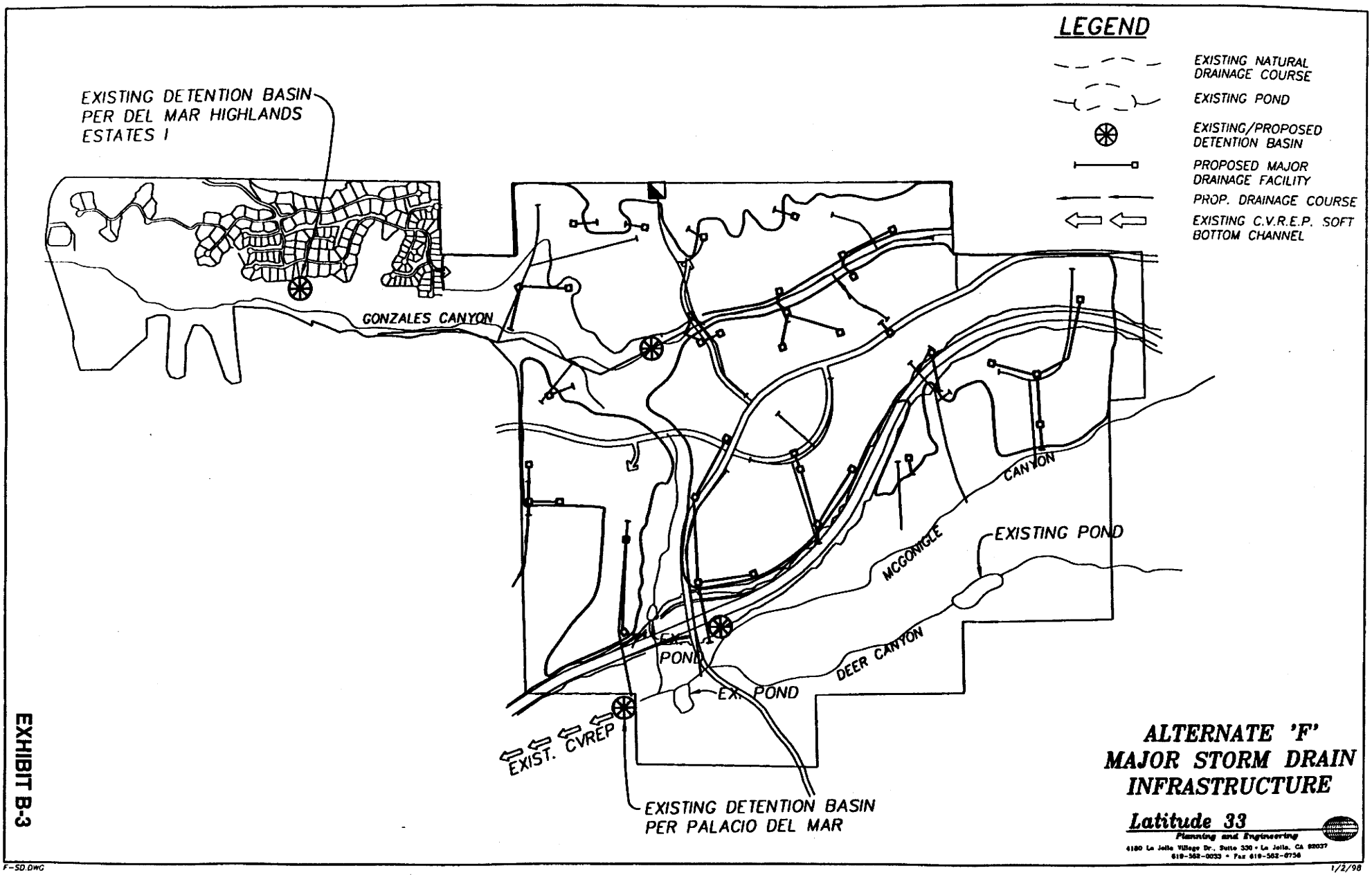

LEGEND
EXISTING NATURAL DRAINAGE COURSE
EXISTING POND
EXISTING/PROPOSED DETENTION BASIN
PROPOSED MAJOR DRAINAGE FACILITY
PROP. DRAINAGE COURSE
EXISTING C.V.R.E.P. SOFT BOTTOM CHANNEL
EXISTING DETENTION BASIN PER DEL MAR HIGHLANDS ESTATES I
GONZALES CANYON
CANYON
MCGONIGLE
EXISTING POND
DEER CANYON
EXIST. CVREP
EXISTING DETENTION BASIN PER PALACIO DEL MAR
ALTERNATE 'F' MAJOR STORM DRAIN INFRASTRUCTURE
Latitude 33
Planning and Engineering
4180 La Jolla Village Dr., Suite 330 • La Jolla, CA 92037
619-362-0033 • Fax 619-362-0734
F-SD.DWG
1/2/98

EXHIBIT B-3

APPENDIX C

MSCP/MHPA BOUNDARY ADJUSTMENT

MSCP/MHPA BOUNDARY ADJUSTMENT

PARDEE OWNERSHIP

Implementation of the Pacific Highlands Ranch Subarea Plan will require an adjustment to the boundary of the adopted MHPA as shown on exhibits C-1 and C-2. The adjustment will allow development on approximately 137.7 to 204.4 acres currently within the MHPA. Only 54.4 of the total acres in the adjustment areas consist of sensitive habitat. The remaining acres have been disturbed for many years by extensive agricultural activities. The plan proposes to add 74.7 acres to the MHPA and proposes a total revegetation of 158.5 acres. This adjustment is considered to result in equivalent biological functions and values relative to the previously adopted MHPA. The natural habitat that would be lost consists of 13.8 acres of Tier I habitat, 40.6 acres of Tier II and Tier III habitats. In addition, 8.2 acres of Tier II and III habitats in Carmel Valley Neighborhood 10 will be removed from the MHPA.

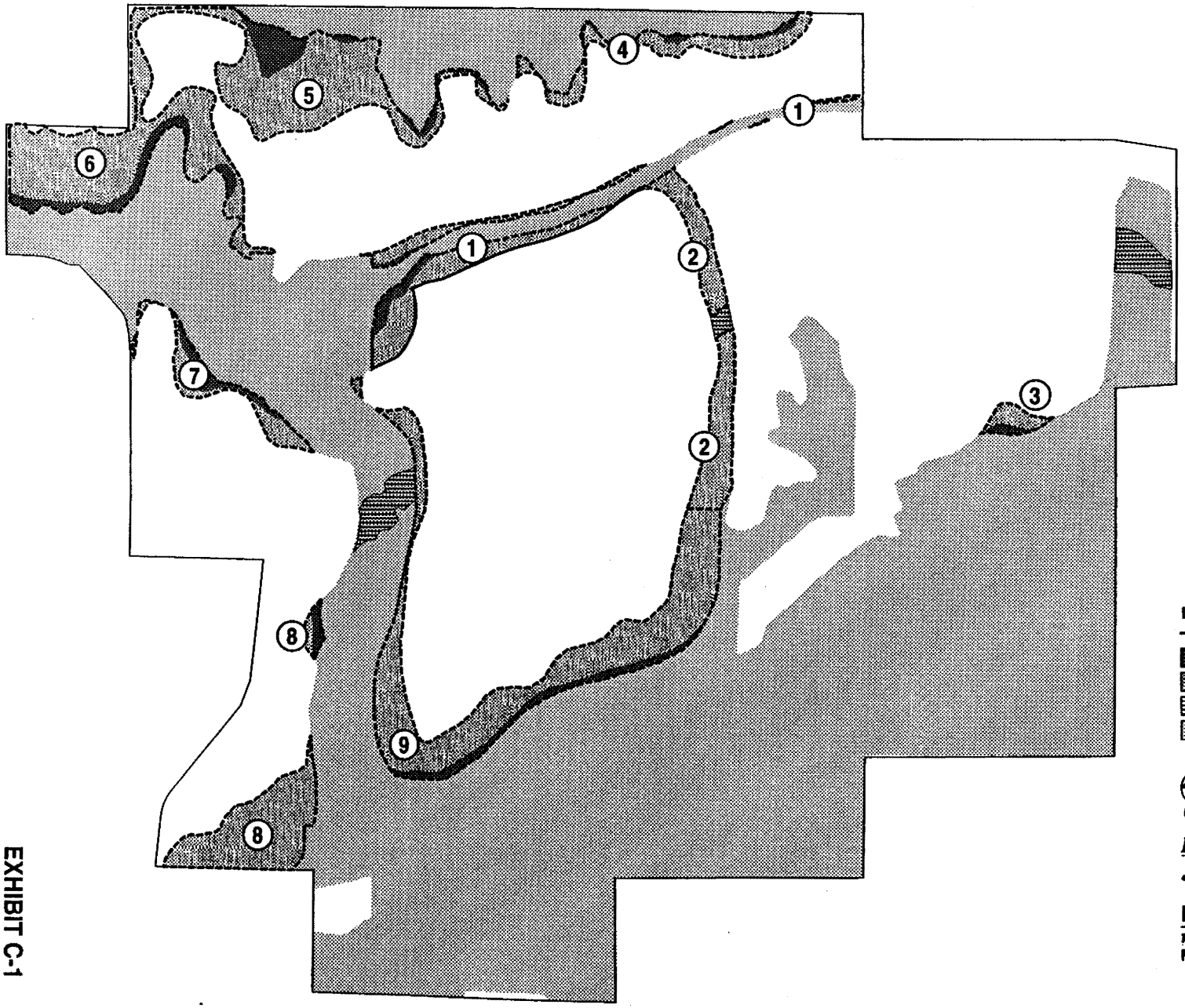
The basic premise for the adjustment is that it will not reduce the biological function of the MHPA. The MHPA boundary adjustment in Subarea III will not result in a reduction in biological function. Actual loss of habitat is minimal, and will be fully mitigated on-site. The adjustment will maintain all wildlife movement corridors shown on the MSCP Subarea Plan with a minimum width of 1,000 feet, as well as a large block of habitat midway between McGonigle and Gonzales Canyons. This habitat will provide areas for breeding and foraging for the animals using the corridor.

The MSCP Subarea Plan allows adjustments to the MHPA if the adjustment will result in the same or higher biological value of the preserve. The comparison of biological value is to be based on certain factors all of which are met by the Pacific Highlands Ranch adjustment. These factors are as follows:

1. Effects on significantly and sufficiently conserved habitats: The adjustment will allow for the dedication of 1,469.7 acres of habitat, including an addition of 74.7 acres of habitat to the MHPA. The adjustment includes revegetation of 158.5 acres. Brush management impacts, which would have resulted in a total of 20 acres, will occur outside the MHPA in areas 5, 6, 7, and 8 in subarea III.

   In addition to the implementation of the MHPA in Pacific Highlands Ranch, Pardee will dedicate 134.7 acres of natural land located within Carmel Valley Neighborhood 8A, consisting of 4.7 acres on Parcel 8C (4.7 Tier II and Tier III) and 130 acres of Parcel A and B (127.8 Tier I and 2.2 Tier II and Tier III) and sell 60 acres to United States Fish and Wildlife Service and California Department of Fish and Game (21.9 acres of Tier II and 38.1 acres of Tier III).

2. Effects to covered species: The adjustment does not affect any large populations of covered species and no impacts to any population of narrow endemic species.



CITY MHPA ADJUSTMENT ACRES

Area 2	20.3

PARDEE MHPA ADJUSTMENT ACRES

Area 1	18.6
Area 3	2.5
Area 4	12.5
Area 5	39.9
Area 6	44.1
Area 7	8.4
Area 8	24.5
Area 9	59.7
PardeeTotal	210.2 Acres
City Total	20.3 Acres
SR-56	13.3 Acres
Total	243.8 Acres Combined SR-56 MHPA Expansion

LEGEND

Total MHPA Disturbed	230.5 Acres
Transition Slopes in MHPA	33.0 Acres
Net MHPA Reduction Are	197.5 Acres
SR-56 R.O.W. in MHPA	13.3 Acres
MHPA	

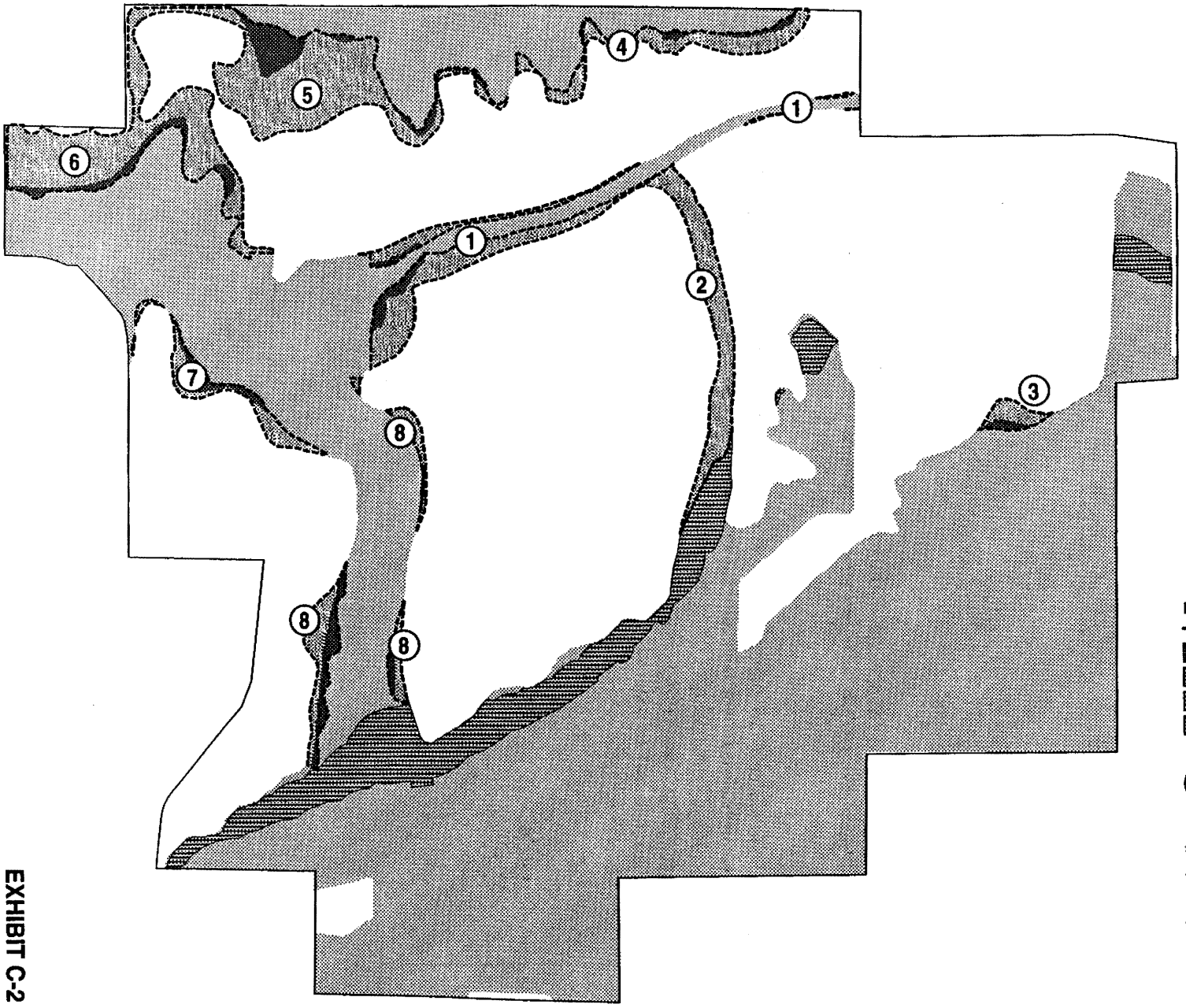
North 0 400 800

Latitude 33
Planning and Engineering
4180 La Jolla Village Dr., Suite 330 • La Jolla, CA 92037
619-552-0833 • Fax 619-552-0756

PACIFIC HIGHLANDS RANCH

MODIFIED ALIGNMENT "D"
MHPA BOUNDARY ADJUSTMENT

EXHIBIT C-1



CITY MHPA ADJUSTMENT ACRES

Area 2	17.9

PARDEE MHPA ADJUSTMENT ACRES

Area 1	22.3
Area 3	2.5
Area 4	12.5
Area 5	39.9
Area 6	38.3
Area 7	8.4
Area 8	13.8
Pardee Total	137.7 Acres
City Total	17.9 Acres
SR-56	71.5 Acres
Total	227.1 Acres Combined SR-56 MHPA Expansion

LEGEND

Total MHPA Disturbed	161.4 Acres
Transition Slopes in MHPA	30.0 Acres
Net MHPA Reduction Area	131.4 Acres
SR-56 R.O.W. in MHPA	71.5 Acres
MHPA	

North 0 400 800

Latitude 33
Planning and Engineering
4180 La Jolla Village Dr., Suite 330 • La Jolla, CA 92037
619-552-0833 • Fax 619-552-0756

PACIFIC HIGHLANDS RANCH

MODIFIED ALIGNMENT "F"
MHPA BOUNDARY ADJUSTMENT

EXHIBIT C-2

3. Effects on habitat linkages and function of preserve areas: The adjustment maintains all linkages at a minimum width of 1,000 feet, and provides a 160 acre "rest stop" within the middle of a major linkage to allow breeding, foraging and other natural life functions to exist in the linkage.

4. Effects on preserve configuration and management: The adjustment generally maintains the shape and size of the preserve as shown in the City's MSCP Subarea Plan, and should not affect either configuration or the necessary level of management.

5. Effects on ectones or other conditions affecting species diversity: The adjustment conserves all larger blocks of habitat shown as MHPA in the City's MSCP Subarea Plan.

6. Effects to species of concern not on the covered species list: The adjustment does not affect known populations of other species that might be considered sensitive in the City of San Diego.

The addition of these lands to the MHPA will greatly increase the size of the habitat block planned for this particular geographic area, improving the overall preserve design and configuration, and providing greater assurances that the scarce botanical resources associated with southern maritime chaparral will be maintained over the long term. The proposed boundary adjustment in Pacific Highlands Ranch will maintain a MHPA that is functionally equivalent to that shown in the MSCP Subarea Plan. The addition of a relatively large block of mostly Tier I habitat to the MHPA in Carmel Valley Neighborhood 8A will result in a City MHPA that is functionally superior to that shown in the MSCP Subarea Plan.

MSCP BOUNDARY ADJUSTMENT EQUIVALENCY DETERMINATION FOR PACIFIC HIGHLANDS RANCH (NCFUA SUBAREA III) (SR-56 ALIGNMENT "D")

LOSS	GAIN
Subarea III - Total loss of 204.4 acres of MHPA - 13.5 loss of Tier I - 8.2 loss of Tier II - 32.1 loss of Tier III - 150.6 loss of Tier IV CVN 10 (including non-Pardee ownership) Total loss of 8.4 acres of MHPA - 4.2 loss of Tier II - 4.0 loss of Tier III - .2 loss of Tier IV (The right-of-way for State Route 56 traverses 13.3 acres within the MHPA. However, the major circulation element roads are considered conditionally compatible with the MHPA under the City's MSCP Subarea Plan, and acreage required to construct these uses would not require boundary adjustments.) (The Brown family trust parcel proposes to develop 10 acres of the 40 acre site. This corresponds with their 25% development area allowed under the City's MSCP Subarea Plan; therefore, is not included in this equivalency determination.) (The elimination of the narrow north/south connection east of the village will be offset by the proposed enhancements to the wildlife corridor west of the town center. Providing one major north/south corridor which is properly designed to function as a viable wildlife corridor is preferable.)	CVN 8c (Parcels A, B and C) Conveyance of a total of 154.7 acres: - Total gain of 134.7 acres (not including 20 school/park site) - 127.8 gain of Tier I - 6.9 gain of Tiers II and III - Total gain of 59.7 acres of MHPA (Tier I) - Based on City Managers compromise plan (25% development area potential) Deer Canyon (Subarea V) Sale to USFWS/CDFG a total of 60 acres: - 21.9 gain of Tier II - 38.1 gain of Tier III Total gain of 15 acres of MHPA (development area potential under MSCP) Additional Features: Dedication of 1,273 acres in Subarea III to the MHPA. No loss of wildlife corridor function. Encroachment into the MHPA in areas 3 and 6 within Subarea III will be sited to maintain a minimum MHPA width of 1000'. Brush management zones for fire protection purposes will be outside of the MHPA in expansion areas 5, 6, 7 and 8. (Note: Brush management could have impacted a total rough approximate of 20.5 acres of habitat with the MHPA). All transition slopes (approximately 27.5 acres) in the MHPA will be restored to native habitat. Restoration of approximately 131 acres of disturbed habitat in accordance with the Master Revegetation Plan. The revegetation area shall include a manufactured wildlife corridor to connect Gonzales and McGonigle Canyons. No impacts to narrow endemic species, inside or outside of the MHPA, are proposed as part of the Subarea III Plan.
Total Loss of MHPA Acreage: 212.8 Total Tier I, II, & III Habitat Loss in MHPA: 62.0 Total Tier IV Habitat Loss in MHPA: 150.8	Total Acreage of Preserved Land: 1,467.7 Total gain of MHPA Acreage: 74.7 Total gain of existing Tier I, II, & III Habitat: 74.7 Total habitat proposed for restoration: 158.5

ALL ACREAGES WITHIN THIS TABLE ARE APPROXIMATE

PACIFIC HIGHLANDS RANCH

MSCP/MHPA GAIN AND LOSS

TABLE C-1

MSCP BOUNDARY ADJUSTMENT EQUIVALENCY DETERMINATION FOR PACIFIC HIGHLANDS RANCH (NCFUA SUBAREA III) (SR-56 ALIGNMENT "F")

LOSS	GAIN
Subarea III - Total loss of 137.7 acres of MHPA - 13.8 loss of Tier I - 8.5 loss of Tier II - 32.1 loss of Tier III - 83.3 loss of Tier IV CVN 10 (including non-Pardee ownership) Total loss of 8.4 acres of MHPA - 4.2 loss of Tier II - 4.0 loss of Tier III - .2 loss of Tier IV (The right-of-way for State Route 56 traverses 71.5 acres within the MHPA. However, major circulation element roads are considered conditionally compatible with the MHPA under the City's MSCP Subarea Plan, and acreage required to construct these uses would not require boundary adjustments.) (The Brown family trust parcel proposes to develop 10 acres of the 40 acre site. This corresponds with their 25% development area allowed under the City's MSCP Subarea Plan; therefore, is not included in this equivalency determination.) (The elimination of the narrow north/south connection east of the village will be offset by the proposed enhancements to the wildlife corridor west of the town center. Providing one major north/south corridor which is properly designed to function as a viable wildlife corridor is preferable.)	CVN 8c (Parcels A, B and C) Conveyance of a total of 154.7 acres: Total gain of 134.7 acres (not including 20 acre school/park site) - 127.8 gain of Tier I - 6.9 gain of Tiers II and III - Total gain of 59.7 acres of MHPA (Tier I) - Based on City Managers compromise plan (development area potential under MSCP) Deer Canyon (Subarea V) Sale to USFWS/CDFG a total of 60 acres: - 21.9 gain of Tier II - 38.1 gain of Tier III Total gain of 15 acres of MHPA (development area potential under MSCP) Additional Features: Dedication of 1,275 acres in Subarea III to the MHPA. No loss of wildlife corridor function. Encroachment into the MHPA in areas 3 and 6 within Subarea III will be sited to maintain a minimum MHPA width of 1000'. Brush management zones for fire protection purposes will be outside of the MHPA in expansion areas 5, 6, 7 and 8. (Note: Brush management could have impacted a total rough approximate of 19.6 acres of habitat with the MHPA). All transition slopes (approximately 27.5 acres) in the MHPA will be restored to native habitat. Restoration of approximately 131 acres of disturbed habitat in accordance with the Master Revegetation Plan. The revegetation area shall include a manufactured wildlife corridor to connect Gonzales and McGonigle Canyons. No impacts to narrow endemic species, inside or outside of the MHPA, are proposed as part of the Subarea III Plan.
Total Loss of MHPA Acreage: 146.1 Total Tier I, II, & III Habitat Loss in MHPA: 62.6 Total Tier IV Habitat Loss in the MHPA: 83.5	Total Acreage of Preserved Land: 1,469.7 Total gain of MHPA Acreage: 74.7 Total gain of existing Tier I, II, & III Habitat: 74.7 Total habitat proposed for restoration: 158.5

ALL ACREAGES WITHIN THIS TABLE ARE APPROXIMATE

PACIFIC HIGHLANDS RANCH

MSCP/MHPA GAIN AND LOSS

TABLE C-2

Brown Parcel
Sub Area III
Conceptual Mitigation Program

Introduction

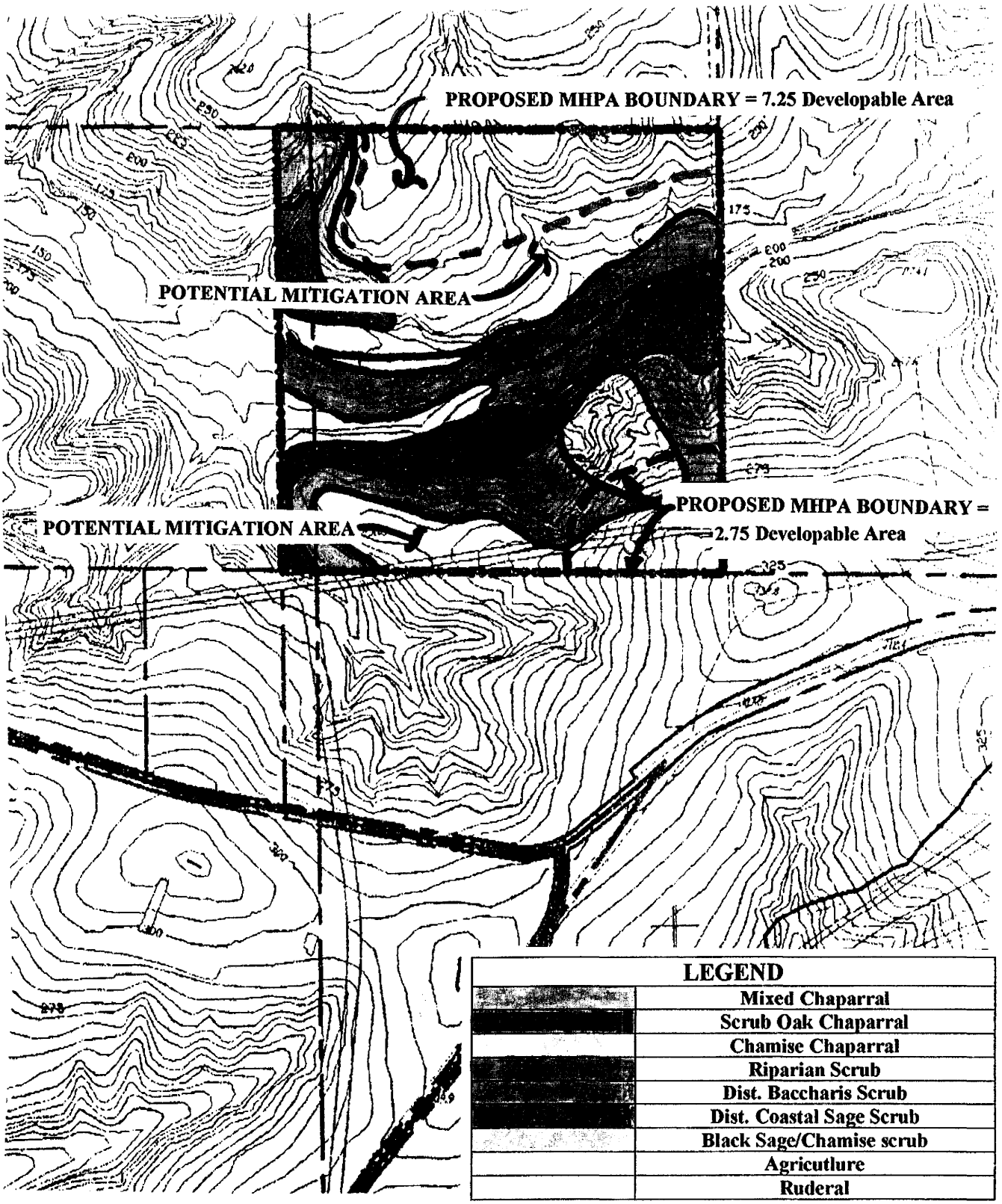
The Brown Parcel is a 40-acre parcel of land within the City of San Diego's Sub-Area III. The parcel is located in the northern portion of the City limits north of Black Mountain Road, east of I-5. The 40-acre parcel is currently encumbered by the City's Multi Habitat Planning Area (MHPA) boundary with over 90% of the land designated as MHPA land. The Brown Parcel project proposes to move the MHPA boundary to allow for reasonable development of the site. Based on the current MSCP guidelines, up to 25% of the site can be encroached upon if the site is encumbered by the MHPA, providing that the encroachment is located in the least environmentally sensitive areas. Therefore, ten acres are proposed to be allowed for development within the Brown Parcel. It is anticipated that a portion of this ten acres will be located on the north side of the existing canyon (~7.25 acres) and the remainder will be located on the south side (~2.75 acres). In addition to moving the MHPA boundary the project proposes to increase density of proposed housing onsite to two to five dwelling units per acre.

The proposed ten acres are proposed to be located first within the existing agricultural areas, and secondly within the chamise and/or mixed chaparral located onsite. The riparian habitats, the scrub oak chaparral and the disturbed coastal sage scrub onsite are proposed to be avoided.

The following conceptual program outlines mitigation that may be required for the future implementation of the proposed development plan. This plan would mitigate for the MHPA boundary adjustment, increase in density, and impacts within the ten acres which may remove some southern mixed or chamise chaparral.

Conceptual Plan

The following mitigation measures are conceptual and should be detailed at the time of tentative map submittal. Mitigation will take the form of restoration and protection of native habitats, provision of barrier along property limits, and improvements to the existing trail through the site. In general, areas that are currently agriculture, that are not proposed for development will be restored. This may include the agriculture land on the southern mesa, and any agricultural land that is between the existing riparian habitat of the creek and proposed development in the north half of the property. Restoration of the southern mesa would improve the habitat quality for the City's proposed wildlife corridor to the south. In addition restoration of the area between the creek and the proposed development area on the north side would enhance the quality of the habitat within the creek and also provide an aesthetic improvement to the proposed urban amenity through this area.



R·E·C

1" = 400'

JEB - JHB Trust Property
Biological Resources

EXHIBIT C-3

The mesa on the southern half of the property should be restored with a southern mixed chaparral/coastal sage scrub habitat. Although this area is surrounded by southern mixed chaparral this mix may allow for the development of some coastal sage scrub species into this area. Species which should be included within the plant palette for this area include but are not limited to:

Artemisia californica	California sagebrush
Eriogonum fasciculatum	Flat-topped buckwheat
Helianthemum scoparium	Rush Rose
Heteromeles arbutifolia	Toyon
Lotus scoparius	Deer weed
Mimulus puniceus	Monkey flower
Rhus integrifolia	Lemonadeberry
Salvia apiana	White Sage
Salvia mellifera	Black Sage
Sisyrinchium bellum	Blue-eyed Grass
Xyloccus bicolor	Manzanita

These plants could be applied as a seed mix, container specimen, or a mixture of both seed and container plants. This mix should be non-irrigated, and therefore would need to be planted in Fall to take advantage of the winter rains.

Within the northern portion of the property, restoration would be located between the existing drainage and the proposed development. Habitat restoration within this area could serve two purposes. The first is the enhancement of the riparian buffer and corridor through the area for wildlife. The second is to provide natural screening from the adjacent proposed residential to the proposed trail. Since the size of the proposed slope in this area is unknown, and the distance to groundwater is also unknown, it is difficult to determine if native trees could survive at this location without supplemental water (i.e. irrigation). The tree species which could be incorporated into the design include cottonwood, sycamores, and coast live oak trees. These trees should be planted at or near the base of any proposed slope, unless otherwise irrigated. The slope should be planted with plant species typical of coastal sage scrub habitats similar to the slopes adjacent to the property. These species include at a minimum:

Artemisia californica	California sagebrush
Eriogonum fasciculatum	Flat-topped buckwheat
Eschscholzia californica	California Poppy
Lotus scoparius	Deer weed
Lupinus succulentus	Arroyo Lupine
Salvia mellifera	Black Sage

To provide additional screening, larger shrub species could be added such as toyon, and lemonade berry. The coastal sage scrub habitat could be added as seed, container or a

combination of both seed and container. This area should be non-irrigated except for the trees and larger shrubs.

In addition to planting, a barrier should be provided between the proposed residential and the adjacent open space areas. This may include a minimum four foot block or brick wall, wrought iron fence, or other type of structural barrier. If an access to the proposed trail system is warranted, a single focused point of access should be provided rather than allowing each resident to have an access gate. The purpose of the barrier is to keep people from entering the open space area through non-designated points, and thereby damaging habitat.

An existing dirt road traverses the site west to east, parallel to the drainage. This existing road is part of the City's natural amenity and trail plan. The developer of the proposed parcel will improve the existing dirt road for use as an equestrian trail within the project boundary at the time of construction and will be included within the tentative map when submitted.

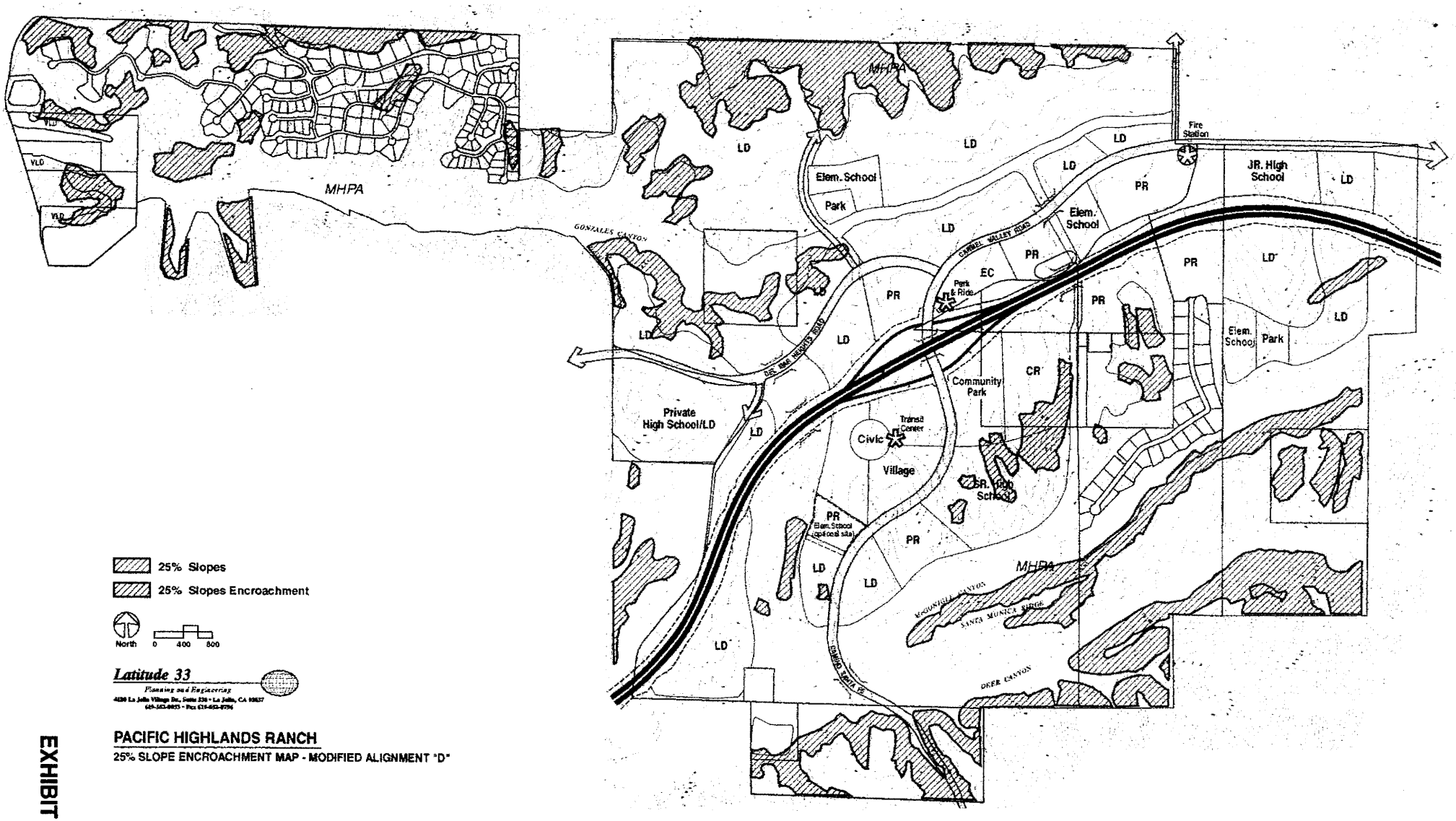
Implementation

The above plan should be detailed during design of the proposed residential development. A more detailed plan would provide an exact plant palette, container size (if appropriate), seed specification (if appropriate) irrigation layout if needed, plant placement detail, square footage of area to be restored, and any other issues related to maintenance and or monitoring of the restoration effort.

The plan should be implemented at the time of, or immediately after, construction. The property owner at the time of construction would be responsible for implementing the plan. Maintenance of the restored areas may be required from two to five years. This would ensure that the areas do not become infested with non-native weedy species, which makes the areas less valuable to wildlife of the region. In addition, the City may require documentation of the restored sites related to health and growth of the plant material within each area.

APPENDIX D

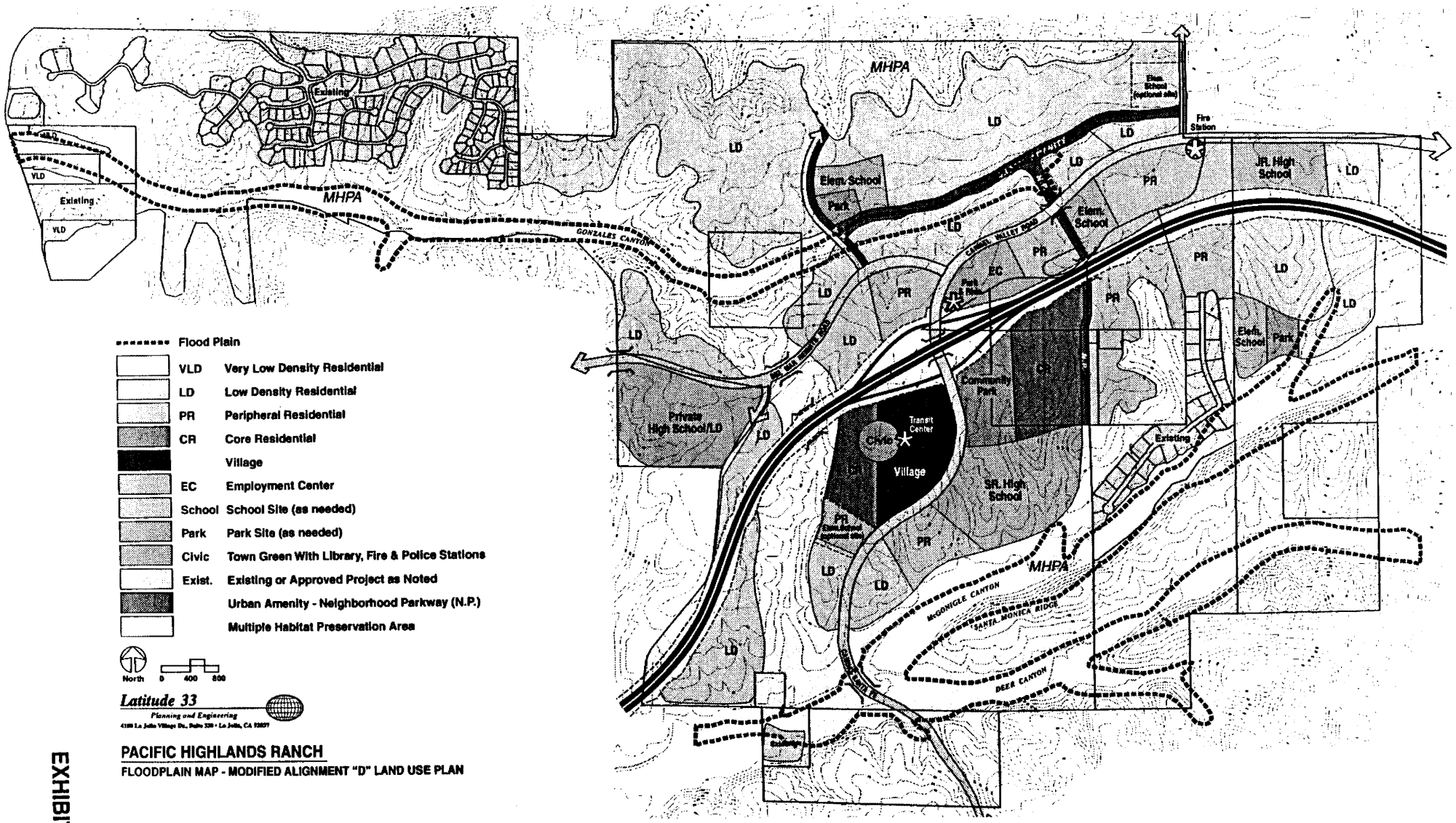
RPO/ESL ANALYSIS



PACIFIC HIGHLANDS RANCH

25% SLOPE ENCROACHMENT MAP - MODIFIED ALIGNMENT "D"

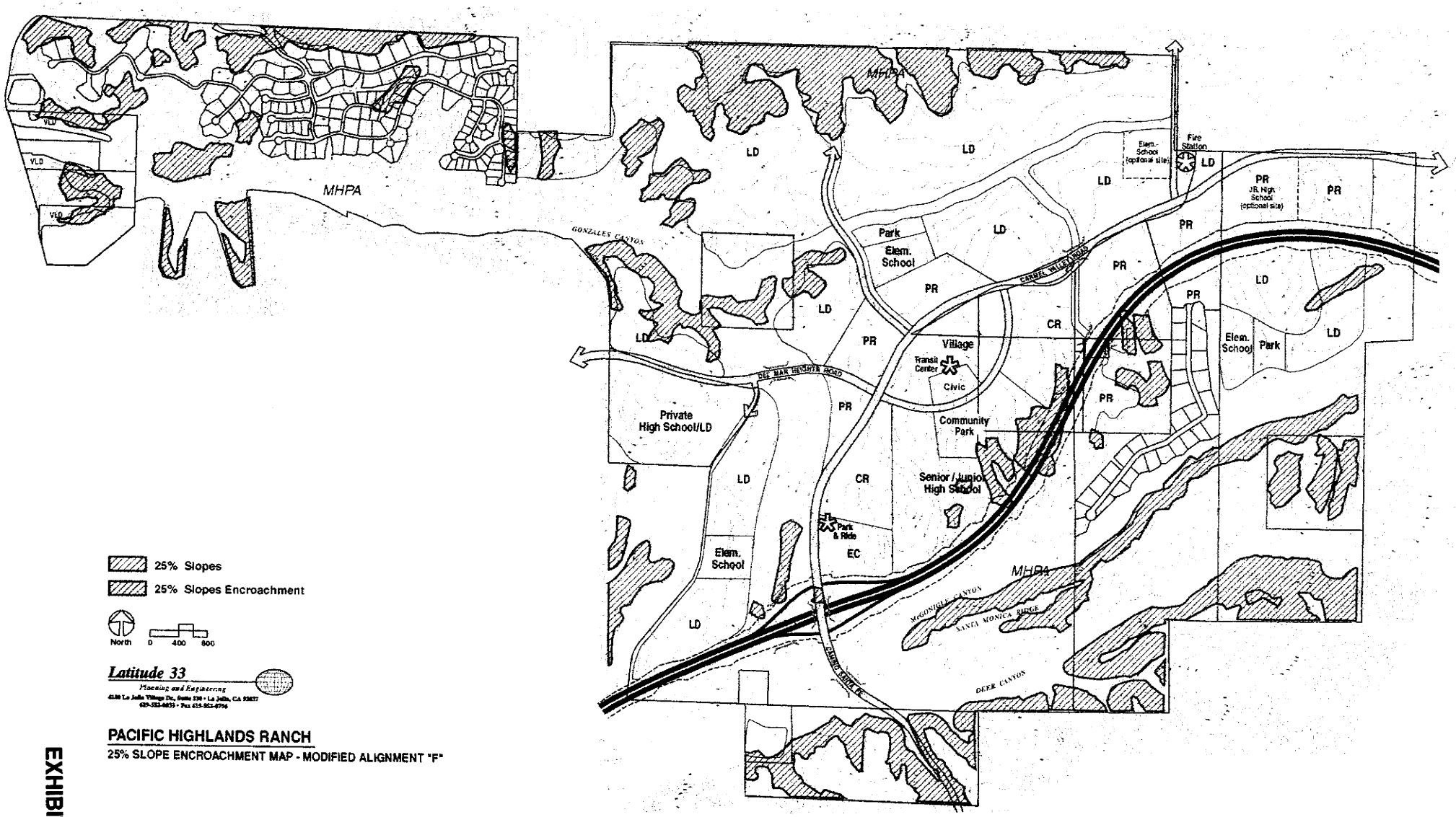
EXHIBIT D-1



PACIFIC HIGHLANDS RANCH

FLOODPLAIN MAP - MODIFIED ALIGNMENT "D" LAND USE PLAN

EXHIBIT D-2



PACIFIC HIGHLANDS RANCH

25% SLOPE ENCROACHMENT MAP - MODIFIED ALIGNMENT "F"

EXHIBIT D-3

ENVIRONMENTALLY SENSITIVE LANDS ANALYSIS BY OWNERSHIP
SR-56 ALIGNMENT "D"

OWNERSHIP	TOTAL ACREAGE PARCEL	ACREAGE WITHIN MHPA	PERCENT OF PARCEL WITHIN MHPA	TOTAL 25% SLOPE ACREAGE	TOTAL IMPACTED 25% SLOPE ACREAGE	PERCENT OF IMPACTED 25% SLOPES	TOTAL WETLAND ACREAGE	TOTAL IMPACTED WETLAND ACREAGE	PERCENT OF IMPACTED WETLANDS	TOTAL FLOODPLAIN ACREAGE	TOTAL IMPACTED FLOODPLAIN ACREAGE	PERCENT OF IMPACTED FLOODPLAINS	MAXIMUM DEVELOPABLE ACREAGE (PER ESL 1)	DEVELOPABLE AREA (PERCENT OF PARCEL)	TOTAL PROPOSED DEVELOPMENT ACREAGE	CEQA COVERED SPECIES	LAND SUPPORTING RARE, THREATENED, OR ENDANGERED SPECIES	TIER I, II, III HABITATS OUTSIDE THE MHPA	ARCHAEOLOGICAL SITES
BARCZEWSKI	77.6	40	51.5%	21.0	0.0	0.0%	3.0	0.0	0.0%	12.0	0.0	0.0%	37.6	48.5%	22.9	YES	YES	YES	NO
CATHOLIC CHURCH	54.6	0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	54.6	100.0%	54.6			YES	NO
GONSALVES	40.0	0	0.0%	6.0	6.0	100.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	34.0	85.0%	40.0			YES	NO
HUANG PIN-HUA	4.5	4.5	100.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	1.1	25.0%	0.0			NO	NO
JEB-JHB TRUST	39.7	29.7	74.8%	9.0	0.0	0.0%	5.0	0.0	0.0%	10.1	0.0	0.0%	10.0	25.2%	10.0	YES	YES	YES	NO
JOHNSTON	5.5	0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	5.5	100.0%	1.7			YES	NO
LAND BANKERS	40.0	40	100.0%	17.9	0.0	0.0%	0.7	0.0	0.0%	0.7	0.0	0.0%	10.0	25.0%	0.0	YES	YES	YES	NO
LEE LIVING TRUST	35.3	23.3	66.0%	7.8	0.6	7.7%	0.0	0.0	0.0%	0.0	0.0	0.0%	11.4	32.3%	7.8	YES	YES	YES	NO
LILLEGREEN	2.5	0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	2.5	100.0%	2.5			NO	NO
LIN	21.5	0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	21.5	100.0%	7.7			YES	NO
LIN/KASAI	39.1	6	15.3%	3.0	0.2	6.7%	0.0	0.0	0.0%	0.0	0.0	0.0%	32.9	84.1%	25.9			YES	YES
MONDECK	3.2	0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	3.2	100.0%	3.2			NO	NO
PARDEE	1665.0	705	42.3%	241.8	63.5	26.3%	28.5	2.2	7.7%	175.5	28.6	16.3%	865.7	52.0%	900.6	YES	YES	YES	YES
RUGGED RIDER	10.4	7.6	73.1%	0.5	0.0	0.0%	1.0	0.0	0.0%	3.8	0.0	0.0%	2.8	26.9%	2.8			NO	NO
SHAW	20.4	16.1	78.9%	1.6	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	5.1	25.0%	4.3			YES	NO
SIMPSON	20.6	15.8	76.7%	1.5	0.0	0.0%	1.0	0.0	0.0%	8.4	0.7	8.3%	5.2	25.0%	4.8			YES	NO
TOTALS	**2079.9**	**888**	**42.7%**	**310.1**	**70.3**	**22.7%**	**39.2**	**2.2**	**5.6%**	**210.5**	**29.3**	**13.9%**	**1103.1**	**53.0%**	**1088.8**				

THIS ANALYSIS DOES NOT INCLUDE BUILT OR PREVIOUSLY APPROVED PROJECTS SUCH AS RANCHO GLEN ESTATES, BAME SUBDIVISION, DEL MAR HIGHLAND ESTATES, AND MARKIM CUP. THESE PROJECTS TOTAL APPROXIMATES 470 ACRES.
THE MHPA AREA INCLUDES THE URBAN AMENITY.

* The wetlands within the Subarea reflect the jurisdictional mapping completed by Glenn Lukos Associates, dated July 1997, and the vegetation mapping prepared by Natural Resource Consultants, November 1997.
* Mapping of CEQA Covered, and Land Supporting Rare, Threatened, or Endangered Species for Non-Pardee properties has not been completed, however, said data will be provided as soon as possible.
* The impacts of State Route 56 are not included within this analysis. The City of San Diego is preparing the environmental analysis for State Route 56 separately.
* The impacts associated with creating the wildlife corridor between Gonzales and McGonigle Canyons are not included within this analysis.
* This analysis assumes the adjustment of the MHPA as proposed in the Subarea Plan and Master Environmental Impact Report.

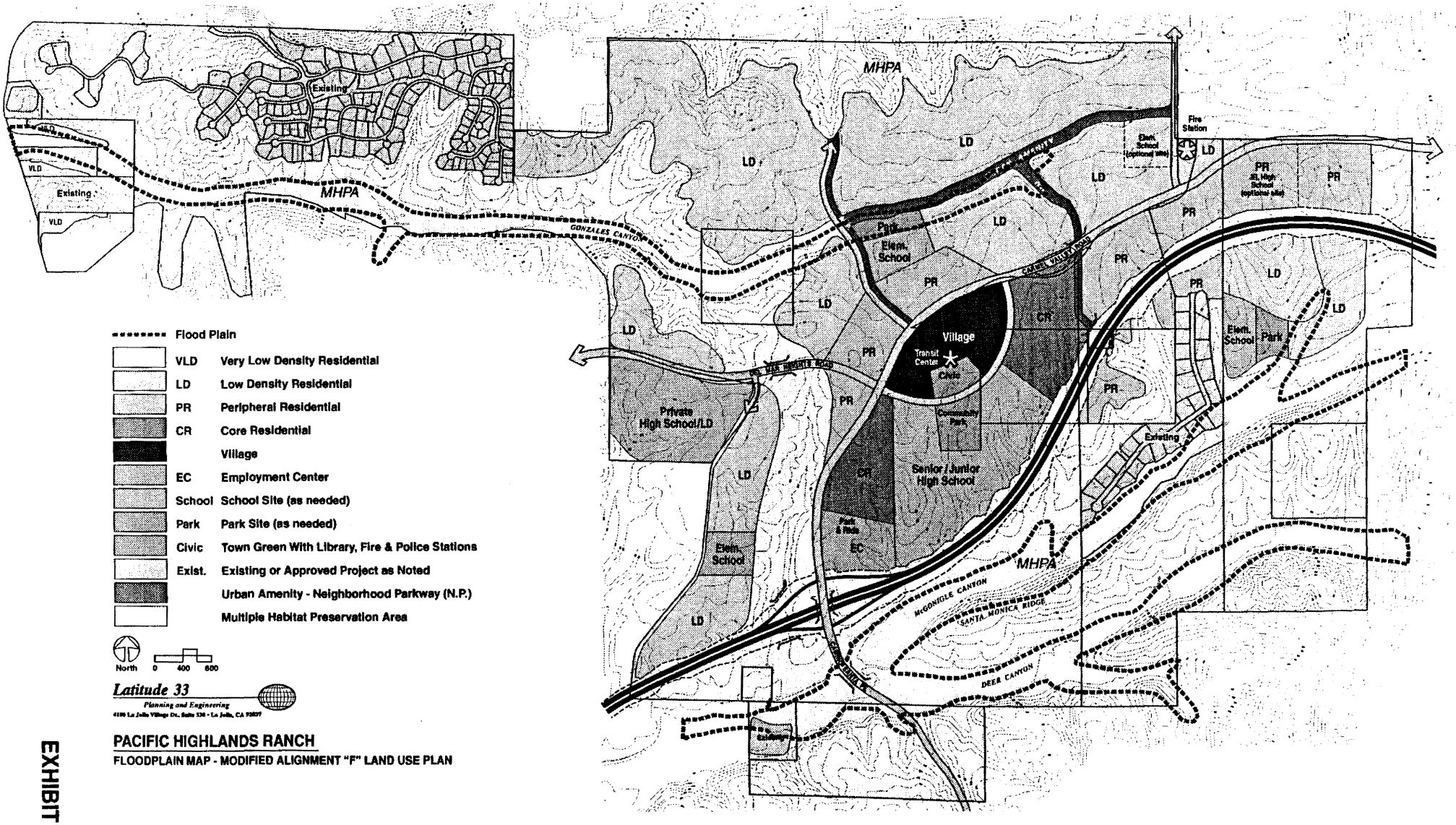
+ **No Endemic Species have been found within the Subarea.**

1 MAXIMUM DEVELOPABLE ACREAGE BASED UPON CITY OF SAN DIEGO LAND DEVELOPMENT CODE SECTIONS 131.0250 AND 143.0142.

HABITAT IMPACTS FOR SR-56 ALIGNMENT "D"

HABITAT TYPE	PARDEE PROPERTY			OTHER PROPERTIES		
	TOTAL DEVELOPMENT IMPACTS OUTSIDE MHPA (ACRES)	MSCP MITIGATION RATIO (IMPACT: OUT MITIGATION: IN)	TOTAL REQUIRED MITIGATION	TOTAL DEVELOPMENT IMPACTS OUTSIDE MHPA (ACRES)	MSCP MITIGATION RATIO (IMPACT: OUT MITIGATION: IN)	TOTAL REQUIRED MITIGATION
Southern Maritime Chaparral	14.3	1.0	14.3	0.1	1.0	0.1
Native Grassland	0.6	1.0	0.6	0.0	1.0	0.0
TIER I TOTAL	**14.9**	**1.0**	**14.9**	**0.1**	**1.0**	**0.1**
Coastal Sage Scrub	9.2	1.0	9.2	6.1	1.0	6.1
Coyote Brush Scrub	0.0	1.0	0.0	0.0	1.0	0.0
TIER II TOTAL	**9.2**	**1.0**	**9.2**	**6.1**	**1.0**	**6.1**
Chaparral	33.2	0.5	16.6	6.6	0.5	3.3
TIER IIIA TOTAL	**33.2**	**0.5**	**16.6**	**6.6**	**0.5**	**3.3**
Annual Grassland	0.0	0.5	0.0	0.0	0.5	0.0
TIER IIIB TOTAL	**0.0**	**0.5**	**0.0**	**0.0**	**0.5**	**0.0**
MHPA HABITAT SUBTOTAL	**57.3**		**40.7**	**12.8**		**9.5**
Southern Willow Scrub	0.9	2.0	1.8	0.0	2.0	0.0
Mulefat Scrub	0.0	2.0	0.0	0.2	2.0	0.4
Coastal & Valley Freshwater Marsh	0.0	2.0	0.0	0.0	2.0	0.0
Southern Sycamore Riparian Woodlands	0.0	2.0	0.0	0.0	2.0	0.0
OTHER VEGETATION TOTAL	**0.9**	**2.0**	**1.8**	**0.2**	**2.0**	**0.4**
Eucalyptus Woodlands	1.1	0.0	0.0	9.7	0.0	0.0
Ruderal	7.3	0.0	0.0	51.2	0.0	0.0
Disked/Agricultural	854.8	0.0	0.0	88.7	0.0	0.0
Graded	3.5	0.0	0.0	65.2	0.0	0.0
Developed	0.9	0.0	0.0	9.7	0.0	0.0
TIER IV TOTAL	**867.5**	**0.0**	**0.0**	**224.5**	**0.0**	**0.0**
GRAND TOTAL	**925.7**		**42.5**	**237.5**		**9.9**

SOURCE: NATURAL RESOURCE CONSULTANTS, 1997
ANALYSIS DOES NOT INCLUDE IMPACTS ASSOCIATED WITH STATE ROUTE 56.



PACIFIC HIGHLANDS RANCH

FLOODPLAIN MAP - MODIFIED ALIGNMENT "F" LAND USE PLAN

EXHIBIT D-4

ENVIRONMENTALLY SENSITIVE LANDS ANALYSIS BY OWNERSHIP
SR-56 ALIGNMENT "F"

OWNERSHIP	TOTAL ACREAGE PARCEL	ACREAGE WITHIN MHPA	PERCENT OF PARCEL WITHIN MHPA	TOTAL 25% SLOPE ACREAGE	TOTAL IMPACTED 25% SLOPE ACREAGE	PERCENT OF IMPACTED 25% SLOPES	TOTAL WETLAND ACREAGE	TOTAL IMPACTED WETLAND ACREAGE	PERCENT OF IMPACTED WETLANDS	TOTAL FLOODPLAIN ACREAGE	TOTAL IMPACTED FLOODPLAIN ACREAGE	PERCENT OF IMPACTED FLOODPLAINS	MAXIMUM DEVELOPABLE ACREAGE (PER ESL 1)	DEVELOPABLE AREA (PERCENT OF PARCEL)	TOTAL PROPOSED DEVELOPMENT ACREAGE	CEQA COVERED SPECIES	LAND SUPPORTING RARE. THREATENED, OR ENDANGERED SPECIES	TIER I. II. III HABITATS OUTSIDE THE MHPA	ARCHAEOLOGICAL SITES
BARCZEWSKI	77.6	40	51.5%	21.0	0.0	0.0%	3.0	0.0	0.0%	12.0	0.0	0.0%	37.6	48.5%	28.9	YES	YES	YES	NO
CATHOLIC CHURCH	54.6	0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	54.6	100.0%	54.6			YES	NO
GONSALVES	40.0	0	0.0%	6.0	3.0	50.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	37.0	92.5%	34.5			YES	NO
HUANG PIN-HUA	4.5	4.5	100.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	1.1	25.0%	0.0			NO	NO
JEB-JHB TRUST	39.7	29.7	74.8%	9.0	0.0	0.0%	5.0	0.0	0.0%	10.1	0.0	0.0%	10.0	25.2%	10.0	YES	YES	YES	NO
JOHNSTON	5.5	0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	5.5	100.0%	5.5			YES	NO
LAND BANKERS	40.0	40	100.0%	17.9	0.0	0.0%	0.7	0.0	0.0%	0.7	0.0	0.0%	10.0	25.0%	0.0	YES	YES	YES	NO
LEE LIVING TRUST	35.3	22	62.3%	7.8	0.6	7.7%	0.0	0.0	0.0%	0.0	0.0	0.0%	12.7	36.0%	10.9	YES	YES	YES	NO
LILLEGREEN	2.5	0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	2.5	100.0%	0.6			NO	NO
LIN	21.5	0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	21.5	100.0%	21.5			YES	NO
LIN/KASAI	39.1	5	12.8%	3.0	0.2	6.7%	0.0	0.0	0.0%	0.0	0.0	0.0%	33.9	86.7%	27.2			YES	YES
MONDECK	3.2	0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	3.2	100.0%	0.9			NO	NO
PARDEE	1665.0	710	42.6%	241.8	56.2	23.2%	28.5	2.3	8.1%	175.5	28.8	16.4%	867.7	52.1%	810.0	YES	YES	YES	YES
RUGGED RIDER	10.4	7.6	73.1%	0.5	0.5	100.0%	1.0	0.0	0.0%	3.8	0.0	0.0%	2.8	26.9%	2.8			NO	NO
SHAW	20.4	16.1	78.9%	1.6	1.6	100.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	5.1	25.0%	4.3			YES	NO
SIMPSON	20.6	15.8	76.7%	1.5	1.5	100.0%	1.0	0.0	0.0%	8.4	0.7	8.3%	5.1	25.0%	4.8			YES	NO
TOTALS	**2079.9**	**890.7**	**42.8%**	**310.1**	**63.6**	**20.5%**	**39.2**	**2.3**	**5.9%**	**210.5**	**29.5**	**14.0%**	**1110.4**	**53.4%**	**1016.5**				

THIS ANALYSIS DOES NOT INCLUDE BUILT OR PREVIOUSLY APPROVED PROJECTS SUCH AS RANCHO GLEN ESTATES, BAME SUBDIVISION, DEL MAR HIGHLAND ESTATES, AND MARKIM CUP. THESE PROJECTS TOTAL APPROXIMATES 470 ACRES.
THE MHPA AREA INCLUDES THE URBAN AMENITY.

* The wetlands within the Subarea reflect the jurisdictional mapping completed by Glenn Lukos Associates, dated July 1997. and the vegetation mapping prepared by Natural Resource Consultants. dated November 1997.
* Mapping of CEQA Covered. and Land Supporting Rare, Threatened, or Endangered Species for Non-Pardee properties has not been completed, however, said data will be provided as soon as possible.
* The impacts of State Route 56 are not included within this analysis. The City of San Diego is preparing the environmental analysis for State Route 56 separately.
* The impacts associated with creating the wildlife corridor between Gonzales and McGonigle Canyons are not included within this analysis.
* This analysis assumes the adjustment of the MHPA boundary as proposed in the Subarea Plan and Master Environmental Impact Report.

+ **No Endemic Species have been found within the Subarea.**

1 MAXIMUM DEVELOPABLE ACREAGE BASED UPON CITY OF SAN DIEGO LAND DEVELOPMENT CODE SECTIONS 131.0250 AND 143.0142.

HABITAT IMPACTS FOR SR-56 ALIGNMENT "F"

HABITAT TYPE	PARDEE PROPERTY			OTHER PROPERTIES		
	TOTAL DEVELOPMENT IMPACTS OUTSIDE MHPA (ACRES)	MSCP MITIGATION RATIO (IMPACT: OUT MITIGATION: IN)	TOTAL REQUIRED MITIGATION	TOTAL DEVELOPMENT IMPACTS OUTSIDE MHPA (ACRES)	MSCP MITIGATION RATIO (IMPACT: OUT MITIGATION: IN)	TOTAL REQUIRED MITIGATION
Native Grassland	0.6	1.0	0.6	0.0	1.0	0.0
Southern Maritime Chaparral	14.6	1.0	14.6	0.1	1.0	0.1
TIER I TOTAL	**15.2**	**1.0**	**15.2**	**0.1**	**1.0**	**0.1**
Coastal Sage Scrub	11.4	1.0	11.4	6.1	1.0	6.1
Coyote Brush Scrub	0.1	1.0	0.1	0.0	1.0	0.0
TIER II TOTAL	**11.5**	**1.0**	**11.5**	**6.1**	**1.0**	**6.1**
Chaparral	33.1	0.5	16.6	6.6	0.5	3.3
TIER IIIA TOTAL	**33.1**	**0.5**	**16.6**	**6.6**	**0.5**	**3.3**
Annual Grassland	0.0	0.5	0.0	0.0	0.5	0.0
TIER IIIB TOTAL	**0.0**	**0.5**	**0.0**	**0.0**	**0.5**	**0.0**
MHPA HABITAT SUBTOTAL	**59.8**		**43.3**	**12.8**		**9.5**
Southern Willow Scrub	1.1	2.0	2.2	0.0	2.0	0.0
Mulefat Scrub	0.0	2.0	0.0	0.2	2.0	0.4
Coastal & Valley Freshwater Marsh	0.0	2.0	0.0	0.0	2.0	0.0
Southern Sycamore Riparian Woodlands	0.0	2.0	0.0	0.0	2.0	0.0
OTHER VEGETATION TOTAL	**1.1**	**2.0**	**2.2**	**0.2**	**2.0**	**0.4**
Eucalyptus Woodlands	1.0	0.0	0.0	9.7	0.0	0.0
Ruderal	7.2	0.0	0.0	51.2	0.0	0.0
Disked/Agricultural	789.3	0.0	0.0	88.7	0.0	0.0
Graded	1.0	0.0	0.0	0.0	0.0	0.0
Developed	0.2	0.0	0.0	65.2	0.0	0.0
TIER IV TOTAL	**798.7**	**0.0**	**0.0**	**214.8**	**0.0**	**0.0**
GRAND TOTAL	**859.6**		**45.5**	**227.8**		**9.9**

SOURCE: NATURAL RESOURCE CONSULTANTS, 1997
ANALYSIS DOES NOT INCLUDE IMPACTS ASSOCIATED WITH STATE ROUTE 56.

APPENDIX E

"D" Alignment Land Use Plan

SR-56 "D" ALIGNMENT

This alignment was studied in association with the revised EIR that included the "F" alignment. The "D" alignment is the most northerly of the alignments studied by the City of San Diego.

This alignment enters Pacific Highlands Ranch in the southwest corner of the planning area. Topographically, this places the freeway in McGonigle Canyon and adjacent to Carmel Creek. From there, the freeway turns north along the east side of SeaBreeze Farms, then trends northeasterly along the ridge between McGonigle and La Zanja Canyons. As the alignment crosses north of Rancho Glens Estates, it arcs towards the southeast, then enters Torrey Highlands (Subarea IV) on its western boundary near the northwest corner of the area.

The circulation system for Pacific Highlands Ranch is based upon one interchange at Camino Santa Fe. The development of an additional interchange, if needed to serve build-out of the NCFUA and unincorporated areas of the County, along SR-56 is not precluded (Exhibit 4-2).

LAND USE

Many of the concepts in the "F" alignment subarea plan alternative are valid with the Central alignment alternative. Specifically, preservation and enhancement of the MHPA are the most significant elements of the plan. The remainder of the land uses will achieve the Framework Plan principle of pedestrian-oriented development in and around the village and town center. The focus on non-motorized travel and movement has shaped the land use patterns contained within the "D" alignment plan. The Community Design Chapter (5) and the master rezoning provide property owners and city staff with the basic tools for implementing the goals and principles associated with this plan.

Land Use Plans

This plan has been prepared to address the land use implications associated with the possible selection and adoption of the "D" alignment for SR-56. As demonstrated in exhibit E-1, this plan is similar to the land plan for the "F" alignment; however, the shift in SR-56 to the "D" alignment becomes a dividing element in the community.

The plan has been developed based on three major functional elements:

- The Town Center

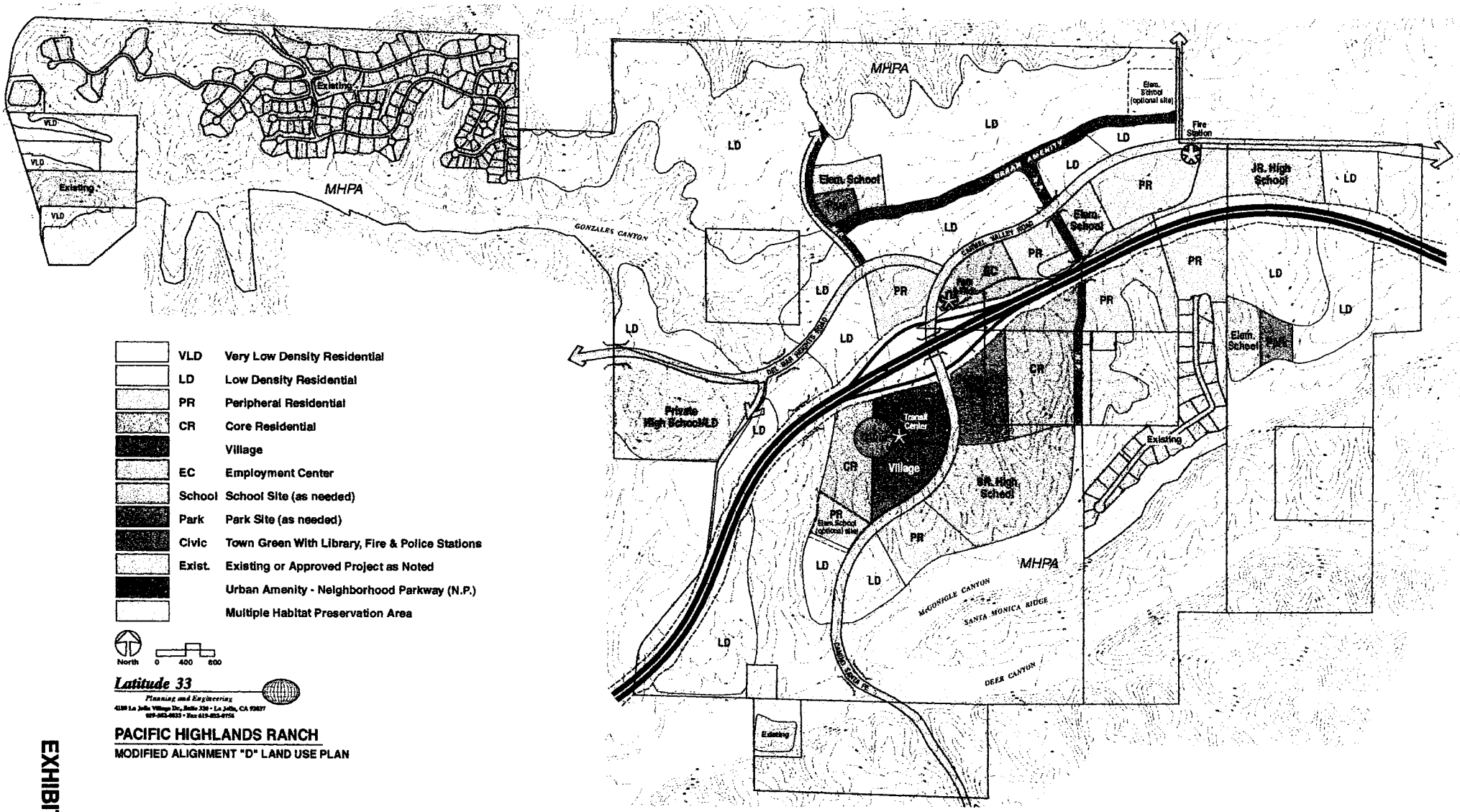

VLD
Very Low Density Residential
LD
Low Density Residential
PR
Peripheral Residential
CR
Core Residential
Village
EC
Employment Center
School
School Site (as needed)
Park
Park Site (as needed)
Civic
Town Green With Library, Fire & Police Stations
Exist.
Existing or Approved Project as Noted
Urban Amenity - Neighborhood Parkway (N.P.)
Multiple Habitat Preservation Area
North
0
400
800
Latitude 33
Planning and Engineering
PACIFIC HIGHLANDS RANCH
MODIFIED ALIGNMENT "D" LAND USE PLAN
MHPA
Existing
GONZALES CANYON
Elem. School
Elem. School (optional site)
Fire Station
JR. High School
Private High School/LD
Transit Center
Village
McGONIGLE CANYON
SANTA MONICA RIDGE
DEER CANYON

EXHIBIT E-1

- The Village
- The Residential Neighborhoods

Town Center

The town center is the most important element for creating a strong sense of place and community. Therefore, a major objective of this plan is to create and develop a town center that is pedestrian-oriented and serves as the retail, commercial, employment, and social hub of the Pacific Highlands Ranch community. The approximately 215 acre town center includes approximately 1,730 dwelling units, up to 300,000 square-feet of retail and office space, a 50 acre senior high school, a 20 acre community park, a 5 acre civic use area, and a 200,000 square-foot employment center. The focal point of the town center is the village. The village consists of residential, commercial and civic uses and will be discussed below. A significant effect of this blending of land uses will be to reduce the need for automobile trips both within and outside the community. To that end, the Pacific Highlands Ranch Subarea Plan locates the town center and the village areas at the geographic center of the community, with direct multi-modal transportation linkages to the surrounding neighborhoods via trails as well as roads.

An attractive town center which serves as the community anchor is reinforced by five related community elements:

- A modified street grid system
- Design standards that foster a pedestrian-friendly environment and articulate a community theme
- A pattern of development that blends commercial and residential uses
- Convenient pedestrian, bicycle, and transit access to the commercial core, which is within a one-quarter mile radius (five-minute walking distance) of the majority of the community population
- A transit center within the town center to take advantage of the concentration of uses, higher densities, and its central location within the subarea, and to reinforce multiple ridership transportation modes within and outside the community

The design of the town center will accommodate various types of development which are based on their relationship to automobile traffic and lot sizes necessary for the type of development. This concept locates the homes of most of Pacific Highlands Ranch residents' near the goods and services they need. By layering the intensity of uses from the major roads (highest automobile use) on the periphery, toward the center (lowest automobile use), the area becomes more

appealing for pedestrian activity. With the inclusion of residential units among the commercial uses, pedestrian activity is further encouraged and reinforced. The blending of residential and commercial uses results in increased pedestrian activity which fosters a sense of community and connectedness among residents.

A) *Residential Development*

Within the town center, there will be 1,730 residential dwelling units developed. Density of residential uses will range up to 34 dwelling unit per acre (du/acre) gross. These residential units will accommodate approximately 5,000 people. This population assures the successful development of a true compact community that will support the commercial and office uses, as well as reduce the frequency of single occupant vehicle trips.

A wide range of housing types and affordability will be provided in the town center including townhouses, apartments, duplexes, single-family residences with accessory units and small-lot single-family homes. Residential densities will decrease as the distance from the village increases. The emphasis in this core residential area will be to provide attractive rental and for-sale housing integrated with the core commercial establishments.

B) *Employment Center*

The commute from home to work typically generates about one-third of all daily vehicle trips. By providing an employment center within Pacific Highlands Ranch Subarea Plan may reduce vehicle trips. The location of the employment center on the periphery of the town center will provide convenient access for residents of the community who also work there.

Approximately 17 acres within the town center are designated for employment center uses and facilities. Typical uses include:

- Scientific research and development uses
- Light industrial and manufacturing uses
- Professional and corporate office uses
- Accessory uses such as restaurants, child care, business support, and other convenience facilities. Such uses will be limited by the zone.

The employment center may also integrate design considerations for future transit services in the area. Transit support facilities should be incorporated within the employment center to allow for private shuttles or eventual public transit service. Public

transit service providers will make the actual determination when and under what circumstances transit services will be provided to the community. A "park and ride" will be located within the employment center to facilitate ride sharing for work and special events.

The employment center should be developed in a "campus" type setting, which emphasizes ample landscaped grounds instead of paved surfaces. In addition, the area should accommodate ample and convenient pedestrian and bicycle linkages with other parts of the town center and Pacific Highlands Ranch. Buildings developed within the employment center campus should incorporate features that promote alternative modes of transportation to the automobile, such as secure bicycle storage facilities, and preferential ride-sharing parking.

VILLAGE

The village is the residential, commercial and civic core of the town center. The 34 acre village includes 500 residential dwellings, 150,000 square-feet of retail space, 150,000 square-feet of office space, a transit center, and a civic use area. The actual square footage of retail and office space can be modified to respond to market demands, so long as a total of 300,000 square feet is not exceeded, and 100,000 square-feet of retail uses are provided.

A) *Village Zones*

Those portions of the village area which abut Carmel Valley Road (Zone 1) provide for commercial uses that require large pads and typify the modern commercial, automobile-oriented, development pattern. Beyond the larger pads will be smaller lots with a mix of residential and commercial uses; this constitutes the less automobile-oriented development area (Zone 2). This area will be marked with appealing pedestrian facades and reduced or eliminated setbacks. The interior of the village area will expand upon the pedestrian-oriented development pattern with vehicle access at the rear of lots and the use of screened parking areas or parking structures (Zone 3) (Exhibit 2-4).

Except for Zone 1, commercial developments within the village should locate parking areas to the interior of blocks or within structures, so the parking does not interfere with movements of pedestrians.

Zone 1 of "main street" (see Chapter Five for additional discussion) is the area where auto-accessible development should be located. It is also the outer edge of the village, and can accommodate larger parking areas and anchor stores. Arterial-oriented anchor tenants and other auto dependent users should attempt to balance the needs of pedestrian and automobiles.

The commercial users in Zone 1 should be connected to the interior of the village by shops and stores which are oriented toward the street and promote pedestrian activity.

Behind the large commercial spaces and buildings, the next layer of commercial uses should comprise medium sized commercial enterprises (Zone 2). These shops and commercial spaces should be oriented toward the street and designed to provide pedestrian access through such features as reduced setbacks, screened or common parking, window boxes, and public spaces.

The center of the village should be designed to limit automobile access and increase pedestrian appeal, safety, and movement (Zone 3). Again, these design features may include eliminated or reduced setbacks, common parking areas which are screened, large window areas, safety lighting, and public spaces (Exhibits 2-5 and 2-6). The inclusion of approximately 500 residences within the village area of the town center will assist in fostering a high level of pedestrian activity. In addition to automobile and mass transportation which connect the surrounding neighborhoods to the village and town center, the subarea transportation system includes multiple non-motorized trails and paths.

Additional on-street parking, perhaps including diagonal spaces, should be encouraged in all three zones to maximize public parking.

B) *Civic Areas and Uses*

The City of San Diego provides access to City services for citizens by creating satellite offices within various communities. The village includes approximately 5 acres to be utilized for civic activities such as meeting rooms, a transit center, pedestrian plaza, and a civic use area.

The San Dieguito Union High School District and the City of San Diego may jointly pursue development a of library and a performing arts center, to serve both the students and residents of Pacific Highlands Ranch. The creation of a library or performing arts center to serve both the San Dieguito Union High School District and the City of San Diego is limited by issues of access and financing. Specifically, the City of San Diego will need to assure that residents of the area are able to utilize the library during normal hours of operation. Likewise, use of a performing arts center must provide for the needs of all users, and cannot be limited to high school students. In addition, financing of such facilities is difficult and costly. While developing one facility to serve both groups may save operating expenses, these savings may be exceeded by the cost of creating a funding mechanism which serves and protects both parties. Through the possible joint development of a library or a performing arts center, the community could achieve a blending of students and other residents within facilities which meet the needs of both the School District and the community. In the event a library or a performing arts center are not jointly developed, a stand alone branch library should be located in the civic use area.

The civic use area abuts core residential areas and the community park, thereby providing residents an opportunity to generate stronger ties with their neighbors and with the community as a whole.

C) *Village Development*

To assure that development proceeds consistent with the Pacific Highlands Ranch Subarea Plan and with other City document policies and ordinances, commercial, employment, and residential development within the village will require approval of a planned development permits, or successor permits for each project. Conditional uses, consistent with the subarea plan, may also be allowed through approval of a Conditional Use Permit. Specific design and development policies for the village are contained in Chapter 5 (Community Design).

Chapter 5 also provides details on the spatial arrangement of buildings and their relationship to the other elements of the village. The village will be created as Pacific Highlands Ranch develops. Flexibility and adherence to the overall land use goals of this text will guide future planning and development decisions.

RESIDENTIAL NEIGHBORHOODS

The plan designates 5,182 residential units distributed throughout the community (this total includes housing units already developed or approved for development in the subarea). The residential unit mix of different densities and product types is arranged to create small neighborhoods with distinctive characteristics.

The Pacific Highlands Ranch community is based on neo-traditional planning concepts that emphasize bicycle, equestrian and pedestrian paths and focus community activities around a hub-and-spoke development pattern. Commercial, civic and residential uses will be integrated in the town center and the circulation element will accommodate pedestrian, bicycle, transit and equestrian access with comparable ease to what motorized vehicles enjoy.

A diverse variety of housing options are provided to ensure that residential opportunities are available to accommodate a range of incomes. A fine-grain mixture of residential densities will be achieved through adherence to the design guidelines in Chapter 5.

The residential neighborhood element of Pacific Highlands Ranch is organized in a hierarchical fashion. Homes will be grouped into neighborhoods, and neighborhoods will be grouped together to form residential districts. The housing products of each district represent the clustering of like residences and the layering of densities throughout the community. Each district is connected with other neighborhood districts by a system of trails, bikeways, and streets.

The traditional and higher-density, transit-dependent housing is located within the village of the town center. As one moves farther from the village, the density becomes less intense, and housing types are predominantly single-family. The town center neighborhoods should contain a mix of small-lots, large-lots, second units, duplexes, and triplexes.

To assure that all residential development contributes in a positive manner to the community, the Community Design Element of the subarea plan (Chapter 5) expands upon various design issues. These issues include open spaces, setbacks, garage siting, street patterns, and housing types and density.

A) *Village Residential*

This area will consist of high density residential development within the village area of the town center. The maximum density in the village will be 34 du/acre (gross), with a maximum of 500 dwelling units at build-out. By mixing commercial and residential land uses and defining high quality streetscape and building design within the Village area, pedestrian activity will be greatly enhanced.

Village residences will be designed with a palette of colors and articulated through the use of various architectural features to create a visually interest and variegated street scene.

Streetscape quality and pedestrian orientation are stimulated by the fine-grain mixture of housing types and densities, the use of small blocks, a limited street system, and sensitive size and building design. The Community Design section (Chapter 5) of the subarea plan describes how this will occur. Access to the village will occur primarily via pedestrian and bicycle linkages to encourage and support alternative modes of transportation access.

B) *Core Residential*

These residential areas will include diverse housing products such as small-lot single-family homes, duplexes, triplexes, and townhouse/flat combinations. Single-family dwellings with a second unit are permitted within this designation. The general density range is from 9 to 14 du/acre (gross). The total number of dwelling units for this category is approximately 878. These areas should create a positive transition from high density multi-family to single-family detached neighborhoods. The pedestrian activity within these areas is important to the integration of each neighborhood into the community as a whole.

The core residential areas located on the same side of Carmel Valley Road and abutting the village or abutting the employment center will be permitted to have a maximum density of 20 du/acre (gross). These areas are intended to augment the residential development within the village.

Streetscape quality and pedestrian orientation are served by implementing the fine-grained mixture of housing types and densities, the use of a modified grid street system, and sensitive size and building design. The Community Design Element (Chapter 5) of this text describes how this will occur. Access to the village includes pedestrian and bicycle linkages, to encourage and support alternative modes of transportation.

C) *Peripheral Residential*

Peripheral residential neighborhoods have a density range of 5 to 9 du/acre (gross), which translates to approximately 1,230 dwelling units. Single-family homes are likely to be the predominant product type. Housing types may include conventional-lot and small-lot single-family homes. Single-family homes with a second unit, duplexes, and triplexes are also permitted.

Clear pedestrian and bicyclist linkages have been created within and between adjacent neighborhoods and the rest of the community. The lots within these areas will be designed with neighborly interaction in mind. Such features may include shallow front yard setbacks, height restrictions, specified floor area ratios, front porches and garage orientations (away from the street). Common areas maybe located within the development that will provide recreational amenities such as pools, picnic areas, ball courts and clubhouses.

D) *Low Density Residential*

These residential areas have a density of 2 to 5 du/acre (gross), with single-family residences the only permitted residential use, yielding approximately 2,350 dwelling units. These neighborhoods should be designed to preserve natural topography and features. The provision of clear pedestrian and open space linkages within and between neighborhoods is encouraged through the use of trails.

Lot and street alignments will be adapted to the topography and other natural features of the area to create a sensitive and unique series of neighborhoods. This design approach, particularly with regard to the construction of streets and other built improvements, minimizes the need for extensive earthwork.

Distinct pedestrian and open space linkages should be developed within and between neighborhoods. These linkages will provide access to the rest of the community and its facilities and services.

Additional public open spaces should be created at the edge of the MHPA to create focal points, utilize public view opportunities, trail heads and to visually link neighborhoods and sections of the overall subarea.

F) Very Low Density

These single-family neighborhoods have an average density of less than 1 du/acre, and account for 192 units (includes 180 units of existing projects) in the Pacific Highlands Ranch Subarea. Single-family homes are the only permitted use.

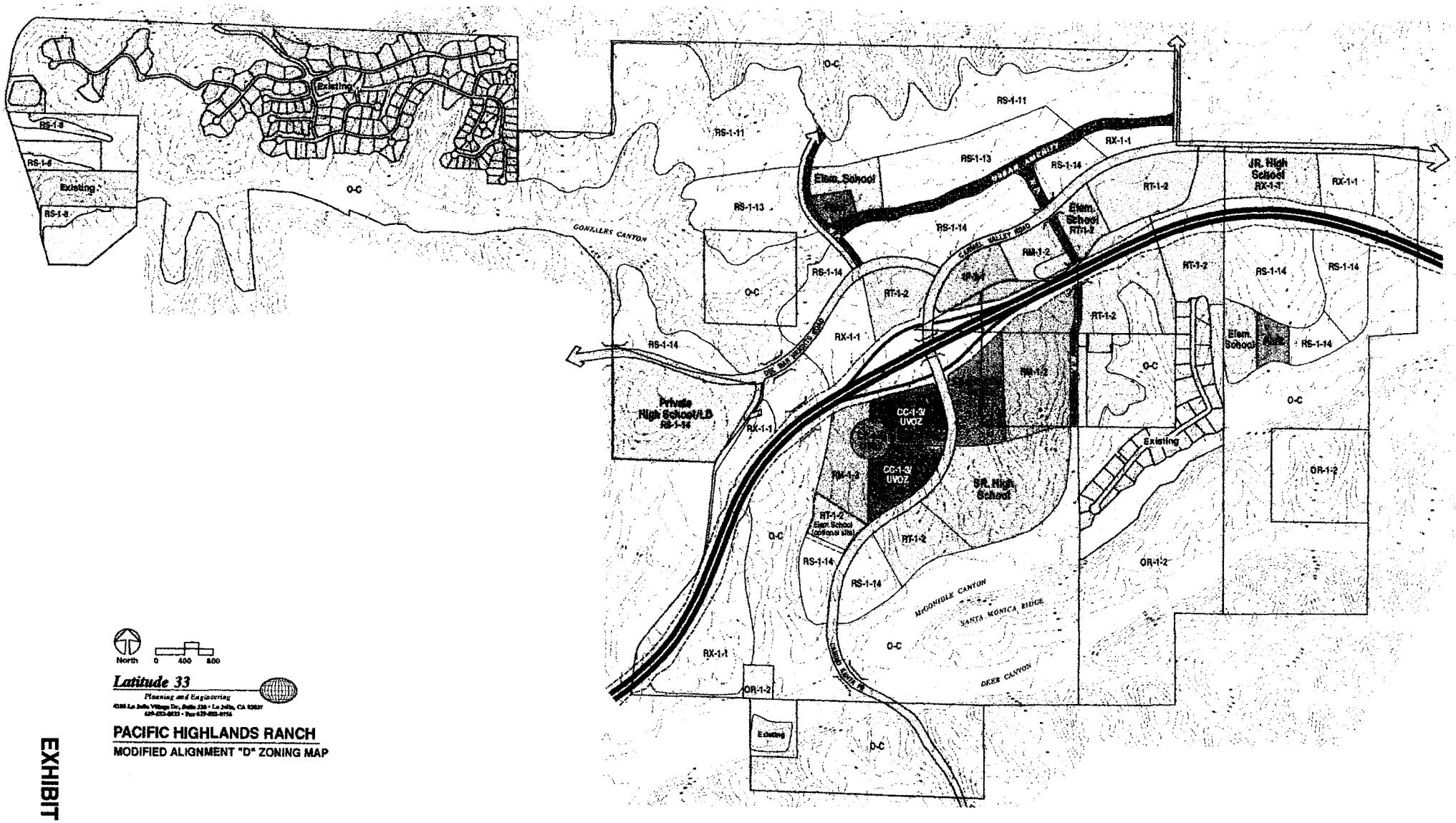
PRIVATE HIGH SCHOOL

Included within the Pacific Highlands Ranch Plan is a private high school. The Catholic Diocese has purchased a 54 acre site on the south side of Del Mar Heights Road on the western boundary of the subarea and the northern boundary of SeaBreeze Farms. The campus will accommodate up to 2,200 students (grades from nine through 12), and will include a community parish church that will share facilities with the school and have a worship space large enough to seat faculty and student body. It is envisioned that the school will serve the greater north county region and may include residences for grounds keeper and rectory for parish pastor. It will require a Conditional Use Permit (CUP) from the City of San Diego. If the high school is not approved, the site should be developed in a manner consistent with the low density (LD), land use designation. The LD designation will permit approximately 255 dwelling units at a density of up to five dwellings per gross acre.

RECOMMENDED ZONING

This plan establishes the appropriate zones for implementation of the designated land uses. The zones delineated on exhibit E-2 will be adopted, by separate ordinance, with the approval of the Pacific Highlands Ranch Subarea Plan, but will not become effective until a successful phase shift has occurred. The zones proposed for implementation of this plan include the following:

- CC-1-3/UVOZ with the Urban Village Overlay for the village. This zone will permit the development of commercial, office, and residential land uses at the intensities necessary to create the pedestrian-oriented village.
- IP-2-1 for the employment center. This zone will permit the uses necessary to develop the employment center.
- RM-1-3 for the core residential area with a density of 20 dwelling units per acre.
- RM-1-2 for the core residential area which will have a density of 14 dwelling units per acre.
- RT-1-2 and RX-1-1 for the peripheral residential areas. These zones will allow each property owner to create projects that provide a variety of housing types.
- RX-1-1, RS-1-14, RS-1-13, and RS-1-11 for the low density areas. These zones provide a variety of lot sizes to address the need for diverse housing stock among single-family homeowners.
- RS-1-8 for the very-low density areas.
- OC for those portions of existing parcels that are partially located within the MHPA.
- OR-1-2 for those parcels that are located completely within the MHPA.
- RS-1-13 for the optional (stand alone) Solana Beach elementary school site. This underlying zone will permit development of the site, consistent with the low density designation, in the event the Solana Beach School District does not need this site for a school.
- RX-1-1 for the second (stand alone) Del Mar elementary school site. This is an underlying zone that will permit development in the event the Del Mar School District does not build this school.



PACIFIC HIGHLANDS RANCH

MODIFIED ALIGNMENT "D" ZONING MAP

EXHIBIT E-2

- RS-1-14 for the private high school site. This underlying zone will permit the property owner to utilize the site in the event the school is not developed.
- RX-1-1 for the primary junior high school. This underlying zone will permit development of the site, consistent with low density residential designation, in the event that a junior high school is not developed.

These zones are part of the approved Land Development Code and are not in effect yet. Table 2-3 provides a conversion from the new to the existing designation.

SUBAREA RPO/ESL ANALYSIS

An inventory of biologically sensitive lands, as described in the MSCP Subarea Plan, was conducted by Natural Resource Consultants for the Pacific Highlands Ranch Subarea Plan. Maps of the steep slopes, floodplains, archaeological sites, and wetlands were prepared and used to define the opportunities and constraints within the subarea. Considering the goals of the NCFUA Framework Plan, the various SR-56 alignments, and the opportunities and constraints of the site, the development footprint was created. Avoiding and minimizing impacts to environmentally sensitive lands dictated the ultimate design of the Pacific Highlands Ranch community. Specifically, the Pacific Highlands Ranch Subarea Plan addresses the City's resource preservation goals by clustering development away from the most sensitive resources.

The development plan for Pacific Highlands Ranch meets the intent of the interim RPO. It will preserve sensitive resources in the manner prescribed by RPO and the pending ESL Ordinance. In order to provide for regional transportation, SR-56, and implement the MSCP Subarea Plan, a Deviation from Sensitive Biological Resources Regulations will be required. Consistent with City Council Policy 600-40 (Long-Range Plan), the Pacific Highlands Ranch Subarea Plan ensures the protection of environmentally sensitive lands by preserving contiguous sensitive resources and providing mechanisms to acquire or protect these resources. Specifically, the plan preserves the habitat corridors and areas that are contiguous to existing open space and MHPA areas. Appendix D includes both parcel-by-parcel and project level analyses required by the interim RPO. The following RPO and ESL impacts have been identified and addressed:

Alignment "D" Analysis

Alignment "D" of SR-56 includes the following impacts:

The majority of steep slopes occur on the edges of the planning area. However, 19 percent of the 25 percent or greater slopes within the subarea will be impacted by the development footprint. These slopes are generally in four areas: the western portion of La Zanja Canyon; the northeast corner of Gonzales Canyon; the east end of Gonzales Canyon; and the central core of the development area near Rancho Glens Estates. The total steep slope acreage impacted by development is 70 acres. The combination of steep slopes, spread throughout the subarea, and the NCFUA Framework Plan requirement to develop a pedestrian-oriented community results in encroachments into these areas. In

addition, the possible realignment of SR-56 through the development area eliminates relatively flat areas from the development footprint.

The wetland impacts in Pacific Highlands Ranch will be generally limited to finger drainage areas. The impacts will generally occur in four areas: the northeast corner of Gonzales Canyon; the created link for wildlife corridor; the core development area near Rancho Glens Estates; and the north side of McGonigle Canyon east of Rancho Glens Estates. The majority of the impacted wetland areas consist of narrow (up to 6 feet in width) areas within the body of the development footprint where avoidance is impossible. These areas represent approximately 2.2 acres (4.9 percent) of the wetlands within Subarea III. Except for the street crossings of the urban amenity and Carmel Valley Creek, the majority of the wetlands within Pacific Highlands Ranch will remain undisturbed, and impacts will be minimized.

The development footprint for subarea will impact 30.6 acres (11.5 percent) of lands mapped as floodplain by the federal government. These impacts occur in three areas: the south end of Rancho Glens Estates; the west end of the subarea at Old El Camino Real; and the east side of Rancho Glens Estates north of McGonigle Canyon. Rancho Glens Estates is an existing development and was developed in conformance with the City's floodplain development standards. The western portion of the subarea is within the drainage area for Gonzales Canyon and each property owner will be required to comply with the City's floodplain development standards prior to issuance of a building permit. The eastern portion of the subarea, east of Rancho Glens Estates and south of SR-56, has a small area that is within the floodplain. The grading plan was designed to prevent down stream scouring or alter upstream water flow. Furthermore, prior to development within the floodplain, the property owner will be required to comply with the City's floodplain development standards.

No impacts within the adjusted MHPA boundary (except for necessary community facilities) are proposed by this subarea plan. Approximately 71.2 acres of Tier I, II, and III and wetland habitats outside the MHPA boundary will be lost; however, the habitat will be mitigated inside the MHPA with 82 acres of similar habitat. No narrow endemic species have been found within the boundaries of the Pacific Highlands Ranch Subarea.

CEQA covered species and land supporting rare, threatened, or endangered species have been identified on several properties. Most of these species are located within the MHPA boundary and will not be impacted by the development footprint. However, there are instances where species may be lost in the effort to provide a pedestrian-oriented community and to accommodate the realigned SR-56. Such losses will be mitigated in conformance with the MSCP Subarea Plan.

Archaeological sites have been found on two properties, Pardee and Lin/Kasai. The sites on the Pardee property are located within the SR-56 alignment and impacts to those sites will be the responsibility of the California Department of Transportation. The Lin/Kasai

property is impacted by SR-56 and the development footprint. Impacts related to the development footprint will be mitigated in conformance with RPO.

COMMUNITY FACILITIES

The community facilities described and referenced in Chapters 3 and 7 will be provided within the "D" alignment alternative. These facilities include, but are not limited to, streets, schools, parks, civic areas, transit system, trails, fire stations, a library, and active use areas.

IMPLEMENTATION

The Community Design Element (Chapter 5) provides design principles for development of the subarea. Chapter 8 provides details on the implementation of land use plan.

CONFORMANCE WITH THE FRAMEWORK PLAN

The Pacific Highlands Ranch land use element conforms to the Framework Plan in the following areas:

- Creation of a land use pattern that is distinctive and capable of fostering appealing and enjoyable business districts and neighborhoods.
- Concentration of residential developments in a series of compact and diverse neighborhoods that provide a wide variety of urban services.
- Integration of various means of non-automobile transport into the land use plan. These alternatives will serve all parts of the subarea.
- Restriction of densities to preclude negative impacts to existing communities and surrounding natural features and habitat.

Central Alignment Land Use Plan

SR-56 CENTRAL ALIGNMENT

This alignment is the most direct route between Carmel Valley and Rancho Penasquitos. The North City Future Urbanizing Area (NCFUA) Framework Plan includes this alignment in its graphics as the middle section of SR-56.

The Central alignment of SR-56 enters the Pacific Highlands Ranch in the southwest corner of the planning area. Topographically, this places the freeway in McGonigle Canyon and adjacent to Carmel Creek. This location is similar to the other SR-56 alignments (Exhibit 4-1). However, rather than traversing northerly up toward the crest of the canyon, this alignment continues in an easterly fashion in McGonigle Canyon. Near the intersection of McGonigle and Deer Canyons, the freeway proceeds northeasterly on the south facing slope of Santa Monica Ridge. This route enters the Torrey Highlands community (Subarea IV) on its western boundary near its southeast corner.

The circulation system for Pacific Highlands Ranch is based upon one interchange at Camino Santa Fe. The development of an additional interchange, if needed to serve build-out of the NCFUA and unincorporated areas of the County, along SR-56 is not precluded (Exhibit 4-2).

LAND USE

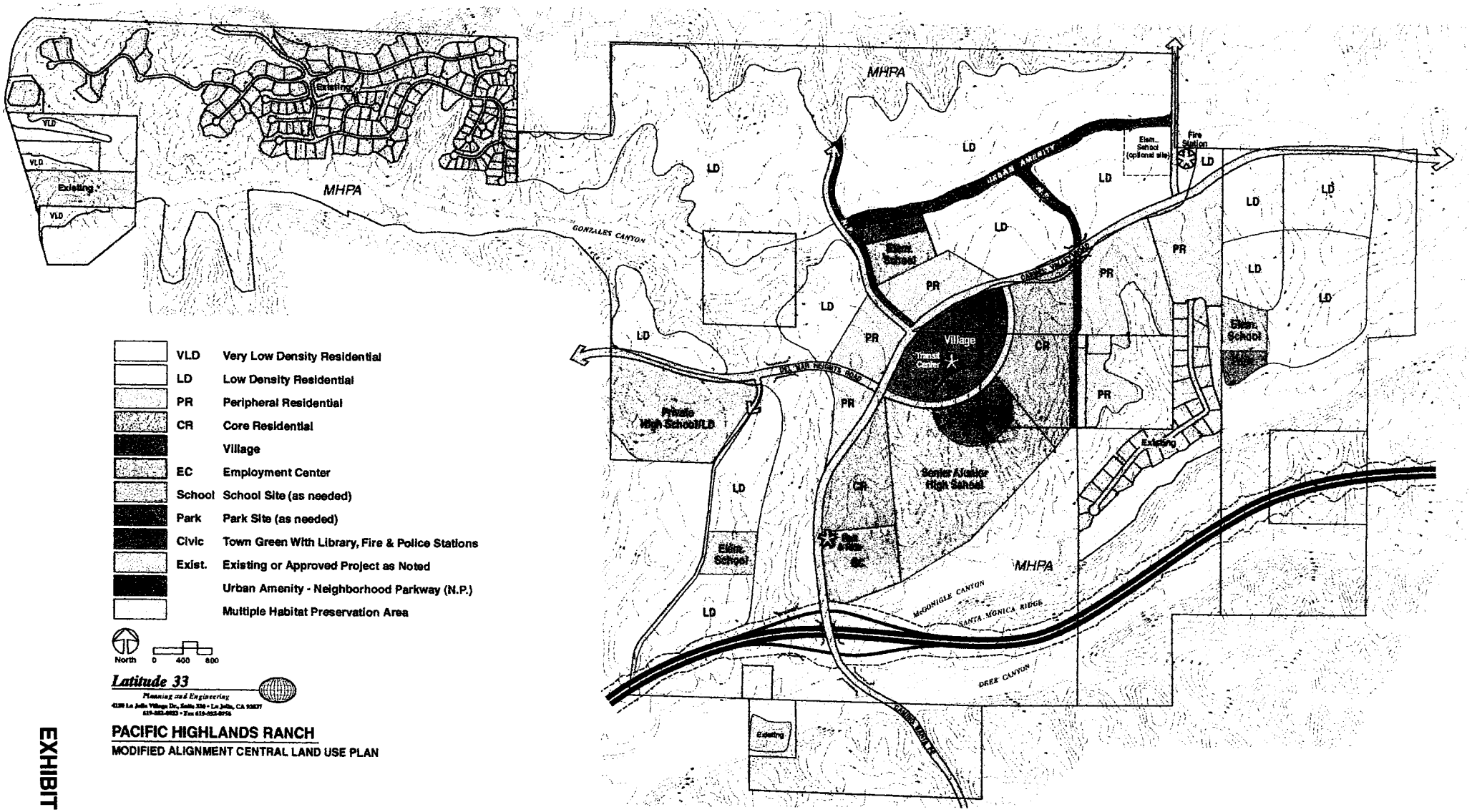
Many of the concepts in the "F" alignment subarea plan alternative are valid with the Central alignment alternative. Specifically, preservation and enhancement of the MHPA are the most significant elements of the plan. The remainder of the land uses will achieve the Framework Plan principle of pedestrian-oriented development in and around the village and town center. The focus on non-motorized travel and movement has shaped the land use patterns contained within the Central alignment plan. The Community Design Chapter (5) and the master rezoning provide property owners and city staff with the basic tools for implementing the goals and principles associated with this plan.

Land Use Plans

This plan has been prepared to address the land use implications associated with the possible selection and adoption of the Central alignment for SR-56. As demonstrated in exhibit E-3, this plan is similar to the land plan for the "F" alignment; however, the shift in SR-56 to the Central alignment provides an opportunity to remove a dividing element from the community.

The plan has been developed based on three major functional elements:

- The Town Center



PACIFIC HIGHLANDS RANCH

MODIFIED ALIGNMENT CENTRAL LAND USE PLAN

EXHIBIT E-3

- The Village
- The Residential Neighborhoods

Town Center

The town center is the most important element for creating a strong sense of place and community. Therefore, a major objective of this plan is to create and develop a town center that is pedestrian-oriented and serves as the retail, commercial, employment, and social hub of the Pacific Highlands Ranch community. The approximately 260 acre town center includes approximately 1,940 dwelling units, up to 300,000 square-feet of retail and office space, a 50 acre senior high school, a 20 acre junior high school, a 13 acre community park, a 5 acre civic use area, and a 200,000 square-foot employment center. The focal point of the town center is the village. The village consists of residential, commercial and civic uses and will be discussed below. A significant effect of this blending of land uses will be to reduce the need for automobile trips both within and outside the community. To that end, the Pacific Highlands Ranch Subarea Plan locates the town center and the village areas at the geographic center of the community, with direct multi-modal transportation linkages to the surrounding neighborhoods via trails as well as roads.

An attractive town center which serves as the community anchor is reinforced by five related community elements:

- A modified street grid system
- Design standards that foster a pedestrian-friendly environment and articulate a community theme
- A pattern of development that blends commercial and residential uses
- Convenient pedestrian, bicycle, and transit access to the commercial core, which is within a one-quarter mile radius (five-minute walking distance) of the majority of the community population
- A transit center within the town center to take advantage of the concentration of uses, higher densities, and its central location within the subarea, and to reinforce multiple ridership transportation modes within and outside the community

The design of the town center will accommodate various types of development which are based on their relationship to automobile traffic and lot sizes necessary for the type of development. This concept locates the homes of most of Pacific Highlands Ranch residents' near the goods and services they need. By layering the intensity of uses from the major roads (highest automobile

use) on the periphery, toward the center (lowest automobile use), the area becomes more appealing for pedestrian activity. With the inclusion of residential units among the commercial uses, pedestrian activity is further encouraged and reinforced. The blending of residential with commercial uses results in increased pedestrian activity which fosters a sense of community and connectedness among residents.

A) *Residential Development*

Within the town center, there will be 1,940 residential dwelling units developed. Density of residential uses will range up to 34 dwelling unit per acre (du/acre) gross. These residential units will accommodate approximately 5,000 people. This population assures the successful development of a true compact community that will support the commercial and office uses, as well as reduce the frequency of single occupant vehicle trips.

A wide range of housing types and affordability will be provided in the town center including townhouses, apartments, duplexes, single-family residences with accessory units and small-lot single-family homes. Residential densities will decrease as the distance from the village increases. The emphasis in this core residential area will be to provide attractive rental and for-sale housing integrated with the core commercial establishments.

B) *Employment Center*

The commute from home to work typically generates about one-third of all daily vehicle trips. By providing an employment center within Pacific Highlands Ranch Subarea Plan may reduce vehicle trips. The location of the employment center in the town center will provide convenient access for residents of the community who also work there.

Approximately 23 acres within the town center are designated for employment center uses and facilities. Typical uses include:

- Scientific research and development uses
- Light industrial and manufacturing uses
- Professional and corporate office uses
- Accessory uses such as restaurants, child care, business support, and other convenience facilities. Such uses will be limited by the zone.

The employment center may also integrate design considerations for future transit services in the area. Transit support facilities should be incorporated within the employment center to allow for private shuttles or eventual public transit service. Public

transit service providers will make the actual determination when and under what circumstances transit services will be provided to the community. A "park and ride" will be located within the employment center to facilitate ride sharing for work and special events.

The employment center should be developed in a "campus" type setting, which emphasizes ample landscaped grounds instead of paved surfaces. In addition, the area should accommodate ample and convenient pedestrian and bicycle linkages with other parts of the town center and Pacific Highlands Ranch. Buildings developed within the employment center campus should incorporate features that promote alternative modes of transportation to the automobile, such as secure bicycle storage facilities, and preferential ride-sharing parking.

VILLAGE

The village is the residential, commercial and civic core of the town center. The 34 acre village includes 500 residential dwellings, 150,000 square-feet of retail space, 150,000 square-feet of office space, a transit center, and a civic use area. The actual square footage of retail and office space can be modified to respond to market demands, so long as a total of 300,000 square feet is not exceeded, and 100,000 square-feet of retail uses are provided.

A) *Village Zones*

Those portions of the village area which abut Carmel Valley Road (Zone 1) provide for commercial uses that require large pads and typify the modern commercial, automobile-oriented, development pattern. Beyond the larger pads will be smaller lots with a mix of residential and commercial uses; this constitutes the less automobile-oriented development area (Zone 2). This area will be marked with appealing pedestrian facades and reduced or eliminated setbacks. The interior of the village area will expand upon the pedestrian-oriented development pattern with vehicle access at the rear of lots and the use of screened parking areas or parking structures (Zone 3) (Exhibit 2-4).

Except for Zone 1, commercial developments within the village should locate parking areas to the interior of blocks or within structures, so the parking does not interfere with movements of pedestrians.

Zone 1 of "main street" (see Chapter Five for additional discussion) is the area where auto-accessible development should be located. It is also the outer edge of the village, and can accommodate larger parking areas and anchor stores. Arterial-oriented anchor tenants and other auto dependent users should attempt to balance the needs of pedestrian and automobiles.

The commercial users in Zone 1 should be connected to the interior of the village by shops and stores which are oriented toward the street and promote pedestrian activity.

Behind the large commercial spaces and buildings, the next layer of commercial uses should comprise medium sized commercial enterprises (Zone 2). These shops and commercial spaces should be oriented toward the street and designed to provide pedestrian access through such features as reduced setbacks, screened or common parking, window boxes, and public spaces.

The center of the village should be designed to limit automobile access and increase pedestrian appeal, safety, and movement (Zone 3). Again, these design features may include eliminated or reduced setbacks, common parking areas which are screened, large window areas, safety lighting, and public spaces (Exhibits 2-5 and 2-6). The inclusion of approximately 500 residences within the village area of the town center will assist in fostering a high level of pedestrian activity. In addition to automobile and mass transportation which connect the surrounding neighborhoods to the village and town center, the subarea transportation system includes multiple non-motorized trails and paths.

Additional on-street parking, perhaps including diagonal spaces, should be encouraged in all three zones to maximize public parking.

B) *Civic Areas and Uses*

The City of San Diego provides access to City services for citizens by creating satellite offices within various communities. The village includes approximately 5 acres to be utilized for civic activities such as meeting rooms, a transit center, pedestrian plaza, and a civic use area.

The San Dieguito Union High School District and the City of San Diego may jointly pursue development a of library and a performing arts center, to serve both the students and residents of Pacific Highlands Ranch. The creation of a library or performing arts center to serve both the San Dieguito Union High School District and the City of San Diego is limited by issues of access and financing. Specifically, the City of San Diego will need to assure that residents of the area are able to utilize the library during normal hours of operation. Likewise, use of a performing arts center must provide for the needs of all users, and cannot be limited to high school students. In addition, financing of such facilities is difficult and costly. While developing one facility to serve both groups may save operating expenses, these savings may be exceeded by the cost of creating a funding mechanism which serves and protects both parties. Through the possible joint development of a library or a performing arts center, the community could achieve a blending of students and other residents within facilities which meet the needs of both the School District and the community. In the event a library or a performing arts center are not jointly developed, a stand alone branch library should be located in the civic use area.

The civic use area abuts core residential areas and the community park, thereby providing residents an opportunity to generate stronger ties with their neighbors and with the community as a whole.

C) *Village Development*

To assure that development proceeds consistent with the Pacific Highlands Ranch Subarea Plan and with other City document policies and ordinances, commercial, employment, and residential development within the village will require approval of a planned development permits, or successor permits for each project. Conditional uses, consistent with the subarea plan, may also be allowed through approval of a Conditional Use Permit. Specific design and development policies for the village are contained in Chapter 5 (Community Design).

Chapter 5 also provides details on the spatial arrangement of buildings and their relationship to the other elements of the village. The village will be created as Pacific Highlands Ranch develops. Flexibility and adherence to the overall land use goals of this text will guide future planning and development decisions.

RESIDENTIAL NEIGHBORHOODS

The plan designates 5,510 residential units distributed throughout the community (this total includes housing units already developed or approved for development in the subarea). The residential unit mix of different densities and product types is arranged to create small neighborhoods with distinctive characteristics.

The Pacific Highlands Ranch community is based on neo-traditional planning concepts that emphasize bicycle, equestrian and pedestrian paths and focus community activities around a hub-and-spoke development pattern. Commercial, civic and residential uses will be integrated in the town center and the circulation element will accommodate pedestrian, bicycle, transit and equestrian access with comparable ease to what motorized vehicles enjoy.

A diverse variety of housing options are provided to ensure that residential opportunities are available to accommodate a range of incomes. A fine-grain mixture of residential densities will be achieved through adherence to the design guidelines in Chapter 5.

The residential neighborhood element of Pacific Highlands Ranch is organized in a hierarchical fashion. Homes will be grouped into neighborhoods, and neighborhoods will be grouped together to form residential districts. The housing products of each district represent the clustering of like residences and the layering of densities throughout the community. Each district is connected with other neighborhood districts by a system of trails, bikeways, and streets.

The traditional and higher-density, transit-dependent housing is located within the village of the town center. As one moves farther from the village, the density becomes less intense, and housing types are predominantly single-family. The town center neighborhoods should contain a mix of small-lots, large-lots, second units, duplexes, and triplexes.

To assure that all residential development contributes in a positive manner to the community, the Community Design Element of the subarea plan (Chapter 5) expands upon various design issues. These issues include open spaces, setbacks, garage siting, street patterns, and housing types and density.

A) *Village Residential*

This area will consist of high density residential development within the village area of the town center. The maximum density in the village will be 34 du/acre (gross), with a maximum of 500 dwelling units at build-out. By mixing commercial and residential land uses and defining high quality streetscape and building design within the Village area, pedestrian activity will be greatly enhanced.

Village residences will be designed with a palette of colors and articulated through the use of various architectural features to create a visually interest and variegated street scene.

Streetscape quality and pedestrian orientation are stimulated by the fine-grain mixture of housing types and densities, the use of small blocks, a limited street system, and sensitive size and building design. The Community Design section (Chapter 5) of the subarea plan describes how this will occur. Access to the village will occur primarily via pedestrian and bicycle linkages to encourage and support alternative modes of transportation access.

B) *Core Residential*

These residential areas will include diverse housing products such as small-lot single-family homes, duplexes, triplexes, and townhouse/flat combinations. Single-family dwellings with a second unit are permitted within this designation. The general density range is from 9 to 14 du/acre (gross). The total number of dwelling units for this category is approximately 1,030. These areas should create a positive transition from high density multi-family to single-family detached neighborhoods. The pedestrian activity within these areas is important to the integration of each neighborhood into the community as a whole.

The core residential areas located on the same side of Carmel Valley Road and abutting the village or abutting the employment center will be permitted to have a maximum density of 20 du/acre (gross). These areas are intended to augment the residential development within the village.

Streetscape quality and pedestrian orientation are served by implementing the fine-grained mixture of housing types and densities, the use of a modified grid street system, and sensitive size and building design. The Community Design Element (Chapter 5) of this text describes how this will occur. Access to the village includes pedestrian and bicycle linkages, to encourage and support alternative modes of transportation.

C) *Peripheral Residential*

Peripheral residential neighborhoods have a density range of 5 to 9 du/acre (gross), which translates to approximately 1,140 dwelling units. Single-family homes are likely to be the predominant product type. Housing types may include conventional-lot and small-lot single-family homes. Single-family homes with a second unit, duplexes, and triplexes are also permitted.

Clear pedestrian and bicyclist linkages have been created within and between adjacent neighborhoods and the rest of the community. The lots within these areas will be designed with neighborly interaction in mind. Such features may include shallow front yard setbacks, height restrictions, specified floor area ratios, front porches and garage orientations (away from the street). Common areas maybe located within the development that will provide recreational amenities such as pools, picnic areas, ball courts and clubhouses.

D) *Low Density Residential*

These residential areas have a density of 2 to 5 du/acre (gross), with single-family residences the only permitted residential use, yielding approximately 2,620 dwelling units. These neighborhoods should be designed to preserve natural topography and features. The provision of clear pedestrian and open space linkages within and between neighborhoods is encouraged through the use of trails.

Lot and street alignments will be adapted to the topography and other natural features of the area to create a sensitive and unique series of neighborhoods. This design approach, particularly with regard to the construction of streets and other built improvements, minimizes the need for extensive earthwork.

Distinct pedestrian and open space linkages should be developed within and between neighborhoods. These linkages will provide access to the rest of the community and its facilities and services.

Additional public open spaces should be created at the edge of the MHPA to create focal points, utilize public view opportunities, trail heads and to visually link neighborhoods and sections of the overall subarea.

F) Very Low Density

These single-family neighborhoods have an average density of less than 1 du/acre, and account for 192 units (includes 180 units of existing projects) in the Pacific Highlands Ranch Subarea. Single-family homes are the only permitted use.

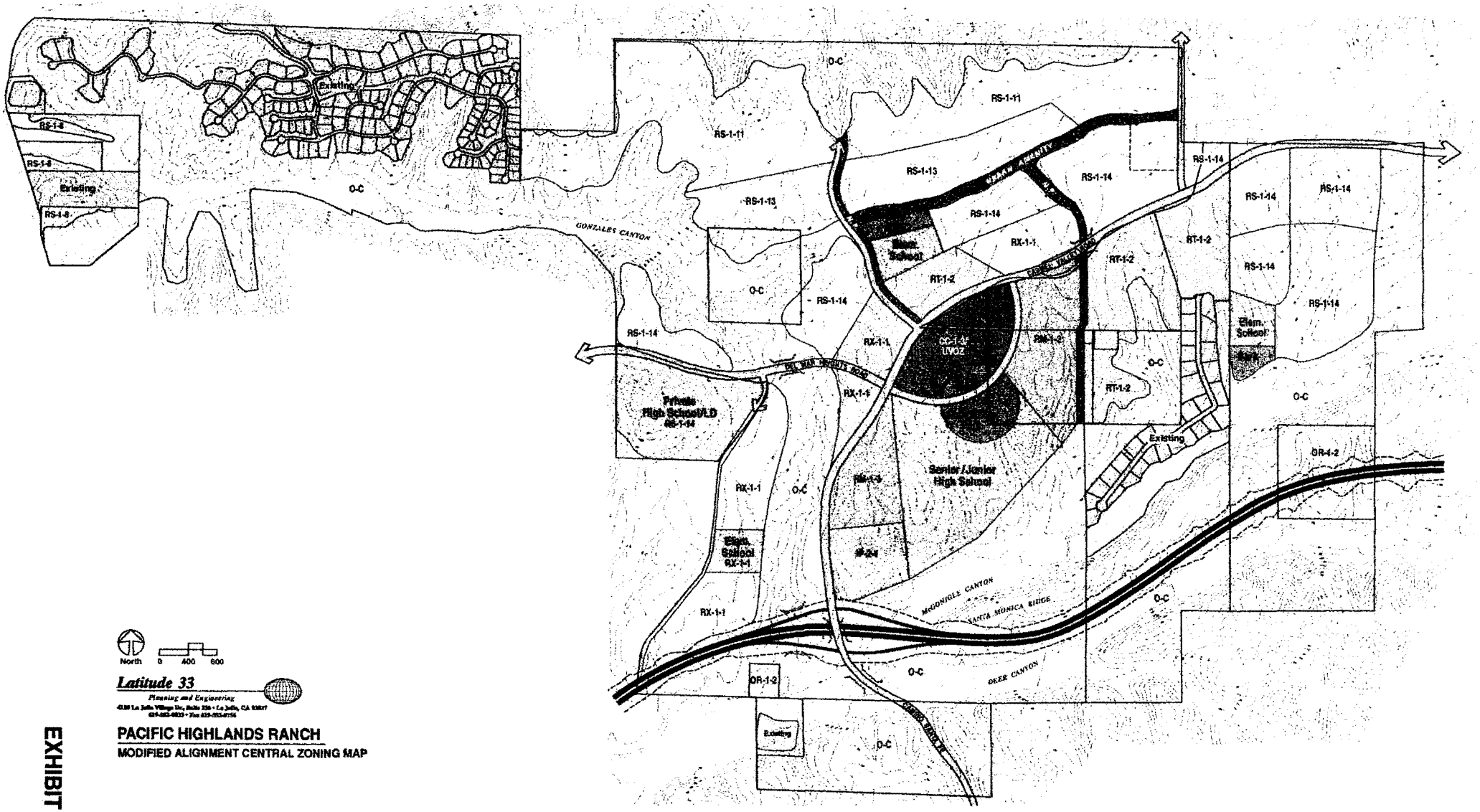
PRIVATE HIGH SCHOOL

Included within the Pacific Highlands Ranch Plan is a private high school. The Catholic Diocese has purchased a 54 acre site on the south side of Del Mar Heights Road on the western boundary of the subarea and the northern boundary of SeaBreeze Farms. The campus will accommodate up to 2,200 students (grades from nine through 12), and will include a community parish church that will share facilities with the school and have a worship space large enough to seat faculty and student body. It is envisioned that the school will serve the greater north county region and may include residences for grounds keeper and rectory for parish pastor. It will require a Conditional Use Permit (CUP) from the City of San Diego. If the high school is not approved, the site should be developed in a manner consistent with the low density (LD), land use designation. The LD designation will permit approximately 255 dwelling units at a density of up to five dwellings per gross acre.

RECOMMENDED ZONING

This plan establishes the appropriate zones for implementation of the designated land uses. The zones delineated on exhibit E-4 will be adopted, by separate ordinance, with the approval of the Pacific Highlands Ranch Subarea Plan, but will not become effective until a successful phase shift has occurred. The zones proposed for implementation of this plan include the following:

- CC-1-3/UVOZ with the Urban Village Overlay for the village. These zones will permit the development of the commercial, office, and residential land uses at the intensities necessary to create a pedestrian-oriented village.
- IP-2-1 for the employment center. This zone will permit the uses necessary to develop the employment center.
- RM-1-3 for the core residential area with a density of 20 dwelling units per acre.
- RM-1-2 for the core residential area which will have a density of 14 dwelling units per acre.
- RT-1-2 and RX-1-1 for the peripheral residential areas. These zones will allow each property owner to create projects that provide a variety of housing types.
- RX-1-1, RS-1-14, RS-1-13, and RS-1-11 for the low density areas. These zones provide a variety of lot sizes to address the need for diverse housing stock among single-family homeowners.
- RS-1-8 for the very-low density areas.
- OC for those portions of existing parcels that are partially located within the MHPA.
- OR-1-2 for those parcels that are located completely within the MHPA.
- RS-1-13 for the optional (stand alone) Solana Beach elementary school site. This underlying zone will permit development of the site, consistent with the low density designation, in the event the Solana Beach School District does not need this site for a school.
- RX-1-1 for the second (stand alone) Del Mar elementary school site. This is an underlying zone that will permit development in the event the Del Mar School District does not build this school.



North 0 400 600

Latitude 33
Planning and Engineering

PACIFIC HIGHLANDS RANCH
MODIFIED ALIGNMENT CENTRAL ZONING MAP

EXHIBIT E-4

- RS-1-14 for the private high school site. This underlying zone will permit the property owner to utilize the site in the event the school is not developed.
- RM-1-2 for the primary junior high school. This underlying zone will permit development of the site, consistent with core residential designation, in the event that a junior high school is not developed.

These zones are part of the approved Land Development Code and are not in effect yet. Table 2-3 provides a conversion from the new to the existing designation.

COMMUNITY FACILITIES

The community facilities described and referenced in Chapters 3 and 7 will be provided within the Central alignment alternative. These facilities include, but are not limited to, streets, schools, parks, civic areas, transit system, trails, fire stations, a library, and active use areas.

IMPLEMENTATION

The Community Design Element (Chapter 5) provides design principles for development of the subarea. Chapter 8 provides details on the implementation of land use plan.

CONFORMANCE WITH THE FRAMEWORK PLAN

The Pacific Highlands Ranch land use element conforms to the Framework Plan in the following areas:

- Creation of a land use pattern that is distinctive and capable of fostering appealing and enjoyable business districts and neighborhoods.

- Concentration of residential developments in a series of compact and diverse neighborhoods that provide a wide variety of urban services.

- Integration of various means of non-automobile transport into the land use plan. These alternatives will serve all parts of the subarea.

- Restriction of densities to preclude negative impacts to existing communities and surrounding natural features and habitat.

Northern Alignment Land Use Plan

SR-56 NORTHERN ALIGNMENT

This alignment is located between alignments "D" and "F" (Exhibit 4-1). The environmental impacts associated with this alignment are analyzed in the initial draft Environmental Impact Report which was prepared by the City of San Diego.

The Northern alignment of SR-56 enters the Pacific Highlands Ranch in the southwest corner of the planning area. Topographically, this places the freeway in McGonigle Canyon and adjacent to Carmel Creek. This location is similar to the other SR-56 alignments. From this position, the alignment traverses northerly along the north slope of McGonigle Canyon, toward the crest of the canyon. The freeway arcs easterly on the north side of Rancho Glens Estates, then begins to move in a southeasterly direction as it enters the Torrey Highlands community (Subarea IV).

The circulation system for Pacific Highlands Ranch is based upon one interchange at Camino Santa Fe. The development of an additional interchange, if needed to serve build-out of the NCFUA and unincorporated areas of the County, along SR-56 is not precluded (Exhibit 4-2).

LAND USE

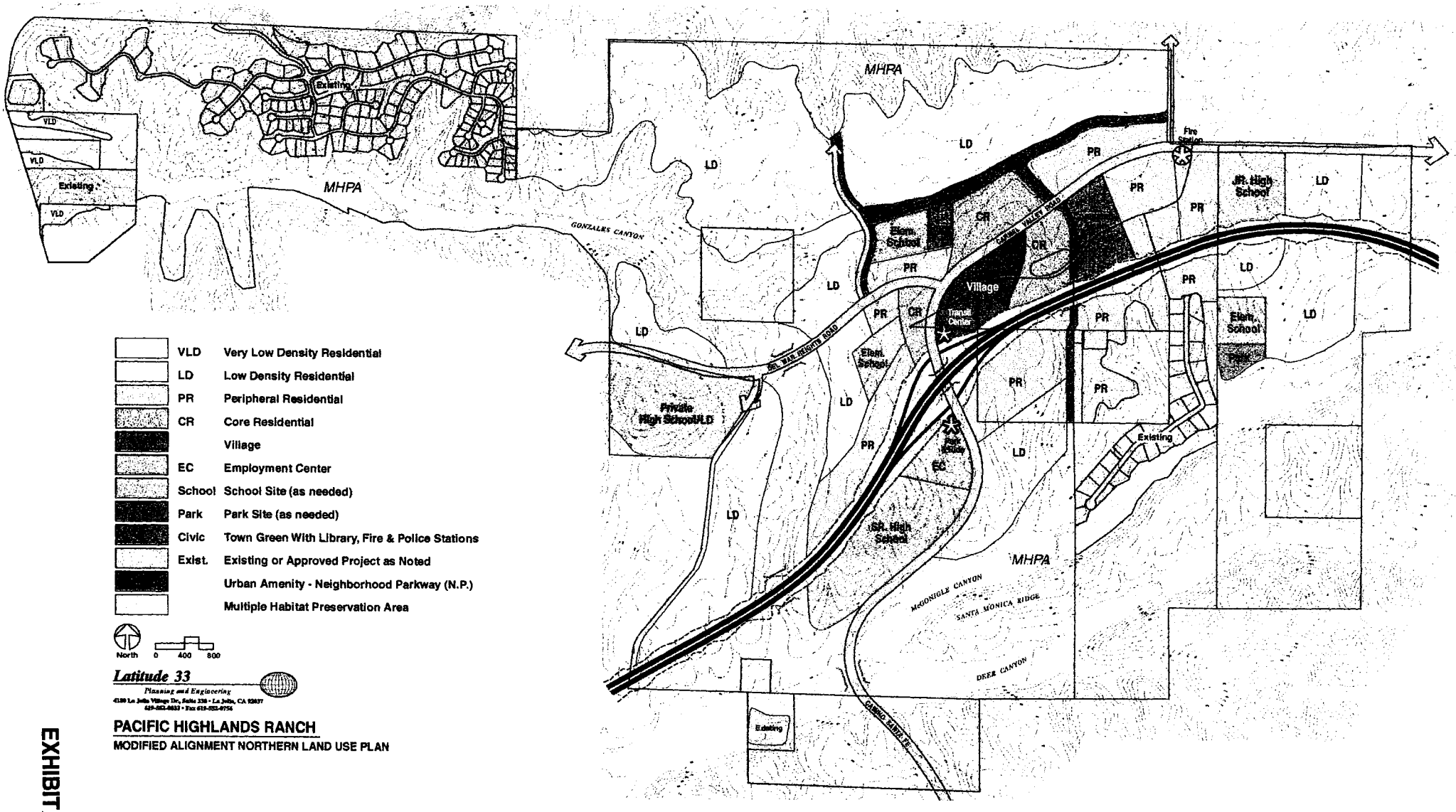
Many of the concepts in the "F" alignment subarea plan alternative are valid for the Northern alignment alternative. Specifically, preservation and enhancement of the MHPA are the most significant elements of the plan. The remainder of the land uses will achieve the Framework Plan principle of pedestrian-oriented development in and around the village and town center. The focus on non-motorized travel and movement has shaped the land use patterns contained within the Northern alignment plan. The Community Design Chapter (5) and the master rezoning provide property owners and city staff with the basic tools for implementing the goals and principles associated with this plan.

Land Use Plans

This plan has been prepared to address the land use implications associated with the possible selection and adoption of the Northern alignment for SR-56. As demonstrated in exhibit E-5, this plan is similar to the land plan for the "D" alignment; however, the shift in SR-56 to the Central alignment provides an opportunity to remove a dividing element from the community.

The plan has been developed based on three major functional elements:

- The Town Center
- The Village



PACIFIC HIGHLANDS RANCH

MODIFIED ALIGNMENT NORTHERN LAND USE PLAN

EXHIBIT E-5

- The Residential Neighborhoods

Town Center

The town center is the most important element for creating a strong sense of place and community. Therefore, a major objective of this plan is to create and develop a town center that is pedestrian-oriented and serves as the retail, commercial, employment, and social hub of the Pacific Highlands Ranch community. The approximately 110 acre town center includes approximately 1,000 dwelling units, up to 300,000 square-feet of retail and office space, a 50 acre senior high school, a 20 acre community park, a 5 acre civic use area, and a 200,000 square-foot employment center. The focal point of the town center is the village. The village consists of residential, commercial and civic uses and will be discussed below. A significant effect of this blending of land uses will be to reduce the need for automobile trips both within and outside the community. To that end, the Pacific Highlands Ranch Subarea Plan locates the town center and the village areas at the geographic center of the community, with direct multi-modal transportation linkages to the surrounding neighborhoods via trails as well as roads.

An attractive town center which serves as the community anchor is reinforced by five related community elements:

- A modified street grid system
- Design standards that foster a pedestrian-friendly environment and articulate a community theme
- A pattern of development that blends commercial and residential uses
- Convenient pedestrian, bicycle, and transit access to the commercial core, which is within a one-quarter mile radius (five-minute walking distance) of the majority of the community population
- A transit center within the town center to take advantage of the concentration of uses, higher densities, and its central location within the subarea, and to reinforce multiple ridership transportation modes within and outside the community

The design of the town center will accommodate various types of development which are based on their relationship to automobile traffic and lot sizes necessary for the type of development. This concept locates the homes of most of Pacific Highlands Ranch residents' near the goods and services they need. By layering the intensity of uses from the major roads (highest automobile use) on the periphery, toward the center (lowest automobile use), the area becomes more appealing for pedestrian activity. With the inclusion of residential units among the commercial uses, pedestrian activity is further encouraged and reinforced. The blending of residential with

commercial uses results in increased pedestrian activity which fosters a sense of community and connectedness among residents.

A) *Residential Development*

Within the town center, there will be 1,000 residential dwelling units developed. Density of residential uses will range up to 34 dwelling unit per acre (du/acre) gross. These residential units will accommodate approximately 2,600 people. This population assures the successful development of a true compact community that will support the commercial and office uses, as well as reduce the frequency of single occupant vehicle trips.

A wide range of housing types and affordability will be provided in the town center including townhouses, apartments, duplexes, single-family residences with accessory units and small-lot single-family homes. Residential densities will decrease as the distance from the village increases. The emphasis in this core residential area will be to provide attractive rental and for-sale housing integrated with the core commercial establishments.

B) *Employment Center*

The commute from home to work typically generates about one-third of all daily vehicle trips. By providing an employment center within Pacific Highlands Ranch Subarea Plan may reduce vehicle trips. The location of the employment center in the town center will provide convenient access for residents of the community who also work there.

Approximately 14 acres within the town center are designated for employment center uses and facilities. Typical uses include:

- Scientific research and development uses
- Light industrial and manufacturing uses
- Professional and corporate office uses
- Accessory uses such as restaurants, child care, business support, and other convenience facilities. Such uses will be limited by the zone.

The employment center may also integrate design considerations for future transit services in the area. Transit support facilities should be incorporated within the employment center to allow for private shuttles or eventual public transit service. Public transit service providers will make the actual determination when and under what circumstances transit services will be provided to the community. A "park and ride" will

be located within the employment center to facilitate ride sharing for work and special events.

The employment center should be developed in a "campus" type setting, which emphasizes ample landscaped grounds instead of paved surfaces. In addition, the area should accommodate ample and convenient pedestrian and bicycle linkages with other parts of the town center and Pacific Highlands Ranch. Buildings developed within the employment center campus should incorporate features that promote alternative modes of transportation to the automobile, such as secure bicycle storage facilities, and preferential ride-sharing parking.

VILLAGE

The village is the residential, commercial and civic core of the town center. The 24 acre village includes 500 residential dwellings, 150,000 square-feet of retail space, 150,000 square-feet of office space, a transit center, and a civic use area. The actual square footage of retail and office space can be modified to respond to market demands, so long as a total of 300,000 square feet is not exceeded, and 100,000 square-feet of retail uses are provided.

A) *Village Zones*

Those portions of the village area which abut Carmel Valley Road (Zone 1) provide for commercial uses that require large pads and typify the modern commercial, automobile-oriented, development pattern. Beyond the larger pads will be smaller lots with a mix of residential and commercial uses; this constitutes the less automobile-oriented development area (Zone 2). This area will be marked with appealing pedestrian facades and reduced or eliminated setbacks. The interior of the village area will expand upon the pedestrian-oriented development pattern with vehicle access at the rear of lots and the use of screened parking areas or parking structures (Zone 3) (Exhibit 2-4).

Except for Zone 1, commercial developments within the village should locate parking areas to the interior of blocks or within structures, so the parking does not interfere with movements of pedestrians.

Zone 1 of "main street" (see Chapter Five for additional discussion) is the area where auto-accessible development should be located. It is also the outer edge of the village, and can accommodate larger parking areas and anchor stores. Arterial-oriented anchor tenants and other auto dependent users should attempt to balance the needs of pedestrian and automobiles.

The commercial users in Zone 1 should be connected to the interior of the village by shops and stores which are oriented toward the street and promote pedestrian activity. Behind the large commercial spaces and buildings, the next layer of commercial uses should comprise medium sized commercial enterprises (Zone 2). These shops and

commercial spaces should be oriented toward the street and designed to provide pedestrian access through such features as reduced setbacks, screened or common parking, window boxes, and public spaces.

The center of the village should be designed to limit automobile access and increase pedestrian appeal, safety, and movement (Zone 3). Again, these design features may include eliminated or reduced setbacks, common parking areas which are screened, large window areas, safety lighting, and public spaces (Exhibits 2-5 and 2-6). The inclusion of approximately 500 residences within the village area of the town center will assist in fostering a high level of pedestrian activity. In addition to automobile and mass transportation which connect the surrounding neighborhoods to the village and town center, the subarea transportation system includes multiple non-motorized trails and paths.

Additional on-street parking, perhaps including diagonal spaces, should be encouraged in all three zones to maximize public parking.

B) *Civic Areas and Uses*

The City of San Diego provides access to City services for citizens by creating satellite offices within various communities. The village includes approximately 5 acres to be utilized for civic activities such as meeting rooms, a transit center, pedestrian plaza, and a civic use area.

The San Dieguito Union High School District and the City of San Diego may jointly pursue development a of library and a performing arts center, to serve both the students and residents of Pacific Highlands Ranch. The creation of a library or performing arts center to serve both the San Dieguito Union High School District and the City of San Diego is limited by issues of access and financing. Specifically, the City of San Diego will need to assure that residents of the area are able to utilize the library during normal hours of operation. Likewise, use of a performing arts center must provide for the needs of all users, and cannot be limited to high school students. In addition, financing of such facilities is difficult and costly. While developing one facility to serve both groups may save operating expenses, these savings may be exceeded by the cost of creating a funding mechanism which serves and protects both parties. Through the possible joint development of a library or a performing arts center, the community could achieve a blending of students and other residents within facilities which meet the needs of both the School District and the community. In the event a library or a performing arts center are not jointly developed, a stand alone branch library should be located in the civic use area.

The civic use area abuts core residential areas and the community park, thereby providing residents an opportunity to generate stronger ties with their neighbors and with the community as a whole.

C) *Village Development*

To assure that development proceeds consistent with the Pacific Highlands Ranch Subarea Plan and with other City document policies and ordinances, commercial, employment, and residential development within the village will require approval of a planned development permits, or successor permits for each project. Conditional uses, consistent with the subarea plan, may also be allowed through approval of a Conditional Use Permit. Specific design and development policies for the village are contained in Chapter 5 (Community Design).

Chapter 5 also provides details on the spatial arrangement of buildings and their relationship to the other elements of the village. The village will be created as Pacific Highlands Ranch develops. Flexibility and adherence to the overall land use goals of this text will guide future planning and development decisions.

RESIDENTIAL NEIGHBORHOODS

The plan designates 4,950 residential units distributed throughout the community (this total includes housing units already developed or approved for development in the subarea). The residential unit mix of different densities and product types is arranged to create small neighborhoods with distinctive characteristics.

The Pacific Highlands Ranch community is based on neo-traditional planning concepts that emphasize bicycle, equestrian and pedestrian paths and focus community activities around a hub-and-spoke development pattern. Commercial, civic and residential uses will be integrated in the town center and the circulation element will accommodate pedestrian, bicycle, transit and equestrian access with comparable ease to what motorized vehicles enjoy.

A diverse variety of housing options are provided to ensure that residential opportunities are available to accommodate a range of incomes. A fine-grain mixture of residential densities will be achieved through adherence to the design guidelines in Chapter 5.

The residential neighborhood element of Pacific Highlands Ranch is organized in a hierarchical fashion. Homes will be grouped into neighborhoods, and neighborhoods will be grouped together to form residential districts. The housing products of each district represent the clustering of like residences and the layering of densities throughout the community. Each district is connected with other neighborhood districts by a system of trails, bikeways, and streets.

The traditional and higher-density, transit-dependent housing is located within the village of the town center. As one moves farther from the village, the density becomes less intense, and housing types are predominantly single-family. The town center neighborhoods should contain a mix of small-lots, large-lots, second units, duplexes, and triplexes.

To assure that all residential development contributes in a positive manner to the community, the Community Design Element of the subarea plan (Chapter 5) expands upon various design issues. These issues include open spaces, setbacks, garage siting, street patterns, and housing types and density.

A) *Village Residential*

This area will consist of high density residential development within the village area of the town center. The maximum density in the village will be 34 du/acre (gross), with a maximum of 500 dwelling units at build-out. By mixing commercial and residential land uses and defining high quality streetscape and building design within the Village area, pedestrian activity will be greatly enhanced.

Village residences will be designed with a palette of colors and articulated through the use of various architectural features to create a visually interest and variegated street scene.

Streetscape quality and pedestrian orientation are stimulated by the fine-grain mixture of housing types and densities, the use of small blocks, a limited street system, and sensitive size and building design. The Community Design section (Chapter 5) of the subarea plan describes how this will occur. Access to the village will occur primarily via pedestrian and bicycle linkages to encourage and support alternative modes of transportation access.

B) *Core Residential*

These residential areas will include diverse housing products such as small-lot single-family homes, duplexes, triplexes, and townhouse/flat combinations. Single-family dwellings with a second unit are permitted within this designation. The general density range is from 9 to 14 du/acre (gross). The total number of dwelling units for this category is approximately 580. These areas should create a positive transition from high density multi-family to single-family detached neighborhoods. The pedestrian activity within these areas is important to the integration of each neighborhood into the community as a whole.

The core residential areas located on the same side of Carmel Valley Road and abutting the village or abutting the employment center will be permitted to have a maximum density of 20 du/acre (gross). These areas are intended to augment the residential development within the village.

Streetscape quality and pedestrian orientation are served by implementing the fine-grained mixture of housing types and densities, the use of a modified grid street system, and sensitive size and building design. The Community Design Element (Chapter 5) of this text describes how this will occur. Access to the village includes pedestrian and bicycle linkages, to encourage and support alternative modes of transportation.

C) *Peripheral Residential*

Peripheral residential neighborhoods have a density range of 5 to 9 du/acre (gross), which translates to approximately 1,460 dwelling units. Single-family homes are likely to be the predominant product type. Housing types may include conventional-lot and small-lot single-family homes. Single-family homes with a second unit, duplexes, and triplexes are also permitted.

Clear pedestrian and bicyclist linkages have been created within and between adjacent neighborhoods and the rest of the community. The lots within these areas will be designed with neighborly interaction in mind. Such features may include shallow front yard setbacks, height restrictions, specified floor area ratios, front porches and garage orientations (away from the street). Common areas maybe located within the development that will provide recreational amenities such as pools, picnic areas, ball courts and clubhouses.

D) *Low Density Residential*

These residential areas have a density of 2 to 5 du/acre (gross), with single-family residences the only permitted residential use, yielding approximately 2,200 dwelling units. These neighborhoods should be designed to preserve natural topography and features. The provision of clear pedestrian and open space linkages within and between neighborhoods is encouraged through the use of trails.

Lot and street alignments will be adapted to the topography and other natural features of the area to create a sensitive and unique series of neighborhoods. This design approach, particularly with regard to the construction of streets and other built improvements, minimizes the need for extensive earthwork.

Distinct pedestrian and open space linkages should be developed within and between neighborhoods. These linkages will provide access to the rest of the community and its facilities and services.

Additional public open spaces should be created at the edge of the MHPA to create focal points, utilize public view opportunities, trail heads and to visually link neighborhoods and sections of the overall subarea.

F) Very Low Density

These single-family neighborhoods have an average density of less than 1 du/acre, and account for 192 units (includes 180 units of existing projects) in the Pacific Highlands Ranch Subarea. Single-family homes are the only permitted use.

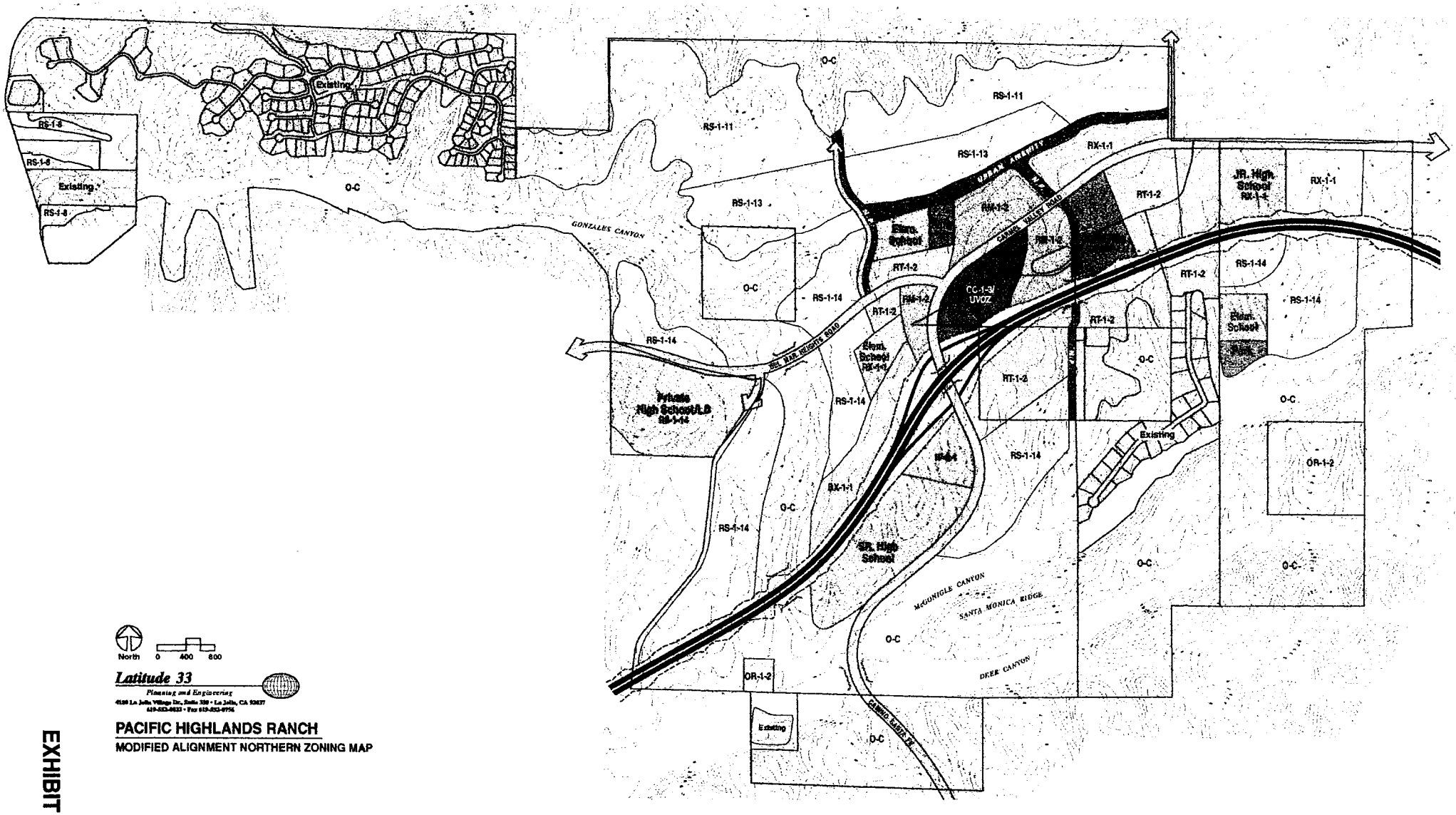
PRIVATE HIGH SCHOOL

Included within the Pacific Highlands Ranch Plan is a private high school. The Catholic Diocese has purchased a 54 acre site on the south side of Del Mar Heights Road on the western boundary of the subarea and the northern boundary of SeaBreeze Farms. The campus will accommodate up to 2,200 students (grades from nine through 12), and will include a community parish church that will share facilities with the school and have a worship space large enough to seat faculty and student body. It is envisioned that the school will serve the greater north county region and may include residences for grounds keeper and rectory for parish pastor. It will require a Conditional Use Permit (CUP) from the City of San Diego. The LD designation will permit approximately 255 dwelling units at a density of up to five dwellings per gross acre.

RECOMMENDED ZONING

This plan establishes the appropriate zones for implementation of the designated land uses. The zones delineated on exhibit E-6 will be adopted, by separate ordinance, with the approval of the Pacific Highlands Ranch Subarea Plan, but will not become effective until a successful phase shift has occurred. The zones proposed for implementation of this plan include the following:

- CC-1-3/UVOZ with the Urban Village Overlay for the village. These zones will permit the development of the commercial, office, and residential land uses at the intensities necessary to create a pedestrian-oriented village.
- IP-2-1 for the employment center. This zone will permit the uses necessary to develop the employment center.
- RM-1-3 for the core residential area with a density of 20 dwelling units per acre.
- RM-1-2 for the core residential area which will have a density of 14 dwelling units per acre.
- RT-1-2 and RX-1-1 for the peripheral residential areas. These zones will allow each property owner to create projects that provide a variety of housing types.
- RX-1-1, RS-1-14, RS-1-13, and RS-1-11 for the low density areas. These zones provide a variety of lot sizes to address the need for diverse housing stock among single-family homeowners.
- RS-1-8 for the very-low density areas.
- OC for those portions of existing parcels that are partially located within the MHPA.
- OR-1-2 for those parcels that are located completely within the MHPA.
- RX-1-1 for the second (stand alone) Del Mar elementary school site. This is an underlying zone that will permit development in the event the Del Mar School District does not build this school.
- RS-1-14 for the private high school site. This underlying zone will permit the property owner to utilize the site in the event the school is not developed.
- RX-1-1 for the junior high school. This underlying zone will permit development of the site, consistent with the low density designation, in the event that a Junior High School is not developed.



North 0 400 800

Latitude 33
Planning and Engineering
4180 La Jolla Village Dr., Suite 330 • La Jolla, CA 92037
619-552-0033 • Fax 619-552-0756

PACIFIC HIGHLANDS RANCH
MODIFIED ALIGNMENT NORTHERN ZONING MAP

EXHIBIT E-6

These zones are part of the approved Land Development Code Update and are not in effect yet. Table 2-3 provides a conversion from the new to the existing designation.

COMMUNITY FACILITIES

The community facilities described and referenced in Chapters 3 and 7 will be provided within the Northern alignment alternative. These facilities include, but are not limited to, streets, schools, parks, civic areas, transit system, trails, fire stations, a library, and active use areas.

IMPLEMENTATION

The Community Design Element (Chapter 5) provides the design principles for development of the subarea. Chapter 8 provides details on the implementation of the land use plan.

CONFORMANCE WITH THE FRAMEWORK PLAN

The Pacific Highlands Ranch land use element conforms to the Framework Plan in the following areas:

- Creation of a land use pattern that is distinctive and capable of fostering appealing and enjoyable business districts and neighborhoods.
- Concentration of residential developments in a series of compact and diverse neighborhoods that provide a wide variety of urban services.
- Integration of various means of non-automobile transport into the land use plan. These alternatives will serve all parts of the subarea.
- Restriction of densities to preclude negative impacts to existing communities and surrounding natural features and habitat.

APPENDIX F

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Monitoring and Reporting Program
Pacific Highlands Ranch Subarea Plan
LDR No. 96-7918

The California Environmental Quality Act (CEQA), Section 21081.6, requires that a mitigation monitoring and reporting program be adopted upon certification of an environmental impact report (EIR) in order to ensure that the mitigation measures are implemented. The mitigation monitoring and reporting program specifies what the mitigation is, the entity responsible for monitoring the program, and when in the process it should be accomplished.

The mitigation monitoring and reporting program for Pacific Highlands Ranch Subarea III is under the jurisdiction of the City of San Diego and other agencies as specified below. The following is a description of the mitigation monitoring and reporting program to be completed for the project. Tables and figures from the MEIR for the project are referenced in the following text.

1) Land Use

a) Impact: ***Subarea Plans 1 and 2.*** Both proposed plans are generally consistent with the intent of the General Plan, environmental goals of the adopted NCFUA Framework Plan, Council Policy 600-40, and the North City LCP. The lack of compliance with the preservation of agricultural lands described in the Framework Plan, and the impacts to the circulation system represents a significant direct and cumulative land use impact.

a) Mitigation: ***Subarea Plans 1 and 2.*** The No Project alternative would avoid impacts to the General Plan agricultural lands preservation goal, and the NCFUA circulation system principles.

b) Impact: ***Subarea Plans 1 and 2.*** Both subarea plans have been prepared consistent with the requirements of City Council Policy 600-40. However, both plans would not be consistent with the encroachment provision of RPO as they apply to steep slopes, wetlands, and significant prehistoric sites. As such, this would represent a significant direct and cumulative land use impact.

b) Mitigation: ***Subarea Plans 1 and 2.*** Although both subarea plans have been designed to minimize impacts to RPO-sensitive resources, strict compliance with the development regulations of the ordinance would require a project redesign. The plans' inconsistency with the RPO encroachment provisions can be avoided with

implementation of the No Project alternative and mitigated to below a level of significance by adoption of a RPO alternative. These alternatives are discussed in Chapter 8 of this EIR.

Land Use Compatibility within Pacific Highlands Ranch

c) **Impact:** ***Subarea Plans 1 and 2.*** The identified potential internal land use compatibility impacts described above in conjunction with the SR-56 alignment are considered potentially significant. As noted above, the significance of this impact is also described in the Revised Draft EIR for the Middle Segment of SR-56. Also, the proposed extension of Carmel Valley Road could result in significant land use incompatibilities with the proposed Pacific Highlands Ranch residential developments along these roadways.

c) **Mitigation:** ***Subarea Plans 1 and 2.*** Mitigation for the potential internal land use compatibility impacts associated with proposed land uses and the SR-56 freeway would consist of the requirement for landscaping and noise attenuation measures at the time tentative maps are processed.

2) Transportation/Traffic Circulation

a) **Impact:** The following impacts are considered both direct and cumulatively significant:

- Development of 41 Phase I units east of the existing Del Mar Heights Estates.
- Project contribution of more than 2 percent traffic to Black Mountain Road/Park Village intersection.
- Additional traffic contribution to Black Mountain Road from SR-56 to Mercy Road (currently failing).
- Project contribution of more than 2 percent traffic to El Camino Real between Via de la Valle and Half Mile Drive (LOS F).
- Project contribution of 7.5 percent traffic to Camino Ruiz North or SR-56 at buildout without the third intersection (LOS E).
- Project contributions to freeway areas where wait already exceeds 15 minutes.
- Project contribution of more than 2 percent traffic to El Apajo from Via Santa Fe to San Dieguito Road.

a) **Mitigation:** Table 4B-14 includes all of the area's transportation improvements necessary to reduce project impacts to the extent feasible; however, not all impacts are reduced to below a significant level. Table 4B-14 includes the location of the

improvement, the type of the improvement, the party responsible for the improvement, and the level of significance after mitigation.

3) Biological Resources

a) Impact:

Subarea Plan 1. The direct, indirect, and cumulative impacts to sensitive biological resources described above are considered significant. The significant impacts include loss of MSCP Tier I (13.2 acres of southern maritime chaparral and 0.6 acre of native grasslands) and Tier II (10.4 acres of coastal sage scrub and 0.1 acre of coyote bush scrub) habitats, direct and cumulative loss of riparian scrub wetland habitats (approximately 0.4 acre), and impacts to the above-identified sensitive plant and animal species.

Subarea Plan 2. The direct, indirect, cumulative impacts to sensitive biological resources described above are considered significant. The significant impacts include loss of MSCP Tier I (12.9 acres of southern maritime chaparral and 0.6 acre of native grasslands) and Tier II (10.0 acres of coastal sage scrub) habitats, direct and cumulative loss of riparian scrub wetland habitats (approximately 0.7 acre), and impacts to the above-identified sensitive plant and animal species.

Both Plans. Although both plans would meet the MSCP requirement, cumulative wetland impacts would remain significant.

Carmel Valley Neighborhood 10 Precise Plan. The impacts to coastal sage scrub and non-grasslands would be a significant impact.

a) Mitigation: The significant direct and indirect impacts to upland biological resources would be mitigated to below a level of significance through conformance and implementation of the MSCP. The Pacific Highlands Ranch MSCP impacts and mitigation requirements are shown in Tables 4C-5 and 4C-6. Table 4C-5 shows the mitigation requirements for Plan 1 and Table 4C-6 shows the mitigation requirements for Plan 2. These tables separate the mitigation requirements for the Pardee ownership and the non-Pardee ownerships. The identified mitigation ratios are per the adopted MSCP based on the vegetation type (Tier Designation) being impacted. As these tables indicate, there is adequate acreage on-site to mitigate for Pardee's direct impacts within Pacific Highlands Ranch. There is also adequate acreage within Subarea II to mitigate for the 8.1 acres of impacts into Tier II and Tier III habitats previously designated as open space within Carmel Valley Neighborhood 10 Precise Plan. Other mitigation requirements identified to deal with direct and indirect impacts would be implemented at the time future tentative maps are processed and would include the following:

1. Staking and monitoring of grading activities shall be supervised by a qualified biologist to ensure no unanticipated impacts to sensitive habitats or species occur within the areas shown for permanent open space. This requirement should be noted on the grading plans prior to the issuance of a grading permit.

2. Brush management for Zone 2 shall be implemented as required by the City and shall be the responsibility of the adjacent landowner.

3. Lighting at perimeter lots adjacent to the open space shall be selectively placed, shielded, and directed away from that habitat.

4. Any fencing along property boundaries facing the open space corridors shall be designed and constructed of materials that are compatible with the open space corridors. Fencing shall be installed by the developer prior to the occupancy of the units in order to ensure uniformity. Locations where fencing are required are described in the Subarea Plan.

5. Restrictions for noise impacts on grading of lands adjacent to the MHPA consistent with the MSCP Subarea Plan should be implemented during the gnatcatcher breeding season. Grading inside the MHPA preserve or within 100 feet of the MHPA is prohibited during gnatcatcher breeding season. Grading can occur on land that was previously cleared.

Wetland impacts under both Plan 1 and Plan 2 would be mitigated through the creation/restoration within the Pacific Highland Ranch project site. Portions of the drainage bottoms with Deer Canyon and McGonigle Canyon have been disturbed by agricultural operations and can be utilized to accomplish wetland mitigation requirements on-site. Wetland restoration, at a ratio consistent with the MSCP, is a component in the conceptual revegetation plan prepared in conjunction with the mitigation land bank (see discussion below).

Other mitigation measures provided as extraordinary benefit to the City, negotiated as part of a contemplated development agreement for Subarea III would be the dedication of lands within Subarea V and the Carmel Valley community planning area. At Carmel Valley Neighborhood 8A (Parcels A and B), approximately 75 acres of Tier I habitat would be added to the MHPA. The addition of these lands to the MHPA would greatly increase the size of the habitat block planned for this particular geographic area, improving the overall preserve design and configuration, and providing greater assurances that scarce vegetation types (i.e., southern maritime chaparral) would be maintained over the long term. Additionally, future development potential at the Deer Canyon parcel within Subarea V would be avoided. Finally, Pardee has agreed to other provisions which would further enhance the MHPA function. These measures consist of the following:

1. No brush management activities would be performed within the preserve along the edges of several of the proposed encroachment areas as described in the Subarea Plan. Zone 2 brush management would be allowed in other areas of the MHPA.

2. All manufactured slopes along the edge of the MHPA would be included within the MHPA and would be revegetated in accordance with a Master Revegetation Plan.

3. Impacts to wetlands would be minimized, and mitigation would be per City Ordinance and the U.S. Army Corps of Engineers 404 Permit requirements.

4. Approximately 130 acres of disturbed land within the MHPA for Pacific Highlands Ranch would be restored per a Master Revegetation Plan with appropriate upland and wetland habitats and a mitigation bank established. Much of this revegetation area consists of a manufactured wildlife corridor that would connect and provide for wildlife movement between Gonzales Canyon and McGonigle Canyon.

5. Conveyance of acreage within Carmel Valley Neighborhood 8A and Subarea V (Deer Canyon).

Prior to the issuance of grading permits in conjunction with future tentative map approvals, Development Services shall review the grading and landscape plans for consistency with the mitigation measures for impacts to biological resources (grading and brush management). The above measures would be conditions of future development permits and landscape plans. After completion of grading and prior to the issuance of building permits, a site inspection by City staff would be required to ensure compliance with the brush management mitigation program.

Mitigation Land Banks

In order to effectuate the boundary adjustments to the MHPA, a mitigation bank would be established over approximately 130 acres of land within the Pardee ownership in Pacific Highlands Ranch. The bank will consist of disturbed land that will be revegetated in accordance with the master revegetation plan. Restored habitats will consist of appropriate wetland and upland habitats. It is anticipated that much of the upland habitat would consist of Tier II and Tier III habitats. The City will direct project applicants needing mitigation in the North City area to purchase credits in this bank, and will accept land from this bank into the MHPA upon purchase of credits by a third party. The bank will be processed and approved expeditiously by the City in a manner that will enable establishment costs to be kept to a minimum.

For areas to be restored, a conceptual revegetation summary which outlines the general criteria and maintenance requirements to be included in a more detailed master revegetation plan for Pacific Highlands Ranch is included as Appendix C2 to this EIR.

Restored lands included in the mitigation bank would be maintained as required in the master revegetation plan until credits are sold and the land conveyed to the City for MHPA purposes. Upon conveyance, the City would assume responsibility for management and maintenance.

A mitigation bank covering approximately 24 acres within Parcel A of Carmel Valley Neighborhood 8A would also be established as a component of the MHPA boundary adjustment process.

4) Hydrology

a) Impact: ***Subarea Plans 1 and 2.*** Construction activities in Pacific Highlands Ranch could result in significant erosion, siltation, and water quality impacts. The increase in runoff volume and velocity due to the introduction of streets, roads, and other hardscape surfaces could result in significant adverse erosion, water quality, and flooding impacts to existing natural drainage courses and the Carmel Valley storm drain system. However, these impacts are mitigable to below a level of significance by incorporating the City's BMPs and the standard engineering practices listed below.

a) Mitigation: ***Subarea Plans 1 and 2.*** Incorporation of the following mitigation measures into project design would mitigate potential hydrology/water quality impacts to a level of less than significant. The exact locations and design of these measures will be determined in conjunction with future specific development proposals. As a condition of future tentative map approvals, the following mitigation measures shall be specified on the grading plan:

Short-term Construction Practices

1. As a condition of future VTMs and to be shown as a note on the grading permit, grading and other surface-disturbing activities either shall be planned to avoid the rainy season (i.e., November through March) to reduce potential erosion impacts or shall employ construction phase erosion control measures, including the short-term use of sandbags, matting, mulch, berms, hay bales, or similar devices along all graded areas to minimize sediment transport. The exact design, location, and schedule of use for such devices shall be conducted pursuant to direction and approval by the City Engineer.

2. Prior to the issuance of a grading permit, the grading plan shall locate temporary desilting basins at all discharge points adjacent to drainage courses or where substantial drainage alteration is proposed. The exact design and location of such facilities shall be conducted pursuant to direction by the City Engineer.

3. As condition of future VTMs, the developer shall within 90 days of completion of grading activities, hydroseed landscape graded and common areas with appropriate ground cover vegetation consistent with the biology section mitigation requirements (e.g., use of native or noninvasive plants). These revegetated areas shall be inspected monthly by a qualified biologist until vegetation has been firmly established as determined by the City's grading inspector.

4. Compacted areas shall be scarified, where appropriate, to induce surface water infiltration and revegetation as directed by the project geologist, engineer, and/or biologist.

5. General Construction Activity Storm Water Permits (NPDES No. CAS000002) shall be obtained from the SWRCB prior to project implementation. Such permits are required for specific (or a series of related) construction activities which exceed five acres in size and include provisions to eliminate or reduce off-site discharges through implementation of a SWPPP. Specific SWPPP provisions include requirements for erosion and sediment control, as well as monitoring requirements both during and after construction. Pollution control measures also require the use of best available technology, best conventional pollutant control technology, and/or best management practices to prevent or reduce pollutant discharge (pursuant to SWRCB definitions and direction).

6. A Dewatering Waste Discharge Permit (NPDES No. CA0108804) shall be obtained for the removal and disposal of groundwater (if necessary) encountered during construction. Such permits are intended to ensure compliance with applicable water quality, and beneficial use objectives, and typically entail the use of BMPs to meet these requirements. Discharge under this permit will require compliance with a number of physical, chemical, and thermal parameters (as applicable), along with pertinent site-specific conditions (pursuant to RWQCB direction).

7. Specified vehicle fueling and maintenance procedures and hazardous materials storage areas shall be designated to preclude the discharge of hazardous materials used during construction (e.g., fuels, lubricants and solvents). Such designations shall include specific measures to preclude spills or contain hazardous materials, including proper handling and disposal techniques and use of temporary impervious liners to prevent soil and water contamination.

Project Design

As conditions of future VTMs and to be included as notes and exhibits on the grading plan, the following mitigation measures would be required:

8. Postconstruction erosion control measures shall be implemented where proposed disturbance is adjacent to or encroaches within existing drainage courses and projected runoff velocities exceed 5 cfs.

9. Final project design shall incorporate all applicable BMPs contained in the City and State *Best Management Practices to be Considered in the Development of Urban Stormwater Management Plan.* Specifically, these may include measures such as the use of detention basins, retention structures, infiltration facilities, permeable pavements, vegetation controls, discharge controls, maintenance (e.g., street sweeping), and erosion controls.

10. Surface drainage shall be designed to collect and discharge runoff into natural stream channels or drainage structures. All project-related drainage structures shall be adequately sized to accommodate a minimum 50-year flood event (or other storm events pursuant to direction from the City).

11. Project operation and maintenance practices shall include a schedule for regular maintenance of all private drainage facilities within common development areas to ensure proper working condition. Public facilities shall be maintained by the City.

12. Surface and subsurface drainage shall be designed to preclude ponding outside of designated areas, as well as flow down slopes or over disturbed areas.

13. Runoff diversion facilities (e.g., inlet pipes and brow ditches) shall be used where appropriate to preclude runoff flow down graded slopes.

14. Energy-dissipating structures (e.g., detention ponds, riprap, or drop structures) shall be used at storm drain outlets, drainage crossings, and/or downstream of all culverts, pipe outlets, and brow ditches to reduce velocity and prevent erosion.

15. Long-term maintenance responsibility of the detention basin may be accepted by the City of San Diego or through other acceptable mechanisms (e.g., homeowners' association or assessment district).

The City Engineer shall verify that the precise plan mitigation measures are conditions for the approval of future proposed VTMs. The measures shall be completed prior to issuance of the Certificate of Occupancy.

b) Impact: ***Subarea Plans 1 and 2.*** Impacts to the course and flow of floodwaters are mitigable to a level of less than significant through the incorporation of the mitigation measures and BMPs identified previously under Issue 1 (Impact A).

b) **Mitigation:** ***Subarea Plans 1 and 2.*** Impacts to floodwaters would be mitigated to a level of less than significant by incorporating the mitigation measures and BMPs identified for Issue 1 (Impact A) above. All flood control measures shall be reviewed and approved by the City's Transportation and Drainage Design Division of the Public Works Business Center prior to construction.

c) **Impact:** ***Subarea Plans 1 and 2.*** The proposed development of Pacific Highlands Ranch has the potential to significantly impact water quality (both directly and cumulatively) in the San Dieguito River and Lagoon, Carmel Valley, and Los Peñasquitos Lagoon. Specifically, such impacts may be associated with short- and long-term erosion and sedimentation and construction-related contaminant discharge. The proposed project's effects would be less adverse overall than those currently resulting from commercial agricultural activities on-site. The runoff of urban-generated pollutants is not considered significant (on a direct basis) due to the presence of existing regulatory controls and the anticipated incremental nature and extent of such pollutants, though the incremental contribution of urban pollutants would be cumulatively significant.

c) **Mitigation**: ***Subarea Plans 1 and 2.*** Direct impacts to water quality would be mitigated to a level of less than significant by incorporating the mitigation measures identified for Issue 1 above. Current plans call for the construction of desilting basins in the subarea (see Figure 4D-3 for alternative desilting basin locations) to reduce erosion and sedimentation during and after development. The exact number, size, design, and location of desiltation/retention basins will be determined in conjunction with future tentative map proposals. Monitoring and maintenance programs for these facilities would be prepared by future developers and after approval by the City, would be incorporated into the CC&Rs for the developments with these facilities in their common areas.

Implementation of the mitigation measures outlined in Issue 1 would not mitigate fully the associated cumulative effects to water quality in the subarea. These impacts would remain significant and unmitigated. Only the No Project alternative would avoid the potential cumulative impacts to water quality.

5) Landform Alteration/Visual Quality

a) **Impact:** The substantial change in aesthetic character described above would occur under both land use scenarios. This change represents a significant direct and cumulative impact from on- and off-site locations. The development of the project site would incrementally contribute to the change of the aesthetic character of the subregion in conjunction with the existing and planned development in Carmel Valley and Subareas IV and V.

a) **Mitigation:** The preservation of MSCP and urban amenity open space along with implementation of the landscaping concept as future tentative subdivision maps are

processed within Pacific Highlands Ranch and would reduce the identified aesthetic impacts. These measures would not reduce the impacts to below a level of significance. Avoidance of the impact would be accomplished by the No Project alternative.

Specific mitigation measures would be required at the future tentative map stage; specifically, prior to issuance of a grading permit, the Development Services Development Coordinator shall review the grading and landscape plans for consistency with the subarea plan guidelines. Upon completion of the grading for any future tentative map within Pacific Highlands Ranch, and associated off-site conditions, the developer shall submit a letter to Development Services from a qualified consultant certifying that all landscaping for the major manufactured slopes (e.g., roadway slopes) has been implemented. Monitoring shall be required to assure the long-term establishment of the landscaping. The maintenance program shall be effective for a three-year period following the installation of the plantings or until such time as all plantings are established. The long-term monitoring shall establish an inspection schedule, establish replanting specifications, and require written notification once a year to Development Services Department Development Coordinator by the applicant-hired consultant to verify the status of the revegetation.

If the revegetation effort includes the reestablishment of native habitat within or adjacent to the MHPA, a five-year monitoring program would be required. For erosion control or other revegetation outside the MHPA and not part of any biological mitigation, the revegetation plan must conform with the City's Landscape Technical Manual with a monitoring period of 25 months.

b) Impact:

Subarea Plans 1 and 2. Both grading concepts associated with the proposed land use scenarios would require substantial alteration of the topography to develop and access the site. The amount of earthwork anticipated under both Subarea Plans would substantially exceed the City's significance threshold for grading impacts of 2,000 cubic yards per graded acre. The filling of drainages and grading of the broad mesa areas would represent alterations to the existing topography and are considered to be significant direct and cumulative landform alteration impacts.

Carmel Valley Neighborhood 10 Precise Plan. The additional area of grading (canyon fill and associated manufactured slope) within Neighborhood 10 would represent a significant landform alternation impact.

b) Mitigation:

Subarea Plans 1 and Plan 2. Specific mitigation measures which would be required at the future tentative map stage include that prior to issuance of a grading permit,

Development Services shall review the grading plans for consistency with the subarea plan guidelines. These measures include using slope rounding and blending techniques where manufactured slopes meet natural slopes, varying slope gradient and width, and contouring edges to achieve a more natural appearance. Implementation of these measures would reduce the landform alteration impact, but not to below a level of significance. However, only implementation of the No Project alternative would avoid the landform alteration impact. These adverse effects comprise significant and unmitigable direct and cumulative impacts of the proposed project.

Carmel Valley Neighborhood 10 Precise Plan. As described in the previous EIRs for Neighborhood 10 (City of San Diego 1993 and 1997), mitigation for landform alteration impacts include that all manufactured slopes greater than 10 feet in height be contour graded and minimized during the final engineering design. As with the landform alteration impacts associated with the Subarea Plans, these measures would not reduce the impact to below a level of significance. Implementation of the contour grading measures would occur at the time grading permits are approved.

c) **Impact:** ***Subarea Plan 1 and Plan 2.*** Based on the steep slope encroachment analysis prepared for both subarea plans (see Land Use, Chapter 4A, Issue 2), significant impacts are anticipated on canyons, bluffs, or hillsides in Pacific Highlands Ranch.

c) **Mitigation:** ***Subarea Plan 1 and Plan 2.*** Although both subarea plans have been designed to minimize impacts to steep slopes strict compliance with the encroachment thresholds in the development regulations of RPO would require a project redesign. Both plans' inconsistency with the RPO encroachment provisions can be avoided with implementation of the No Project alternative and mitigated to below a level of significance by adoption of a RPO alternative. These alternatives are discussed in Chapter 8 of this EIR.

6) Cultural Resources

a) **Impact:** Twenty-four sites have been found not significant, six sites are in open space areas and should be indexed prior to recording tentative maps for future projects, two sites are in open space and may be potentially significant and require additional evaluation, and one site is located outside of the project boundaries and will require some evaluation when a project is proposed for this property.

The resulting loss of all of the sites on this project is considered a significant cumulative loss of cultural resource information. The destruction of a number of these sites prior to indexing or testing of any kind constitutes a significant impact as important information, which may have been present in these sites, has been lost without record.

There are four sites (CA-SDI-6912, loci B&E, -13,096, -14,003, and -14,562) which have been found to be important/significant resource areas; therefore, impacts to these sites would be considered significant. As presently designed, all of these sites will be destroyed by construction grading. Mitigation of impacts to these sites can be accomplished if they are not found to be significant under the City of San Diego's Resource Protection Ordinance. The current findings for these sites are that they are potentially eligible for nomination to the National Register and are significant under criteria of CEQA. A finding of National Register importance would be viewed as meeting one of the criteria of RPO importance. The State Historic Preservation Officer (SHPO) has not made a finding on the eligibility of these sites as yet. Destruction of a site that is considered to be important under RPO would constitute a significant unmitigated impact. In the event that federal money or federal actions are elements of project development, sites within the project area would be evaluated under Section 106.

a) **Mitigation:** Mitigation, monitoring, and reporting steps are a requirement for any site that is found to be significant and where direct or indirect project impacts cannot be avoided. The devising of a project impact mitigation plan is uniquely tied to the particular resource under consideration. The preferred alternative for any significant or important resource area is avoidance. In the event that avoidance is not feasible, some type of impact mitigation should be completed. The level of work is dependent upon the nature, size, and content of the cultural resource site and upon the types of research that can be accomplished through the recovery and analysis of data from the site.

Resource sites CA-SDI-13091, CA-SDI-13095, CA-SDI-13097, CA-SDI-13099, CA-SDI-13101H, CA-SDI-14001H, CA-SDI-7202, CA-SDI-7204, and CA-SDI-6697/H are avoided by the present construction grading design which places these sites in open space. As specific project plans are proposed some level of site assessment would be required. In the event that these sites will remain in open space the minimal treatment would be the completion of a site indexing which would provide a baseline of information on the deposit content. Indexing would involve the excavation of a minimum of two sample units and a report of findings with updated site record information and recommendations for permanent preservation.

Testing and survey reconnaissance indicate that CA-SDI-13093, CA-SDI-13098, CA-SDI-6914, and CA-SDI-7205 do not contain meaningful information and that additional sampling will not provide the scientific community or public with previously unknown information regarding the prehistoric past. No further work is recommended for these sites.

CA-SDI-14002 (-6916, -6917), CA-SDI-13092, and CA-SDI-6913 are considered potentially significant until fieldwork can be completed to assess their condition and data content. This work is presently being accomplished.

Eight recorded sites were not relocated because they no longer exist. These sites do not require any additional investigation. These sites include CA-SDI-10138, CA-SDI-6701, CA-SDI-6915, CA-SDI-6919, CA-SDI-6920H, CA-SDI-6921, CA-SDI-7201, and CA-SDI-7203. An additional eight sites within the Ranch project area were found to not require any additional investigation as they have previously been determined to be nonsignificant resource areas. These include CA-SDI-10221, CA-SDI-13099, CA-SDI-6696, CA-SDI-6698, CA-SDI-6700, CA-SDI-6911, CA-SDI-6918, and CA-SDI-7206.

7) Air Quality

a) **Impact:** The proposed project would result in significant cumulative air quality impacts under the City's significance thresholds as discussed in Chapter 6 of this EIR.

a) **Mitigation:** No mitigation is available for cumulative air quality impacts at the project level. The project's contribution to cumulative air quality impacts is discussed in Chapter 6, Cumulative Effects. The No Project alternative would avoid potential significant air quality impacts.

8) Geology/Soils/Erosion

a) **Impact:** There are no significant soil or geologic conditions that were observed or known to exist on the project site which would preclude development on the property. However, potentially significant geologic conditions exist which require mitigation, including ancient landslides, expansive soils, unstable cut slopes, alluvial soils, poorly consolidated soils, and ground shaking due to an earthquake.

a) **Mitigation:** For each specific development application in Pacific Highlands Ranch, the City will require the applicant to submit a detailed geotechnical study by a qualified geotechnical firm. The conclusions and implementation of the recommendations provided in these reports would mitigate the potentially significant effects of soil and geologic conditions for future developments in Pacific Highlands Ranch to below a level of significance. The types of mitigation requirements which the feasibility studies are likely to contain are summarized below.

General Measures

1. In areas of proposed development, landslides, improperly compacted fill soil, weak claystone beds, and potentially compressible deposits of alluvium and colluvium may require special attention. Buttresses, stabilizing fill material, or other methods of stabilization will probably be required in developed areas where weak claystone beds or landslides are encountered. In areas where landslides exist off-site, and where stabilization is not feasible, setbacks may be required.

2. The Mission Valley and Friars Formations, and some areas of topsoil, may include highly expansive soil. Based on this review of geologic units on the site, it is anticipated that an adequate quantity of low expansive soil exists on the site to mitigate the adverse impact of expansive soil, when it is encountered.

3. If there are proposed improvements that will be sensitive to potential settlement, partial removal and recompaction of compressible alluvium and colluvium will be necessary.

4. It is anticipated that areas of perched groundwater may exist within low-lying alluvial areas. Subdrains or other remedial measures will be necessary where drainage courses are proposed to be filled.

5. For the purpose of preliminary design, it is recommended that portions of the site that are subject to inundation due to a dam failure upstream be located and considered for restricted usage.

Grading

For the purpose of preliminary design, cut and fill slopes shall be designed no steeper than 2:1. The shear strengths of existing soil and rock units will generally limit safe allowable slope height. The potential impact of geologic conditions on slope stability shall be evaluated in areas of proposed high cut slopes.

Foundations

The dominant soil conditions on the site are generally suitable for supporting conventional spread footings, if the soil is in a dense and undisturbed condition or in a properly compacted condition. The actual soil characteristics and proposed design parameters for structures on the site will determine minimum footing dimensions and requirements for reinforcement. These factors are not currently known; however, it is estimated at this time that spread footings that are designed in accordance with the Uniform Building Code will be designed for an allowable soil bearing pressure of at least 2,000 pounds per square foot.

Drainage and Maintenance

Proper surface drainage shall be provided and maintained, as it is essential to soil stability and to reduce the potential for erosion. Drainage swales shall be installed on graded pads to conduct storm or irrigation runoff to controlled drainage facilities and away from buildings and the tops of slopes. Measures shall be taken to ensure that storm and irrigation water does not flow over the tops of cut or fill slopes.

Consultation and Plan Review

A more comprehensive soil and geologic evaluation shall be performed prior to providing final grading plans for the site. This evaluation shall be required to be implemented as a condition of final maps and grading plans. A geotechnical engineer shall also perform an on-site reconnaissance. A report shall be submitted for review and approval to the City's Engineering and Development Department prior to issuing grading permits.

b) **Impact:** Future grading activities for the implementation of specific development projects in Pacific Highlands Ranch would result in a potentially significant increase in soil erosion.

b) **Mitigation:** Prior to approval of a grading permit, each applicant for a specific development project in Pacific Highlands Ranch shall prepare a grading/construction management plan. The following mitigation measures, in addition to those listed in the Hydrology/Water Quality section of this MEIR (Chapter 4.D), shall be incorporated into the plan, if appropriate. The City's Development Services must approve the grading/construction management plans before a grading permit is issued and grading will commence. The geotechnical engineer shall inspect all cut and fill slopes and foundation work. A landscape architect will observe the revegetation of graded slopes. Each of these experts shall submit a report to the City.

1. Areas that have been stripped of native vegetation or areas of fill material shall require particular attention. These areas may require desilting basins, improved surface drainage, or planting of ground covers early in the improvement process, to reduce the potential for erosion.

2. Short-term measures for controlling erosion shall be incorporated into grading plans for the site. These measures shall include sandbag placement and temporary detention basins, as required by the City's Engineering and Development Department.

3. Catch basins shall be provided during grading activities.

4. Grading activities may be restricted during the rainy season, depending on the size of the specific operation. This season typically encompasses November through March. Grading activities may otherwise be restricted by their proximity to sensitive wildlife habitat.

5. After grading, slopes shall be immediately revegetated or hydroseeded with erosion-resistant species. These plants should be carefully irrigated to ensure coverage of the slopes prior to the next rainy season.

6. Measures to control construction sediment shall be implemented in areas near watercourses. These measures may include interim desiltation basins, sandbags, hay bales, or silt fences, which shall be placed at the toe of slopes to prevent erosion. Punch straw or matting shall be installed to stabilize graded slopes and prevent the slope or construction material from sloughing into watercourses.

9) Natural Resources

a) Impact: As described in the NCFUA Framework Plan EIR, the direct impacts to prime agricultural resources on the project site from open space preservation and development are considered significant. The incremental loss of land being used for agriculture is also considered a significant cumulative impact and is identified as such in Chapter 6 of this MEIR.

a) Mitigation: Only implementation of the No Project alternative would reduce the identified agricultural resources impact associated with potential future development to below a level of significance.

10) Paleontological Resources

a) Impact: The potential for significant fossils to occur in the formations of the subarea plan is moderate to high in all areas planned for development of the Pacific Highlands Ranch Plan; therefore, the grading necessary to implement the subarea plan could result in significant impacts to paleontological resources.

a) Mitigation: The Pacific Highlands Ranch Plan would require that all future tentative maps and VTMs approved include a condition for the implementation of a monitoring and salvage program for the recovery of paleontological resources during development. This program would reduce potential impacts to paleontological resources to below a level of significance and shall include the following steps:

1. Prior to any grading activities and/or the issuance of permits, the applicant shall provide a letter of verification to the Environmental Review Manager of the Land Development Review Division (LDR) stating that a qualified paleontologist and/or paleontological monitor has been retained to implement the paleontological monitoring program. The requirement for monitoring shall be noted on grading plans. All persons involved in the paleontological monitoring of grading activities shall be approved by LDR.

2. The qualified paleontologist or paleontological monitor shall attend any preconstruction/pregrading meetings to consult with the excavation contractor.

3. The paleontologist or paleontological monitor shall be on-site full time during excavation into previously undisturbed formations. The monitoring time may be decreased at the discretion of the paleontologist in consultation with LDR, depending on the rate of excavation, the materials excavated, and the abundance of fossils.

4. If fossils are encountered, the paleontologist shall have the authority to divert or temporarily halt construction activities in the area of discovery to allow recovery of fossil remains. The paleontologist shall contact LDR at the time of discovery. LDR shall concur with the salvaging methods before construction activities are allowed to resume.

5. The qualified paleontologist shall be responsible for preparation of fossils to a point of identification as defined in the City of San Diego Paleontological Guidelines, and submittal of a letter of acceptance from a local qualified curation facility. The paleontologist shall record any discovered fossil sites at the San Diego Natural History Museum.

6. The qualified paleontologist shall be responsible for the preparation of a monitoring results report with appropriate graphics summarizing the results (even if negative), analyses, and conclusions of the above program. The report shall be submitted to LDR prior to the issuance of building permits and/or certificates of occupancy. If building plans are not required, the paleontologist shall submit the report to LDR within three months following the termination of the monitoring program.

Prior to subarea plan approval, the Development Services Business Center shall verify that the above mitigation measures are incorporated in appropriate sections of the subarea plan. These measures shall be conditions of subsequent tentative maps and VTMs and development proposals.

11) Noise

a) **Impact:** As indicated, noise levels are anticipated to exceed applicable standards for all residential uses immediately adjacent to SR-56 and the major roadways, as well as to proposed school and park uses. Noise levels could exceed 70 CNEL for professional and office building land uses depending on their placement relative to the roadways. Noise levels for commercial retail land uses are not expected to be exceeded unless they are located immediately adjacent to SR-56. Where noise levels exceed applicable exterior standards, noise impacts would be significant.

a) **Mitigation:** Mitigation of noise levels could be accomplished through the construction of noise barriers. However, due to the limited grading detail available at this stage of planning, it is not possible to determine specific barrier heights and locations.

The draft EIR prepared by the City for the middle section of SR-56 indicates that wall heights varying between 12 and 16 feet would be required to mitigate noise levels at existing residential uses (City of San Diego 1996b). Similar wall heights would be anticipated for future sensitive uses located along the SR-56 right-of-way within Pacific Highlands Ranch.

As a general rule of thumb, a barrier provides five decibels of attenuation when it just breaks the line-of-sight between the source and receiver, and adds one decibel of attenuation for each foot above the height required to break the line-of-sight. Therefore, it is anticipated that noise barriers varying from five to eight feet will be required along the other major roadways within Pacific Highlands Ranch where the roadways are located adjacent to sensitive land uses.

At the time that detailed grading plans are available for the future subdivisions within Pacific Highlands Ranch, detailed acoustical analyses shall be performed to determine the exact barrier heights and locations where required. If exterior noise levels within residential areas are found to be above 60 CNEL after mitigation, then detailed interior noise analyses shall be required as well.

12) Public Services/Facilities

a) **Impact:** Currently, all schools in the Del Mar Union and San Dieguito Union High School Districts are operating above capacity within the project area. The generation of additional elementary school students resulting from development of the proposed project, either under Subarea Plan 1 or Subarea Plan 2 would add to the already overcrowded schools. This is considered a significant direct and cumulative impact.

Currently, there is insufficient capacity at Earl Warren Junior High School to accommodate the additional junior high students generated by buildout of the proposed project, either under Subarea Plan 1 or Subarea Plan 2. This is considered a significant direct and cumulative impact of the project.

Currently, Torrey Pines High School is operating above capacity. The estimated generation of additional high school students would contribute to the overcrowding of the school. This is considered a significant direct and cumulative impact.

Development of the subarea plan would incrementally increase the demand for fire services; however, both subarea plans provide a site for a double fire station. Until the new fire station is operating, the Fire Department's potential inability to provide a maximum six-minute first response time would be considered an interim significant impact.

a) **Mitigation:** The development of the proposed on-site elementary, junior high, and high schools would accomplish mitigation of the project's direct impact to schools from the subarea plan. School facilities financing and mitigation agreements between the affected school districts and the project applicant would be required at the time the Subarea Plan is approved by the City Council to ensure that the impacts on school facilities are mitigated to a level less than significant. In addition, prior to granting a ministerial or discretionary entitlement for a parcel, such parcel shall be subject to the terms of a mitigation agreement entered into by the landowner and the applicable School Districts or included in a community facilities district established by the applicable School Districts and authorized to fund the acquisition of school sites and construction of schools.

Until the new fire station is operating, developers shall demonstrate to the satisfaction of the City Fire Department that a response time of six minutes or less from Fire Station 24 to all portions of new developments can be achieved. For those areas of such new developments where a six-minute response time cannot be provided, individual sprinkler systems or other construction or site design safeguards, approved by the Fire Department, shall be required prior to the issuance of building permits.

b) **Impact:**

Water and Sewer Facilities

Potentially significant impacts to water and sewer facilities are anticipated with the development of the subarea due to a lack of existing facilities to serve the area.

Waste Management Services

The project could generate a significant amount of construction debris during the construction phase. Also, during the ongoing use of the site solid waste generation would exceed the 60 tons/year and 52 tons/year threshold of significance for solid waste impacts for residential and non-residential projects, respectively, established by the City's ESD. The project would affect City waste management programs and services; however, impacts could be minimized by incorporation of recycling and waste reduction measures in project design.

b) **Mitigation:**

Water

Future developers shall be required to provide appropriate water studies consistent with the findings and conclusions of the Miramar 712/North City 610 Water Study. Each developer shall be responsible for installing all those facilities identified in the accepted studies which are necessary to serve their developments. All public water facilities shall

be designed and constructed according to the most current edition of the City of San Diego Water and Sewer Design Guide.

Sewer

Prior to any new development within the subarea, developers shall be required to provide sewer studies showing the proposed sewer system for the subarea. All public sewer facilities shall be designed and constructed according to the most current edition of the City of San Diego Water and Sewer Design Guide.

Solid Waste

The project's prime contractor in cooperation with the City of San Diego's Environmental Services Department shall develop a comprehensive waste management plan. The plan shall describe programs that would be implemented to reduce the potential for direct and cumulative impacts to the City's waste management services to below a level of significant. The plan shall address construction phase as well as long-term waste management issues. The Development Services shall review this plan to ensure that the ESD has signed the plan and certified that it is consistent with City policy regarding its waste management services.

Following is a list of options that could be considered for the construction phase of the project and specified in the waste management plan:

1. Source separation for all construction debris such as wood, aggregate, drywall, and other discarded products including glass, plastics, and cardboard at the project sites and subsequent recycling of the materials.

2. Buying recycled or using recycled content construction material, such as acoustical ceiling tiles made from newsprint, tiles made from recycled glass, insulation made from mixed paper, as well as many landscaping products such as pavement made from recycled asphalt and tires, and mulch and compost made from green waste.

3. Use of postconsumer aggregate base and mulch in project landscaping;

4. Use of drought-tolerant landscaping to minimize the amount of green waste generated.

Following is a list of options that could be considered to address long-term waste management issues:

1. Provision of each single-family unit with kitchens designed to facilitate recycling;

2. Source separation and recycling of demolition debris;

3. Provision of yard composters designed to encourage backyard composting.

4. Provide devices or chutes in multi-family residential units for convenient separation and recycling of materials.

The project applicant shall develop a solid waste management plan explaining how these options will be incorporated. The plan shall describe the location of exterior and interior storage areas for the collection of recyclables in multi-family residential and non-residential areas as required per Municipal Code Section 101.2001. The project proponent shall ensure the storage areas are located in areas convenient for use by residents or tenants and service providers.

13) Water Conservation

a) Impact: ***Subarea Plans 1 and 2.*** The project's contribution to the cumulative impact associated with water supplies would be reduced to a nominal level by the mitigation measures outlined below.

a) Mitigation:

Subarea Plans 1 and 2. The following mitigation measures shall be incorporated into project design guidelines to address cumulative water usage concerns.

1. Limit grading in areas where no construction is proposed; thereby reducing the need for planting and irrigation of graded areas.

2. Provide lifts of low-clay content soil in landscaped areas to improve infiltration.

3. Reduce runoff potential from landscaped areas by using berming, raised planters, and drip irrigation systems.

4. Install soil moisture override systems in all common irrigation areas to avoid sprinkling when the ground is already saturated.

5. Identify in the plant materials list in the project design guidelines whether or not plants are native or naturalize easily and incorporate a list of local California sources for native plants.

6. Incorporate low-flush toilets, low-flow faucets, and timers on sprinklers (including nighttime watering) into project design.

7. Provide information regarding water conservation measures to new residents at the time of lot purchase.

The Development Services Development Coordinator shall review grading, landscape, and building permits to ensure the above measures have been noted on plans.

14) Public Safety

Vectors

a) **Impact:** Because the proposed project contains on-site detention basins to serve the subarea, the potential for public health and safety impacts to future residents within the project site are considered potentially significant.

a) **Mitigation:** Mitigation measures for potential increased mosquito populations which will decrease potentially significant impacts to below a level of significance are described below. Prior to any grading activities, the applicant shall provide a letter from the County Environmental Health Department Vector Surveillance and Control Division (VSCD) to the environmental review manager of LDR verifying that a vector control program has been designed. Elements of the program may include, but not be limited to the following:

1. The detention basins shall be kept free of debris, high concentrations of nutrients which could contribute to alga blooms, and organic floatage. Any emergent vegetation (e.g., cattails and bulrushes) shall be removed only as necessary to control the mosquito problem.

2. Non-natural runoff to the detention basin shall be minimized by proper drainage patterns to prevent excessive organic material from entering.

3. Although the above measures are designed to minimize the potential for mosquito breeding in the on-site retention basins and control mosquito populations, active control measures may be necessary at times. This would include the application of a mosquito fog or insecticide spray. The use of this measure should be minimized to avoid reducing populations of other insects. Use of spray application shall be minimal and shall require coordination with VSCD, USFWS, and CDFG.

4. Maintenance of the detention basins shall be the responsibility of a homeowners association or similar maintenance district.

APPENDIX G

Habitat Management Plan

Habitat management is an important component of the MSCP. The MSCP Subarea Plan for the City of San Diego recognizes that management is necessary to ensure that biological resources preserved through establishment of the MHPA are maintained and remain viable over time. The MSCP Subarea Plan includes a Framework Management Plan that includes general and specific management directives that will guide management efforts. The general directives apply city-wide while the specific directives apply to specific geographic areas of the City. The directives are prioritized with implementation of Priority 1 directives being required elements. Priority 2 directives are more discretionary. The Habitat Management Plan (HMP) for Pacific Highlands Ranch is one component of the overall management plan for the MHPA and will generally be implemented by the City.

MHPA Ownership

The MHPA within Pacific Highlands Ranch, as of the date of this document, is in private ownership. As projects are proposed and implemented, it is anticipated that most of the land within the MHPA will be conveyed to the City. Upon conveyance, the City will be responsible for implementation of the HMP for Pacific Highlands Ranch.

Until such time as conveyance occurs, the individual landowner is responsible for maintaining the existing biological value of the property. In general, this means the landowner will continue those activities that have historically occurred. Areas in active agriculture or grazing may continue at historic levels. These may not be extended or intensified. Damage caused by fire, flooding, erosion or other natural events will not be deemed to affect the biological values of the land.

Mitigation Land Banks

Mitigation Land Banks (MLB) must be approved by the City. Other agency approvals of the MLB may be necessary depending upon the nature of the MLB that is established. Land in MLB's will be maintained by the landowners until credits are purchased and the land is conveyed to the City or other conservation entity. Any restoration and associated monitoring that is necessary to implement the creation of such MLB's will be done in accordance with the Conceptual Revegetation Plan (CRP). Upon conveyance to the City, the land will be managed by the City.

General Management Directives

As noted above, these directives apply city-wide.

Public Access, Trail and Recreation

These directives generally apply to trails, including maintenance, recreational activities, and the removal of homeless and itinerant worker camps. Within Pacific Highlands Ranch:

1. Pacific Highlands Ranch MHPA includes approximately 8 miles of trails that will be located by the City and constructed according to City regulations using developer impact fees.

2. A Landscape Maintenance District or similar financing entity will be formed to maintain all trails in Pacific Highlands Ranch. Responsibilities of the district will include re-grading as necessary, cleaning, refurbishing or replacing trails and associated facilities as needed.

3. Off-road vehicle use will be prohibited. The City will patrol the MHPA to enforce this restriction.

Litter/Trash and Materials Storage

These directives affect land adjacent to the MHPA, and include removal of illegal encroachments, dissemination of educational materials to the public and the installation of barriers where necessary. Within Pacific Highlands Ranch, it is anticipated that the City will carry out these directives as part of its overall city-wide management plan.

Invasive Exotics Control and Removal

These directives require that introduction of such plants and animals be prohibited, and that exotic plants be removed and areas monitored to ensure that they do not re-establish. Within Pacific Highlands Ranch, some areas currently infested with invasive plants will be treated and revegetated as part of the requirements that implement the creation of such MLB's. The owner of such MLB's will be responsible for removal, revegetation and monitoring as required. These areas will be conveyed to the City as credits are purchased. At that point in time, the City will become responsible for ensuring that exotic and invasive plants to not re-establish themselves.

Other disturbed areas within Pacific Highlands Ranch will not be located in MLB's. It is anticipated that such areas will either be conveyed to the City of will remain in private ownership. Land that is conveyed to the City may be revegetated by the City as funding permits, or by others as part of their mitigation requirements. In all instances, revegetation will be in accordance with the CRP.

All Priority 2 directives, including trapping, regular surveys, tree removal and replacement will be conducted by the City as part of its city-wide management plan.

Flood Control

These directives address the cleaning and evaluation of performance of existing flood control channels and will be carried out by the City as part its city-wide management plan.

Specific Management Directives for NCFUA Subarea 3

These apply specifically to Pacific Highlands Ranch.

Priority 1

The first three management directives apply to the location and construction of trails. As noted above, there are approximately 8 miles of trails in the MHPA portion of Pacific Highlands Ranch that will be constructed using developer impact fees. The location of trails must be in accordance with the Pacific Highlands Ranch Subarea Plan and must be approved by the City.

The fourth directive calls for the monitoring of coastal sage scrub in Gonzales Canyon, construction of detention basins to halt erosion and the demarcation of equestrian trails through the area. Detention basins will be constructed as necessary by individual projects in Pacific Highlands Ranch. Signs directing equestrians will be clear and will be installed at the time of trail construction. All monitoring of any habitat will be the responsibility of the City and will be carried out as part of its city-wide management plan.

Priority 2

All five directives address the need for restoration of disturbed and degraded areas in Carmel Creek and in Deer, Gonzales, and McGonigle Canyons, including removal of invasives and eucalyptus trees. Areas where restoration and revegetation is necessary will be delineated on the CRP for Pacific Highlands Ranch and the appropriate habitat for restoration noted.

Portions of Deer, Gonzales, and McGonigle Canyons will be revegetated either as part of a MLB, as mitigation for project specific impacts or by a public agency id funding permits. Revegetation will be done in accordance with the CRP for Pacific Highlands Ranch. Initial site preparation, planting and required monitoring will be carried out by the individual project proponent or the operator of the MLB. Land will be conveyed to the City upon the completion of the revegetation program or purchase of MLB credits. Upon conveyance, the City will assume all management and monitoring responsibilities and will continue such activities as part of its city-wide management plan.

Brush Management

All Zone 1 brush management will be performed outside of the Pacific Highlands Ranch MHPA. Zone 2 brush management will generally be performed within the MHPA, except for specific areas along the manufactured corridor connecting Gonzales and McGonigle Canyons. All brush management will be performed by individual landowners or associations and will not be the

responsibility of the City. All brush management activities will be performed in accordance with City requirements.

Species Specific Management Directives

Several MSCP covered species have either been observed or may occur within the Pacific Highlands Ranch MHPA. Many of these require certain conditions to be met or management activities to be implemented in order to maintain MSCP coverage. These requirements are to be carried out by the City or the conservation entity to which land is conveyed. The following summarizes the management activities for the "observed" and "expected" MSCP covered species within the Pacific Highlands Ranch MHPA:

1. Del Mar Manzanita (*Arctostaaphylos glandulosa* ssp.*crassifolia*): Measures to reduce the risk of catastrophic fire are required. This requirement will be met through the implementation of brush management as required by the City. At any time throughout the life of the MSCP, and as part of the city-wide adaptive management program, the City may include a program for prescribed burns to further reduce the risk of catastrophic fire, the cost and associated risk of liability for which will be borne by the City.
2. White Coast Ceanothus, Wart-stemmed Lilac (*Ceanothus verrucosus*): Measures to increase populations and to reduce the risk of fire are required. These requirements will be met through the use of this species in revegetation programs as appropriate and through the implementation of brush management as required by the City. At any time throughout the life of the MSCP, and as part of the city-wide adaptive management program, the City may include a program for prescribed burns to further reduce the risk of catastrophic fire, the cost and associated risk of liability for which will be borne by the City.
3. San Diego barrel Cactus, Coast Barrel Cactus (*Ferocactus viridescens*): Measures to protect this species from edge effects, unauthorized collection and fire are required. Requirements for protection against fire and unauthorized collection will be met through dissemination of educational materials and implementation of required brush management activities. The requirement for protection against edge effects is met through requirements for project adjacent to the MHPA included in the Pacific Highlands Ranch Subarea Plan.
4. San Diego Golden Star (*Muilla clevelandii*): Measures required include monitoring of transplanted populations and protection against edge effects. Any transplantation that may be necessary will be performed as part of the a plan that requires monitoring. The requirement for protection against edge effects is met through requirements for project adjacent to the MHPA included in the Pacific Highlands Ranch Subarea Plan.
5. Orange-Throated Whiptail (*Cnemidophorus hyperythrus*): Measures required include protection against edge effects. The requirement for protection against edge effects is met through requirements for project adjacent to the MHPA included in the Pacific Highlands Ranch Subarea Plan.
6. Southern California Rufous-crowned Sparrow (*Atmophila ruficeps canescens*): Measures required for this species include maintenance of dynamic processes such as

fire to perpetuate some open phases of coastal sage scrub with herbaceous components. Given the open nature of the existing habitat within Pacific Highlands Ranch, nothing need be done for many years. As part of the city-wide adaptive management program, the City may include a program for prescribed burning is necessary to maintain habitat within the MHPA in an optimum state, the cost and associated risk of liability for which will be borne by the City.

7. Coastal California Gnatcatcher (*Polioptila californica californica*): Measures required include protection against edge effects, minimization of disturbance during nesting periods within the MHPA, protection against fire, and maintenance/improvement of habitat quality. The requirement for protection against edge effects is met through requirements for project adjacent to the MHPA included in the Pacific Highlands Ranch Subarea Plan. The requirement for protection against fire will be met through the implementation of brush management as required by the City. At any time throughout the life of the MSCP, and as part of the city-wide adaptive management program, the City may include a program for prescribed burns to further reduce the risk of catastrophic fire, the cost and associated risk of liability for which will be borne by the City. The requirement for minimization of disturbance during nesting will be met through the limitation on grading within the MHPA, and within 100 feet of the MHPA, for the period of March 1 to August 15. Grading and construction activities will be allowed on disturbed or previously cleared land. The requirement for maintenance/improvement of habitat quality will be met through changes in the city-wide management plan as indicated through regular monitoring.