

North City West

Carmel Valley Neighborhood 8

May 8, 1990

P R E C I S E P L A N

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The following information has been incorporated into this August 2003 printing of the Community Plan

Amendment	Date Approved by Planning Commission	Resolution Number	Date Adopted by City Council	Resolution Number
1984 Precise Plan	February 16, 1984	4799	March 20, 1984	260321
Phase shift from Future to Planned Urbanizing	February 16, 1984	4795	March 20, 1984	260320
Certified EIR #83-0096	February 16, 1984	4794	March 20, 1984	260319
CVREP/SR-56 Amendments	April 12, 1990		May 8, 1990	275679
Certified EIR #89-0218			May 8, 1990	275678
Pinnacle Carmel Creek Apt.s	July 30, 1998		September 8, 1998	290669
MSCP Amendments			September 28, 1999	292246



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SUMMARY OF REVISIONS
NORTH CITY WEST 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 SR-56 freeway and Carmel Valley Restoration and Enhancement Projects.

The precise plan revisions:

1. Provides a wider right-of-way for SR-56 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 North City West 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.

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I. INTRODUCTION

A. PURPOSE

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

In 1975, the San Diego City Council adopted the North City West Community Plan. The plan outlines the conceptual development of North City West 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 North City West Community Plan was prepared as a development guide for a planned new community, based on City urbanization policies. A phased development program was incorporated into the plan in order to ensure the timely provision of adequate public facilities. Five general goals stated in the Community Plan summarize the overall planning approach.

1. To establish a physical, social and economically balanced community.
2. To establish self-containment and feeling of community identity among the future residents of North City West.
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 North City West 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, North City West goals and precise plan criteria.

C. PLANNING BACKGROUND

North City West 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 North City West towards a comprehensive land use plan for the area.

On February 27, 1975, the San Diego City Council adopted the North City West Community Plan. The community plan identified the specific process by which development in this precise plan should take place. The community plan divides North City West 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 North City West 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 acres in the central portion of the North City West Community Plan area. It is bordered on the north by Carmel Valley Road, which is to be widened to form the SR-56 (SR-56) freeway. Directly to the west is the I-5 (I-5) freeway. Neighborhood 8A borders on the south and the eastern limits of the North City West 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 Peñasquitos 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 forms the boundary between the North City West Neighborhoods 2, 4, 5 and 6 on the north and Neighborhood 8 on the south. Until the recent development of North City West, 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.

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 Peñasquitos 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 North City West plan area. Carmel Creek discharges into Los Peñasquitos Lagoon, adjacent to Torrey Pines State Reserve.

Carmel Creek is continually 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.

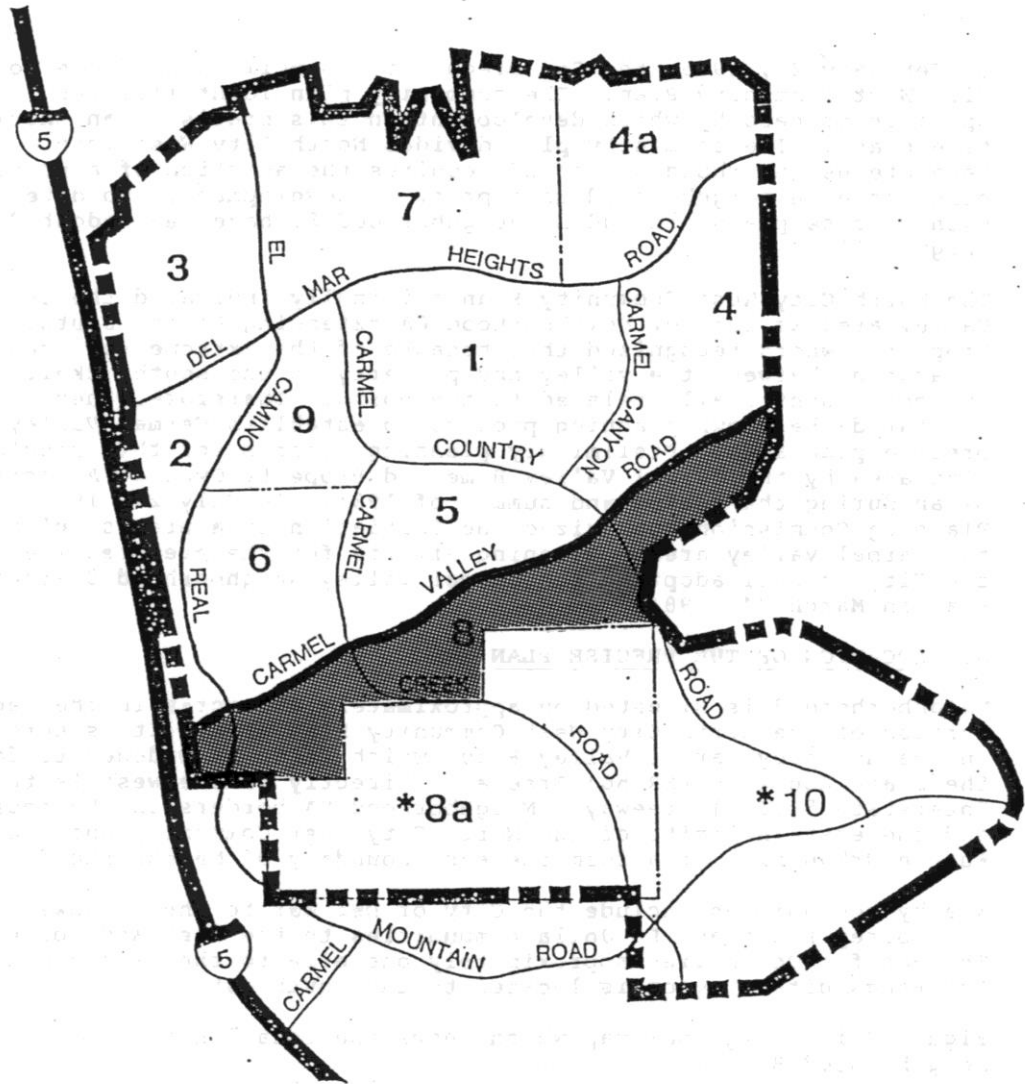
The majority of the Neighborhood 8 Precise Plan Area between the Stephens residence and El Camino Real is either vacant or contains stables and scattered farm and residential structures.

A 150-foot-wide San Diego Gas and Electric (SDG&E) 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 I-5 freeway is a restaurant and gasoline service station.

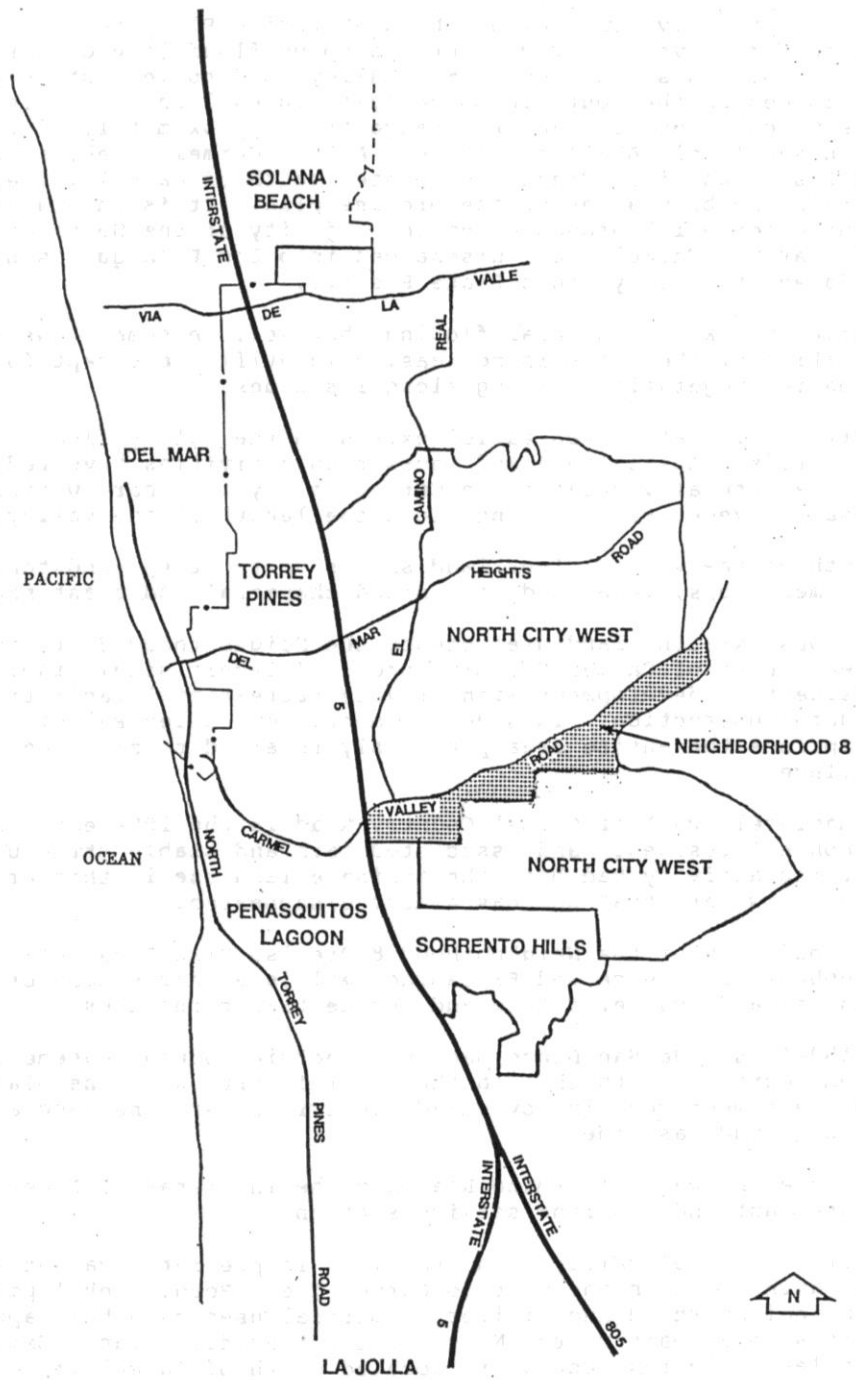
North of Carmel Valley Road, the land is presently vacant from El Camino Real on the west to Carmel Creek Road. Development of some neighborhood and visitor commercial uses have been approved in this area as part of the Neighborhood 6 Precise Plan. Existing single-family residences are located north 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 not within a community planning area. 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.



* Units not yet adopted by City Council

Figure 1
Precise Plan
Development Units



Regional Map
Figure 2

F. KEY DEVELOPMENT FACTORS

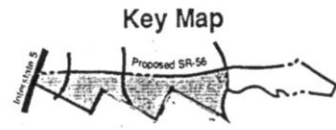
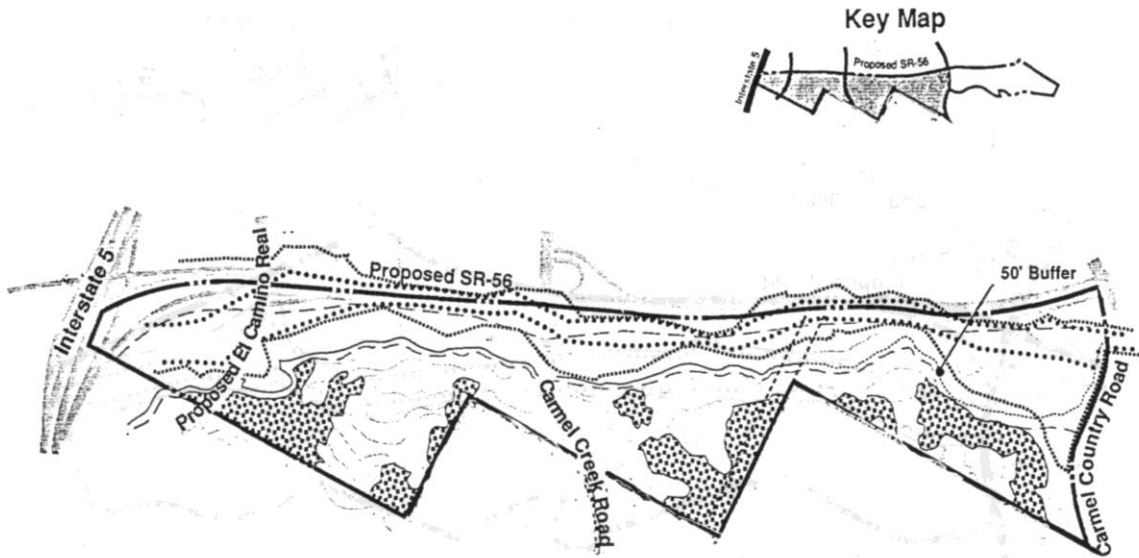
In addition to existing site conditions, other development factors which influence the planning proposals for Neighborhood 8 are listed below:



- 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:

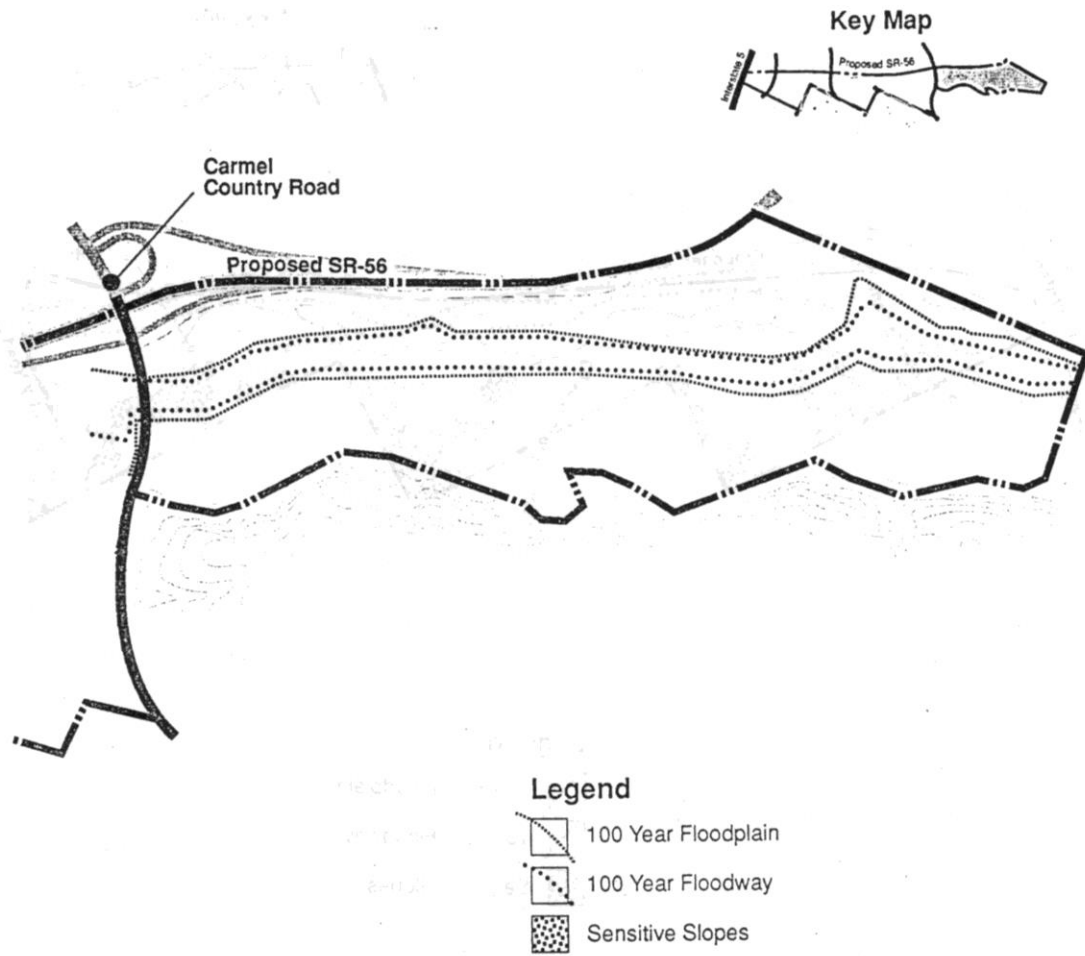
- The development unit precise plan must be in general conformance with the North City West Community Plan objectives and proposals in terms of overall density, neighborhood concept, major open space delineation and major and collector street patterns;
- Illustrate the complete circulation system, including local streets and transit, and further indicate how the system will relate to the total North City West circulation system;
- Illustrate a system of separate bicycle and pedestrian pathways linking the neighborhood center with the residential areas and open space system and also illustrate how these pathways can link to the town center;
- Contain data describing the housing balance projected regarding the quantity and/or proportion of low and moderate income housing, as well as a plan describing efforts to be made to maintain an ethnic and racial balance;
- Contain a detailed design plan for the layout of the neighborhood center including shopping area and uses, 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 are);



- Legend**
-  100 Year Floodplain
 -  100 Year Floodway
 -  Sensitive Slopes



Environmental Constraints Map
Carmel Valley Neighborhood 8
Figure 3



**Environmental Constraints Map
Carmel Valley Neighborhood 8
Figure 4**

- 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 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 North City West 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 North City West Community Plan provides guidelines, proposals and concepts for the future development of the entire North City West community. The precise plan is used by the individual neighborhoods, within the larger North City West 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 EIR and the 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 North City West 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 North City West. 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 Carmel Valley on the community plan. The character of the valley, a long, narrow piece of property, somewhat separated from North City West by Carmel Valley Road 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 a centrally located school, park, and commercial center.

This precise plan will involve the development of the south-central portion of North City West. 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 long and narrow, 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 of North City West. The proposed road system and pedestrian and bicycle linkages are discussed in Chapter V, Circulation Element.

Although the development units within Neighborhood 8 will be separated from each other by physical barriers such as roads and the individual neighborhoods, within the 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 North City West 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.

Table 1 Palacio Del Mar Land Use Acreage Analysis		
Proposed Use	# Dwelling Units	Total Acres
Single-Family (SF-4)	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 SR-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

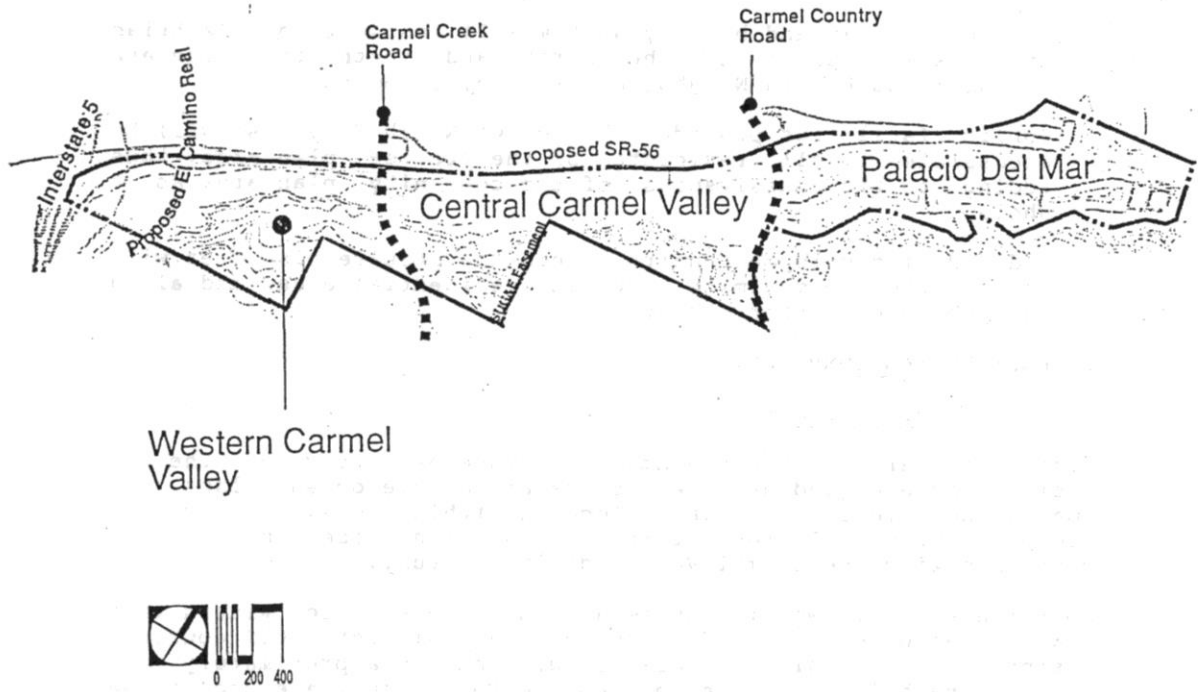
Central Carmel Valley, consisting of approximately 158 acres, is bordered on the east and west by Carmel Country Road and Carmel Creek Road, respectively. The residential density within this portion of the precise plan area will be medium density multifamily development. It is likely that the area will be developed with duplexes, fourplexes, and other types of clustered multifamily 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 (M-F) Enhanced	348	25.00
Floodway Major & Collector Streets & Freeway		63.59
SDG&E Easement		11.15
Sensitive Slopes/Open Space		10.51
		<u>88.20</u>
TOTALS	348	198.45

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'/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 40.16 Acres
Single Family (SF-2)		
Enhanced Floodway	70	14.00
Major & Collector Streets & Freeway		40.16
Sensitive Slopes/Open Space		33.58
		44.68
TOTALS	70	132.32



Project Development Units
Carmel Valley Neighborhood 8
Figure 5

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 North City West Community Plan calls for the implementation of a balanced community housing program consistent with Council Policy 600-19. While North City West 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

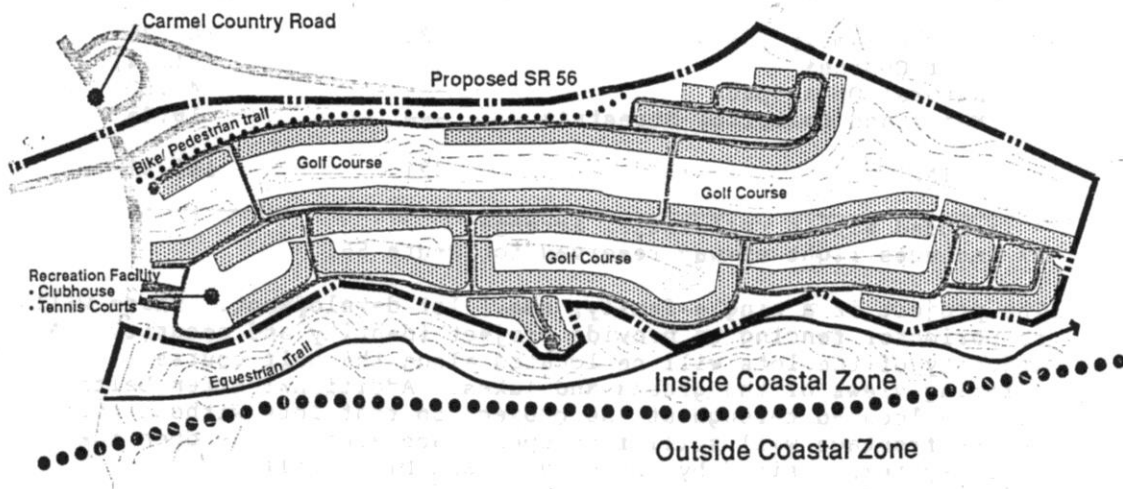
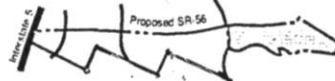
	Total Acreage	Residential Acreage	# of DU's	% of Total Neighborhood	Persons */DU	Estimated Population
Palacio Del Mar	165.31	65.92	421		2.0	842
Central Carmel Valley	198.45	25.00	348		2.5	870
Western Carmel Valley	132.32	14.00	70		2.8	196
PRECISE PLAN AREA TOTALS	496.08	104.92	839			1908

*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,

Key Map

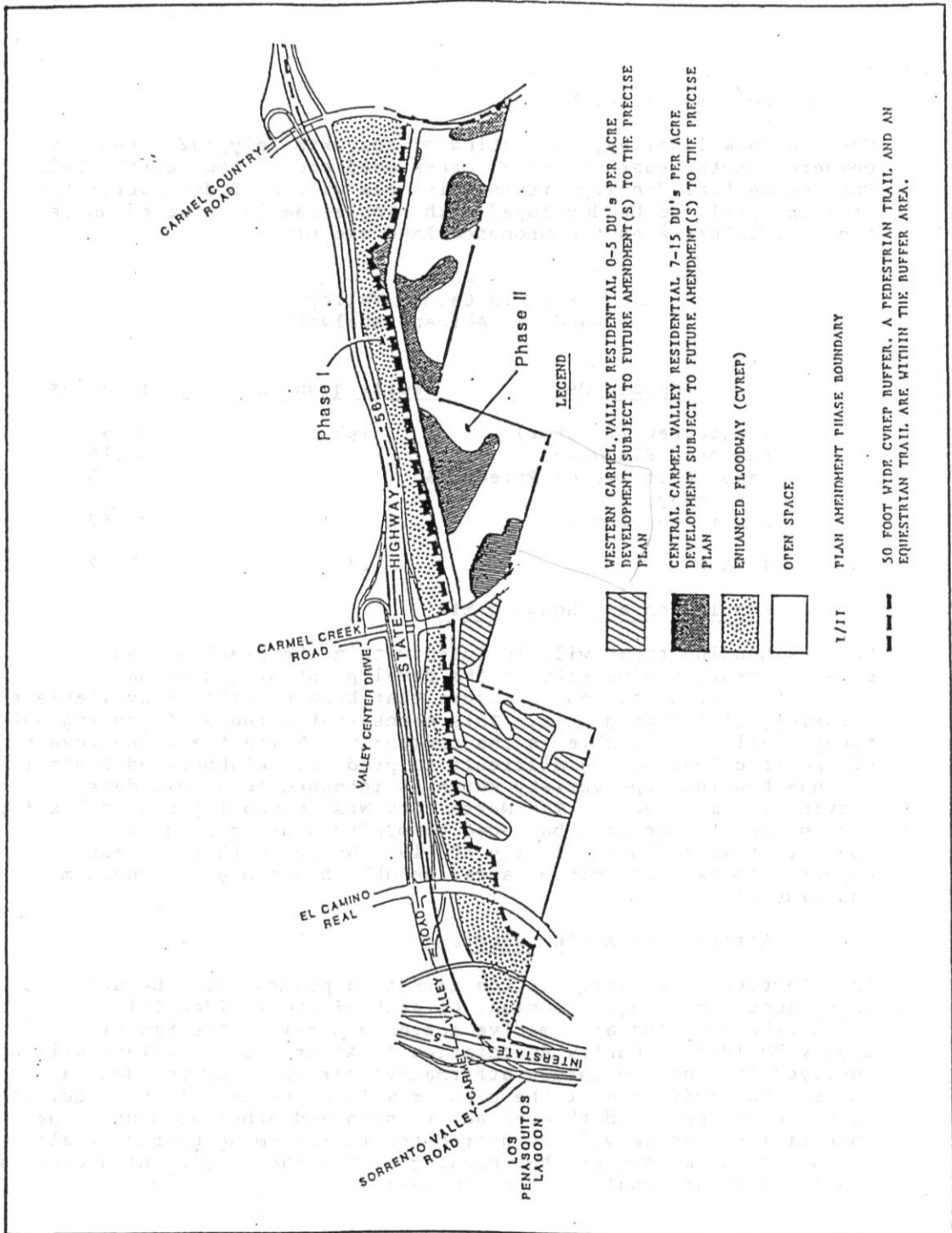


Legend

-  Residential 7 DU/AC
-  Open Space



Land Use Plan
Carmel Valley Neighborhood 8
Figure 6



**PROPOSED DEVELOPMENT UNIT 8 PRECISE PLAN,
LAND USE**

Environmental Quality Division
CITY OF SAN DIEGO • PLANNING DEPARTMENT

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 over-ride 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 North City West 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 Carmel Valley. The floodway of Carmel Creek is, and 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 SDG&E 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.

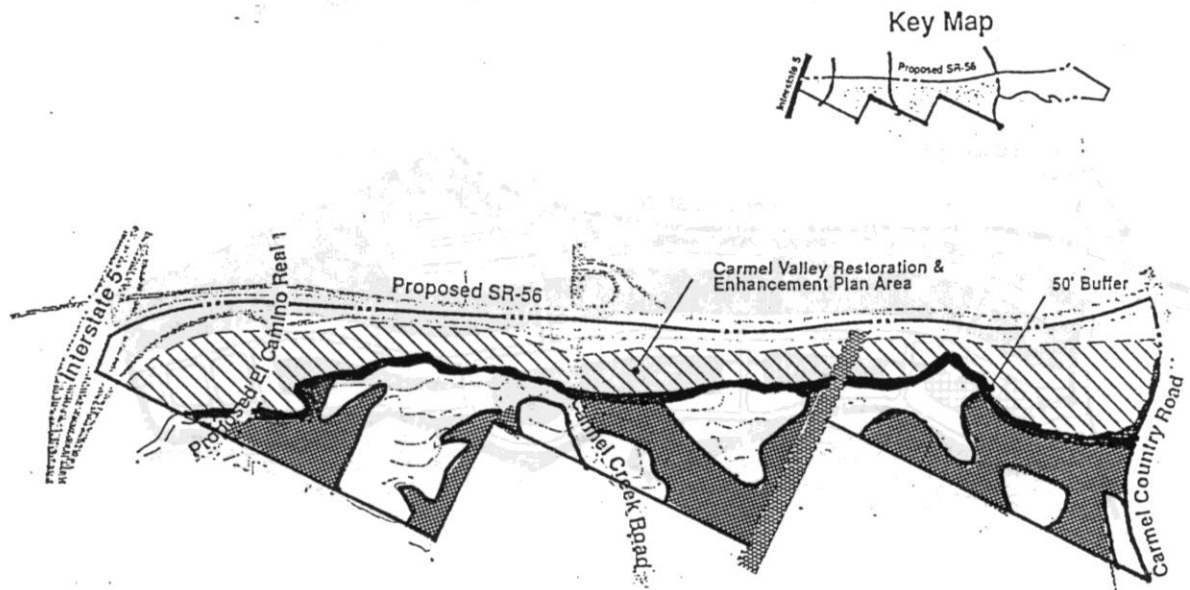
The floodway will receive various treatments throughout the precise plan area. In eastern Carmel Valley, the floodway is occupied by a golf course, Palacio Del Mar. In central and western Carmel Valley, the floodway will be enhanced with riparian vegetation.



1. ENHANCED FLOODWAY

The North City West 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 Peñasquitos Lagoon.

In conjunction with the SR-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 I-5. The project will include a 50-foot-wide buffer area on the south rim of the floodway.

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.

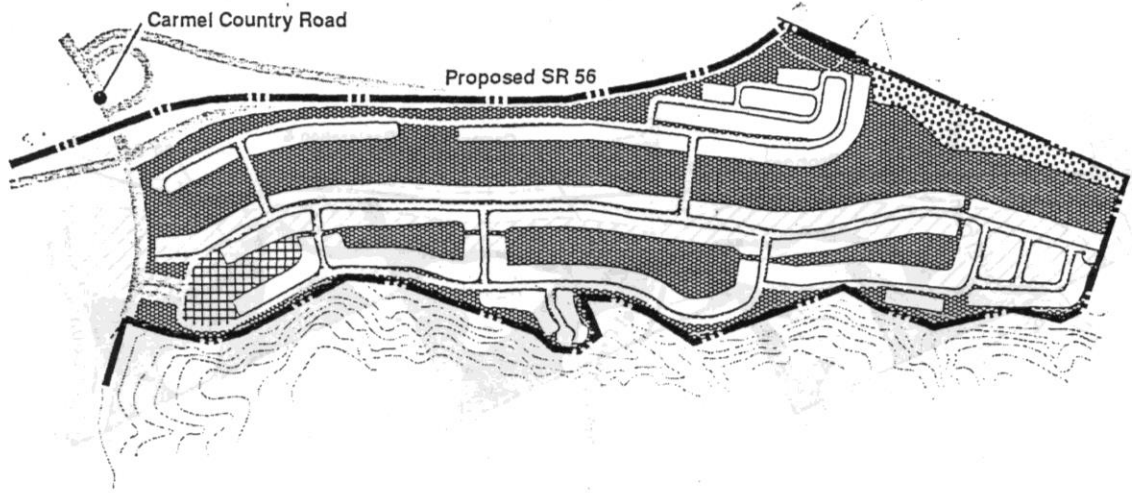
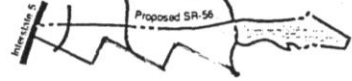


- Legend**
-  Natural Open Space
 -  SDG & E Open Space
 -  50' Buffer
 -  Enhanced Floodway



Open Space Plan
Carmel Valley Neighborhood 8
Figure 8

Key Map



Legend

-  Natural Open Space
-  Developed Open Space
-  Recreation Area



Open Space Plan
Carmel Valley Neighborhood 8
Figure 9

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 Peñasquitos Lagoon from the channel reach itself. Sediment yield from the watershed would be substantially reduced. The channel bottom would be 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 five-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 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 creek bed, 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.

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 Engineering and Development Department would be the responsible agency during the monitoring period, with funding coming from the existing North City West FBA program.

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

A. BUFFER AREA

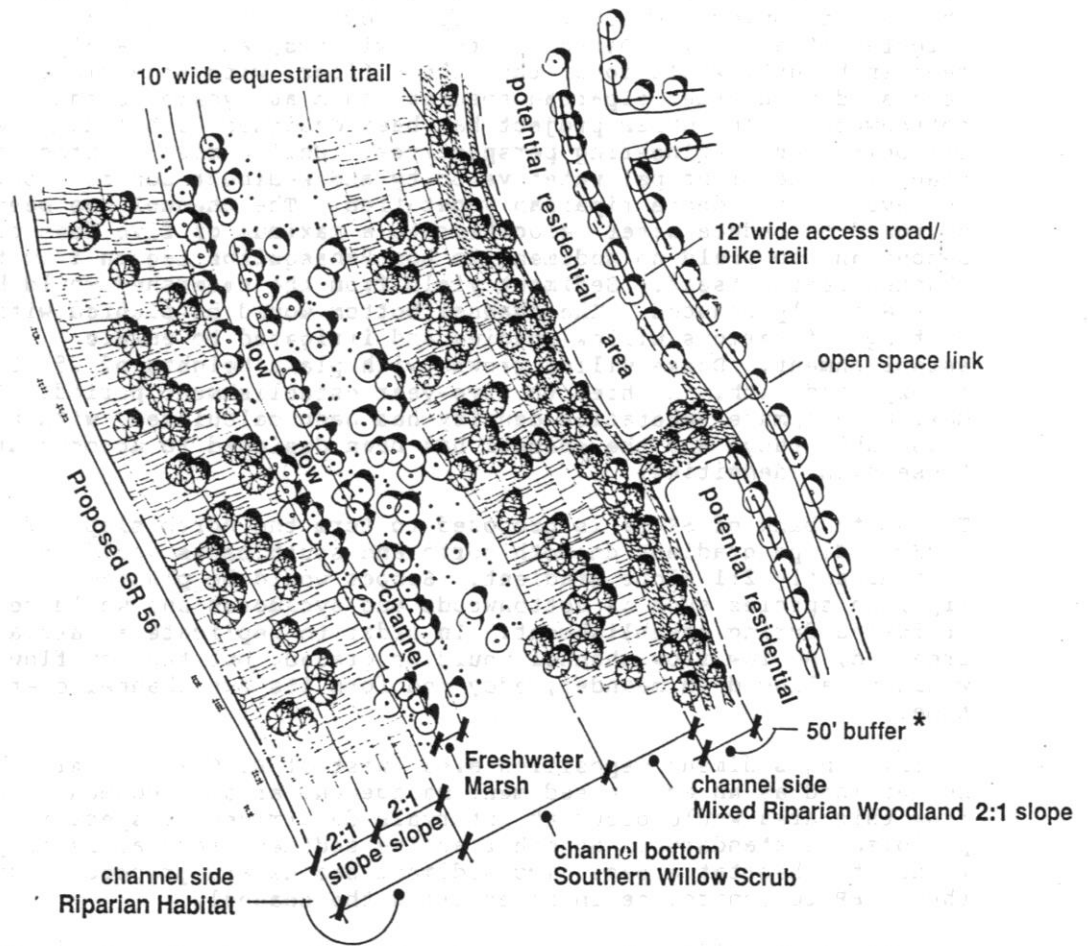
Along the south rim of the enhanced floodway, a 50-foot-wide buffer area is proposed to protect the integrity of the floodway landscaping and improvements. A temporary 6-foot-high chain link fence would be constructed along the common boundary between the floodway and the buffer. The fence would be maintained 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 North City West Landscape and Lighting Maintenance District.

B. WETLANDS/BUFFERS

Any additional wetlands in the community (i.e., any wetlands located outside the enhanced floodway area) as are currently delineated by the California Department of Fish and Game, U.S. Fish and Wildlife Service or U.S. Army Corps of Engineers, or are so delineated in the future, shall be protected from adverse impacts. Permitted uses within delineated wetlands shall be limited to the following:

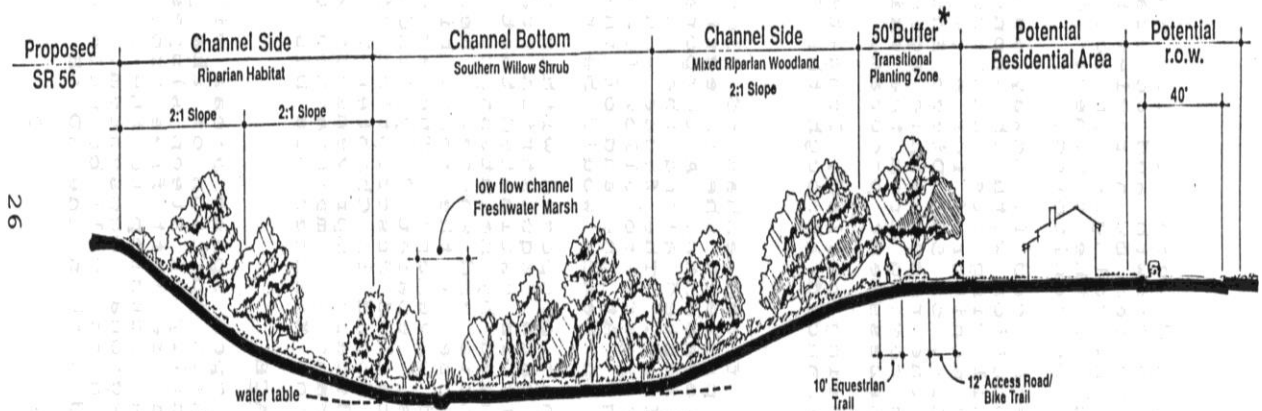
- 1 Aquaculture, wetlands-related scientific research and wetlands-related educational uses;
- 2 Wetlands restoration projects where the primary purpose is restoration of the habitat;
- 3 Incidental public service projects, where it has been demonstrated that there is no feasible less environmentally damaging location or alternative, and where mitigation measures have been provided to minimize adverse environmental effects.



* See Brush Management Requirements

CVREP Plan View
Carmel Valley Neighborhood 8
Figure 10

* See Brush Management Requirements



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CVREP Section
Carmel Valley Neighborhood 8
Figure 11

In addition, a wetland buffer shall be maintained around all wetlands a necessary and as appropriate to protect the functions and values of the wetland. Wetland buffers should be provided at a minimum 100-foot distance adjacent to all identified wetlands and 50-foot distance adjacent to riparian areas. The width of the buffer may be either increased or decreased as determined on a case-by-case basis, in consultation with the California Department of Fish and Game, taking into consideration the type and size of development, the sensitivity of the wetland resources to detrimental edge effects, natural features, such as topography, and the functions and values of the wetland and the need for upland transitional habitat. Developments permitted in wetland buffer areas shall be limited to access paths, passive recreational areas, fences and similar improvements necessary to protect the wetland, and such improvements shall be restricted to the upper/inland half of the buffer zone.

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.

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 the 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

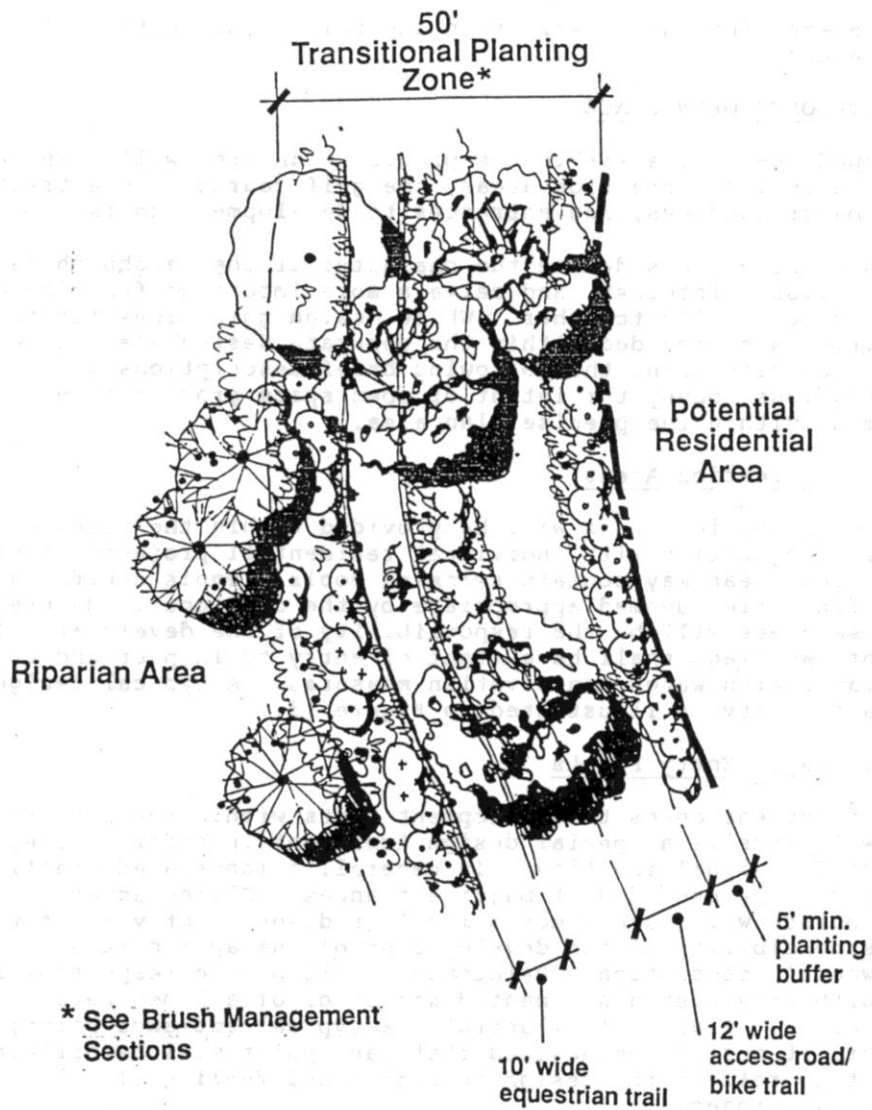
Each of the entrances to development units within the precise plan area will receive a special design treatment in order to create project individual identity. In general, a landscaped traffic island will be provided at major entrances. Slopes adjacent to entry points will have a maximum 3:1 gradient. Entry signs will be the responsibility of the developer or of the appropriate homeowners' association. Maintenance will be the responsibility of the North City West 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

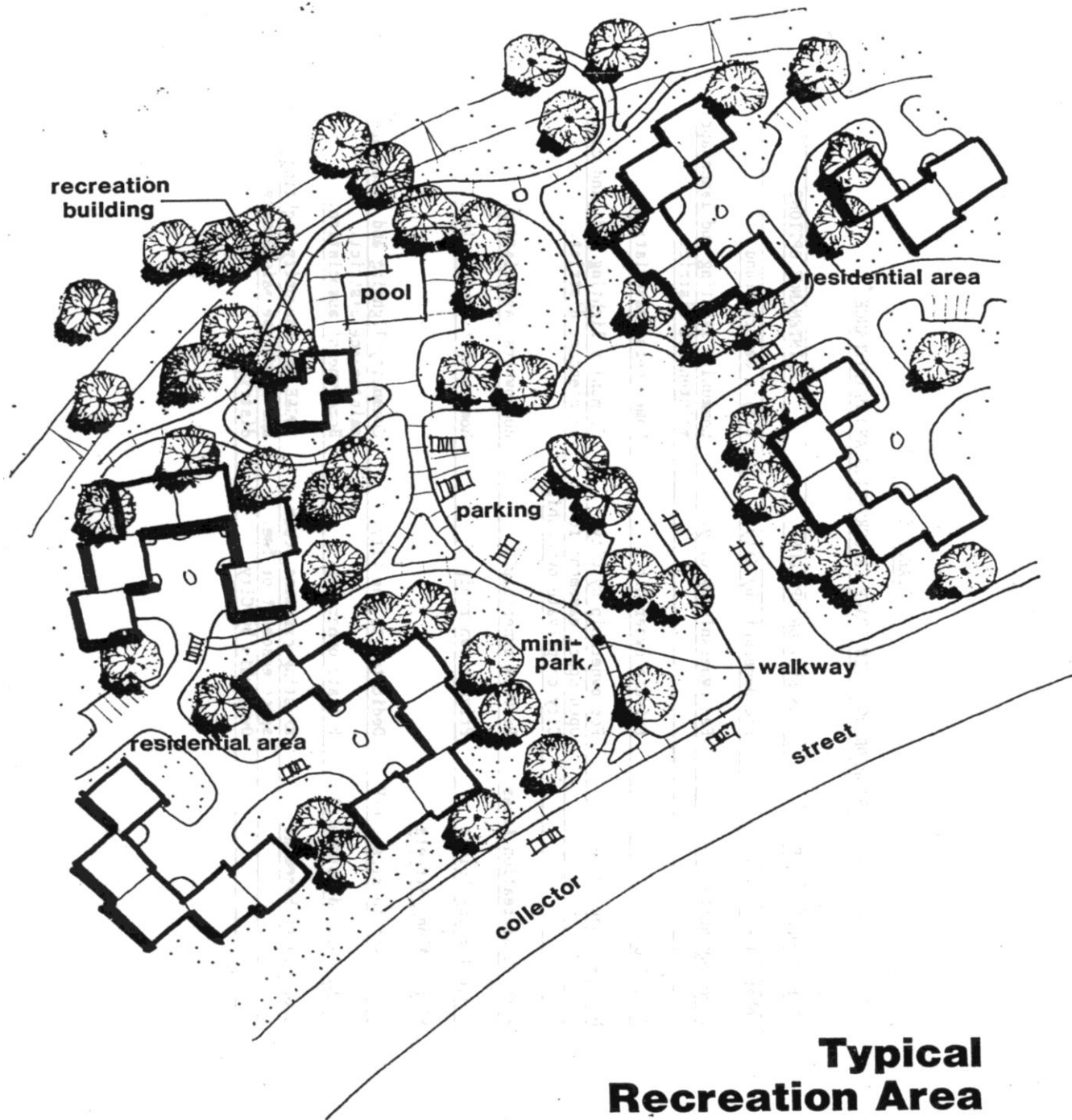
Slopes along major streets provide visual relief and interest to the general public traveling through the area. They become directional in nature and provide identity to the community. Typical engineered slopes should be discouraged with more natural landform grading utilizing variable slopes and/or variable landscape themes required for variation.

TABLE 5		
NEIGHBORHOOD OPEN SPACE PRESERVATION AND MAINTENANCE		
TYPE OF OPEN SPACE	PRESERVATION OPTIONS	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.
<u>Slopes Along Streets.</u>		
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.	SDG&E and community lighting district.

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.

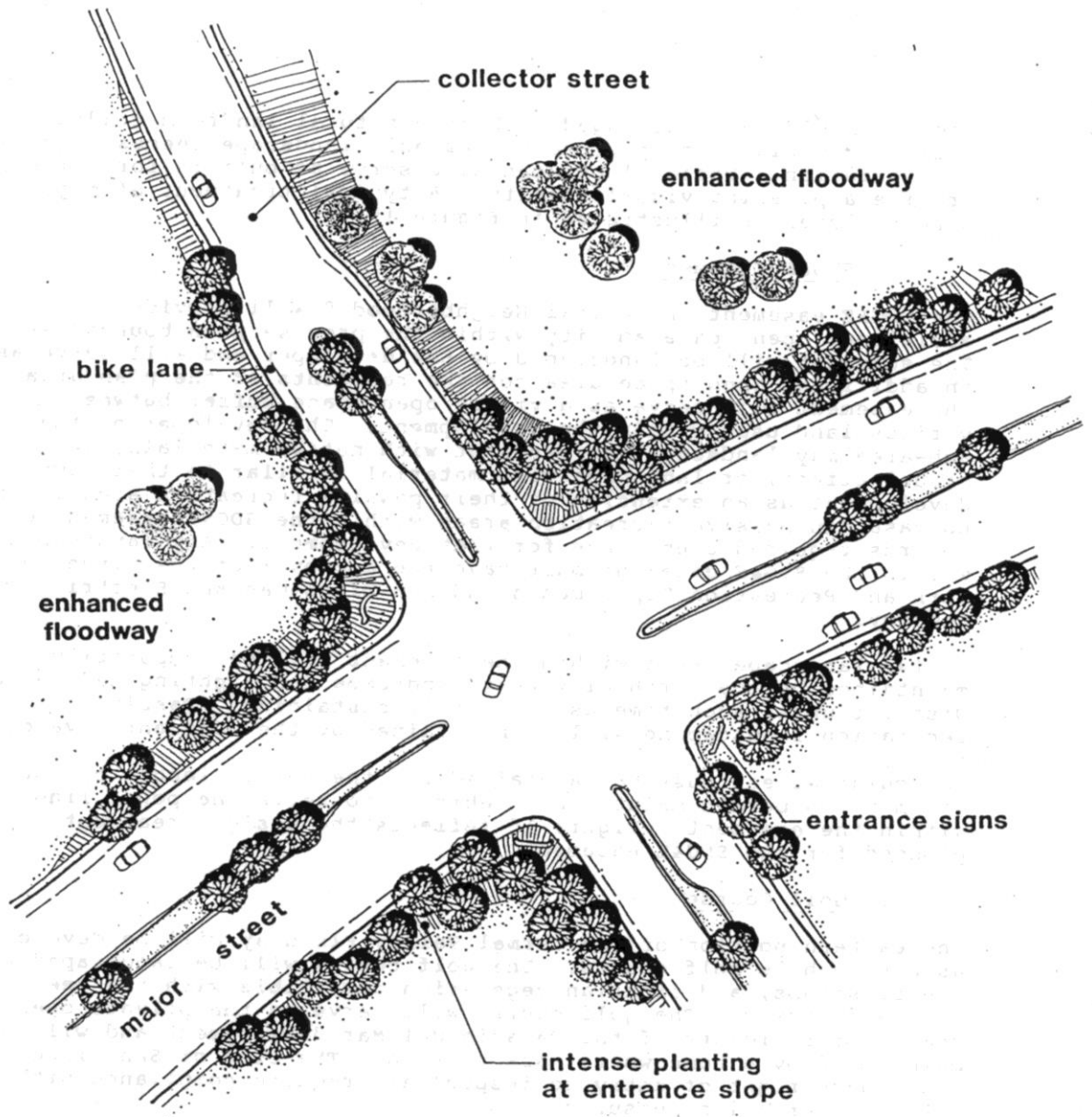


CVREP Buffer
Carmel Valley Neighborhood 8
Figure 12



Typical Recreation Area

Figure 13



Typical Entry Points

(CARMEL CREEK ROAD)

Figure 14

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 Planning, and Park and Recreation Departments, and SDG&E Company.

Native landscape areas within the easement will be temporarily maintained by the North City West Landscape and Lighting Maintenance District until such time as it is self-sustaining. 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.

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 North City West 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 North City West 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 North City West School Facilities Master Plan, the precise plan area, at buildout, would generate approximately 404-444 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

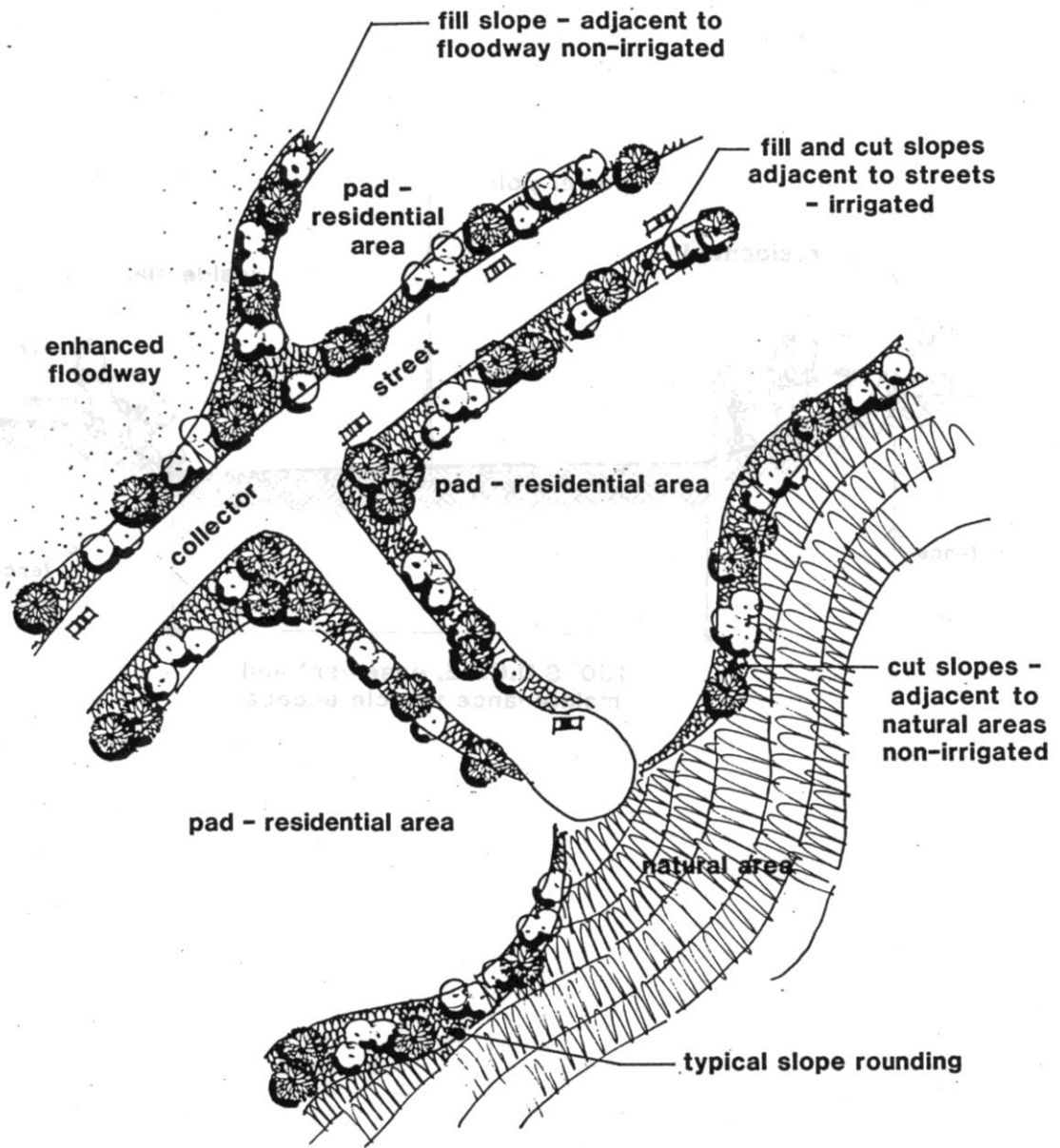
Water service in the precise plan area will be provided by the City of San Diego. Water facilities will be provided through the subdivision process and FBA in conformance with the North City West Community Plan, the North City West Public Facilities Financing Plan and subdivision requirements.

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 process in conformance with the North City West Community Plan, the North City West 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

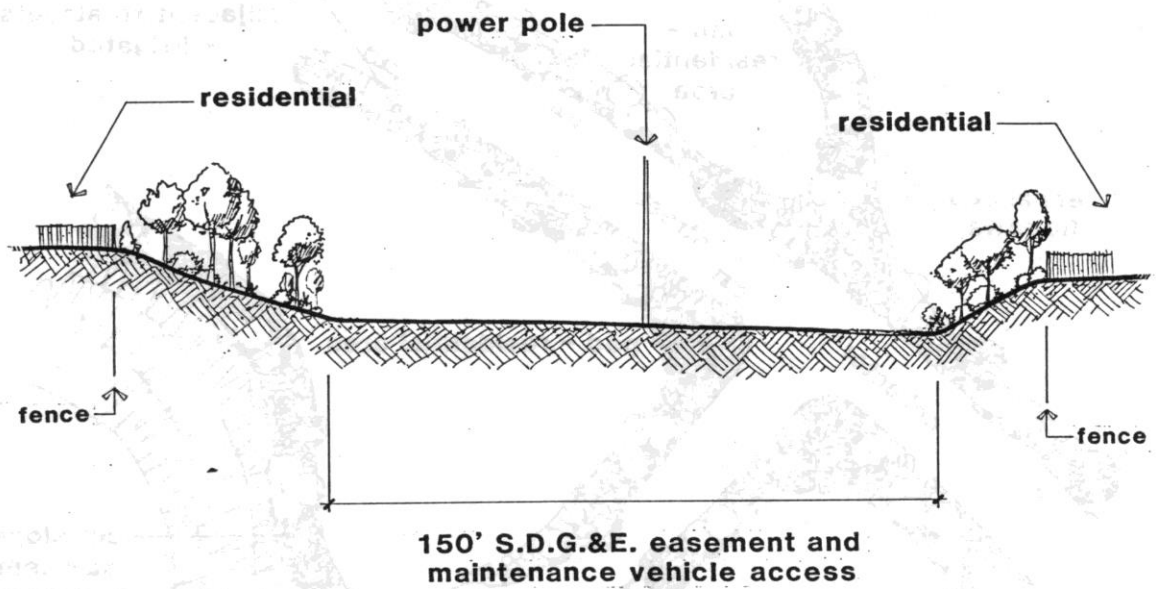
Police protection in the precise plan area will be provided by the City of San Diego Police Department from their northern area station located at 4285 Eastgate Mall. Landscaping of the precise plan area will accomplish utilizing “defensible space” concepts in order to discourage crime while at the same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



Note: See design element for plant material and objectives.

Slope Treatment

Figure 15



S.D.G.&E. Easement Design

Figure 16

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 off Del Mar Heights Road, west of I-5 at 13802 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 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 North City West. 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 will be provided through underground facilities installed in common trenches adjacent to power and telephone lines. The cable television lines will connect to individual service laterals and 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 a library branch building, to be constructed in the North City West 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 North City West 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 park lands and recreational facilities are located nearby:

- Torrey Pines State Beach.
- Torrey Pines Municipal Golf Course.
- Peñasquitos Canyon Preserve.
- Community park facilities to be developed in the Town Center, including a public swimming pool.

V. CIRCULATION ELEMENT

A. INTRODUCTION

The North City West 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 North City West community. This section describes Neighborhood 8s circulation system which is designed to provide connections to the community-wide 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 I-5 and SR-56 freeways. I-5 provides access from North City West 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 North City West to I-5. When upgraded to freeway status (SR-56) Carmel Valley Road will ultimately provide access to I-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 North City West community street system via the extension and improvement of El Camino Real, Carmel Creek Road, and Carmel Country Road. These roads will bridge the SR-56 freeway and connect Neighborhood 8 with precise plan areas to the north and south. Freeway interchanges are proposed at SR-56/Carmel Creek Road and SR-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 I-5 and running through the Western Carmel Valley Sub-area.
- CARMEL CREEK ROAD, 4-lane major street, running north and south, 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 SR-56 freeway, will provide the primary internal access to Neighborhood 8. The collector street is required by Planning and Engineering and the Fire Department to link Carmel Creek and Carmel Country Road. The collector may be downgraded or eliminated if approved by the Transportation/Traffic Engineering Division 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.

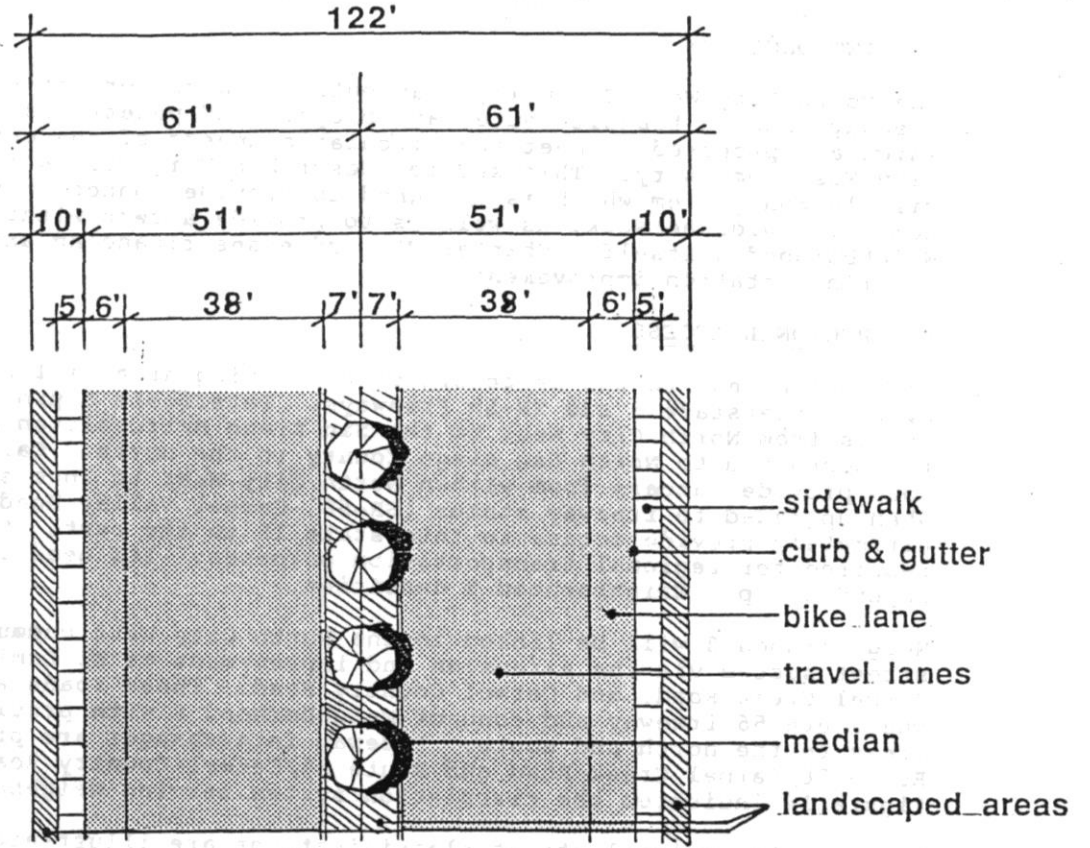
D. PARKING

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.

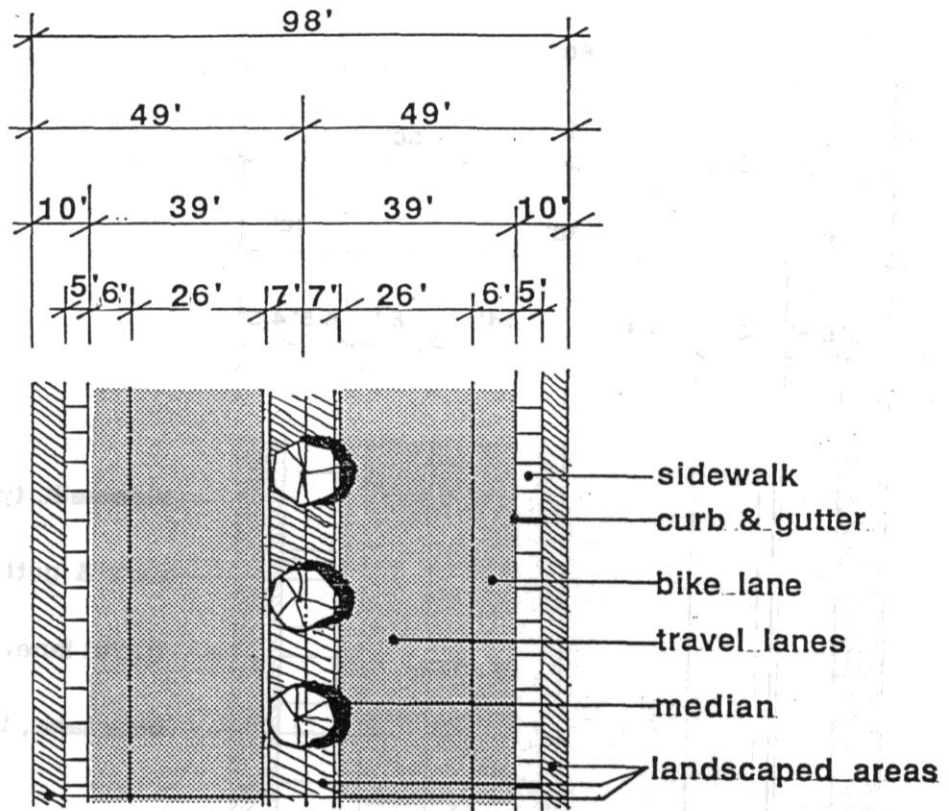
E. ALTERNATIVE TRANSPORTATION MODES

The North City West Community Plan stresses the importance of transportation alternatives to the private automobile, including public transit, bicycle travel and pedestrian movement. Complete transit, bikeway and 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.



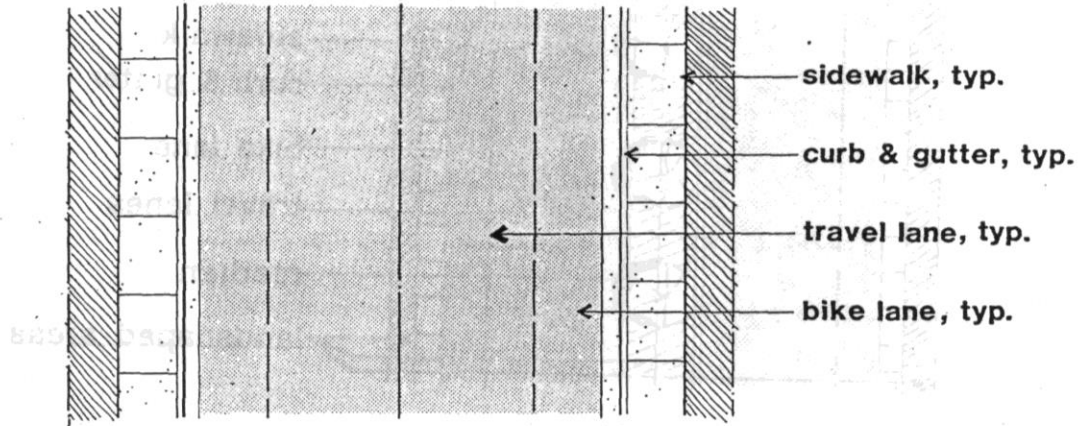
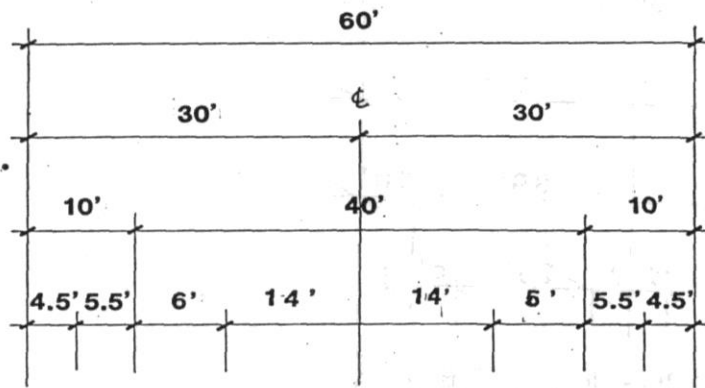
**Typical Six Lane
Major Street Design**

Figure 17



Typical Four Lane Major Street Design

Figure 18



Typical Collector Street Design

Figure 19

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). Route 160 will provide direct service from North City West 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 I-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 within North City West. 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 an 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.

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 community-wide 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

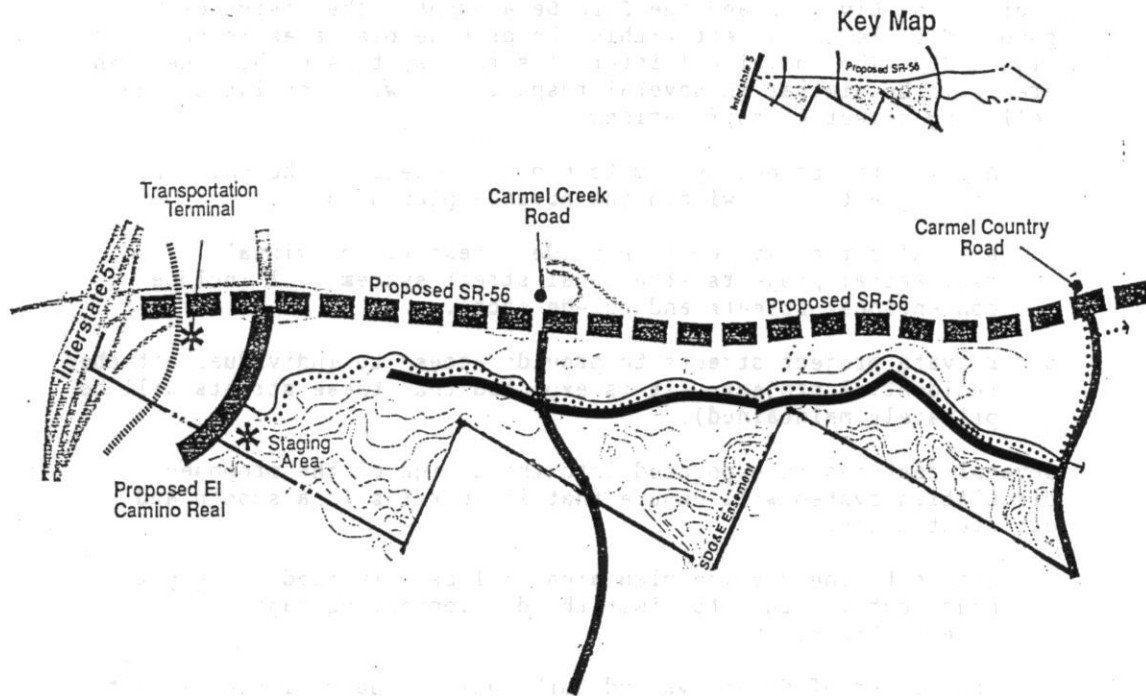
provided in the Carmel Creek buffer area in western and central Carmel Valley and will extend east to the Palacio Del Mar Sub-Area, eventually connecting with the Los Peñasquitos trail system. It will also provide links, primarily in the form of sidewalks, with the community-wide pedestrian circulation system.








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

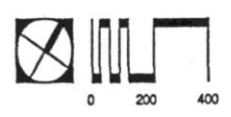
- Sidewalks, in conformance with City of San Diego requirements, within the rights-of-way of public streets including linkages to community pedestrian routes along prime arterials.
- A nature/hiking path along the floodway.
- A pedestrian walkway system incorporated within easements and manufactured open space areas.

4. Equestrian Trail System

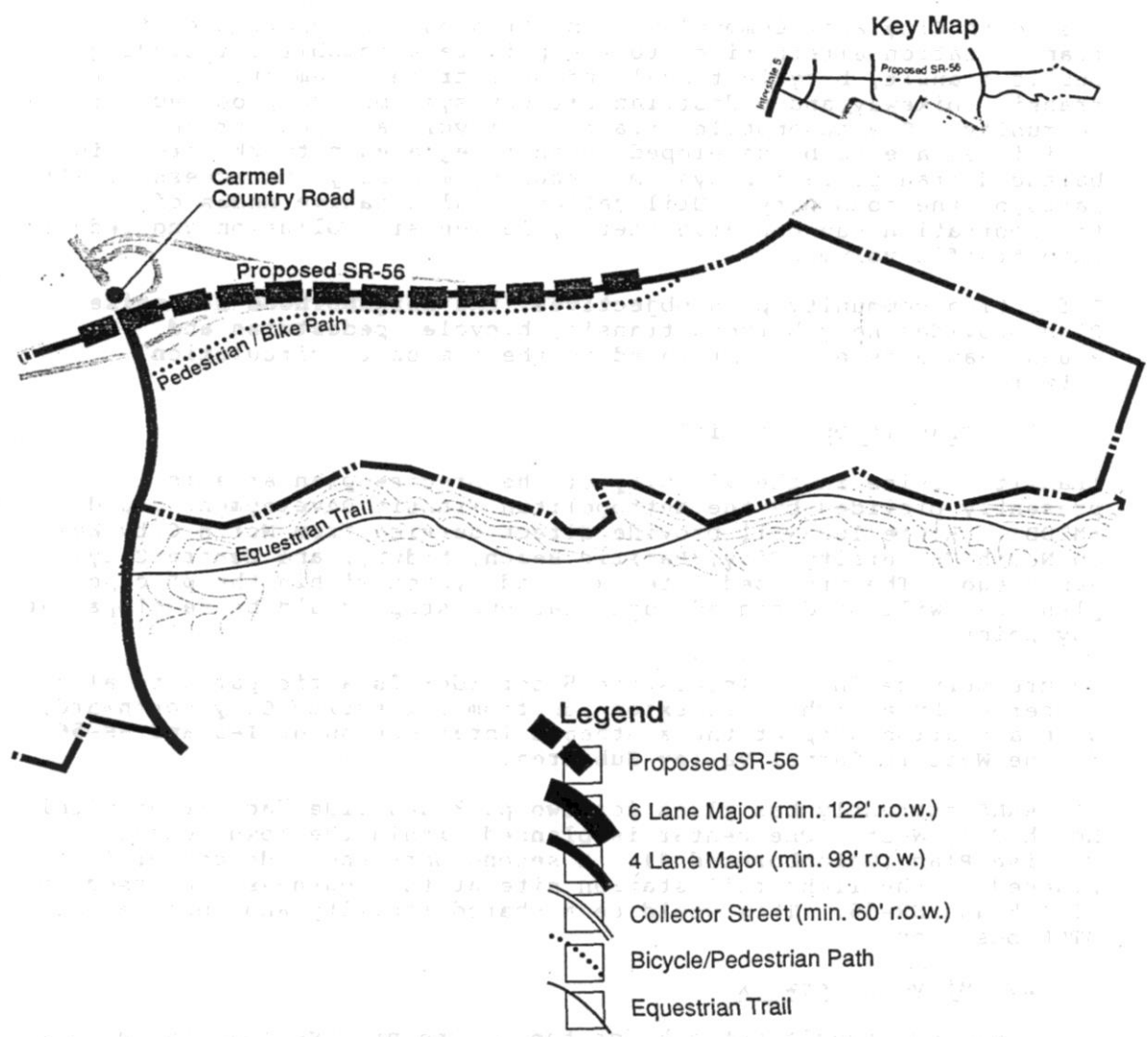
The equestrian trail system, also shown on Figure 22, will provide horseback riding opportunities to residents within the precise plan area. The major equestrian trail will be located south of Carmel Creek in the floodway buffer area. The 10-foot-wide trail will be gravel or dirt surfaced and will provide access to the equestrian trails expected to be developed as part of the Los Peñasquitos 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).



- Legend**
-  Proposed SR-56
 -  6 Lane Major (min. 122' r.o.w.)
 -  4 Lane Major (min. 98' r.o.w.)
 -  Collector Street (min. 60' r.o.w.)
 -  Bicycle/Pedestrian Path
 -  Equestrian Trail
 -  Light Rail



Circulation Plan
Carmel Valley Neighborhood 8
Figure 20



Circulation Plan
Carmel Valley Neighborhood 8
Figure 21

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 North City West, 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.

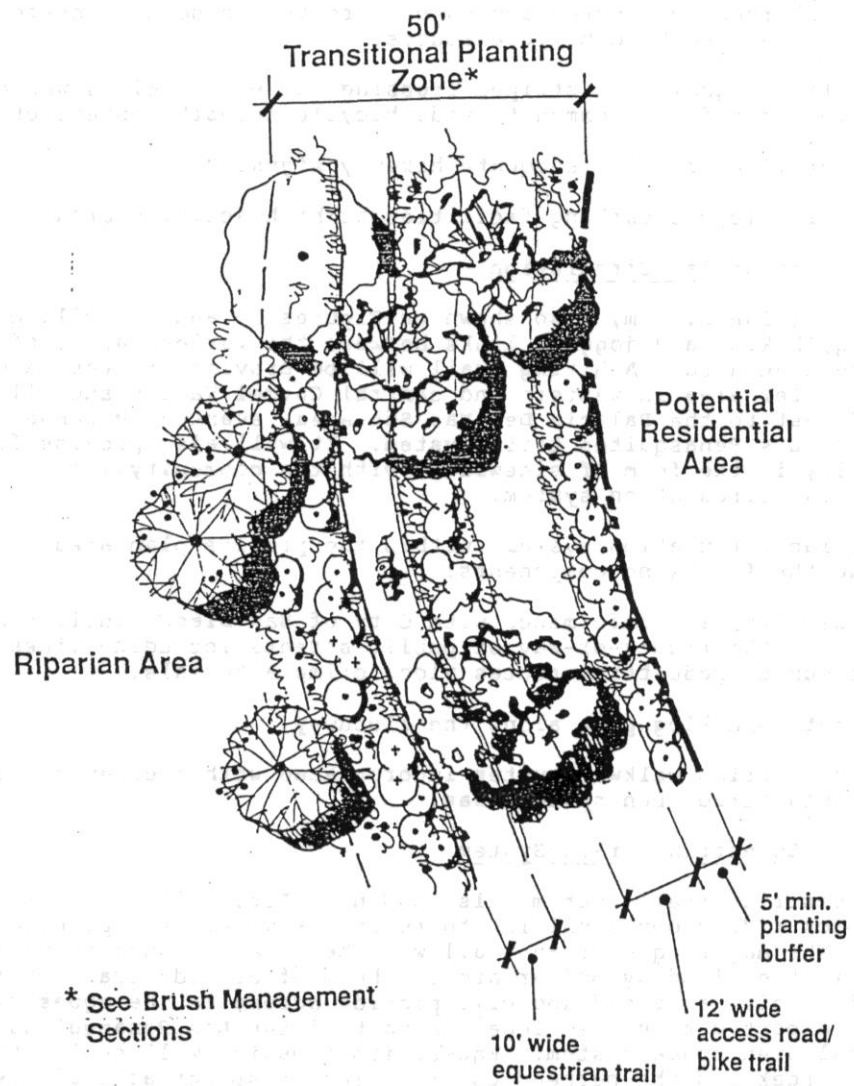
These design guidelines are not intended to restrict the creativity of designers of Neighborhood 8. Rather, they are formulated to guide the designer in a way that will provide the necessary continuity through the valley while granting the flexibility necessary to allow individual unit identity. Particular 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 North City West.
- Create a development that responds to the character of North City West and the physical and visual features of Carmel Valley.
- Maximize opportunities for views.



Carmel Valley Neighborhood 8
 Figure 22

- 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’ 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 method 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 feet 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.

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 Peñasquitos 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 24-hour 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 Park 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 lyon*

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 ovata
 - Raphiolepis sp.
- Trees
 - Acacia baileyana
 - Eucalyptus sp.
 - Cupaniopsis anacardiodes
 - Koelreuteria paniculata
 - Melaleuca leucadendra
 - Metrosideros tomentosa
 - Platanus racemosa
 - Schinus molle
 - 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 the 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 North City West 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.

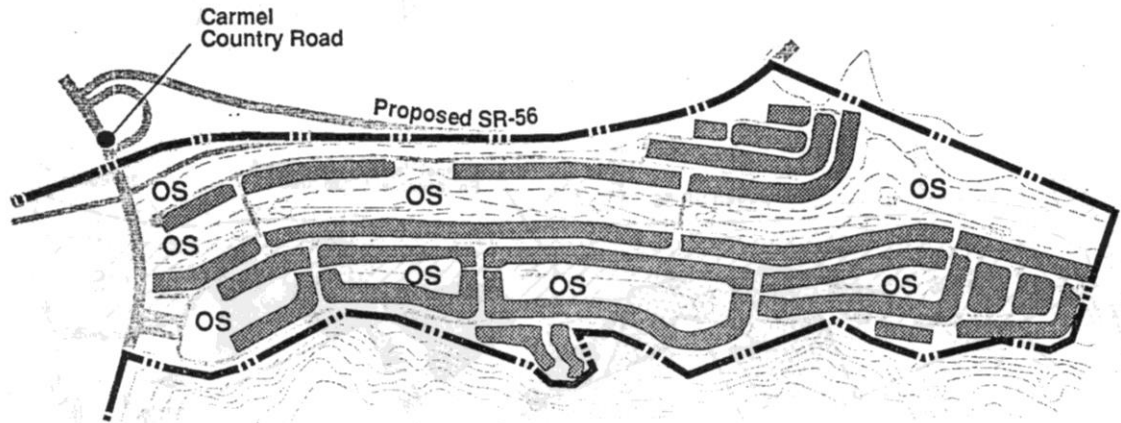
Table 6 Zoning		
Land Use Category	Zoning	Brief Zone Description
Single-Family –Palacio del Mar	SF-4	Minimum lot size— 3,500 sq. ft.
Multi-Family –Central Carmel Valley	MF-1	Maximum density to 15 units/acre
Single-Family –Western Carmel Valley	SF-2	Minimum lot size— 4,500 sq. ft.
Golf Course and Enhanced Floodway	OS	Open Space
Open space	OS	Open Space

* See North City West PDO for further description of specific zone regulations.

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

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..

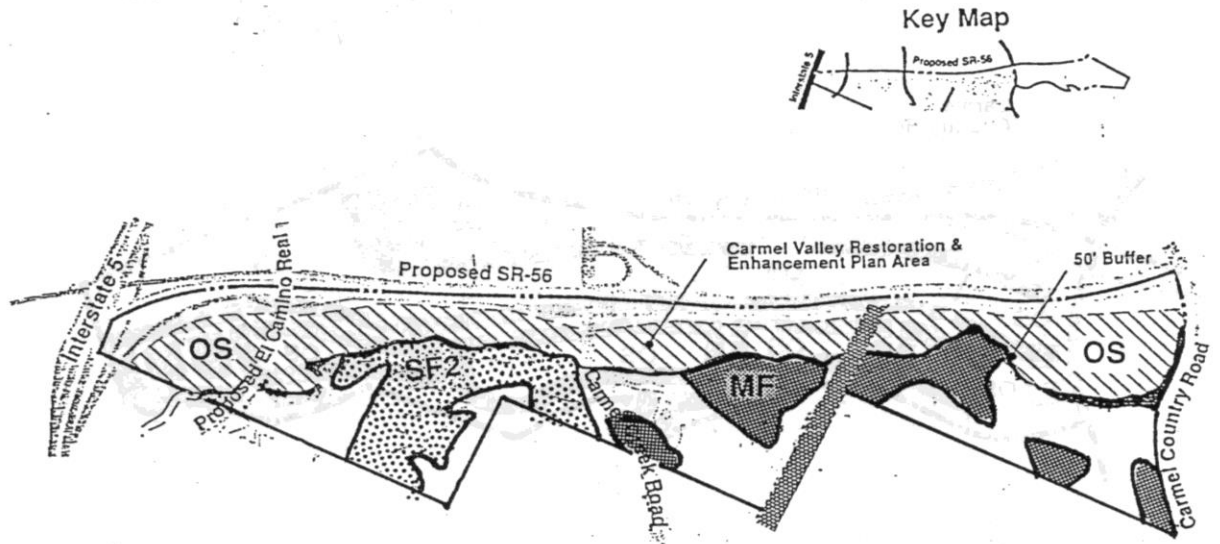


Legend

-  SF-4 Residential
-  Open Space



Zoning Concept
Carmel Valley Neighborhood 8
Figure 23



Legend

-  MF Residential
-  SF2 Residential
-  OS Open Space



Zoning
Carmel Valley Neighborhood 8
Figure 24

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 North City West 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 will be required.

Development plans, including site layouts, building elevations and floor plans and site landscape plans shall be approved by the 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 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 North City West Community Plan identifies Neighborhood 8 as a transitional area expected to be developed as part of Phase 1 or 2 of North City West. 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 North City West 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 illustrates 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 Peñasquitos 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 North City West 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 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 FBA and the school FBA 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. 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 off-site 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 FBA and the School Facilities Master Plan.

The Neighborhood 8 Precise Plan area would also be added to the North City West 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 North City West 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. NORTH CITY WEST 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 North City West.”

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 North City West 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 North City West 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 SR-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 North City West 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 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.” As illustrated in both narrative and graphic form throughout this document, the precise plan in substantial conformance with the objectives and proposals of the North City West 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 North City West circulation system."

Section V describes the complete circulation network, including the street system and transit. The ties to the total North City West 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 community-wide 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 EIR for Neighborhood 8 accompanies this document.