Otay Ranch

Village Design Plan
Villages One, Five and One West

ORIGINAL ADOPTION JUNE 4, 1996
AMENDED FEBRUARY 16, 1999

Otay Ranch
Village Design Plan

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Original Adoption June 4, 1996
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PART ONE
FRAMEWORK

Original Approval June 4, 1996
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SECTION I GENERAL PROVISIONS

I-1. Introduction

A. Purpose/Document Organization

This document meets the requirements set forth in the Otay Ranch General Development Plan/Subregional Plan (GDP) adopted by the City of Chula Vista and the County of San Diego on October 28, 1993. The concept for development of Otay Ranch is a carefully molded series of villages, blending neighborhoods, shops, and employment opportunities with parks, schools and other civic facilities to fashion a community with a shared sense of pride and place. Since the village development concept is essential to the Otay Ranch community vision, village design plans address the special design considerations which will arise over time with development of each village. The GDP requires that a Village Design Plan be prepared for each village at the Sectional Planning Area Plan (SPA) level of planning. The design plan guides development and building/site design by defining the intended character of the village.

This document is comprised of several parts. Part One provides an introduction and general provisions which address overall design and administrative matters applicable to all Otay Ranch villages. Part One provides a description of the "village" development concept envisioned in the GDP for development of the Otay Valley Parcel of Otay Ranch. General design guidelines, addressing the context for village development specified by the Otay Ranch Overall Design Plan and presenting "generic" guidelines appropriate to the pedestrian/transit-oriented village development concept, are also included.

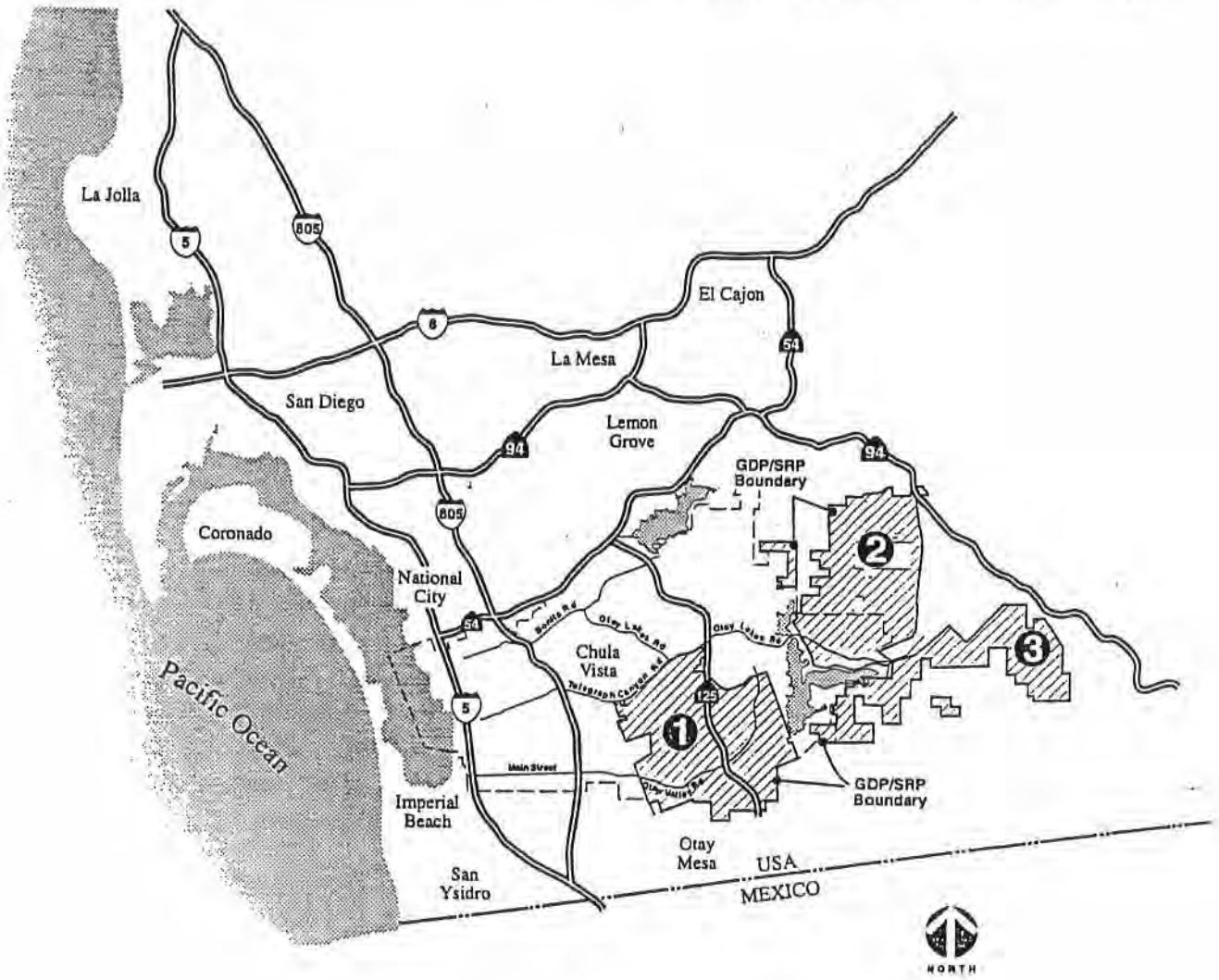
Part Two includes specific design guidelines for Village One. Detailed design guidelines for Village One, drawing from the general guidelines in Part One and applying them to the specific conditions within Village One are provided in Part Two.

Part Three provides the detailed guidelines for Village Five. Part Four provides the detailed guidelines for Village One West. It is anticipated that future SPAs will continue this format, adding sequential parts/sections which draw upon the overall concepts identified in Part One. Should any provisions of the Village Design Plan conflict with the GDP, the GDP shall prevail.

B. Background

The Otay Ranch comprises approximately 23,000 acres in southeastern San Diego County, located south and east of the current boundaries of the City of Chula Vista and west of the unincorporated community of Dulzura (Exhibit 1). It is comprised of three geographically defined parcels, each having a distinct character and identity. The Otay Valley Parcel is the largest parcel and is designated for the most intensive development. It is surrounded on the west and north by developed areas within the City of Chula Vista. The Proctor Valley Parcel and San Ysidro Mountains Parcel are located in the eastern portions of Otay Ranch. SPA One is located in the northern portion of the Otay Valley Parcel, immediately adjacent to existing development.

The GDP designates future land uses for the entire Otay Ranch within a framework of open space and major circulation corridors. It also defines the "village" as the fundamental building block for organizing land uses within this community framework. Villages are comprised of two basic components; a core area of more intense uses, the Village Core, and surrounding areas of residential uses, the Secondary Area.



Legend

1. Otay Valley Parcel
2. Proctor Valley Parcel
3. San Ysidro Mtns. Parcel

OTAY RANCH

REGIONAL LOCATION MAP

The Village Core contains commercial, public/quasi-public, mixed-use and medium-high residential land uses and serves as the focal point and commercial hub of the village. Village Cores are centered around a main street or plaza, surrounded by retail/commercial, residential, or mixed-use buildings. Neighborhood parks and other civic or community uses, such as churches, child care or senior centers are also located within the village core. The Secondary Area contains a series of residential neighborhoods located outside of the Village Core, providing a range of predominately single-family housing opportunities.

The "village" also serves as an implementation tool. The GDP requires that a village or logical combination of adjacent villages be subject to Sectional Planning Area (SPA) Plan approval prior to development. The SPA Plan is intended to provide an increased level of detail to implement the goals, objectives and policies of the GDP for the individual village site and provide the specific development standards and regulations guiding actual construction.

While the GDP established community-wide land use designations and policies, it did not address design issues in any detail. As a part of the implementation process, the GDP required preparation of the Overall Design Plan to provide the community-wide design context for the villages and development areas which will comprise the community. The unifying community-wide design elements of the Overall Design Plan complement the design direction for each village, which is expected to have its own individual identity and sense of place. Each Village Design Plan addresses the diversity and individual design elements which will distinguish a village within the larger community of Otay Ranch.

The GDP requires the preparation of a Village Design Plan for each village, to be adopted concurrent with the corresponding SPA Plan. Parts Two, Three and Four of this document, which contain the Village Design Plans for Villages One, Village One West and Five, are the companion

design document to the Otay Ranch SPA One Plan. Subsequent parts/sections will be prepared for future SPAs as development progresses.

C. Related Documents

Although these Village Design Plans stand-alone, they have been prepared as a step in a specified implementation process for the development of Otay Ranch. As noted above, the Otay Ranch GDP is the foundation for community development and specifies additional plans and studies to be prepared during the implementation process. The Otay Ranch Overall Design Plan is the first implementation step specifically addressing design issues. These Village Design Plans represent the next step in the design refinement and implementation process, focusing on village level design issues and then focusing on the specific design concepts for each village, beginning with Village One, Village One West, and Village Five (SPA One). The separate Sectional Planning Area (SPA) Plan similarly refines and implements the land use plans, goals, objectives and policies of the GDP within the same project area.

The Planned Community (PC) District Regulations which establish land use districts and appropriate regulations (zoning) for all construction within the project area are included in the SPA One Plan. Together, the GDP, Overall Design Plan, the SPA Plan, PC Regulations, Village Design Plan guidelines and Village Core Master Precise Plan will be used to evaluate individual development projects within SPA One for compliance with adopted land use polices, regulations and design intent.

I-2. Design Review Process

A. Purpose

A formal design review process has been established to ensure all development within Otay Ranch is consistent with the Overall Design Plan, the applicable village design plan,

and the design and development standards of the City of Chula Vista or County of San Diego.

B. Specific Requirements

The design review process includes two integrated procedures: design review and approval by the master developer and review and approval by the City of Chula Vista and/or County of San Diego, depending upon location/jurisdiction within Otay Ranch. Essentially, the process requires the builder to formulate the design for their parcel and review it with the master developer prior to formal application and review of final designs by the City or County. The City of Chula Vista requires Site Plan, Landscape and Architectural Review for small lot single family, multi-family and non-residential projects. While the County has similar processes, they are not addressed in this document. Following the initial consultation with the master developer, the formal review and approval processes with the city/county and master developer may occur concurrently. However, final city/county approval shall be contingent upon prior Master Developer approval.

1. Otay Ranch

Master Developer review and approval is intended to ensure that the builder's intended product and designs meet the standards and criteria for the entire planned community. The items to be included in the builder's design submittal package are listed below.

Preliminary Architectural Plans

- Schematic floor plans (1/4" scale min. with overall dimensions)
- Schematic unit elevations (1/4" scale min. - front, rear, side and color and material callouts)

- Typical schematic street elevations - minimum 6 units shown in elevation (1/8" scale min.)

- Color and materials sample board

Preliminary Site and Landscape Plans

- Preliminary site plan with tabulation of units, parking, and view analysis (1"=40' or 1"=20' scale, depending on parcel size)

- Conceptual grading plan with cross sections

- Conceptual landscape plan with plant materials list and sizes (1"=20' scale)

Following acceptance of the proposed schematic design, a continuing exchange of information will be expected as the design is finalized and the city/county review process begins. Final public agency approved plans shall be provided to the master developer for their records.

2. City of Chula Vista/County of San Diego

The requirements of each agency are fairly typical, however, each builder and/or his consultants should contact the city or county for current, specific requirements. The design review process with the Master Developer should be initiated prior to formal review by the agency.

The standards and requirements for Site Plan and Architectural Approval are provided for in the SPA One Plan Planned Community District Regulations [SPA One Plan, Part III, Section VIII (4)]. Specific requirements for application and review procedures are published in the Zoning Ordinance for each jurisdiction.

The City of Chula Vista has published a "Design Manual" which includes design guidelines for small lot SF and MF residential, commercial, and industrial development, along

with sign design and placement guidelines. The City has also published a "Landscape Manual" which describes the landscape review process and provides standards, requirements, and guidelines for landscape design. The Chula Vista Landscape Manual also includes specific standards for landscape and irrigation improvements. Both manuals should be carefully consulted prior to preparing or submitting plans to the City. The City of Chula Vista Draft Brush Management Program standards should also be incorporated. The approved Master Precise Plans for Villages One and Five detail specific guidelines for site development in the two village cores.

I-3. Village Development Concept

The Otay Ranch GDP defines the pattern of villages which will comprise the developed community. The villages concentrate both higher intensity land uses and "people activities" toward the Village Core, with densities generally decreasing away from the Core area. This organization of land uses promotes pedestrian travel internally and supports transit opportunities for external trips. The design creates a sense of community within each village by attracting village residents to the Village Core for social activities, commuting, public services and shopping. Residential neighborhoods surround the Village Core and connect to it by pedestrian and vehicle circulation systems. The purpose of the village design is to provide an efficient and comfortable living environment for its residents.

The Otay Ranch GDP identifies urban villages, specialty villages, and rural estates planning areas. Urban villages are located within the Otay Valley Parcel. These villages are transit oriented, with higher densities and mixed uses in the Village Cores. An emphasis is placed on transportation and circulation alternatives to the automobile, including transit (bus and light rail), electric carts, and pedestrian and bicycle facilities.

Roadways and land use connections facilitate bus service to the Core(s) and light rail transit stations. Villages One and

Five (comprising SPA One), and Village Six, Freeway Commercial, Eastern Urban Center and Village Nine are located on the proposed light rail transit route, and include the highest residential intensities and commercial uses to enhance transit use.

The Proctor Valley Parcel includes a resort village, a golf-oriented village, and rural estate areas. The San Ysidro Mountains Parcel includes an estate village and rural estate area. Neighborhood commercial areas are included in the resort, golf-oriented and estate Village Cores, with limited medium density residential. The design of these villages will reflect a pedestrian friendly development concept (well defined and attractive pedestrian routes) but little transit orientation. The rural estate areas are located in the eastern-most portions of the project area and will be developed with a rural character that does not include increased residential densities, commercial uses, or a transit/pedestrian oriented concept.

In addition to defining the village types, the GDP includes a discussion of land use, design and character which establish a foundation for the more detailed design guidelines provided in both the Overall Design Plan and Village Design Plan(s). Applicable goal and policy statements are repeated below (in *"italics"*) to establish the context for the Village Design Plan.

A. Village Definition and Organization

The organization of land uses is the key to the village concept. Villages are comprised of two basic components: a central area of more intense uses, the Village Core, and surrounding areas of residential uses, the Secondary Area.

Village Cores contain Mixed Use and Medium-high Residential land use categories. Village Cores are focal points and commercial hubs of the village. Village Cores are centered around a main street or town square and include the following land uses: retail/commercial, higher density residential, neighborhood parks and other civic or community uses, such as churches, child care or community centers. Secondary Areas are comprised of residential neighborhoods surrounding the Village Core and provide a range of housing opportunities. Schools and neighborhood parks, preferably sited together, may be within the Village Core or Secondary Area to serve nearby residents.

Land Use Goal/Policies

GOAL: ORGANIZE LAND USES BASED UPON A VILLAGE CONCEPT TO PRODUCE A COHESIVE, PEDESTRIAN FRIENDLY COMMUNITY, ENCOURAGE NON-VEHICULAR TRIPS, AND FOSTER INTERACTION AMONGST RESIDENTS.

- *Master-plan each village consistent with the GDP goals, objectives, policies and standards.*
- *Include a variety of uses and housing types within each village to meet the needs of village residents.*
- *Establish a unique character and sense of place within each village.*
- *Phase villages to ensure the provision of adequate facilities and services.*

- *Accessory units are permitted on single-family lots within Villages 1-11, consistent with the provisions of the GDP.*

- *Land uses, roads and buildings shall be designed and located to encourage walking between uses and foster a pedestrian scale.*

- *Encourage a pedestrian-friendly village environment through the use of amenities such as:*

    - *Shaded streets*
    - *Street furniture*
    - *On-street parking*
    - *Buildings fronting the streets*
    - *Narrow streets*
    - *Reduced design speeds*
    - *Visible landmarks*
    - *Entries and porches facing the street*
    - *Commercial areas with zero front yard setbacks (build to line)*
    - *Plazas and courtyards in commercial areas*
    - *Multi-modal circulation systems*

B. Village Core

The primary village feature is the Village Core. The Village Core creates the land use relationships necessary to achieve the goal of a small town environment. Village Cores contain Mixed Use and Medium-high Residential land use categories as depicted within the GDP Land Use Map. Each of the Village Cores has been conceptually located on the GDP Land Use Map, and shall adhere to the following policies:

- *The Village Core is defined by the Mixed Use and Medium-high land use categories as depicted within the GDP Land Use Map, and may contain higher intensity uses, including:*

    - *Civic Presence and Community Purpose Facilities*

- *Village Square or Green*
- *Elementary School*
- *Commercial and Office Uses*
- *Transit Stop or Station*
- *Parking Areas or Facilities*

- *Village Cores should be centrally located, within approximately one-quarter mile of the majority of the village's population.*

- *The location and form of the Village Core shall reflect the physical constraints of the village and the village's relationship to surrounding land uses and the circulation system.*

- *The Village Core shall be precisely sited at the SPA level consistent with the GDP goals, objectives and policies. The actual location of a Village Core may shift from the conceptual location depicted in the GDP Land Use Map, as a result of more precise analysis of the following: circulation and access, visual access from arterial roads, transit service, market and service area considerations and the type of uses proposed within the Village Core.*

- *Community purpose facilities shall be provided in accordance with the provisions of Chapter 5 of the GDP.*

- *Landscape themes shall be used to help define village character.*

- *Village Cores of two villages may function synergistically.*

1. Mixed-Use Areas

The basic element of the Village Core is the mixed use area, depicted by the Mixed Use (MU) land use category. This designation is intended to concentrate activities to create a friendly small town environment, enhance pedestrian access, promote social interaction, discourage multiple auto trips and increase use of alternative modes of transportation.

Application of the Mixed Use (MU) land use category shall comply with the following policies:

- *Land uses permitted within the Mixed Use (MU) category may vary from village to village as appropriate.*

- *The mixed use area is a contiguous pedestrian area which includes the following activities:*

  - ***Retail/Office Uses:*** *These uses shall not front on circulation element roads.*

  - ***Elementary Schools:*** *Elementary schools shall be located within or adjacent to the mixed use area, where population warrants. However, elementary schools shall not be located so as to disrupt the contiguous retail uses. School sites are shown symbolically on the GDP Land Use Map to indicate the conceptual location. The specific location of schools shall be identified at the SPA level. Residential uses are permitted in the event the school sites shift from the mapped locations.*

  - ***Civic Presence Facilities:*** *Each village should contain one or more civic presence facilities within the Village Core. The architecture of civic presence facilities may be the hallmark of the character of the village and help create a focal point for village activity. (In some cases, a commercial building could be the focal point.) In some instances, civic presence facilities may also be "community purpose*

facilities" sized in accordance with the requirements of the GDP, Chapter 5.

- *Encourage mixed uses throughout the Mixed Use (MU) areas, including residential or office uses above retail uses.*

- *Uses such as, but not limited to, retail shops, professional offices, service commercial, restaurants, cinemas, health clubs, entertainment facilities, supermarkets and studios are permitted, along with attendant parking areas or facilities. Residential uses may be permitted above commercial uses.*

- *Commercial uses shall be sized to meet the day-to-day needs of surrounding villages. Uses which rely extensively upon regional markets, heavy autos or truck access, are not appropriate in the Village Core.*

2. *Residential Areas*

The residential character in the Village Core is of a sufficient and variable density to create the critical mass required to energize a Village Core area. The residential land uses within the Village Core are generally located in areas designated for Medium-high (MH) land uses. Some single family small lot, zero lot line and patio homes may be intermingled with the more intense uses.

- *Medium-high (MH) Residential uses shall be located in the Village Core, on two or more sides of mixed-use areas.*

- *Medium-high Residential uses shall be characterized by higher density townhouses, duplexes and stacked flats (stacked single story living units) with heights ranging from two to four stories, and some single-family uses.*

- *Limited single-family uses shall be permitted within the Medium-high category when interwoven with the other*

uses. These single-family uses shall utilize small-lot concepts consistent with the higher intensity character of the Village Core.

C. Secondary Area

The village areas outside of the Village Core are "Secondary Areas" predominately comprised of residential uses. The Secondary Areas are oriented to the Village Core, through the design of street, pedestrian and bicycle systems and alternative modes of transportation. Residents of this area will look to a Village Core for many goods and services.

- *Secondary Areas shall be areas outside of the Village Core, predominately comprised of residential uses.*

- *Outside the Village Core, densities shall generally decrease with distance from the transit station.*

- *Limited convenience commercial may be located outside the Village Core, but not at Village Entry Streets. These areas will be delineated at the SPA level.*

D. Transit Facilities

Each village is planned to facilitate alternative modes of transportation. The land use and circulation patterns of urban villages are organized around transit service and facilities. A significant alternate means of transportation is the light rail transit system. Several components of the GDP Land Use Plan encourage the use of transit, such as:

- *Light Rail Transit (LRT) rights-of-way shall be approximately located at the SPA level and will be conditioned for dedication at the Tentative Map level within Villages One, Five, Six, Nine and Planning Area Twelve.*

- *Trolley stops and/or stations shall be approximately located at the SPA level and will be conditioned for*

dedication at the Tentative Map level in Village Core areas.

The following policies are intended to ensure that Village Cores and surrounding areas are readily accessible to a variety of modes of transportation:

- *Villages shall provide for a variety of modes of transportation, including walking, automobiles, bus, light rail transit and bicycles.*

- *Transportation components, such as park-and-ride facilities, bus stops and the pedestrian walkways and bikeways shall be sited and designed to facilitate connections between transportation modes.*

- *Provide adequate space for bus service or a feeder network to support transit within each Village Core.*

- *A 25-foot transit right-of-way shall be approximately located at the SPA level and will be conditioned for dedication at the Tentative Map level within Village Entry Streets designated as transit routes.*

- *The design of transit facilities should complement the village architecture.*

E. Street System

The goal of the village street system is to promote pedestrian access and to direct through-village trips around the village. This goal will be achieved by creating a network of interconnected streets within each village. Multiple parallel routes to the Village Core provide shorter and more convenient routes for pedestrians, and alternate routes for automobile traffic.

The Village Street System shall comply with the following policies:

- *Access from villages to prime arterials/major roads should be limited to maintain prime arterials as high capacity regional connections.*

- *Provide four-lane road connections for pedestrians, automobiles and buses between villages, reflective of topographic conditions.*

- *Reduce through-village traffic by utilizing two-lane roads within villages (except for Village Entry Streets), and permitting levels-of-service less than "C," pursuant to GDP facility thresholds.*

- *Alternative routes within a village may be provided in a number of ways. The details of the circulation system for individual villages shall be prepared at the SPA level.*

Street sections and streetscape design guidelines are further addressed in Section II-1.B of this document.

F. Cart, Bicycle and Pedestrian Paths

Consistent with the primary objective to reduce the number of automobile trips, the internal road system is designed to accommodate cart travel. Carts may be electric or gasoline, but electric is preferred for air quality reasons. Cart travel is permitted on streets with posted speed limits of 25 mph or less. On roads where the posted speed limit exceeds 25 mph, separate trails or lanes are provided for cart use. Designated parking for carts will be provided in the Village Core and other significant destinations.

A system of local and regional bicycle and pedestrian paths is incorporated as a critical component of the Otay Ranch mobility system. Local paths are located within the villages and connect to the regional trails surrounding the project.

Separate off-street paths to accommodate both pedestrian and bicycle traffic are provided along the Village Entry Streets. Residential and promenade streets serve as bike routes, where bicycles share the roadway with other vehicles. A trail system is provided through open space areas. These looped trails will provide a variety of lengths for rides. In these areas, pedestrian, bicycle and equestrian trails may overlap in some areas.

G. Parking

Parking policies:

- *Parking facilities shall allow for easy pedestrian access.*
- *Parking facilities shall be segmented into reasonably sized areas to prevent vast expanses of asphalt.*
- *Parking facilities shall be located and designed for visual accessibility to the driving public.*
- *Parking lots should be designed to accommodate future redevelopment into buildings with integrated parking structures.*
- *Parking structures are permitted. Encourage ground floor retail use.*
- *On-street parallel or diagonal parking adjacent to sidewalks is encouraged. On-street parking is not allowed on the same side of the street as village greens and/or parks.*
- *Within the Village Core, parking shall be located on-street, to encourage pedestrian accessibility, and in locations which minimize large expanses of asphalt. Parking may be visually accessible from main thoroughfares, but shall minimize visibility by locating lots to the rear of buildings wherever possible.*

- *Primary building entrances shall be located on the main street wherever possible. Secondary entrances for large anchor buildings may be provided from parking lots located at the rear.*

- *Parking may be provided in structures with potential for use of the ground level for retail space.*

H. Village Parks

Pursuant to the GDP village policy, each village contains a neighborhood park, within or near the Village Core. The design and character of neighborhood parks should reflect the character of the village. Where feasible, parks should be located near civic presence facilities such as community purpose facilities or schools to encourage joint use of recreation and parking facilities. In addition to the Core park, other neighborhood parks are located throughout the village to satisfy the 3 acres/1,000 population local park standard. Park sites are shown symbolically on the GDP Land Use Map to represent the potential location. The precise location of these parks will be identified at the SPA level.

A four-tiered system of public parks is provided through town squares and neighborhood, community and regional parks. The City Landscape Manual should be referenced for specifics regarding park siting, design, and credit issues. In addition, the SPA One parks, recreation, open space and trails Master Plan addresses guidelines specific to parks in Village One, Village One West and Village Five.

Town Squares: Town Squares are located in some Village Core areas to serve the village residents. These parks average one to two acres in size. Town Square park facilities may include tot lots/playground equipment, turf areas, picnic areas and similar active and passive recreation areas and improvements.

Town Square parks will provide a focal point for the village center and reflect a pedestrian design and urban character due

to their proximity to higher-density residential and commercial uses.

Pedestrian Parks: Pedestrian parks are located to serve residents ideally within a 2-3 block radius within residential neighborhoods. These pedestrian parks average .5 to 2 acres and may include areas for informal sports activities, passive recreation facilities such as shuffle board, chess/checkers, picnic areas, smaller tot lots/playground equipment and ½ court basketball facilities. The pedestrian parks encourage walking access and provide an opportunity for interaction amongst residents.

Neighborhood Parks: Neighborhood parks serve the day-to-day recreational needs of local residents. Each neighborhood park should be sited in conjunction with a school site whenever feasible. Neighborhood park facilities typically include tot lots, parking, restrooms/maintenance buildings, court facilities, playground equipment and play areas. More intense uses should be considered in neighborhood parks located within the village cores of transit-oriented villages.

Community Parks: Community parks are to be located to serve the residents of multiple villages, shall be a minimum of 25 acres, and offer intense recreational facilities such as athletic complexes, sport fields, large swimming pools and areas for active and passive outdoor recreation. Activities and amenities may include softball, youth baseball, soccer, tennis, basketball, volleyball, racquetball, community buildings and group picnic or other activity areas.

Regional Parks: Regional parks are areas of significant natural quality used for nature oriented outdoor recreation, as well as passive and active recreation. The primary purpose of these parks is to preserve and interpret sensitive environmental resources. Regional parks may include recreational activities such as camping, riding and hiking trails, nature and interpretive centers, picnic areas, golf courses, active and informal play areas, and natural open space. According to the GDP, a regional park should be a minimum of 200 acres with a minimum of 50 usable acres for active recreation.

SECTION II GENERAL DESIGN GUIDELINES

II-1. Community Wide Design

As increments to the overall development of Otay Ranch, each village must reflect and be consistent with the design direction established for the community as a whole. This "design framework" is presented in the Otay Ranch Overall Design Plan. This section of the Village Design Plan identifies the major components of the community design framework set forth in the Overall Design Plan and establishes a design context for each village. This framework addresses the integration of developed areas with the natural setting for the project. This chapter also identifies an overriding design theme for the project and addresses street sections and streetscape design standards which will be implemented throughout the community.

In addition to the community-wide design issues, this section expands and builds on the GDP policies referenced in Section I. Chapter II-2 contains a comprehensive discussion of pedestrian/transit oriented development guidelines (generally land use and circulation issues) which are the foundation for the Otay Ranch village development concept. Chapter II-3 provides site development guidelines addressing generic site development issues, such as access and parking, land use transitions and building siting. This chapter also includes guidelines for special GDP issues, such as community safety and art and cultural facilities. Together, the guidelines in this section are intended to describe the design context for village development and serve as a general reference for design solutions/directions which are applied to specific situations in each village. In a general sense, this section should create a design vocabulary to be used by the authors of the individual village site solutions.

A. Overall Design Plan

The Otay Ranch Overall Design Plan identifies the major design influences which shaped the project, as described in the GDP, and establishes general design guidelines and standards for the project as a whole. The excerpts from the Overall Design Plan provided below also help to establish the design approach/philosophy to be implemented at the village level through Village Design Plans and Village Core Master Precise Plans.

The overriding design theme for Otay Ranch is to integrate developed areas within the natural environment; creating a network of natural spaces separating and surrounding the villages, while forming the basic structure for the community. The unifying design elements repeat and reinforce the natural landforms and landscapes of the Otay Ranch. These elements are primarily found within open space areas. The transitional environment between the natural areas and the developed villages will reflect a contemporary agrarian theme, more structured than the natural/naturalized areas, yet appropriate for the region. The village areas will each reflect an individual character and theme, with a more ornamental and urban landscaping theme than the surrounding areas of the Ranch.

1. Overall Design Elements

Design elements are the component parts which can be assembled to create the overall community design framework. Design elements for the Otay Ranch and their role in the Overall Design Plan are:

- Riparian Meander - Develop a strong physical and visual relationship with the watercourse system (valleys, lakes, ravines) which courses throughout the Ranch, forming edges, boundaries and open space.

- Mountain Landforms - Recognize setting and utilize the mountain landforms to form a dramatic eastern

boundary for the Ranch, and on a smaller scale, separate some village areas.

- Dominant Skyline Landscape Treatment - Create a landscape-dominant skyline at selected locations to enhance the visual cohesiveness of the Ranch.

- Major Streetscapes - Create a streetscape system to provide visual continuity between the three major parcels that compose Otay Ranch. Include variations on a basic theme to respond to street hierarchy and specific site conditions while providing a unifying design element.

- Signage - Create a signage system that unifies the Ranch and responds to identification needs, yet does not limit individual expression within the villages.

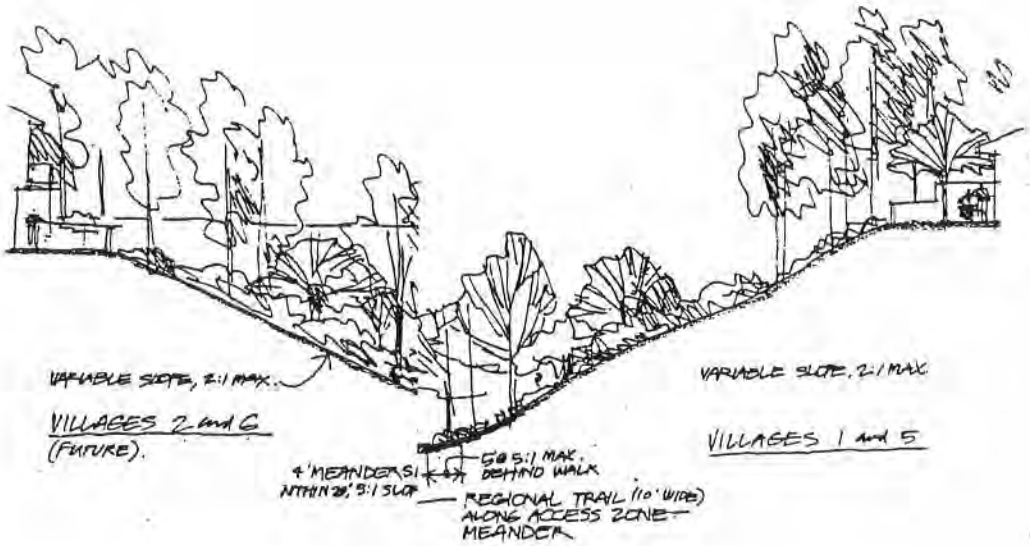
- Furnishings - Provide community fixtures and furnishings to complement and reinforce the cohesive community character established by larger scale design elements.

- Linkages - Establish a comprehensive regional trail system to accommodate walking, riding, hiking, biking and equestrian uses, as appropriate.

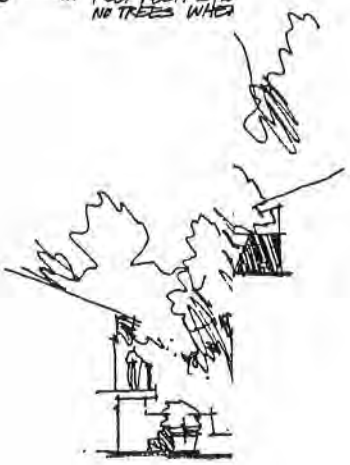
- Pedestrian Design - Emphasize pedestrian access and involvement at all levels.

The Otay Ranch Overall Design Plan should be consulted for further information regarding these design elements and their application within the Otay Ranch project as a whole. The Plan should also be consulted to determine the applicable elements to be considered at any particular location within the Ranch.

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ETSCAPE STUDY
PRIME ARTERIAL/RANCH RANCH-VILLAGES 1 and 5
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BURTON ASSOCIATES

2. Grading Guidelines

Although Otay Ranch will be highly urbanized in the Otay Valley Parcel, with significant grading occurring to create developable areas, the setting within which development will occur will remain largely rolling, hilly, open and natural. As outlined in the Overall Design Plan, the landscape concepts are designed to enhance this natural character and integrate it with the development areas. The following grading standards and guidelines from the Overall Design Plan are intended to respect the natural contours and landforms of the area, while recognizing the need to meet efficient, engineered grading standards. Grading will conform to the following guidelines:

- Where grading for roads or development occurs in the defined scenic corridors, contours should be carefully modulated and softened, blending with existing natural slopes to create a more natural and irregular appearance. Excessively long, uniform slopes shall be avoided.

- Where cut or fill slopes intersect a natural canyon or slope, contours should be radiused and blended without sharp or unnatural corners.

- In all areas where manufactured cut or fill slopes intersect with natural slopes, the transition should be made by rolling the top or bottom of the new slope to integrate the two conditions.

- In all areas where grading for development or roadways intersects a natural slope without cut or fill slopes (daylight condition) a rounded top or bottom of slope should be retained to blend the natural slope with the building or road pad. Minimum building setback from natural slopes will take brush management standards into consideration.

- Roadways - Siting of roadways, particularly in scenic corridors, will follow the guidelines listed above. Additionally, creating road alignments to meet natural contours with minimal grading and blending cut/fill slopes with natural topography will be required. When feasible, divided roads will be split vertically to soften the impact of grading and to maximize potential scenic views.

- Landscape - Planting of graded slopes with native and indigenous plant materials will blend with existing planting when adjacencies occur. The careful massing of the understory and tree forms, both in naturalized and more ornamental zones will visually soften the appearance of graded slopes.

3. *Viewshed Development Guidelines*

The Overall Design Plan also includes guidelines which address development visible from the Otay River Valley, Salt Creek and the Otay Lakes. Natural or indigenous planting will dominate the appearance at these locations. Views to buildings will be softened and filtered by the planting which will dominate the scene.

- Landscape - Tree forms at the edges of the open areas will screen 60-70% of the building facade. Tree types will be eucalyptus species (lower growing varieties) with appropriate complimentary trees, shrub forms and understory. The taller trees will be near the development with lower planting, blending with the open areas. Special features such as the lake edge promenade at the resort, the Mary Birch Estate, special village accent buildings, parks, golf courses and natural landmarks may be left open to view.

- Architecture - All residential development visible from designated areas will incorporate colors and materials that will visually recede. Natural, muted tones will be used on roofs and walls. Non-residential buildings that

are intended as accents may vary from this restriction, yet must remain compatible with other architectural style in a given village.

- Grading - Grading for adjacent roadways and development will follow the standards and guidelines set forth in the previous section. Additionally, development will be set back and above the open space areas when possible.

The Otay Ranch Overall Design Plan should be consulted for further information regarding these viewshed development guidelines and their application within the Otay Ranch project as a whole. The Plan should also be consulted to determine the applicable elements to be considered at any particular location within the Ranch.

B. Street System and Streetscape

The village street system is designed to provide a hierarchy of streets and alternate routes connecting to the Village Core area. In addition to their mobility function, streets also provide design elements which can be used to identify or reinforce the character of various areas within a village (*e.g.*, formal vs. informal patterns) and/or unify a village through standardization which can provide a consistent foundation for a range of expressive design options in building architecture (*e.g.*, consistent roadway section and street tree species). The following descriptions of village streets, along with the plan and section drawings, identify street hierarchy and streetscape design concept. Refer to the Otay Ranch SPA One Plan for actual street dimensions.

1. Village Entry Streets

A Village Entry Street serves as the gateway into a village creating a welcoming statement before providing a transition to another village street type. The Village Entry Street may be a continuing road which utilizes entry street characteristics along its entire length. Entry streets typically consist of two lanes in each direction divided by a median. In transit villages, these streets also typically include the right-of-way (ROW) for future light rail transit service.

Village entry streets introduce the village theme, identity and character, providing a transition from the natural/naturalized character of the community-level prime arterials and major roads.

The key elements of a village entry street are:

- Village entry feature
- Formal tree arrangements
- Transit corridor and light rail transit ROW
- Cart/pedestrian pathway connections to other villages

2. Village Core Streets

Village Core Streets connect the village entry to the Core area and include parallel parking along both sides of the roadway. Village Core streets are urban and formal design statements, tree-lined with median and/or parkway plantings. Village Core streets contribute to a pedestrian friendly and appropriately scaled core environment, with a general feeling of welcome and friendliness. They also provide a cart/pedestrian pathway.

The key elements of Village Core Streets are:

- Formal street patterns
- Formal planted parkways and/or medians
- Transit corridor and light rail transit ROW (Optional)
- Village-wide street furnishings

3. Village Main Streets/Plaza Streets

Village Main Streets/Plaza Streets are located at the heart of the Village Core and promote an urban character with pedestrian orientation. Village Main Streets are utilized in Village Cores which implement a main street design theme. Village Plaza Streets are used in villages which implement a town square or plaza design theme. Electric carts, bicycles and automobiles share the same roadway on these streets.

The Village Main Street/Plaza Street streetscape creates an urban atmosphere which supports an active colorful ambiance. Restaurants and stores fronting on these streets will orient their entrances to the pedestrian walk and parking edge of these streets.

The key elements of a Village Main Street/Plaza Street are:

- Urban hardscape with tree-grates and guards
- Canopy trees formally planted
- Angled, head-in parking
- Pedestrian orientation with additional street furnishings
- Thematic lighting
- Colorful awnings and seasonal banners

4. Promenade Streets

Promenade Streets provide the most direct routes between the Village Core and residential areas. They are designed to serve automobile, cart, bicycle and pedestrian traffic. Promenade Streets are tree-lined with formal planting patterns with a larger walkway and a double row of trees on one side. They are intended to convey a semi-urban, formal character which contributes to a feeling of security and pedestrian safety.

The key elements of a Promenade Street are:

- Formal tree patterns in the parkway
- Separated pedestrian walkway covered by tree canopy
- Formal planted parkways
- Golf cart and road section
- Village-wide street furnishings

5. Residential Streets

Residential Streets occur throughout each village, primarily in the secondary areas. Cart and bike travel is provided within the roadway without special lanes. Residential streets are designed as semi-formal roads with a pedestrian scale complemented by strong street tree patterns. Residential streets will reflect individual neighborhood character depending upon the nature of the adjacent residential development. One aspect of this is the option of curb adjacent sidewalks or sidewalks with parkways, depending on specific conditions.

Generally, Residential Condition "A" is preferred, unless a proposed housing type is more compatible with curb-adjacent sidewalks (i.e., alley product). Product scale, architecture and front yard setbacks shall be considerations

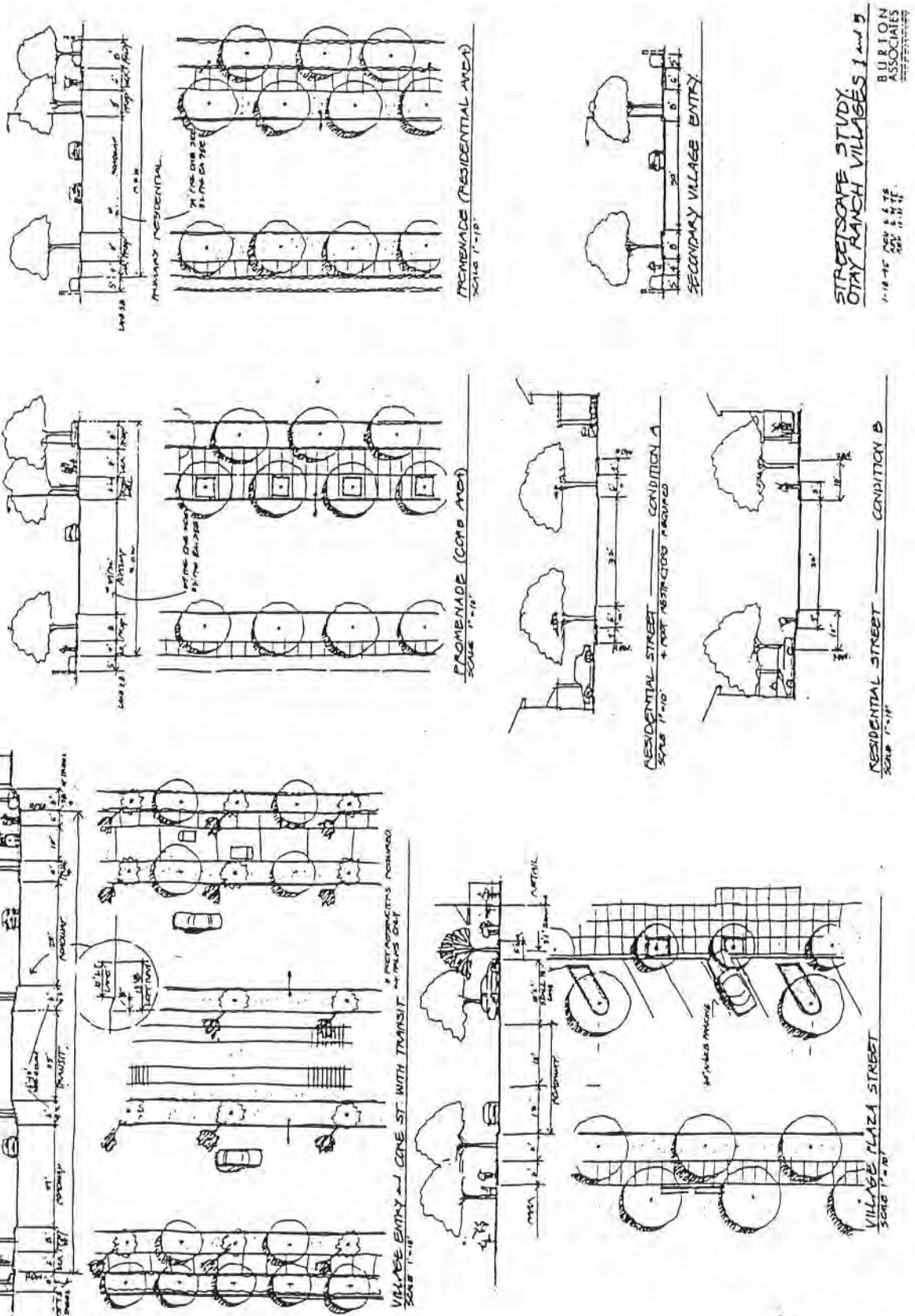
in determining which Residential Street configuration will be implemented.

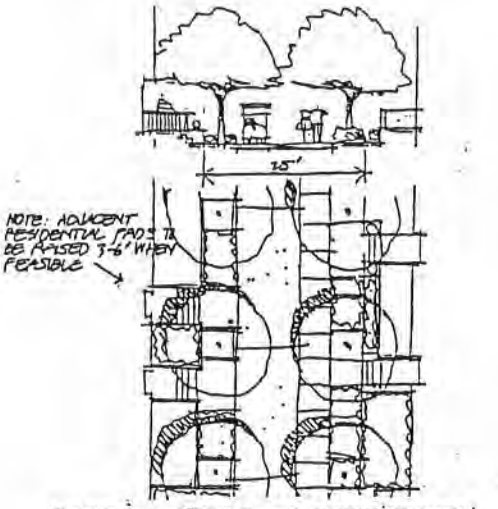
6. Paseos (Off-street Cart/Pedestrian Paths)

Paseos are unique off-street paths providing alternative circulation routes for pedestrians, bicycles, and electric carts. Paseos are 25 to 60 foot wide greenbelt corridors extending from the Village Core to the residential neighborhoods in the secondary areas. Paseos have a semi-formal park-like character which also reflects the character of the surrounding neighborhoods.

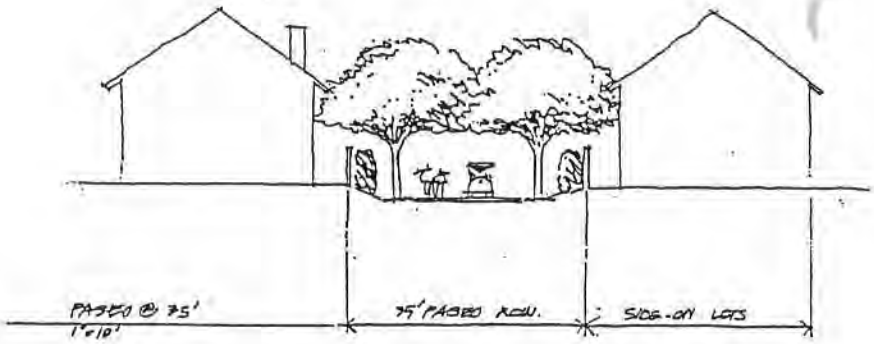
7. Alleys

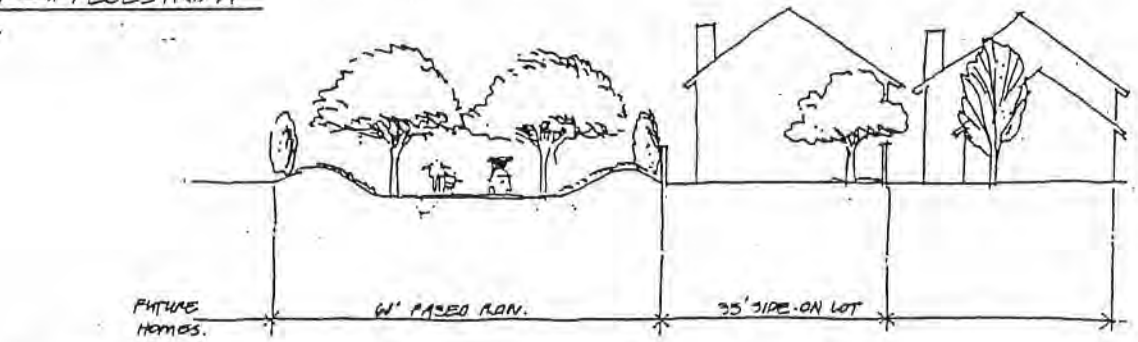
In small lot single-family and mixed use areas, public alleys may be appropriate. Alleys can provide rear entrances for vehicles, decrease intrusions onto the residential collector streets and enable homes to be placed closer to the street, creating a pedestrian-friendly environment. Designated pedestrian, bike and cart travel areas are not provided in alleys.


STREETSCAPE STUDY
OTAY RANCH VILLAGES 1 and 5
BURTON ASSOCIATES
PROMENADE (RESIDENTIAL AREA)
SECONDARY VILLAGE ENTRY
PROMENADE (CORE AREA)
RESIDENTIAL STREET — CONDITION A
RESIDENTIAL STREET — CONDITION B
VILLAGE ENTRY AT CORE ST. WITH TRANSIT
VILLAGE PLAZA STREET



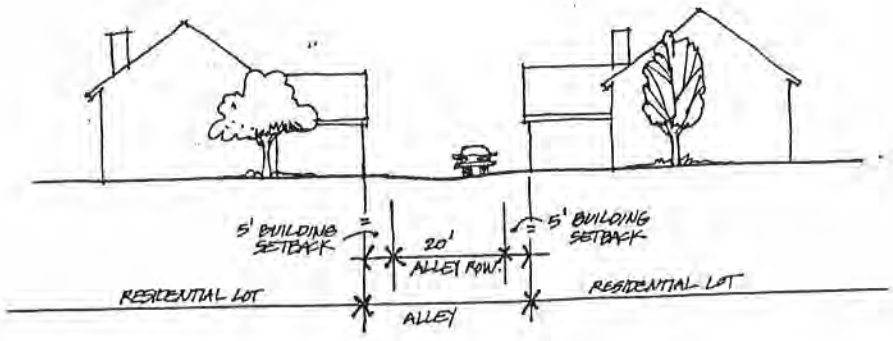
PASEO - CART and PEDESTRIAN
SCALE: 1"=10'





PASEO @ 60'
1"=10'

STREETSCAPE / PASEO STUDY
OTAY RANCH VILLAGE 5



STREETSCAPE / ALLEY
OTAY RANCH VILLAGE

II-2. Pedestrian and Transit Oriented Development

A. Introduction



Pedestrian and transit oriented development is the foundation for the village concept expressed in the Otay Ranch GDP. This chapter addresses guidelines for this type of development, while identifying supporting policies from the GDP to reinforce the concepts. Unlike traditional design guidelines which primarily address architectural and aesthetic principles, these guidelines direct the context and pattern of development. These guidelines can be applied independent of the style or aesthetic of a development project and thus supplement the more traditional community-wide design guidelines presented earlier in this Section.

The village development concept is simple: medium-high density housing, along with complimentary public uses, office, retail and services concentrated in mixed use developments along the regional transit system. These high intensity nodes "serve" a larger surrounding area which is primarily residential uses. Increased use of public transit and alternative modes of transportation such as walking and bicycling are primary objectives.

A "walkable" environment is key to the concept. In order to develop alternatives to drive alone auto use, comfortable pedestrian environments should be created. Pedestrian oriented development brings many destinations within walking distance, allowing trips to be combined and the walking experience a pleasant one. Active streets lined with trees and pedestrian scale architecture help make an environment pedestrian friendly.

It is important to distinguish between "village development" and more typical planned communities. Typical planned communities also have a range of uses, however they separate these uses into individual development zones divided by arterial highways and property lines. This separation often makes walkable connections difficult.

They also tend to isolate the pedestrian from the street, either in greenbelts or designated paths, leaving the street almost solely for automobile use. These traditional planned communities utilize a hierarchy of streets, focusing congestion by forcing traffic onto an arterial network for most trips. Streets within such communities are typically designed for the convenience and speed of automobiles rather than a slower mix of travel modes. Lastly, they also tend to value private spaces over public ones with designs that isolate buildings and sites rather than using architecture and site design to define and create memorable public places.

Summarized, the basic principles of the village concept development are:

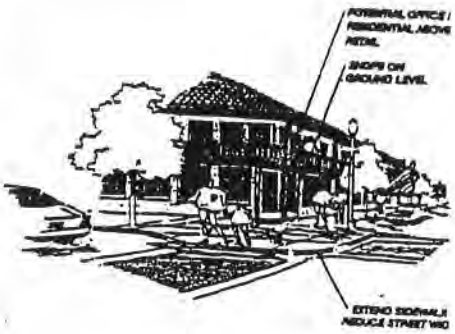
- Place commercial, housing, jobs, parks, and civic uses within walking distance of transit stops;
- Create pedestrian friendly street networks which directly connect local destinations;
- Provide a mix of housing types, densities, and prices;
- Preserve sensitive habitat, riparian zones, and high quality open space; and,
- Make public spaces the focus of building orientation and neighborhood activity.

B. Components and Guiding Principles

Village Core

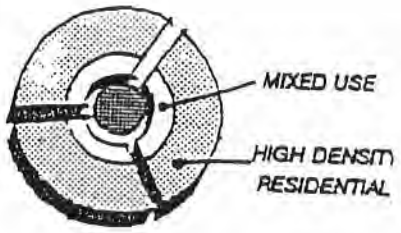
- The Village Core is a mixed-use focus area for an urban village within a typical 2,000 foot walking distance (±10 minute walk) of a transit stop and core commercial uses. The design, configuration, and mix of uses emphasize a pedestrian oriented environment and reinforce the use of public transit, without ignoring the role of the automobile. The Village Core mix of residential, retail,

office, parks, and public uses within comfortable walking distance make it convenient for residents and employees to travel by transit, bicycle or foot, as well as by car.



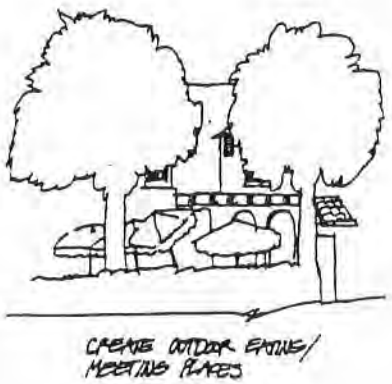
- The Village Core should contain a wide range of overlapping uses including residential, retail, public facilities, offices, recreation, and transit. It should include a variety of both active and passive activities that consider the needs of children, adolescents, young adults, adults, couples, and the elderly, and which are interwoven with work, shopping and the residential areas.

- The arrangement of uses within the Village Core should be responsive to market viability and phasing considerations. Uses which can be economically developed early in the development program should be arranged to allow for a logical progression of development within the Core over time.



Core Commercial Area

The size and location of core commercial areas should reflect anticipated market demand, proximity to transit and phasing considerations. Optional upper floor office and/or residential uses in the core commercial area can increase the mixed-use, around-the-clock activity within this area. Employment generating uses such as office buildings and employee intensive uses may be located adjacent to or within the retail core component. The commercial area should be complemented with a "village green," town square, main street or public plaza which can serve as a focal point for village-wide activities. At a minimum, the commercial core should provide convenience retail and civic uses.



Core Residential Areas

Core residential areas include housing that is within a convenient walking distance (averaging 2,000 feet) from the

core commercial area and transit stop, representing a 10 minute walking distance. Increased density is appropriate in this area. The density should be achieved using a mix of small-lot single family, townhomes and multi-family products. Average minimum densities of at least 10 units/net acre are necessary to support local bus service; higher densities are required for light rail transit and express bus service.

Public Uses

Public uses should be provided within the Village Core to serve residents and workers in the Core and Secondary Area. Parks, plazas, and public services can be used in any combination to meet this objective. Small public parks and plazas should be provided to meet local population needs, at a minimum. Streets and park-and-ride facilities should not be considered public uses for this purpose.

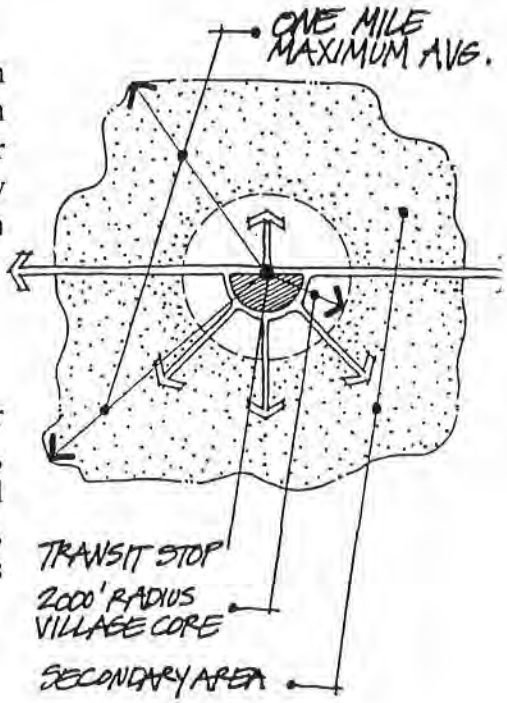
Appropriate public facilities include child care, libraries, community buildings, police and fire stations, post offices and governmental services. Important public buildings should be placed in central locations, as highly visible focal points, or adjacent to public parks or plazas. Civic uses such as an urban plaza, community center, post office and library are best located in the commercial core with retail business and offices. Recreation oriented uses should be centrally located with good access from residential areas. Where feasible, village parks should be located near civic presence facilities such as community purpose facilities or schools, to encourage joint-use of recreation and parking facilities.

Secondary Areas

Each village is comprised of a Village Core and Secondary Area. The Secondary Area should extend within 1 mile of the transit stop. The secondary street network must provide multiple direct street and bicycle connections to the transit stop and Core area without utilizing a prime arterial. Secondary Areas may have lower density single family

housing, public schools, parks and limited convenience commercial. Commercial uses which compete with those in the Village Core should not be located in the Secondary Areas.

Very low intensity industrial and warehousing uses which are highly truck or auto dependent should not be located in Secondary Areas (or within the village at all). Higher density residential uses may be located in the Secondary Areas when appropriate for site conditions because they can contribute to the vitality of the core uses.

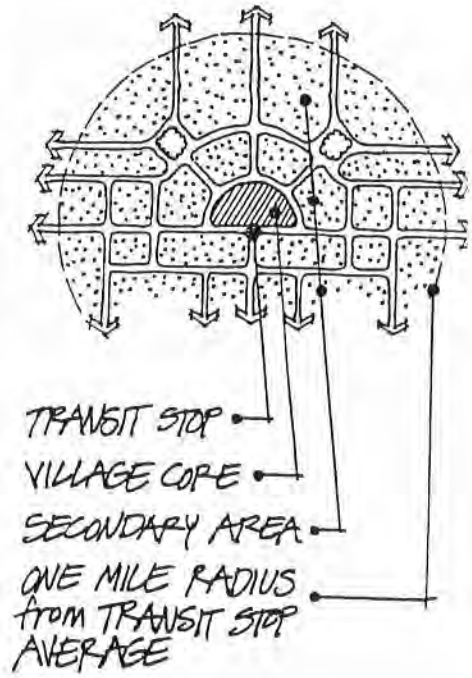


Other Uses

Uses which rely extensively on autos or trucks for their business, such as auto dealers, car washes, mini-storage, highway or freeway commercial, and hotels/motels, should be located outside of the defined villages. Rural residential, industrial uses, and large scale commercial complexes should be located outside of the village.

Street and Circulation System

The Village Core street system should be clear, formalized, and inter-connected, converging on transit facilities, the core commercial area, schools, parks and civic buildings. Closed cul-de-sacs and dead-end streets should be avoided. Cul-de-sacs which are opened to bicycle lanes and/or pedestrian paths, making them accessible for pedestrian and bicycle network connections, are appropriate. Multiple and parallel routes between the Village Core and Secondary Area should be provided so that local trips are not forced onto prime arterials.



General Design Criteria

The Village Core should be a pedestrian oriented environment. In general, buildings should address the street and sidewalk with entries, features and activities, to enliven streets and create safe, pleasant walking environments and a "sense of place." Building intensities and densities should

exceed minimum standards to promote more active commercial centers, to support transit and encourage development that addresses the street. Variation is encouraged.

Primary building entrances should be physically and visually oriented toward the streets, parks and plazas, and not to the interior of blocks or to parking lots or garages. Secondary building entrances oriented toward parking lots are acceptable.

Core commercial areas should be intensive enough to create a "main street" shopping spine. Although not currently economical in most locations, multi-storied buildings and structured parking are encouraged near transit stops. Commercial area development plans should include long-term strategies for future intensification.

Street lighting, transit shelters, street furniture, signing, awnings, arcades and paving should all work together to project a high quality visual environment and the perception of a collective community.

GDP Land Use Policies

- *Connect open spaces, schools, parks and neighborhoods with convenient and safe pedestrian walkways and bikeways.*

- *Pedestrian and bicycle routes shall connect the more distant portions of a village to the Village Core. Generally, such routes shall be co-located with streets, although connections may be provided along transit corridors or within greenbelts.*

- *Promenade Streets shall extend from Secondary Areas into the Village Core to accommodate pedestrian and bike access.*

- *Non-auto circulation systems, such as pedestrian walkways and bikeways, shall be provided between*

villages. Where appropriate and feasible, a grade-separated arterial crossing should be provided to encourage pedestrian activity between villages.

- *To define the village edge and to provide a greenbelt between villages, landscaped buffers shall be provided adjacent to arterial highways. The buffer shall vary in size in relation to highway alignments, topography, village character, location of proposed facilities and existing natural features. Scenic highways have an expanded buffer.*

C. Village Core Structure

Core Boundary Definition

The Village Core should include an area with an average 2,000 foot radius from a transit stop or a 10 minute walking distance. The Secondary Area should preferably extend no further than one mile from the transit stop.

Core Size and Physical Characteristics

The Village Core should be at least 40 acres, and should be no more than 160 acres in size. The core should be complemented by a surrounding Secondary Area.

Distribution of Village Cores

Core commercial areas with major competing retail centers should be spaced a minimum of one mile apart and should be distributed to serve various subareas.

Mix of Uses

Village Cores should contain mixed-use areas with public, core commercial and residential uses.

A certain mix of uses is required to create an exciting and successful core area. The proportion of uses is based on site area and does not include additional uses on upper floors. At a minimum, retail, housing, and public uses are required in all Village Cores. The public use component should include land devoted to parks, plazas, open space, and public facilities.

Open Space, Parks and Public Uses

- The community shall contain a network of parks, trail systems and open space areas which are interwoven with the overall plan. Village Cores should reflect familiar, traditional town elements (i.e. town squares, plazas, and public buildings such as a town hall, community building, recreation facility, post office or library). Neighborhood parks should be located near civic presence facilities such as community purpose facilities or schools, to encourage joint-use of recreation and parking facilities.

GDP Village Core Policies

- *Village Core buildings shall not exceed four stories. Buildings constructed at lower heights may be converted to four-story buildings.*

- *Locate taller buildings near the center of the Village Core, with building heights and sizes gradually decreasing outward from the center.*

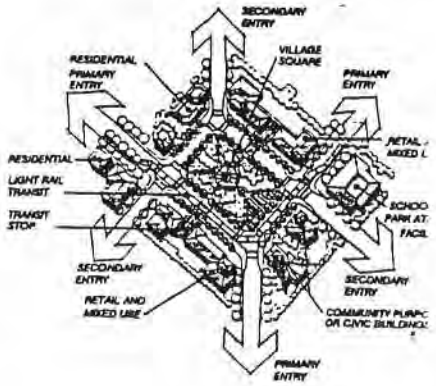
- *Buildings shall have front access and orientation to streets and sidewalks. Access to parking lots shall be secondary to the street.*

- *Avoid street side facades of unarticulated blank walls or an unbroken line of garage doors.*

- *Building facades shall be varied and articulated to provide visual interest. Encourage street level windows and numerous building entries. Arcades, porches, bays and balconies shall be encouraged.*

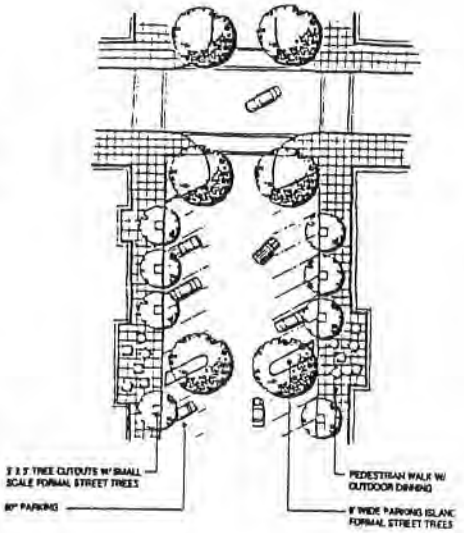
D. Core Commercial Areas

Core Commercial Area



Mixed-use core commercial areas are the primary link between transit and adjacent land use. Sufficient retail and commercial space must be provided to form a vital shopping center. A minimum of 10,000 square feet of retail space should be encouraged within 1/8 mile of the transit stop. The location of the remainder of the commercial area within the overall Village Core is flexible. Appropriate uses include retail shops, professional offices, service commercial uses, restaurants, cinemas, health clubs, and other entertainment uses. Small hotels, pensioners, and single room occupancy hotels may also be appropriate in the Core area.

Core Commercial Configuration



The configuration of shops in the commercial core must seek a balance between pedestrian and auto comfort, visibility, and accessibility. While anchor stores may, for example, orient to a prime arterial or parking lot, smaller shops should orient to pedestrian "main streets" and plazas.

Commercial Building Setbacks

Building setbacks from public streets should be minimized. Setbacks should reflect the desired character of the area and bring buildings close to the sidewalk. Smaller buildings in core commercial areas should be encouraged to build to the sidewalk edge when ever possible. Larger setbacks of no more than 20 feet should be permitted for multi-story office

buildings and outdoor cafes and patios which bring commercial activity onto the sidewalk.



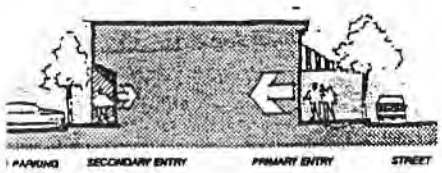
Commercial Building Facades

Building facades should be varied and articulated to provide visual interest to pedestrians. Street level windows and numerous building entries are required in the core commercial area. Arcades, porches, bays, courtyards and balconies are encouraged. All street side facades should be articulated. Blank walls or an unbroken series of garage doors should be avoided. Building materials should convey durability and permanence, and suitability to the San Diego climate. Building materials such as concrete, masonry, tile, stone, and wood are encouraged; glass curtain walls and reflective glass is discouraged.

Commercial Building Entries

Primary and ground floor commercial building entrances must orient to plazas, parks, or pedestrian oriented streets, not to interior blocks or parking lots. Secondary entries from the interior of a block will be allowed. Anchor retail buildings may have their entries from off-street parking lots, however, on-street entries are strongly encouraged.

Entries into small shops and offices should orient directly to the areas of highest pedestrian activity. Buildings with multiple tenants should have numerous entries from the street; small single entry malls are discouraged. Off-street parking should be located to the rear of the buildings with "paseos" leading to the main street and primary building entries.



Some retail anchor stores, such as neighborhood grocery stores, need parking lot access at their primary entry. This arrangement is acceptable if pedestrian access to the entry is provided from the street without requiring a walk through the parking lot. Along walls without entries and where significant pedestrian activity occurs, building elevations

should include windows, display areas, or other features which relate to pedestrians.

Upper Story Uses

Retail developments in the core commercial area are encouraged to add one additional floor of residential and/or office uses. This additional use shall be considered a "bonus" and the intensity of retail uses should not be reduced. Parking required for the retail use could be reduced or eliminated, with required parking for the office or residential uses added to the site; or a shared parking arrangement could be considered. Building design must be consistent with these design guidelines.

Mixed-use buildings should be designed to make both a physical and social connection with their surroundings. When residential is proposed as an upper story use, special care must be given to the design of the units and access to ensure privacy and security.

Commercial Building Heights

Commercial building heights in the Village Core must be compatible with the heights of adjacent uses.

GDP Mixed-Use Policies

- *The design and location of residential areas shall complement the pedestrian friendly environment.*

- *Concentrate retail uses near the transit station/stops in mixed use areas. Orient mixed use area activities which generate higher volumes of trips toward the transit facilities, rather than toward parking areas.*

- *Landscape mixed use areas to create an urban feeling through the use of hardscape, tree wells, pots, street furniture, thematic light fixtures, benches, bollards, and enriched paving patterns. Village Entry Streets and*

Promenade Streets should be tree-lined with a formal landscape pattern.



- *Public access spaces, such as a plaza, town square, park or town hall or community building, shall be provided in mixed use areas. Public access spaces may be privately owned.*

E. Core Residential Areas

Residential Mix

A mix of housing densities, ownership patterns, prices and building types is desirable in the Village Core. The residential portion of the core can be a combination of small lot single family units, duplexes, townhomes, and multi-family projects.

Residential Densities

Residential density shall be consistent with that specified in the GDP, typically Medium-High (MH) density.

Accessory Units

Accessory units, or second units, create affordable rental and family housing while providing the character and quality of single family neighborhoods. They could be developed in areas that are suitable for multiple family densities, where a mix of ownership and rental housing is desired. Ancillary units are not intended as a strategy for increasing densities in established single family areas and may not be appropriate in villages where significant multi-family densities already provide a diverse mix of housing opportunities.

Residential Building Setbacks

Residential building setbacks from public streets should be minimized, while maintaining privacy. In most cases the minimum setback will provide the appropriate

building/street relationship for residential uses within the Village Core. Setbacks reduced to zero may be appropriate for special designs strongly oriented to the street, subject to Fire Marshal approval. Porches, bays and balconies are encouraged and should be allowed to project into required setbacks to contribute to the human scale and activity along a street.

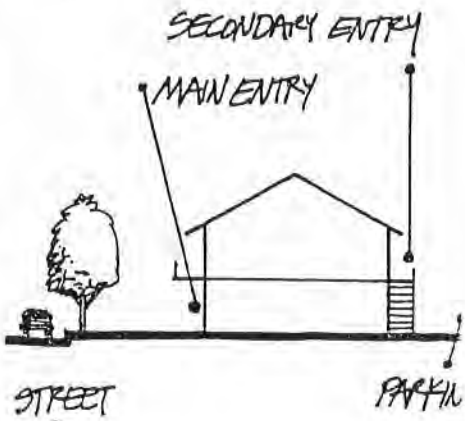


Residential Building Facades

Building facades should be varied and articulated to provide visual interest to pedestrians. Frequent building entries and windows should face the street. Front porches, bays and balconies are encouraged. All building facades should be articulated. Blank walls or an unbroken series of garage doors should be avoided.

Residential Building Entries

Primary ground floor residential building entrances should orient to streets, not to interior blocks or parking lots. Secondary and upper floor entries from the interior block are acceptable.



Within the Core area, units adjacent to the street should orient the front door to the street. Private back door entries can provide access from alleys, garages, and parking lots. Ancillary units and upper floor units in multi-family or apartment complexes may be accessed by rear entries and Paseos. Minor grade separations are encouraged for privacy purposes (i.e., walk-up units). The front entry to single family homes, duplexes, and townhomes within the Village Core should be apparent from the street.

Residential Garages

Residential garages should be configured to reduce the visual impact of the auto and to line the street with active, visually interesting features. Setting the garage back from the front facade of a residential building is encouraged. The impact of garages may be reduced in several ways: Alley

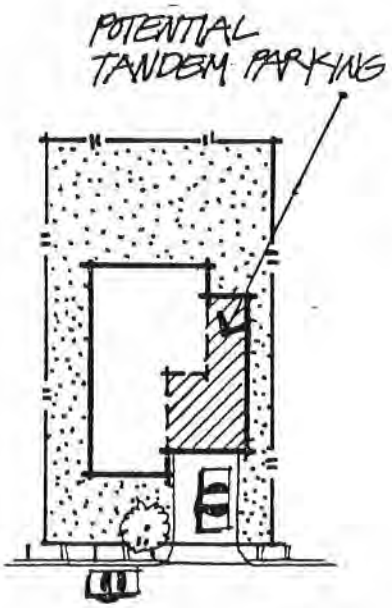


access to a rear garage, a rear garage accessed by a side driveway, a garage with a one story plate line, or a garage sited to the side in front, but setback behind architectural features. A setback from the front building facade of 2½ feet or greater is encouraged for a front garage. The primary goal is to soften the impact of garages on the streetscape by utilizing a variety of design solutions.

Within the Core area, garages are encouraged to be sited away from the street, behind or below residential buildings. Where the garage is below a residential unit, it should be depressed so that the first floor of the residence is not more than 2½ feet above adjacent grade. Tandem parking may be considered in residential garages to reduce the building frontage devoted to automobile access.



"Hollywood" style driveways with a landscaped median are strongly encouraged to soften the impact of concrete on the streetscape.



Residential Building Heights

If possible, building heights should generally transition from perimeter areas to the central Core (commercial area and transit stop), with the central area serving as the visual focal point. Heights should be greatest adjacent to core commercial areas and across from parks, although increased heights in selected areas away from the central Core may be appropriate in response to phasing and adjacent use compatibility issues.

GDP Housing Policies

- *Support the use of accessory dwelling units as an additional source of affordable housing for lower income households.*

F. Secondary Areas

Type and Proximity of Uses

Secondary Areas should contain uses that support the Core. In most cases, secondary areas will be comprised of low medium density single family neighborhoods. Uses such as schools and parks should be located near the edge of the Core, to provide services to Core residents.

Residential Densities

The residential density within the Secondary Area should be consistent with GDP policies for each village, ranging from 3 to 6 units per acre. Accessory units will be counted as an additional unit per lot.

Bike lanes

The primary roadway system in the Secondary Area must provide strong pedestrian/bicycle connections to the Village Core and transit stop (see Street System description for design/location).

Public Amenities

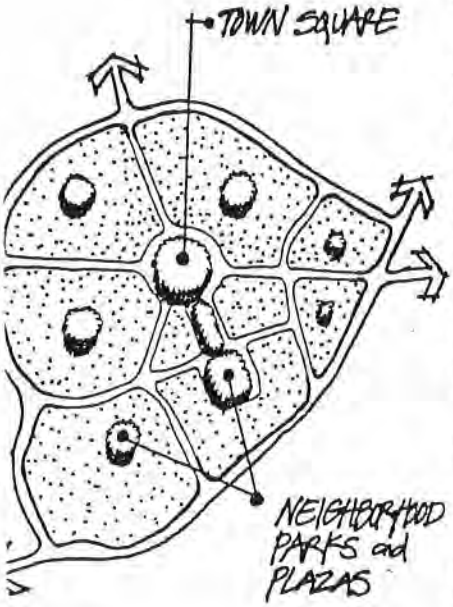
Child care, neighborhood parks, schools, small convenience commercial, and public recreation facilities are appropriate in Secondary Areas, subject to SPA Plan approval. Village serving facilities should be sized to meet the needs of the village population.

G. Parks, Plazas and Civic Buildings

Location of Parks and Plazas

Parks and plazas should be the focus of developments and should be placed next to public streets, residential areas, and retail uses. Parks and plazas should not be formed from residual areas, used as buffers to surrounding developments, or used to separate buildings from streets.

Public parks and plazas are fundamental features of livable and enjoyable higher density communities. Park and plaza sites should reinforce retail and residential areas by creating "town squares" suitable for informal gatherings or public events.



Size and Frequency of Parks

Parks should be developed throughout the village to meet the City of Chula Vista Park Land Dedication Ordinance, as well as specific population needs. One-half to two acre pedestrian parks should be located within residential areas. Five to ten acre neighborhood parks should generally be located at the edge of the Core, adjacent to schools or community purpose facilities. Larger community parks should be located along regional open space or bicycle networks.

Town Squares and Transit Plazas

Town squares and transit plazas may be used to create a prominent civic component in core commercial areas. Town squares should be between 1 and 3 acres in size; transit plazas may be smaller. They should be placed at the juncture between the core commercial area and surrounding residential or office uses. Their character should vary based on their size, function, and purpose. Clear pedestrian access should be provided from the square or plaza to surrounding residential and employment areas.

To best enclose (define) the town square, buildings framing the square (or plaza) should have a consistent height along the streets forming at least two sides. Buildings should not randomly change from one story to four stories to two stories, etc. - they should create a backdrop for the space by varying by one story at a time with a sense of rhythm and uniformity.

Appropriately designed landscape treatments can also serve to define the edge of a plaza or town square.

Park and Plaza /Square Design

Public parks and plazas should be designed for both active and passive uses. They should reflect and reinforce the character of the surrounding area and accommodate the anticipated intensity of use.

Various types of parks and squares can be designed to establish neighborhood identity or character. For example, plazas in commercial core areas may be most appropriately designed with finished hardscape materials such as stone or brick, and include fountains and seating areas; parks in residential areas more appropriately could include grassy fields, play equipment, and sports facilities.

A generous amount of sunlight into the square or plaza is essential to encourage the use and enjoyment of the facility.

All of the components of the village square or plaza should be made of high quality, easily maintained materials. The special and textured paving, grass and landscaped areas, shall be properly maintained and repaired to match the original design and materials, and shall never be replaced with concrete, asphalt or any other dissimilar materials.

Park and Plaza/Square Landscaping

Park and plaza/square landscaping should provide trees and plants that create comfortable, relaxing environments. The amount and location of the landscaping should be appropriate for the character and size of the space. Landscaping should allow comfortable use in both summer and winter months.

Because parks and plazas/squares are key components of the community concept, views and linkages to streets and other public facilities must be respected and reinforced through design elements. For example, paths should align with important viewpoints; trees should not block views of

significant public monuments or buildings; and perimeter landscaping should allow views into a park.

Open Space Resources

Creeks, riparian habitat, mountains, hillside slopes, and other sensitive environmental features should be conserved as open space. Natural or recreated drainages should be incorporated into open space areas.

Open space areas should be treated as key amenities, rather than edges to development. Public access shall be provided where feasible while protecting important natural features and sensitive habitats. Bicycle trails can often be constructed with linear parks, providing a dual function of public access to open space and non-motorize transportation to activity nodes along the edges of such parks.

Community Buildings

Civic services, such as community buildings, recreation centers, post offices, libraries, child care and, arts and cultural facilities should be placed in central locations as highly visible focal points.

Schools and Parks

School sites and larger neighborhood parks (over 12 acres) should generally be located near the edge of the Village Core or within the Secondary Area, due to their size and impact. This should not preclude the placement of adequate park facilities to serve the residential population within the Village Core. Strong pedestrian and bicycle linkages should connect these sites and the commercial and transit core. Pedestrian and bike routes should connect along the shortest possible route.

While schools and larger parks are not necessary uses in the Village Core, they may serve residents in the Core as well as the Secondary Area. Schools and larger parks should be within convenient walking distance (½ mile) of the Core.

H. Street and Circulation System

Prime Arterials and Major Roads

Prime Arterials and Major Roads should allow efficient conveyance of through traffic and must not pass through the Village Core. Portions of a Secondary Area may be located across a prime arterial from the Village Core.

The regional traffic circulation system is dependent on an efficient and smooth flowing network of arterial and larger streets. Traffic on such streets should not be slowed by village development. Arterials and through streets should be located on the village edge, if not completely external.

Street Dimensions

Village street lane widths, design, speeds, and number of travel lanes should be minimized without compromising auto safety, on-street parking or bike access.

For a street to invite pedestrian activity, it should offer an opportunity for safe, leisurely walking at varying paces and promote a feeling of being safe from vehicular activity (*i.e.*, auto, bicycle and cart traffic). On wider, busier streets, the feeling of safety for pedestrians can be enhanced by planting trees along the curb line. Tree spacing should be close enough, 30 feet on center or less, to create a feeling of pedestrian/vehicular separation. Automobile parking along the curb can help create a safer pedestrian feeling. On smaller, pedestrian-oriented streets (town square, main street), the automobile should be slowed to mix more with the pedestrian through narrow pavement, sharp turns and angled parking, etc., which force the automobile to slow down closer to the pedestrian pace. Narrower streets also reduce energy use and materials for construction, and reduce reflected summer heat. Fire and emergency constraints shall be considered.

Two conditions are proposed for intersections. The standard curb radius for all intersections shall be twenty (20)

feet and a special design standard shall be implemented at the intersections of all Promenade Streets with the Village Entry and Core Streets.

Refer to the Street System and Streetscape chapter (II-1.B) for specific design information.

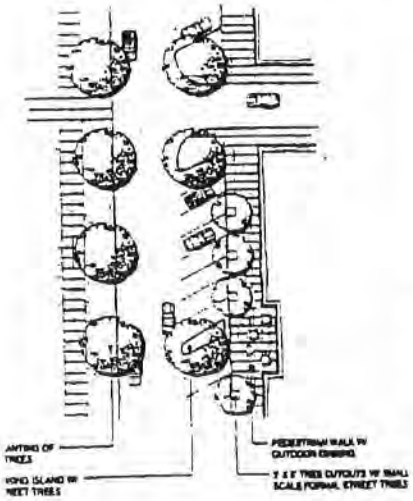
Promenade Streets

Promenade Streets should provide connections within the village to the core commercial area, schools, parks and civic uses without requiring the use of arterials. They should be designed to carry moderate levels of traffic smoothly, in a way that is compatible with bicycle and foot traffic. A series of Promenade Streets should provide several alternative paths through neighborhood. The network should not provide an efficient through-route alternative to arterials.

Promenade Streets should form a series of routes that provide alternate paths through neighborhoods and to major destinations. On street parking should be provided. Driveway cuts should be minimized to reduce conflicts between autos and bicyclists.

Refer to the Street System and Streetscape chapter (II-1.B) for specific design information.

Village Main Streets



Village Main Streets in the core commercial areas should be designed to accommodate pedestrians, slow traffic, provide on-street parking and create a pleasant shopping environment.

Village Main Streets should have on street parking to create an intimate shopping environment with drive-by visibility to stores. Shops should front on the commercial street with minimal setbacks. Adequate sidewalks, street trees, awnings, and arcades should be encouraged to accommodate an active pedestrian environment.

Sidewalks along the town square and main street commercial should be expanded or colored to have a strip of different textured paving along the storefronts to delineate a "window shopping" zone and create a browsing area.

Refer to the Street System and Streetscape chapter (II-1.B) for specific design information.

Residential Streets

Residential Streets should have travel lanes sufficiently narrow to slow traffic and allow trees to form a pleasing canopy over the street, while providing adequate access for autos, and emergency and service vehicles.

Local streets should be designed to serve low volumes of traffic in a pedestrian oriented environment. Travel and parking lanes should be wide enough to allow vehicles to pass slowly. Emergency and service vehicles can be accommodated using both lanes. Street trees should be provided to enhance the quality of the neighborhood and provide shade.

Refer to the Street System and Streetscape chapter (II-1.B) for specific design information.

Alleys

Where possible, public alleys should be used to serve residential and commercial developments within the village, especially for lots facing onto parks and promenade streets in Secondary Areas.

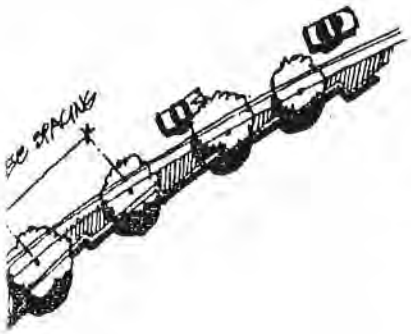
Alleys provide relief to the street system and a secondary access to individual parcels. Design of alleys should provide sufficient lighting for night-time safety. Units facing alleys should be provided adequate parking. Where alleys intersect with streets, adequate sight distances and building setbacks should be provided. Streetscape transitions at alleys should also be considered.

Refer to the Street System and Streetscape chapter (II-1.B) for specific design information.

Street Vistas

Where possible, village streets should frame vistas of the core area, public buildings, parks and natural features.

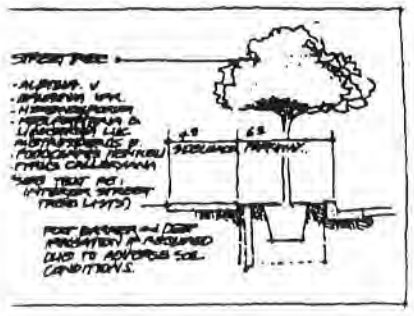
Streets which are designed to terminate at important buildings and places are encouraged. This helps to establish pedestrian landmarks to make the village spatially memorable and allow pedestrians to feel the context of their community. Straight streets allow clear views to landmarks and are encouraged.



Street Trees

Shade trees are required along all village streets. Street trees should be spaced no further than 30 feet on center in parkways between the curb and sidewalk. Tree species and planting techniques should be selected to create a unified image for the street, provide an effective canopy, deter sidewalk damage, and minimize water consumption. Trees shall be maintained to provide adequate emergency vehicle clearance.

Pedestrian streets should be designed, through the location of the buildings and landscaping, to take advantage of micro-climate conditions. They should extend warmth on cool winter days by allowing sunshine in through the use of deciduous trees, limited building heights, and wind protection from shop awnings or arcades (also help block the rain). These same features can provide shade in the hot summer months.



The wider a street becomes, the taller and/or more massive the landscaping and/or buildings need to become in order to define it.

The spacing and height of trees, the length and height of walls along a street, focal points, parking, tree and wall combinations, all help to define a street. Tree shape and height differences must be distinct and sharp. Slight differences are difficult, if not impossible, for the average person to discern.

Refer to the Street System and Streetscape chapter (II-1.B) for specific design information.

On-Street Parking

On-street parking is encouraged on all village streets. Street side parking is critical to keeping the focus of a community on the street rather than the interior of lots. On-street parking helps to create street activity as well as provide functional spaces. It supports orienting building entries to the street for convenient access by guest and patrons. Parallel parking should be used most often, however, angled parking is encouraged along shopping streets within core commercial areas where slow drive-by traffic is desired.

Refer to the Street System and Streetscape chapter (II-1.B) for specific design information.

Intersection Design

Intersections within the village should be designed to facilitate both pedestrian and vehicular movement. Intersection dimensions should be minimized while providing adequate levels of service.

Since the street system is conceived as more than a conduit for cars, street intersection widths should be kept to a minimum. Intersections should be designed to slow traffic and reduce pedestrian crossing distances. Unless absolutely necessary for safety, dedicated left and right hand turn lanes at intersections should be avoided.

GDP Street System Policies

- *Village entry streets should incorporate medians and be landscaped to reinforce village character and identify.*
- *Direct driveway access shall be precluded on primary village, promenade, or collector streets except for commercial and multiple family parking areas.*
- *Selected streets should provide direct visual access to the Village Core.*
- *Design streets to give balance to the needs of the various modes of transportation using the street. Intersections should be designed to encourage pedestrian movement and reduce vehicle speed while ensuring public safety and providing for emergency vehicle access.*
- *Promenade streets should accommodate adjacent or integrated pedestrian, bikeway and alternate vehicles, with a double tree row at the pedestrian element to enhance pedestrian scale.*
- *Cul-de-sacs are permitted if, at the end of the cul-de-sac, pedestrian, bike and cart access remain open to a link in the Village Core of other desirable uses. Dead-end cul-de-sac are permitted only in perimeter locations.*
- *Prohibit direct routes through villages to discourage through-traffic.*
- *Streets shall balance the needs of pedestrians, buses and automobiles. Intersections shall encourage pedestrian movement, reduce the number of turning lanes (where feasible), reduce auto speed while ensuring public safety, and provide for emergency vehicle access.*

- *Alleys within the Village Core may serve residential and commercial areas and encourage service access at the rear of buildings.*

I. Pedestrian and Bicycle Circulation System

Pedestrian Routes

Pedestrian routes should be located along or be visible from streets and linked to local destinations. Routes through parking lots or at the rear of residential developments should be avoided. Primary pedestrian routes and bike lanes should be bordered by residential fronts (rather than back yards), public parks, plazas, or commercial uses. Where possible, the primary pedestrian path should coincide with the street system. Paths through parking lots and away from streets should be avoided. Alternate routes around parks should be provided for night use.



Connections to the Village Core and Transit Stop

The pedestrian and bicycle system must provide clear, comfortable, and direct access to the Village Core and transit stop. Direct paths to the Core should be shaded and lined with activities.

Arterial Crossings and Pedestrian Bridges

Crosswalks at signalized intersections are encouraged to provide safe and easy pedestrian and bicycle movement across arterials or difficult to reach transit stops. Pedestrian bridges may be utilized in special cases, such as the Village Pathway. Due to the high cost pedestrian bridges, they should only be provided in area where absolutely necessary.

Sidewalks

Sidewalks are required on all village streets. Sidewalks should provide an unobstructed path at least 4 feet wide.

A 4 foot clear corridor is a minimum width for two people to walk abreast comfortably. Larger sidewalk dimensions are desirable where pedestrian activity is the greatest and where outdoor seating is encouraged.

A standard grid pattern shall be utilized for all walkways to enhance the pedestrian scale. The maximum grid size shall be 30" x 30".

Refer to the Street System and Streetscape chapter (II-1.B) for specific design information.

Bike Circulation

A coordinated system of bike lanes should be provided within each village and connecting the villages. Important destinations, such as core commercial, transit stop, employment center, schools, and other community facilities, should be linked by bike routes.

Where feasible, utility access (manholes, etc.) shall be outside of the bike circulation route.

Refer to the Street System and Streetscape chapter (II-1.B) for specific design information.

Bike Parking

Bicycle parking facilities must be provided throughout the core commercial area, in office developments, in multi-family projects and at transit stops, schools and parks.

Bicycle parking facilities include both bike racks and bike lockers. Bike racks should be provided at shopping, school, and recreation destinations throughout the village. Bike racks and lockers should be provided at office/employment uses and at light rail transit stops and main bus stops. Signs identifying the location of bike parking facilities should be clearly posted. Bike parking may be shared among uses but should be centrally located, easily accessible to building entries, closer to the building than auto parking areas, and

be visible from streets or parking lots. Bike parking should not block pedestrian routes.

GDP Bicycle Circulation Policies

- *The path system should connect to the Village Core to encourage alternate means of travel.*
- *Pathways should be two-way routes.*
- *Signing should be posted at intervals, directing pedestrians and bicyclists to the appropriate side of the trail.*
- *Drainage inlet grates, manhole covers, etc. on trails should be designed to provide adequate surface for tire or foot travel.*
- *At-grade trail crossings should be provided for at signalized intersections.*

J. Transit System

Location of Transit Stops

Transit stops should be centrally located within the village and adjacent to the core commercial area. Commercial uses should be directly accessible from the transit stop. Additional feeder bus stops may be located in Secondary Areas along promenade or spine streets and adjacent to parks and public facilities.

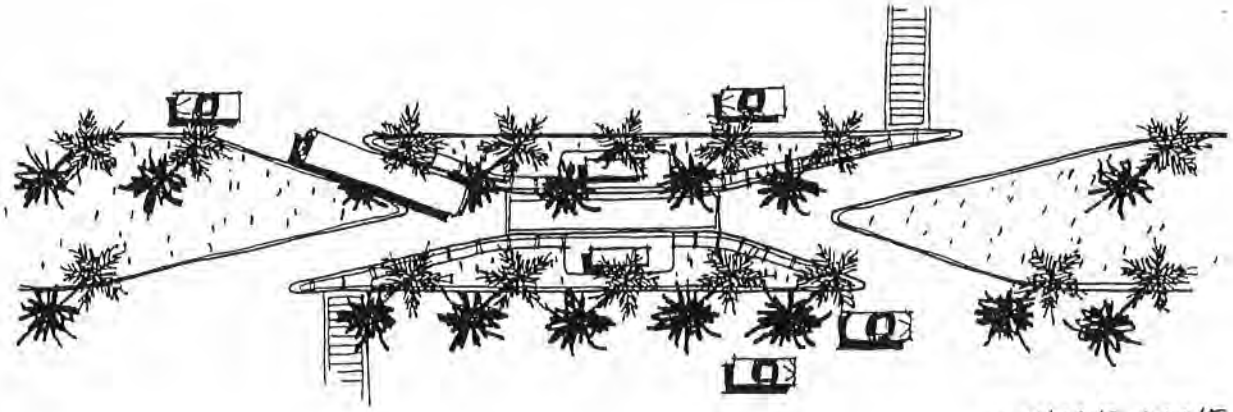
Transit stops should provide pleasant and convenient access to the Village Core. If the Core is served by the LRT, it should feed directly into the central core commercial area.

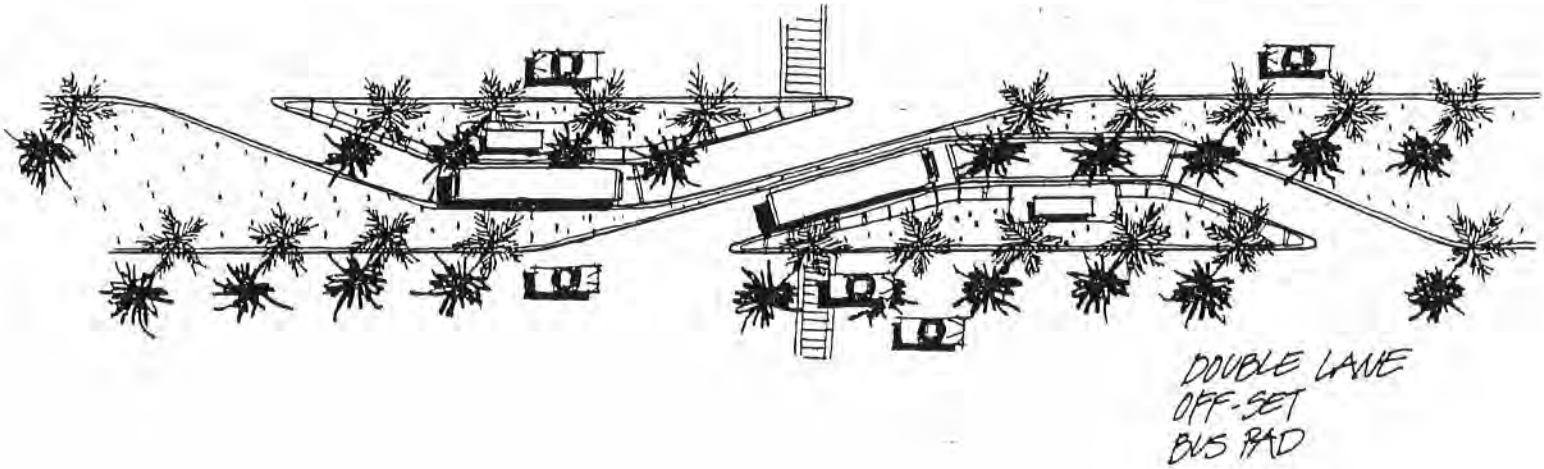
Transit Stop Facilities

At a minimum, transit stops shall provide shelter for pedestrians, convenient passenger loading zones, schedule

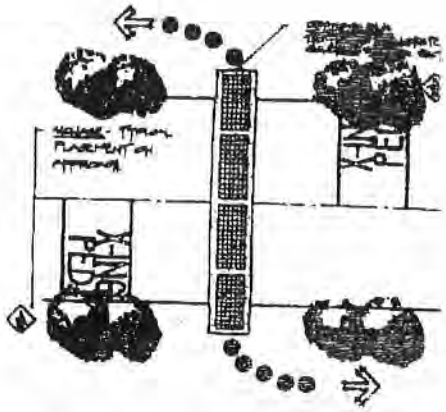
information, telephones, adequate lighting, and secure bike storage.

Comfortable waiting areas, appropriate for year-round weather conditions, should be provided at all major transit stops. Shelters should be designed with passenger safety and comfort in mind. They should be easily recognizable, yet blend with the architecture of the light rail transit station and/or surrounding buildings. It is desirable for alternative forms of transit to utilize the light rail transit station on an interim basis.





Street Crossings to Transit Stops



Streets must be designed to facilitate safe pedestrian crossings to the transit stop. Transit passengers are likely to make frequent street crossings, some at mid-block, depending on the location and design of the transit stop. Adjacent street design should recognize the need for easy, safe, and fast pedestrian access, by providing sufficient auto and pedestrian visibility distances, stop signs, traffic signals, and clearly marked pedestrian crossings.

Park and Ride Lots

- Park and ride lots are not appropriate for all transit line stops. Surface parking lots, specifically devoted to park and ride should not be located in the Village Core. Rather, community-serving surface park and ride lots should be located at the ends of the transit line or feeder bus line networks or in Secondary Areas adjacent to, but outside the Core boundaries.

GDP Transit Policies

- *Locate commercial uses close to primary village transit stops.*

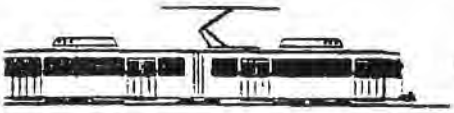
- *Small park-and-ride lots for village residents may be provided within the Village Core. Regional surface park-and-ride lots shall be located outside of villages, with feeder bus service to the transit station.*

- *Bicycle parking shall be provided at transit stations and, in general, activity nodes throughout the Village Core.*

Bus Routes

- *Provide transit/bus stops/shelters in Village Core areas and close to service/commercial uses. Provide waiting and bike storage facilities at one transit stop within each Village Core.*

- *Shelter design should be compatible with village character and theme and may, therefore, vary from village to village. Shelter maintenance responsibility shall be determined during the design process.*



Trolley System

- *Provide for reservation of space for the light rail line within the identified villages/areas. Locate stations/stop areas, consistent with MTDB standards, within the Village Cores/areas identified for transit.*

K. Parking Requirements and Configuration

Parking Standards

Reduced parking standards should be considered in the Village Core in recognition of the public transit facility, pedestrian friendly environment and mix of uses. Any reductions would be based on the type of transit service, proximity to transit facility, mix of uses, and location within the Village Core.

Shared Parking

Shared parking arrangements are encouraged for nearby uses with staggered peak periods of demand. Retail, office, and entertainment uses should share parking areas and quantities. Where varied parking demand for nearby uses allows shared use of a single parking facility, a reduced number of spaces is strongly encouraged. Shared parking areas should be conveniently located for all uses, but need not be on the same parcel.

Parking Configuration

Parking lots should not dominate the frontage of pedestrian oriented streets, interrupt pedestrian routes or negatively impact surrounding neighborhoods. Lots should be located behind buildings or in the interior of a block, whenever

possible. Structured parking is encouraged and should be considered to allow for future intensification of Village Core uses. The placement of bicycle parking facilities within the automobile parking lots should be considered.

Parking lots that serve buildings facing pedestrian oriented streets should be located to the rear of the buildings. Parking lots should not occupy more than approximately one-third of the frontage, or no more than 75 feet, of such a street.

On-street Parking

A portion of any project's parking requirements may be satisfied by on-street parking (primarily angled parking along the town square or main street commercial core area). On-street parking credit may also be appropriate for mixed-use and park or civic presence facilities where peak parking demands are infrequent and at off-hours.

Parking Mitigation Measures

Where reduced parking standards are utilized, mitigation measures should be considered to guard against "spill over" parking impacts. Preferential parking zones should be considered in residential neighborhoods and short term parking controls (parking meters or time limits) may be utilized in core commercial areas.

Size of Surface Lots

The size of any single surface parking lot should be limited to 3 acres, unless divided by a street, building, or significant landscape corridor. Lots over 1 acre in size should be visually, if not physically, broken into smaller parking areas of ½ to ¾ acre each by landscaping and/or small changes in grade.

Parking Structures

Retail uses should be encouraged on the first floor of street-side edges of parking structures.

Parking Lot Landscaping

Parking lots should be landscaped with trees to break-up the mass of larger lots and shade the lot surface during the hot summer months. Additionally, all parking lot views should be softened from streets by non-bermed landscape treatments.

Trees should be located along walkways; perimeter landscaping should screen views of cars, but not block views of retail facades.

GDP Parking Policies

- *Parking facilities shall allow for easy pedestrian access.*
- *Parking facilities shall be segmented into reasonably sized areas to prevent vast expanses of asphalt.*
- *Parking facilities shall be located and designed for visual accessibility to the driving public.*
- *Parking lots should be designed to accommodate future redevelopment into buildings with integrated parking structures.*
- *Parking structures are permitted. Encourage ground floor retail use.*
- *On-street parallel or diagonal parking adjacent to sidewalks is encourages. On-street parking is not allowed on the same side of the street as village greens and/or parks.*
- *Encourage joint use of parking facilities by users having differing peak hours. A reduction of required parking*

spaces may be permitted for shared parking programs, implemented with a joint use agreement executed and approved at the time of SPA approval.

- *Within the Village Core, parking shall be located on-street, to encourage pedestrian accessibility, and in locations which minimize large expanses of asphalt. Parking may be visually accessible from main thoroughfares, but shall minimize visibility by locating lots to the rear of buildings wherever possible.*

- *Primary building entrances shall be located on the main street wherever possible. Secondary entrances for large anchor buildings may be provided form parking lots located at the rear.*

- *Parking may be provided in structures with potential for use of the ground level for retail space.*

II-3. Site Development Guidelines

The design guidelines in the previous chapters address the Otay Ranch context for the village concept (Chapter II-1.) and village level planning issues related to transit/pedestrian orientation (Chapter II-2.). This chapter addresses design issues which are more site specific for individual parcels or situations within each village. Generally, they are not readily addressed with village-wide standards, nor do they require the specific solutions specified for the Village Core. Design solutions in these areas will be the product of the creativity of each parcel's designer or the specific situation rather than conformance to the pre-established standard. The design review process of the Master Developer and the City of Chula Vista will be used on a parcel-by-parcel basis to evaluate and approve the design programs of individual builders.

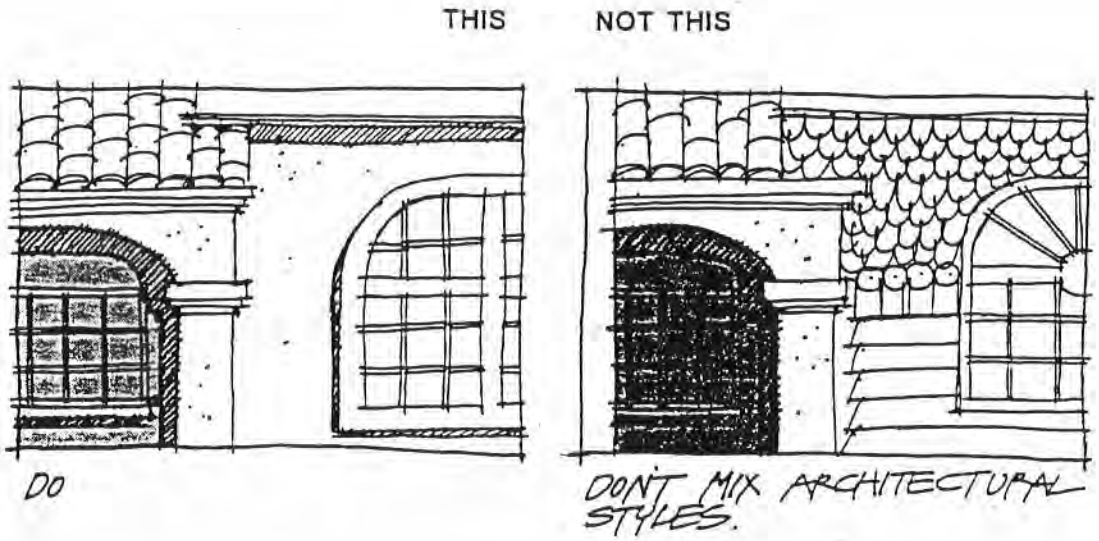
As noted previously, the City of Chula Vista has published a "Design Manual" which addresses these issues and is applicable to new development throughout the City. The Design Manual should be consulted for specific guidance regarding site planning, architecture and landscaping of the following development types: small lot single family (less than 3,000 sq. ft.) and multiple family residential, commercial (and institutional) and industrial, and sign design. The city-wide guidelines are extensive and have not been repeated in this document. This chapter is intended to supplement the city-wide guidelines, addressing issues specific to the development of Otay Ranch. Additional guidelines for each village core is addressed in the Master Precise Plans for Villages One and Five.

A. Architecture

While the landscaping, fencing, and signing will have a common design throughout the entire Village, a variety of architectural styles are envisioned for structures within the community. Each residential development project is expected to reflect an individual design program which is consistent with the village-wide themes and standards. A

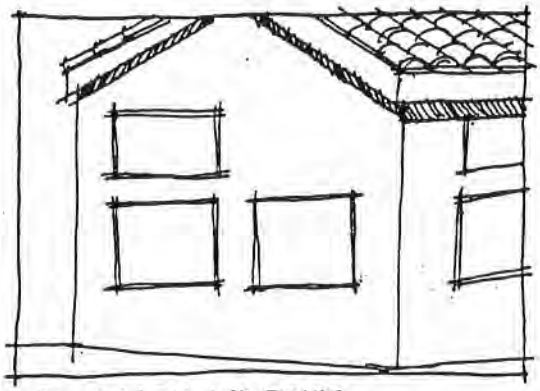
variety of architectural styles are intended to coexist in the overall community and may be mixed within a single project.

The selected architecture styles should reflect a coherent design palette and be complementary to the character identified for each village/SPA within Otay Ranch. This character should be identified and illustrated in the Village Design Plan prepared for each SPA. Within each village, a unified style should be used for the commercial core area, with a wider range of complementary styles acceptable for the Village Core as a whole. Architectural building style, repetitive design features and fixtures such as street furnishings, lighting fixtures and styles, etc. should be used to unify structures within the Village Core. Specific details will be established at the Precise Plan level. Design details shall comply with each village core Master Precise Plan.

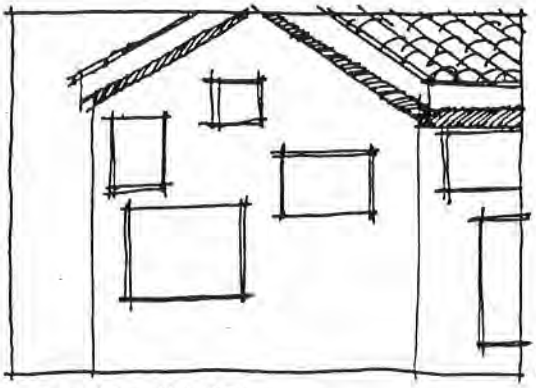


ARCHITECTURE

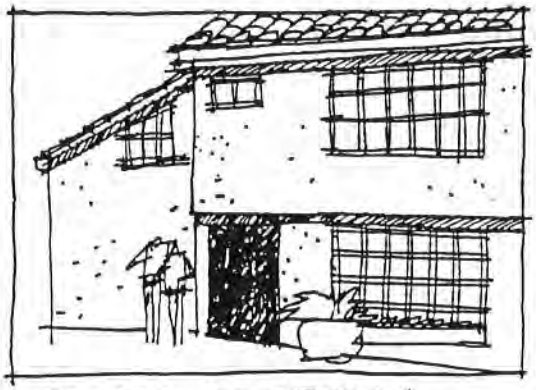
THIS NOT THIS



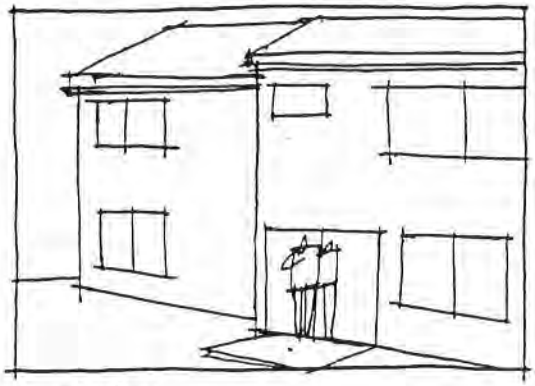
DO ALIGN WINDOWS



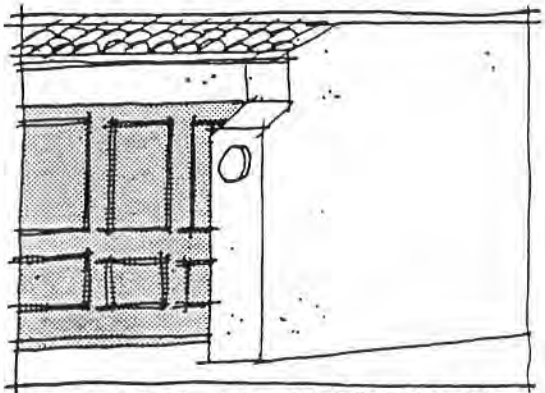
DON'T HAVE RANDOMLY PLACED WINDOWS



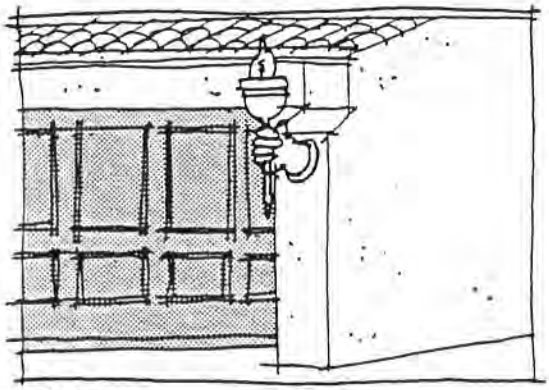
DO ADD INTEREST to REAR ELEVATIONS



DON'T



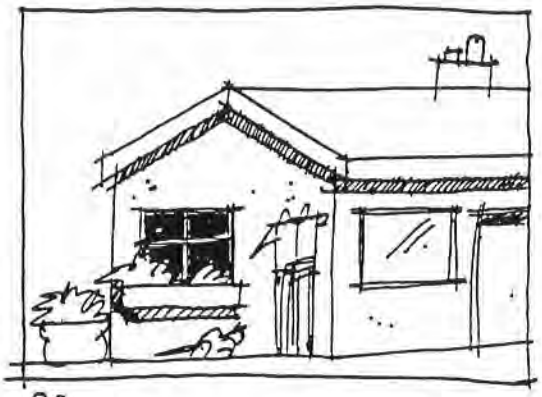
DO MAKE ARCHITECTURAL FIXTURES MATCH ARCHITECTURAL STYLE



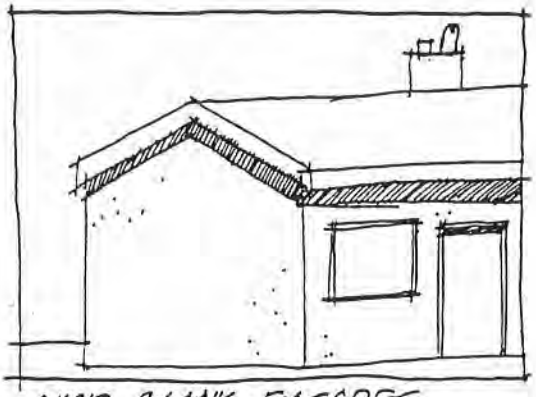
DON'T

ARCHITECTURE

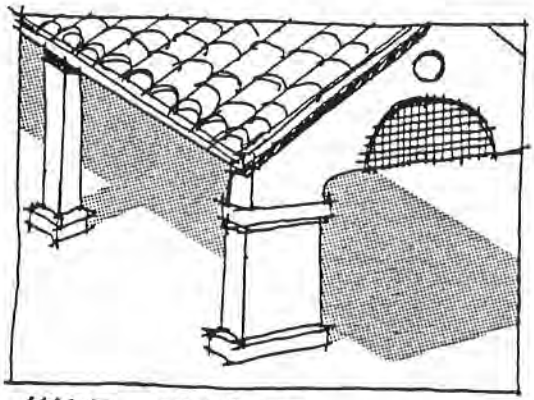
THIS NOT THIS



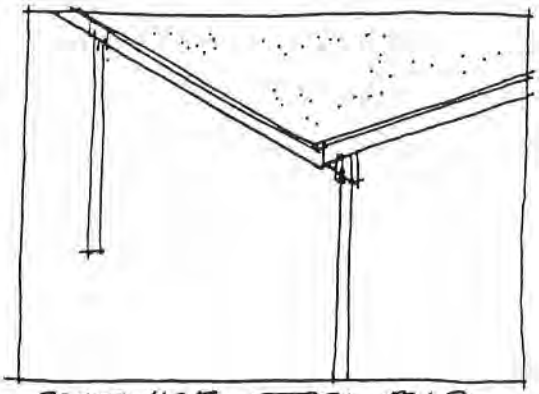
DO



AVOID BLANK FACADES



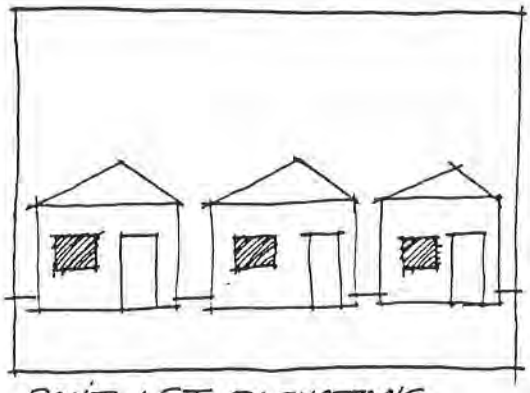
MAKE CARPORTS MATCH ARCHITECTURAL STYLE



DON'T USE STEEL POLE AND BEAM CONSTRUCTION AS FINISHED PRODUCT.

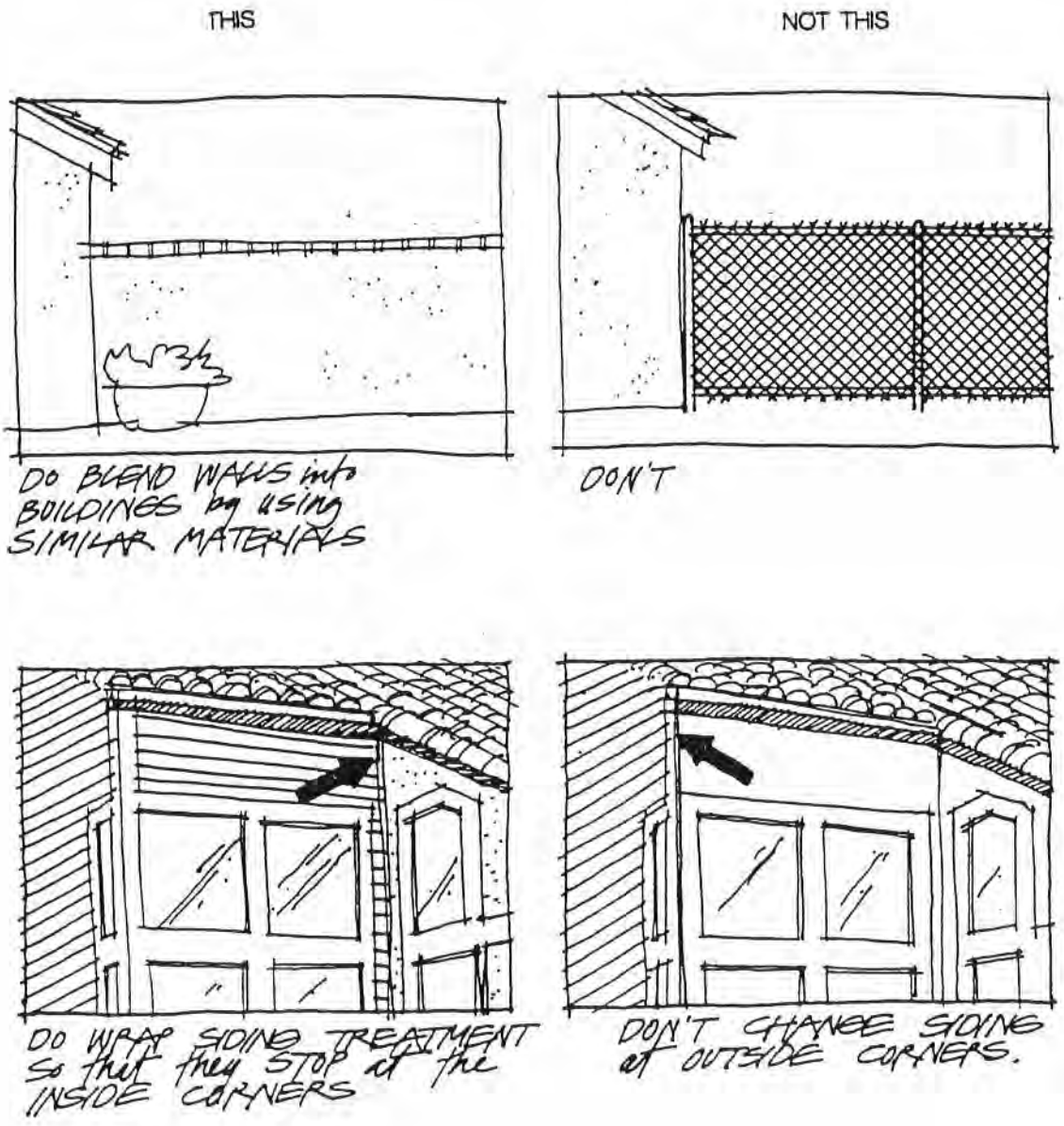


DO VARY ELEVATIONS



DON'T LET ELEVATIONS BECOME MONOTONOUS

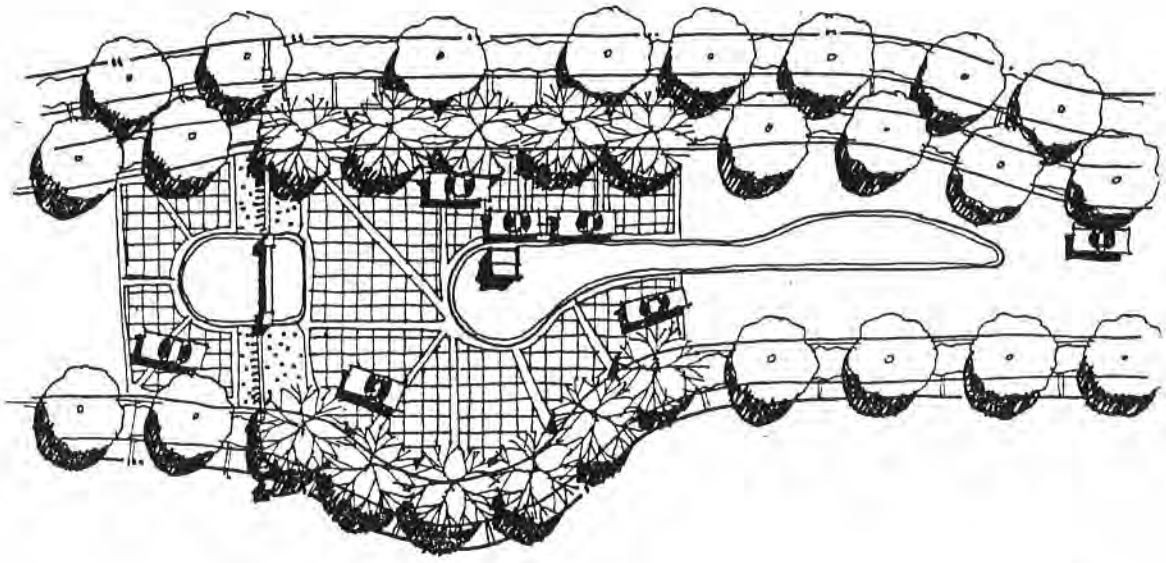
ARCHITECTURE



B. Vehicle Access and Parking

Parcel entries are intended to signify arrival and establish the character of the development project. For a single family detached project, the entry may consist of a small monument sign, if any, and/or accent landscaping. Entries to multi-family projects are often more elaborate, including enriched paving and architectural theme elements. CPF and similar public facility site entries often fall somewhere between, with entry signage and entry landscaping with reduced scale and maintenance requirements. Signage is also more elaborate because direction to on-site facilities, guest parking, etc., as well as identity, must be conveyed. All project entries should be consistent with/complement the streetscape in which they are located. They should not compete for attention to the detriment of the overall appearance of the community.

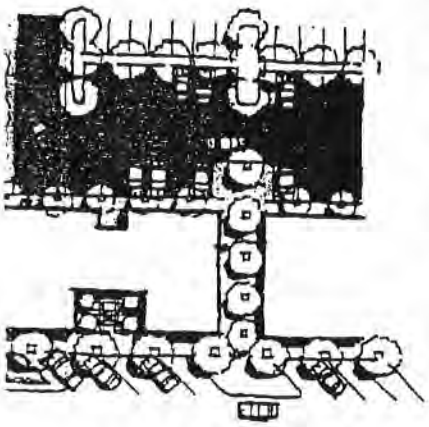
Where access is controlled, such as a gate-guarded neighborhood or project, safety considerations such as traffic visibility, conflicting turning movements, and stacking area must be considered. Any proposal for a gated entry should address the following design/operation issues: emergency access, gate setback distance and space for queuing, turnaround, and pull-out area for visitors who must call-in to be admitted.



The amount of parking required for each use is specified in the PC District regulations (zoning). Parking within multi-family and non-residential parcels will be refined with site design and fixed with Site Plan approval. Parking reductions and shared parking may be approved where specific conditions (*e.g.*, proximity to transit, mix of uses, etc.) warrant, per the PC regulations.

Beyond providing the number of parking spaces required, the design of common parking areas for attached and multi-family neighborhoods, and non-residential uses is an important element in site planning. Certain landscaping requirements are established by zoning regulations, but the location, size and layout of such parking areas are flexible design elements. Screening of parking areas can be accomplished with elevation change, landscaping, hardscaping, building siting, or a combination of approaches.

Subordinating parking areas and vehicle access to pedestrian access and facilities in the commercial core area is a design consideration unique to the development concept of Otay Ranch. In the village core, where larger lots are likely, parking lots should be located behind buildings or in the interior of a block. Parking lot frontage on pedestrian oriented streets (*i.e.*, town square, main street, or promenade street) should not exceed 75 feet or one-third of any block. Curb cuts for vehicle access should also be minimized along these streets.

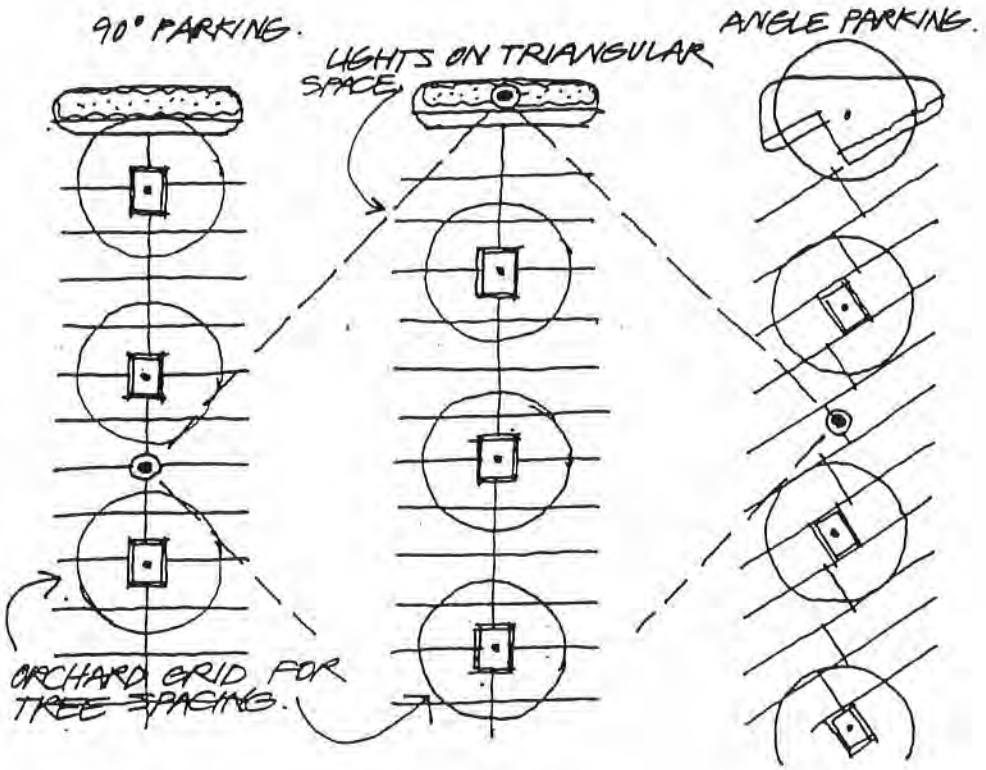


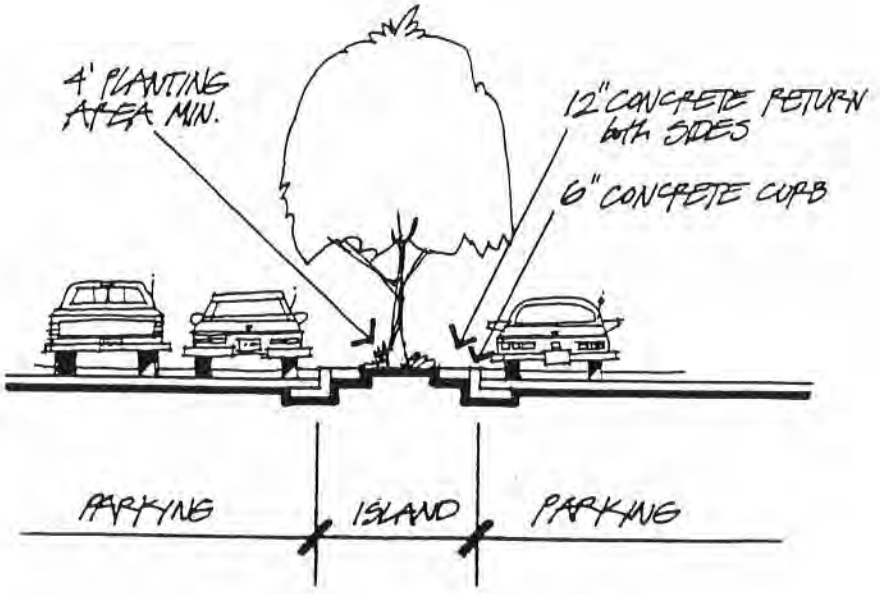
A consistent parking layout and design should be used for all uses with group parking facilities. The selected design should avoid an excess of paving by providing an "orchard" character, utilizing a grid or off-set grid of trees coordinated with the lighting layout. The use of small lot increments to meet larger parking needs, aligning aisles with pedestrian destinations is encouraged. The parking lot design must also be consistent with City and/or County design standards for stall, aisle and driveway widths, etc.

In the City of Chula Vista, any parking lot for 5 or more vehicles must provide a 10 foot minimum landscape strip

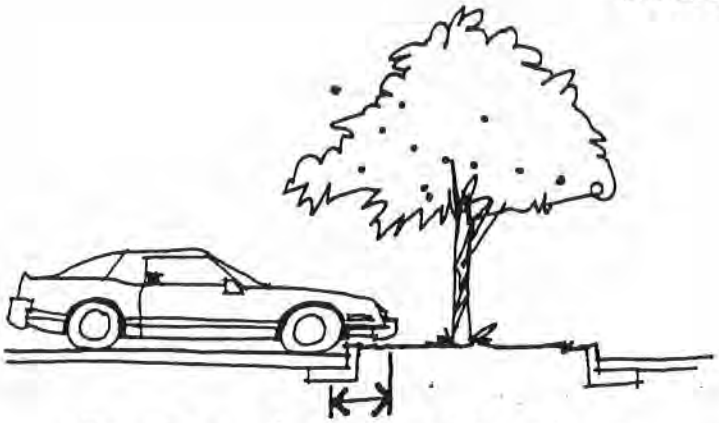
between the parking area and the public ROW. In addition, a 6 foot wide landscape strip is required where commercial parking lots abut residential or institutional parcels. A minimum of 10% of the interior parking area shall be devoted to landscaping, not including the required perimeter landscape strips.

PARKING LOT DESIGN

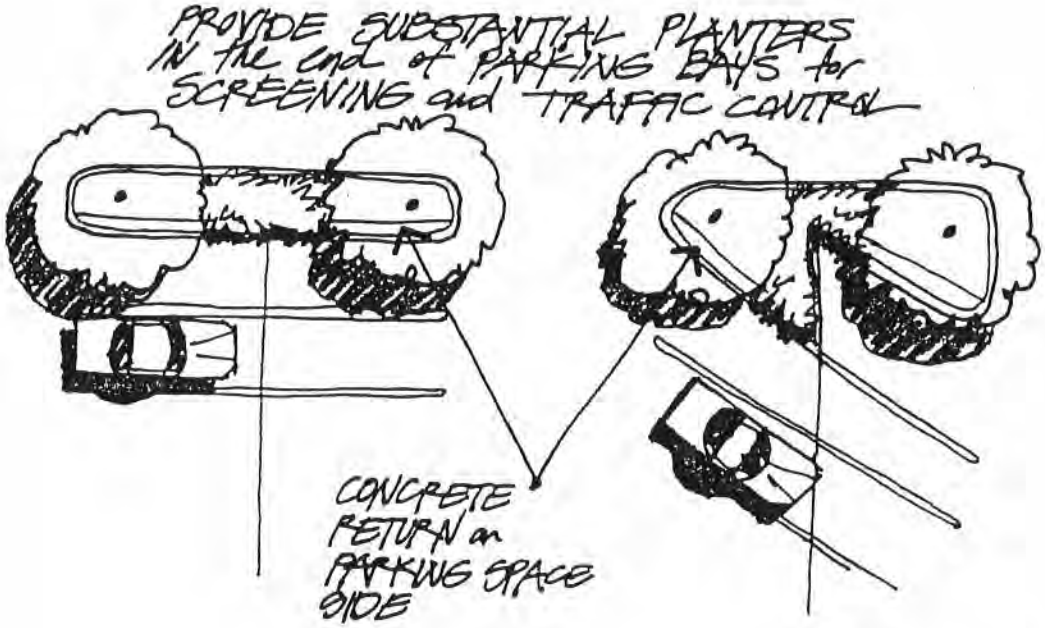




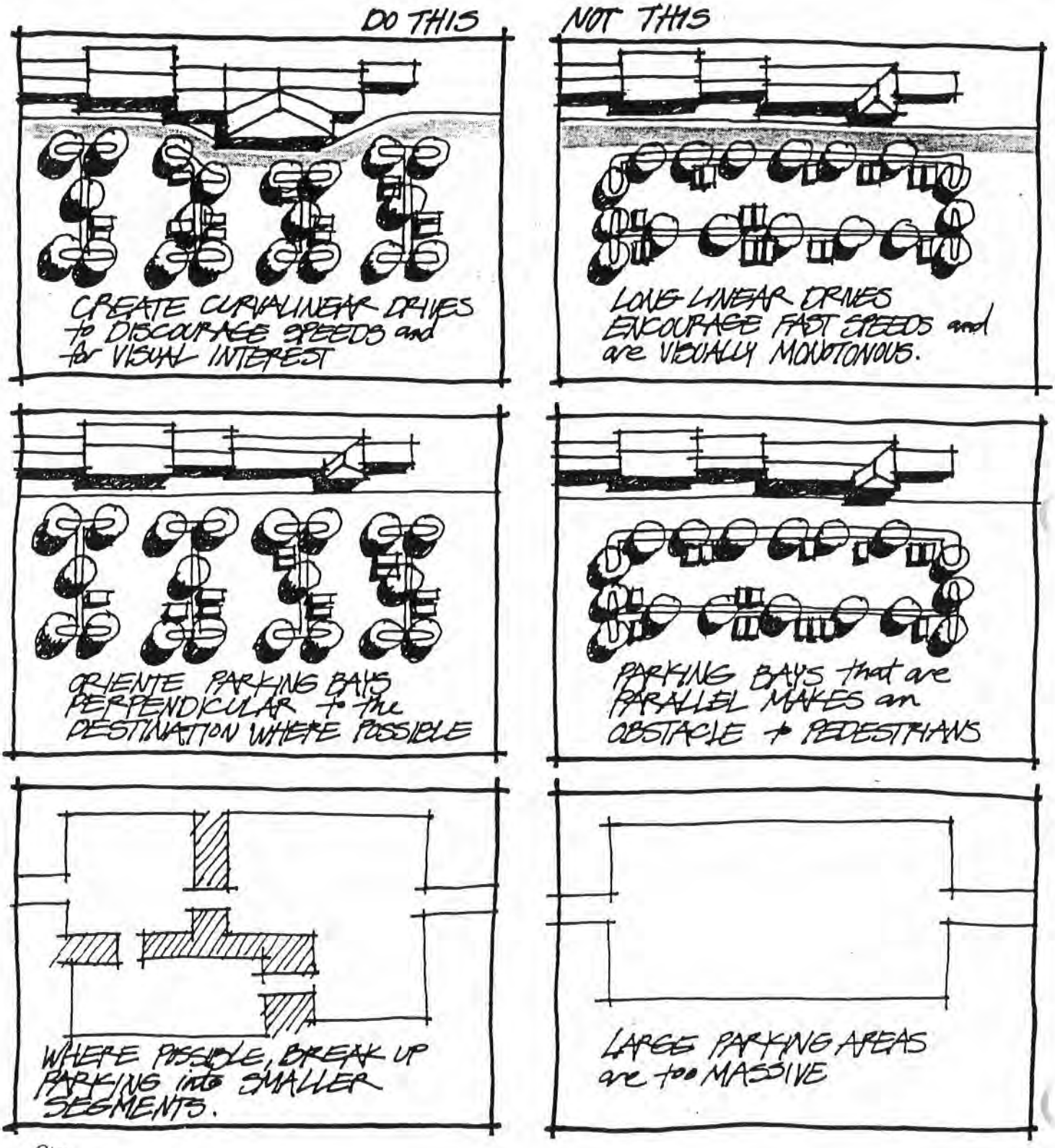
PARKING LOT DESIGN



INSTEAD of USING PRE-CAST CONCRETE BUMPER STOPS, EXTEND PLANTING AREA and USE CURB as a WHEEL STOP.



PARKING LOT DESIGN



Alleys provide vehicular access to the rear of homes reducing the dominance of automobile serving structures, driveways and garages, along the street frontage. Although this can significantly improve the appearance of the streetscene, it should not be accomplished at the cost of the alley itself. Because they are not as visible as a fronting street, alleys tend to be minimally improved initially and ignored in terms of design and maintenance. However, the aesthetic benefits of including alleys in selected locations can be overwhelmingly positive. In order to avoid future issues, alleys should be well designed and improved initially with thought given to the long-term maintenance of improvements.

The following guidelines should be utilized in the design of alleys to improve their appearance and function:

- When feasible, alleys should be encouraged to angle, weave, and incorporate a variety of alignments. Alleys may accommodate cart and bicycle travel as well as access for automobiles and services.

- Alleys should be well lighted with light fixtures on each garage. +

- A parking apron should be provided in front of the garage door. Adequate space for trash and recycling containers should be provided within the garage or a separate enclosure provided along the alley.

- Landscaping should be encouraged to come to the edge of pavement.

- Enhanced landscaping and/or hardscaping should be provided where alleys and streets intersect. Landscaping and decorative treatments at such intersections and within alleys should be well maintained as a community/project asset.

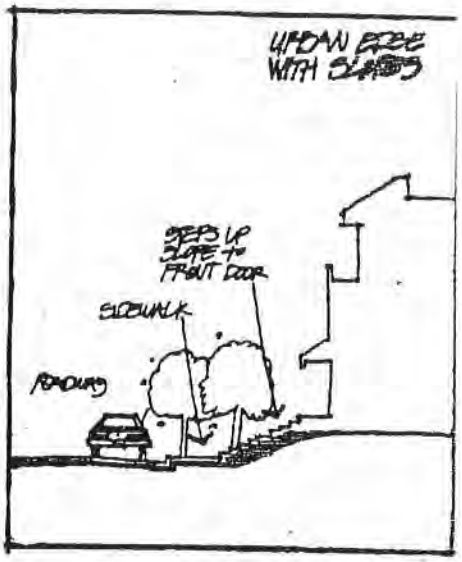
C. Non-vehicular Access

Pedestrian/transit orientation is one of the principal design concepts for development of the Otay Ranch. This design principle is implemented in a variety of ways throughout the project. The inclusion of cart, bicycle, and pedestrian paths, as described in the Street System and Streetscape section, provides the connections between destinations within each village and the community as a whole. In addition to providing these connections/routes, site planning and building design guidelines can create relationships, access points and facilities which encourage the use of such alternative circulation modes.

1. Site Planning

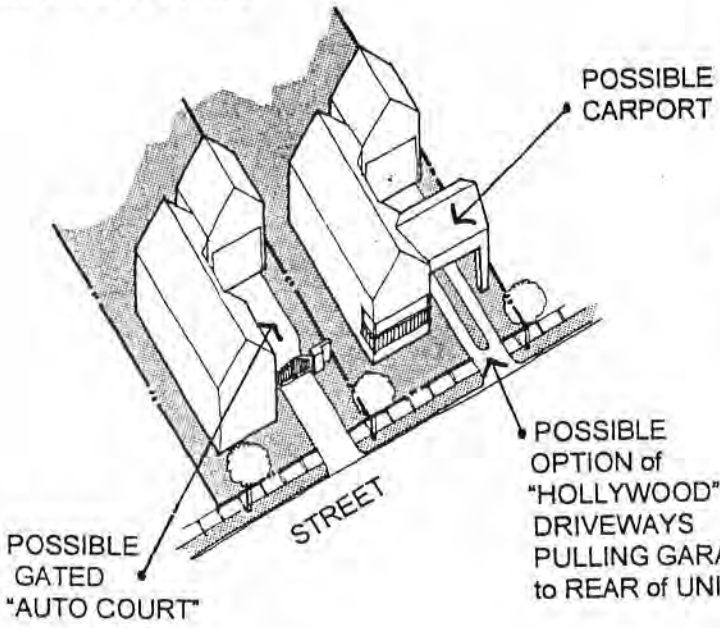
Sketches on the following pages demonstrate pedestrian-oriented design options for various types of development. The general objective is to create a stronger relationship between the building, building entry, and the pedestrian. Common solutions are to reduce the distance between the building and sidewalk, provide a more interesting and pedestrian scaled building front, or to reduce automobile oriented structures such as driveways, parking areas, and garages along the pedestrian walkway. The sketches illustrate a variety of approaches which should be utilized along the pedestrian-oriented streets within the core of each village. In Secondary Areas, the need for these designs are reduced because of the reduced intensity of development and potential for conflict between the automobile and other transportation modes.

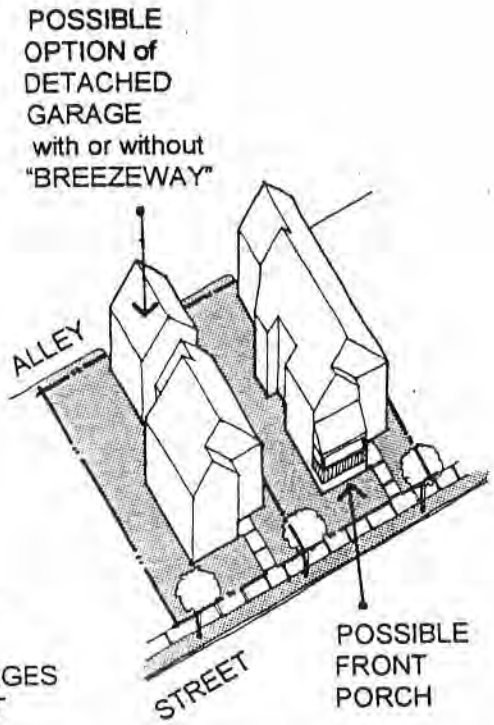
Recognizing that the automobile cannot be completely supplanted in modern suburban development, pedestrian-oriented designs are often incorporated along one edge of a development project or parcel, while more typical automobile accommodations are made along another. This type of "pedestrian edge" will be common in Otay Ranch, particularly within the village cores where the town square or "main street" side of the mixed-use/commercial area will be tailored to the pedestrian with convenient automobile access and parking on the opposite side.



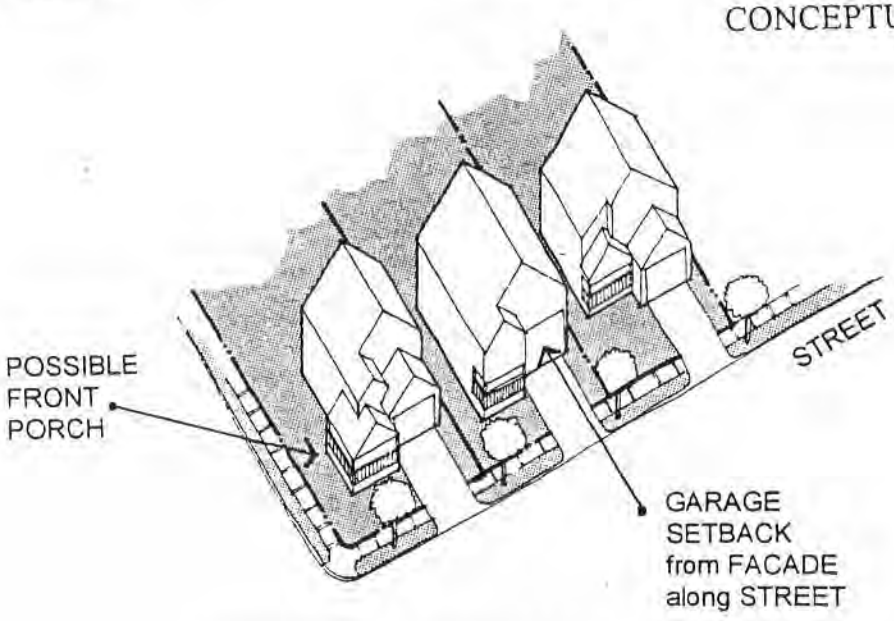
SINGLE FAMILY CONCEPTUAL LOT/BUILDING SCHEMATICS

CONCEPTUAL FRONT LOADED SINGLE FAMILY





CONCEPTUAL REAR LOADED SINGLE FAMILY



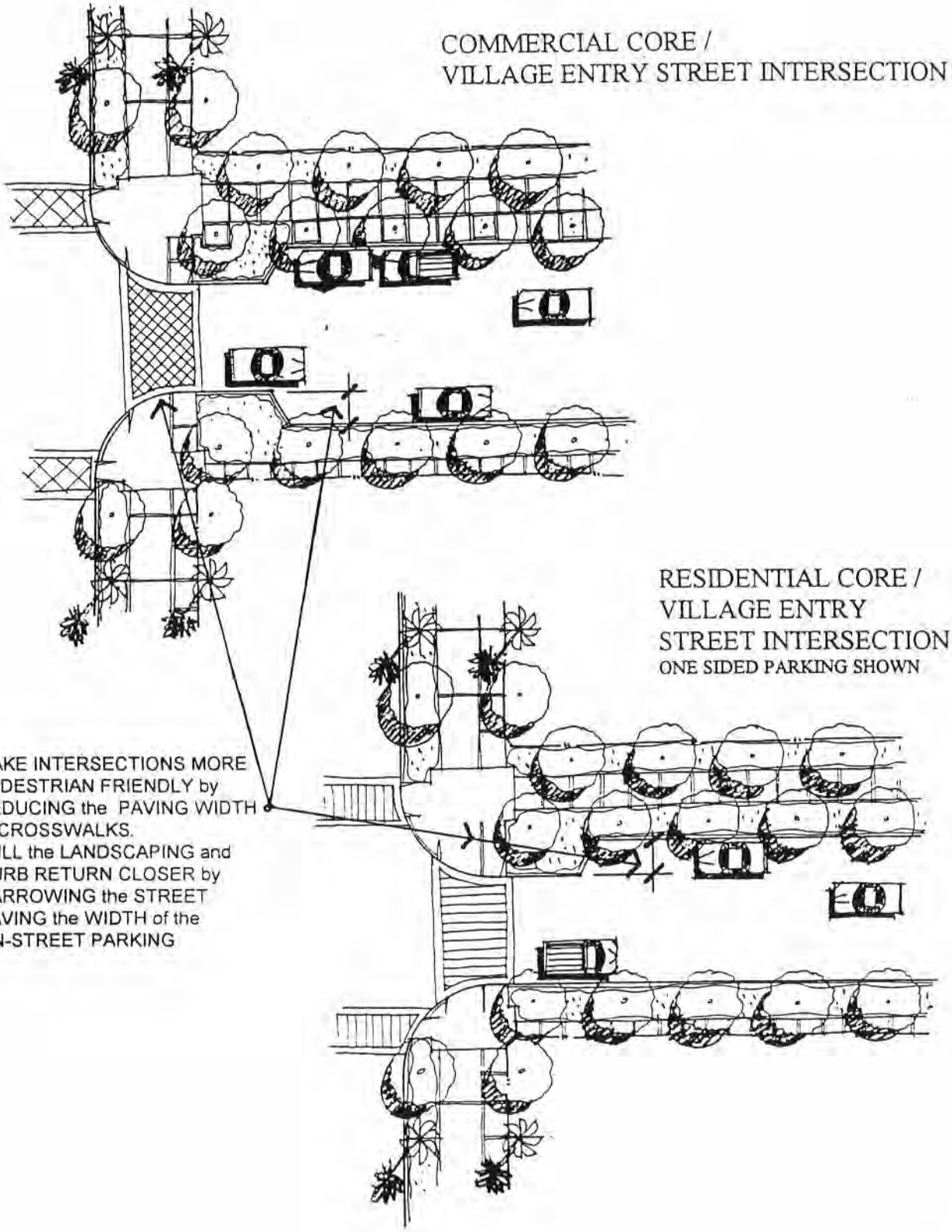
CONCEPTUAL FRONT LOADED SINGLE FAMILY

2. *Intersection Design*

Special intersection design considerations have been proposed to facilitate easy pedestrian access throughout the village. The standard intersection will incorporate a maximum of twenty (20) foot curb radius. All intersections of Promenade Streets (core and residential) with the Village Entry and Core Streets shall incorporate the special design features shown on the following page. Exact dimensions will be subject to approval of the City Engineer.

COMMERCIAL CORE /
VILLAGE ENTRY STREET INTERSECTION

RESIDENTIAL CORE /
VILLAGE ENTRY
STREET INTERSECTION
ONE SIDED PARKING SHOWN

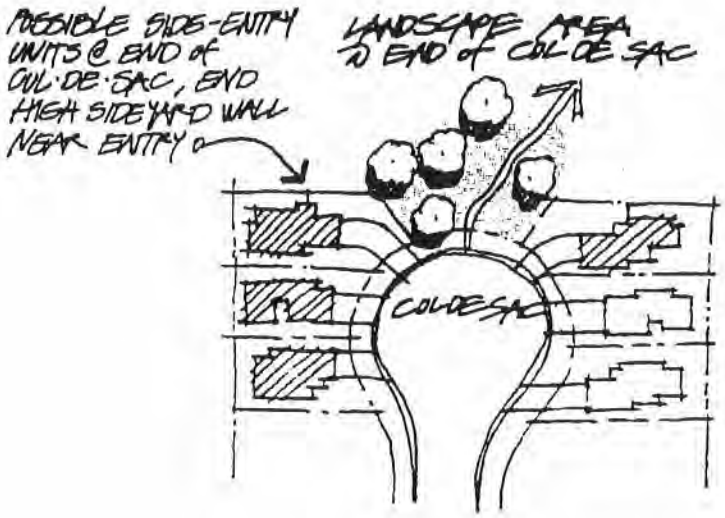


MAKE INTERSECTIONS MORE PEDESTRIAN FRIENDLY by REDUCING the PAVING WIDTH at CROSSWALKS.
PULL the LANDSCAPING and CURB RETURN CLOSER by NARROWING the STREET PAVING the WIDTH of the ON-STREET PARKING

3. Open Cul-de-sacs

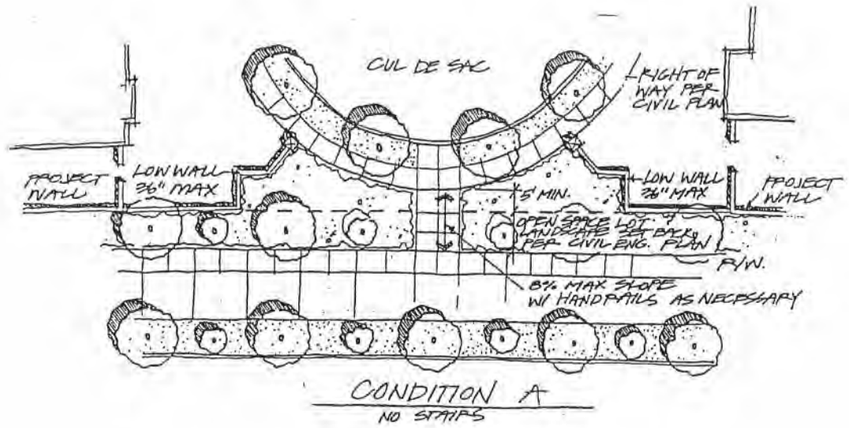
A second dimension of non-vehicular access is the provision of pedestrian/bicycle access opportunities. Typically, non-automobile routes parallel automobile oriented streets leading from the garage to destinations and providing parking lots for automobiles. In order to provide equal treatment for non-automobile travel, ready access from home to destination and parking facilities at the destination should be provided.

In order to improve access to the main pedestrian paths, the promenade streets and paseos, "open cul-de-sacs" should be utilized. Cul-de-sacs are generally discouraged in "new urbanism." The open cul-de-sac design limits automobile traffic but allows pedestrian, bicycle and cart traffic through the end of the cul-de-sac, providing a "short-cut" or more direct route. The open cul-de-sac can provide direct access to the Promenade Street, Paseo and open space, or merely visual access to an area beyond the street. Whichever way it is used, open cul-de-sacs improve the design and function of the neighborhood both internally and as perceived from the outside through the "windows" created through the open cul-de-sacs. Open cul-de-sacs should be encouraged where non-automobile circulation could be enhanced and at development edges where physical or visual access beyond the project is desirable. Special designs shall be considered which permit access even in situations where sound wall conditions are present.



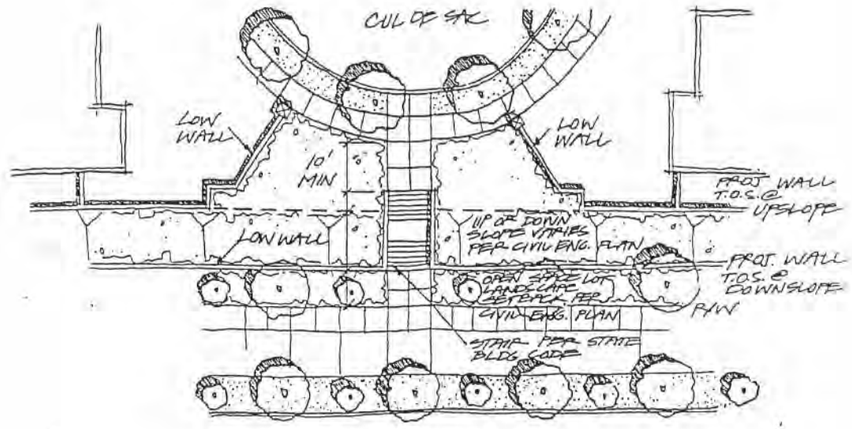
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OPEN CUL-DE-SAC

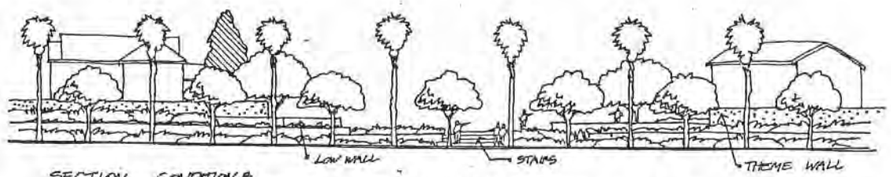


CONDITION A
NO STAIRS

SECTION. CONDITION A
NO STAIRS

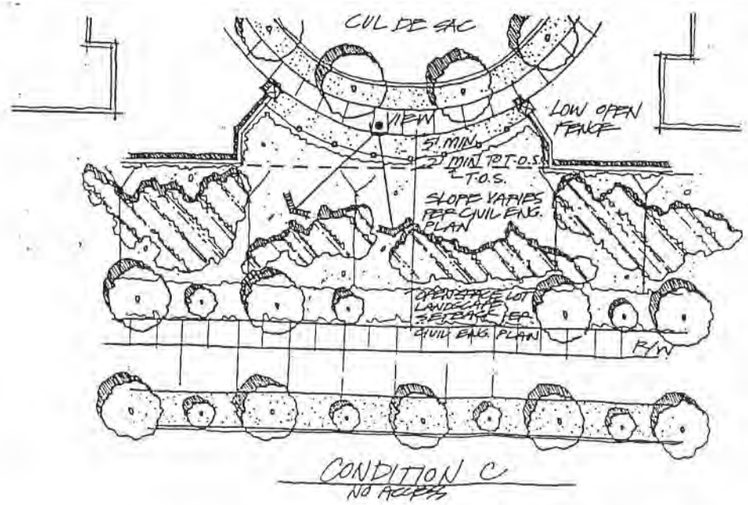


CONDITION B



SECTION. CONDITION B

PALOMAR FRONTAGE CONDITION



CONDITION C
NO ACCESS

4. Special Parking

Special cart parking spaces may be designated in prime locations to encourage cart use. Carts may utilize automobile parking spaces. Bicycle parking facilities should be provided at all major destinations including schools, parks and the Village Core commercial area. Such facilities should be located at logical vehicle/pedestrian transition points and lockable. Bicycle parking/storage facilities at transit stops and employment locations should be secured to encourage bicycle use as a daily transportation mode.

D. Use Transitions

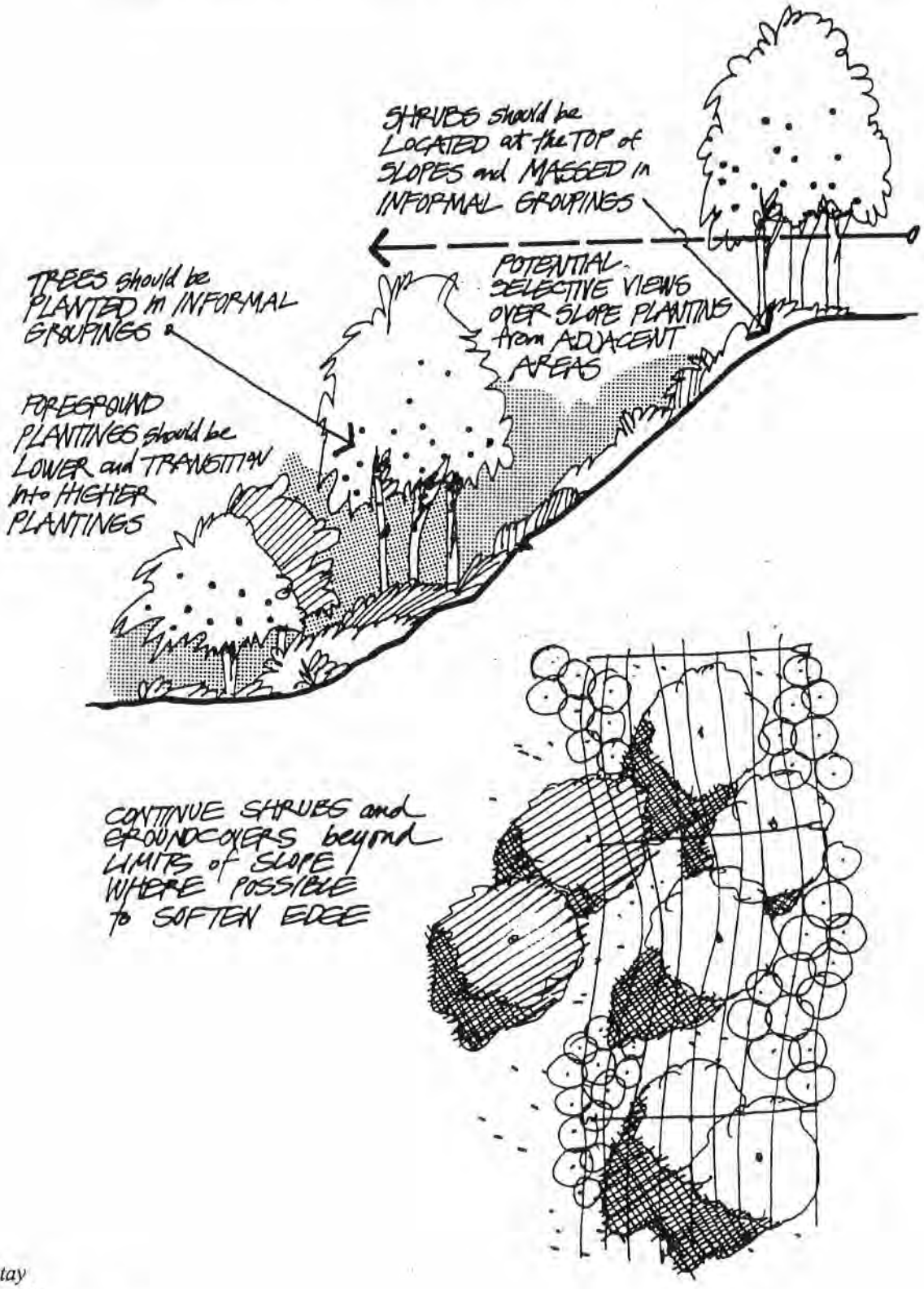
The interface between uses or "edges" is extremely important in creating harmony in community design. Site design should respond to the context created by village-wide design elements located at the parcel edge. This section addresses common edge conditions which occur throughout the project. Guidelines for appropriate design responses are presented referencing component issues, as appropriate. Sensitive edge conditions should be identified in the Village Design Plan for each SPA and special guidelines provided specific to those conditions.

1. Natural Open Space/Development Edge

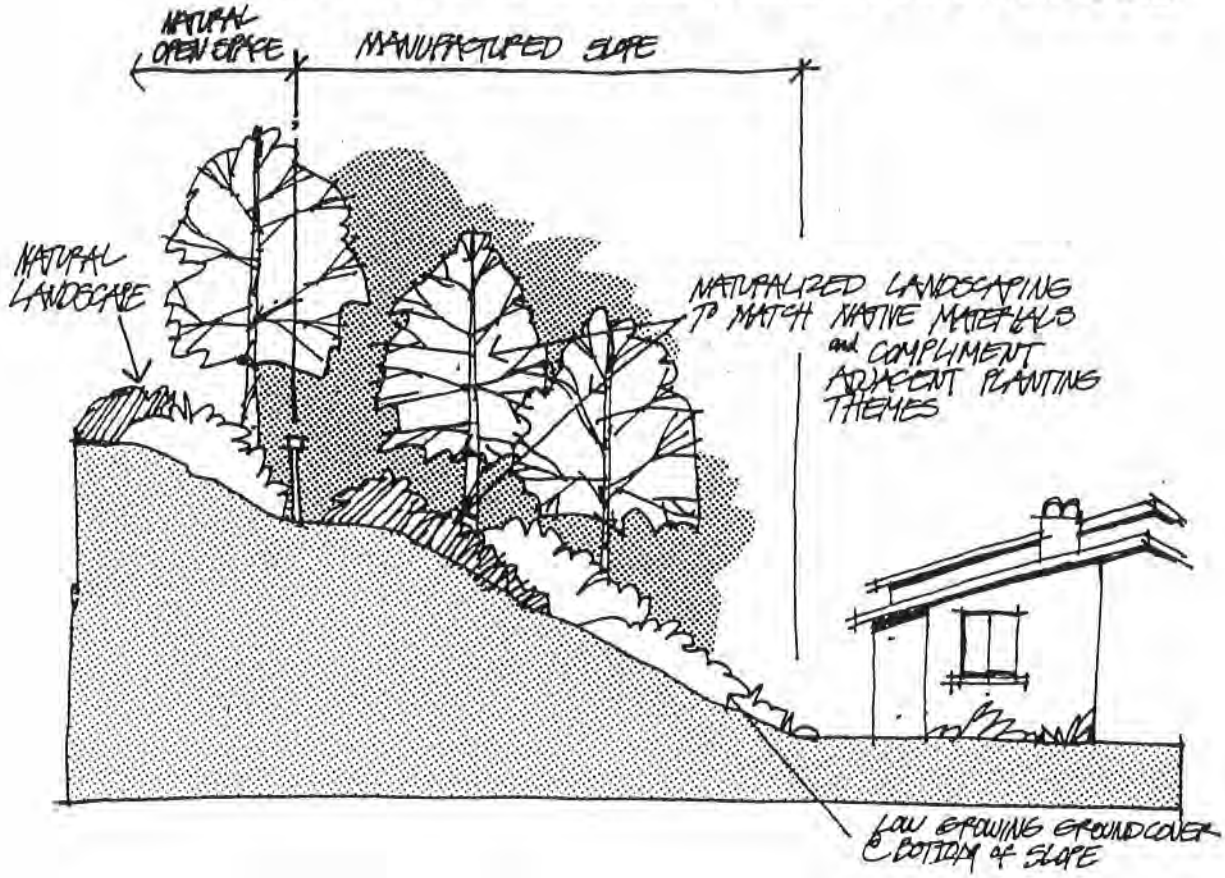
A major feature of the Otay Ranch community is the large open space areas which surround the village development areas (see Overall Design Plan). These are primarily slope areas and canyons located between villages. A critical element of the overall community design is the interface between these open slope areas and the development areas. The site plans and architectural design for projects should take advantage of the view opportunities into and across the open space. Designs should also avoid a "hard brown edge" created with an abrupt transition from graded areas and irrigated landscaping to natural conditions. A logical progression from the urbanized and manicured landscape of the developed areas to the open and natural vegetation of the canyons should be provided. Appropriate barriers and/or buffers should be incorporated at the village development edge. However, physical and visual access should be encouraged when not precluded by environmental, safety or topographic constraints. Open cul-de-sacs can be utilized in provide both visual and physical access to open space areas.

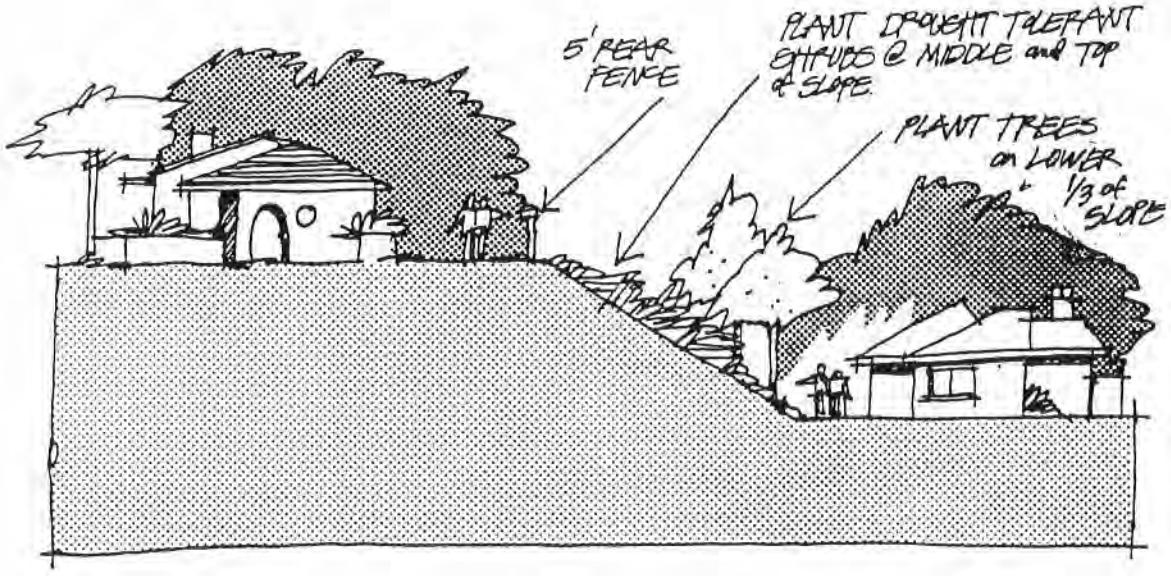


TYPICAL EXTERNAL SLOPE PLANTING

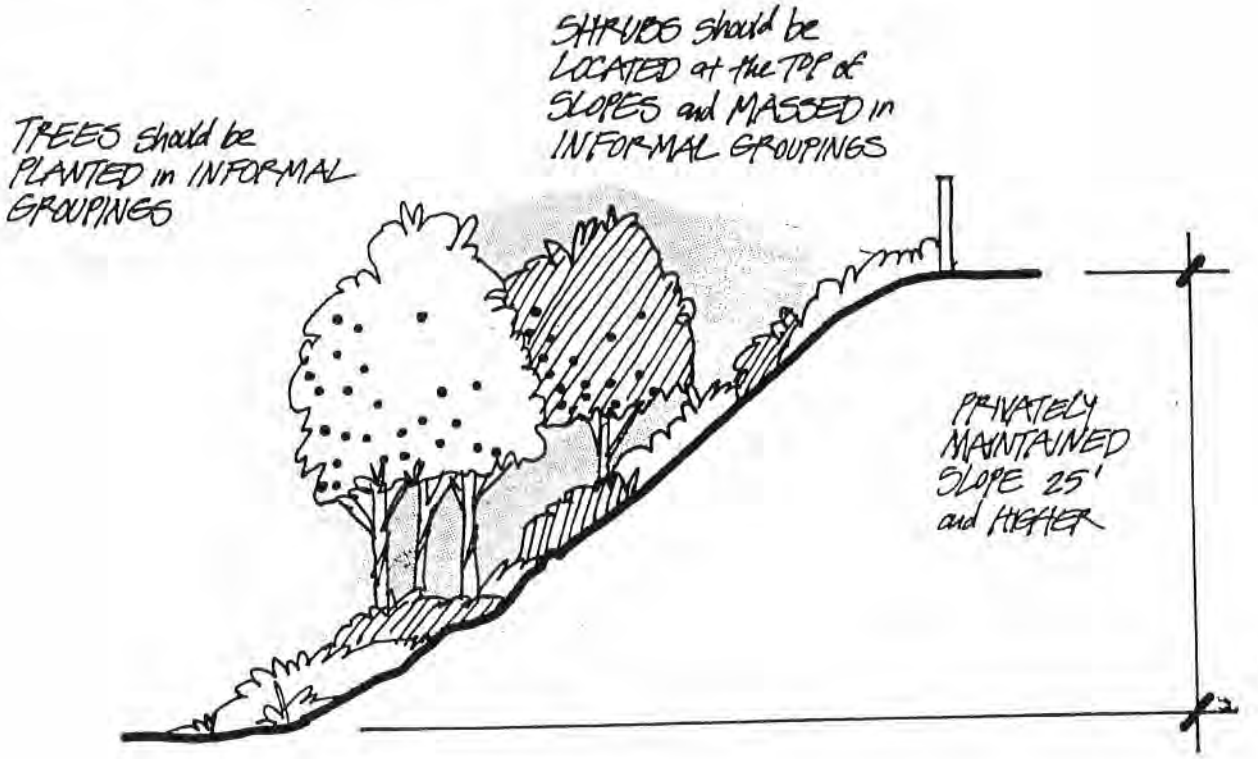


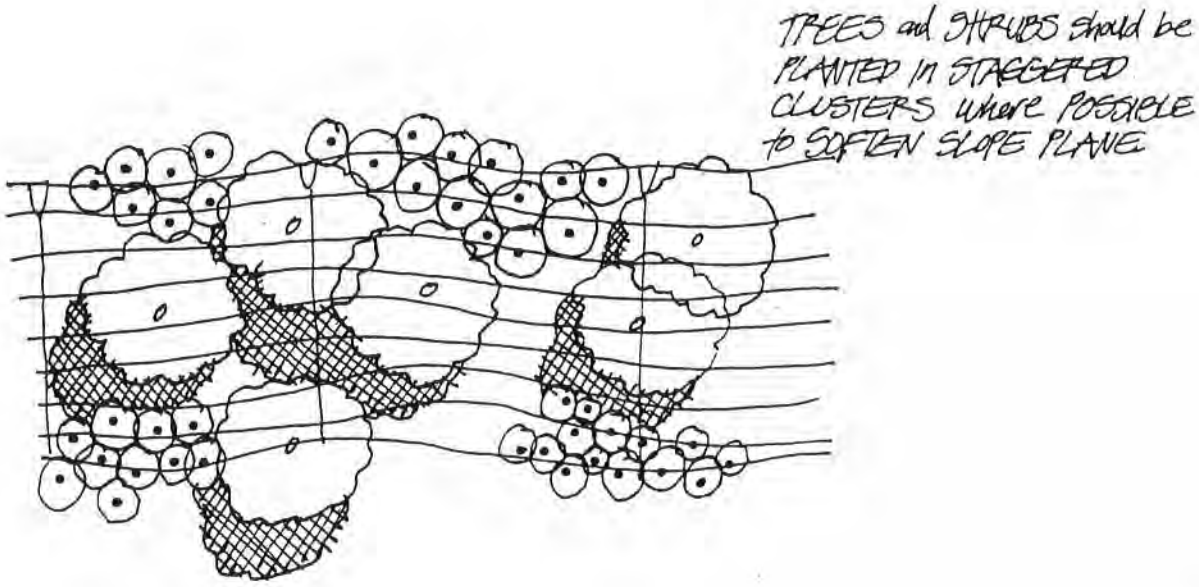
TYPICAL INTERNAL TRANSITION SLOPE





TYPICAL EXTERNAL SLOPE PLANTING





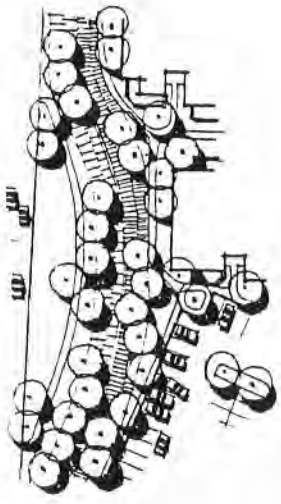
2. *School/Park Interfaces*

Although schools, parks and similar public facilities are generally compatible with residential uses, some level of conflict is unavoidable and a buffer between uses should be provided. Whenever possible the buffer should include a change in elevation, placing the residential units higher. A difference of only three or four feet is a significant improvement. Dense planting of the slope and fencing should also be provided to create a physical and visual separation. If sufficient slope height is provided, an open fence could be used to allow views from the residential areas across the open park area. These features should provide an aesthetically pleasing perimeter to the school or park, while minimizing the intrusion of noise and distractions to the adjacent home sites.

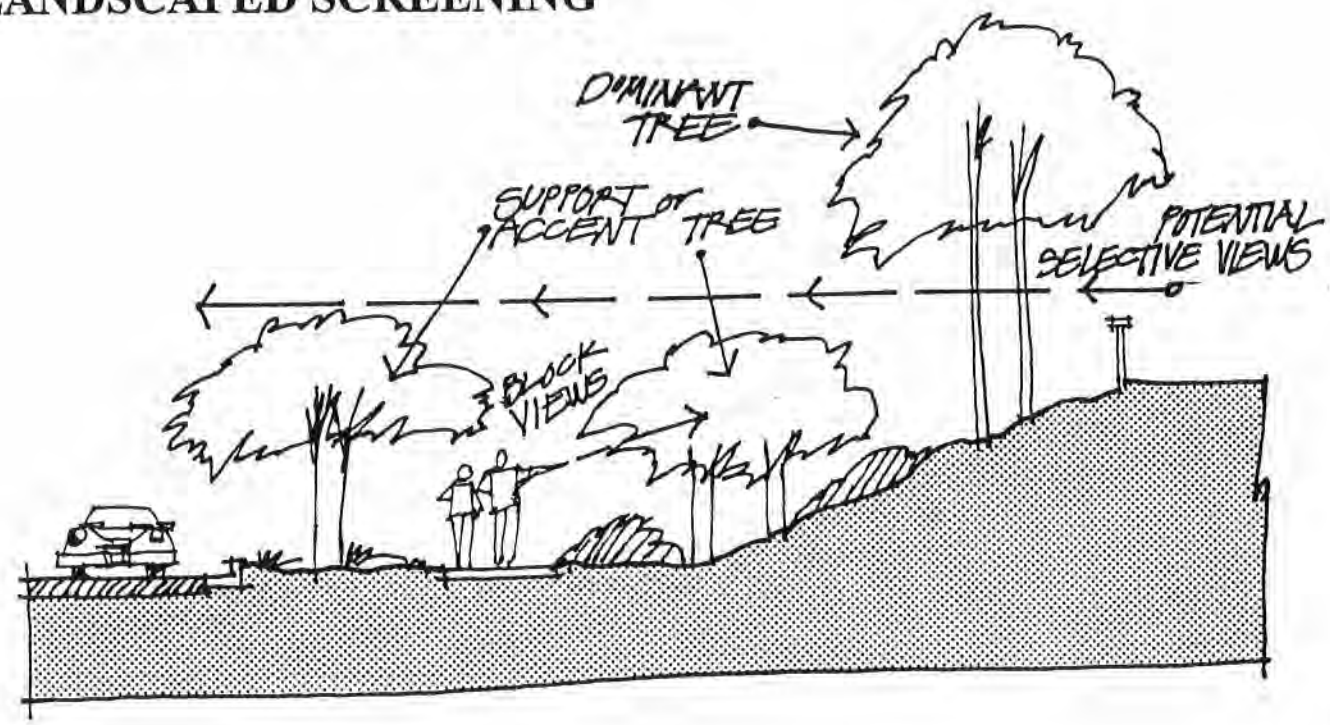
Where down slope conditions to residential uses are unavoidable, enhanced slope landscaping should be incorporated to provide a naturalized backdrop to the residential development and minimize the potential for slope erosion into yard areas.

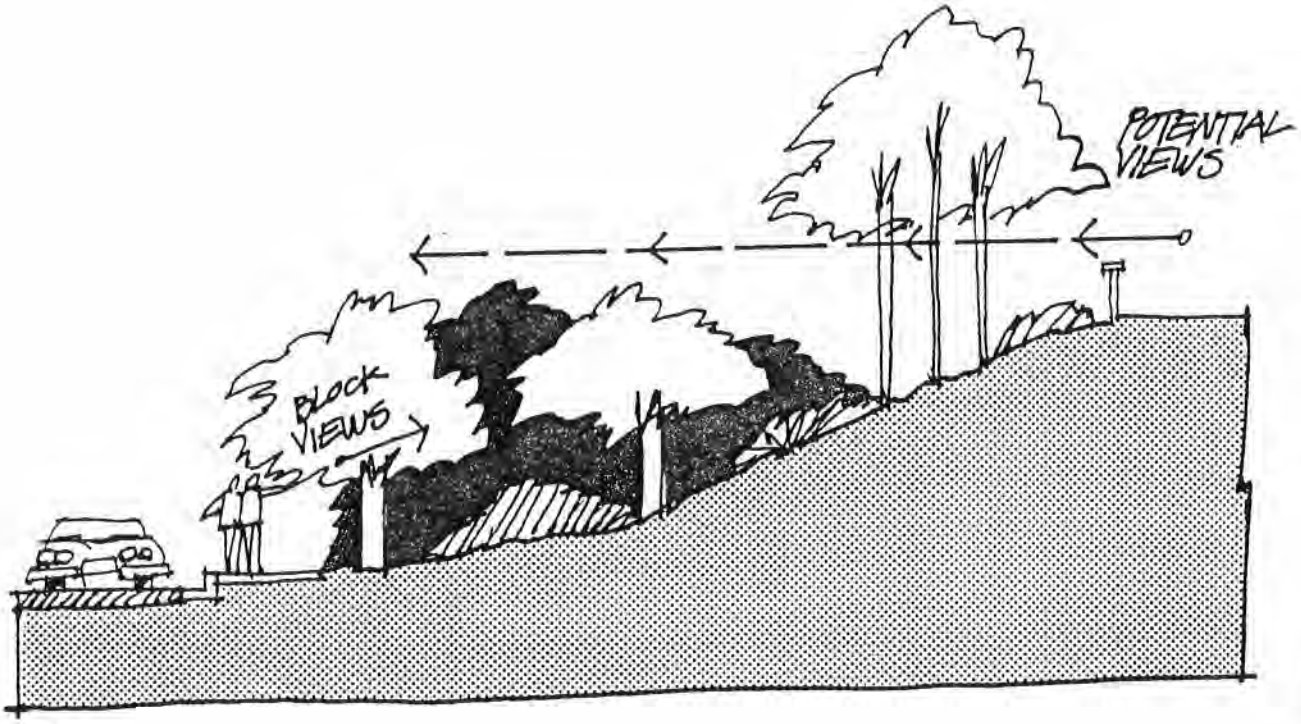
3. *Highly Visible Edge*

The village development edges adjacent to canyons are of special concern because of their visibility from the scenic roadways located in the canyons. The appearance of parking or other developed uses along this edge should receive special consideration. Attention will need to be given to the aesthetics of the rear exposure of buildings which back toward the canyon, as well as the front. Additional rear elevation detailing, variable lot depths or rear yard setbacks, open cul-de-sacs and special slope landscaping should be considered as potential design solutions.

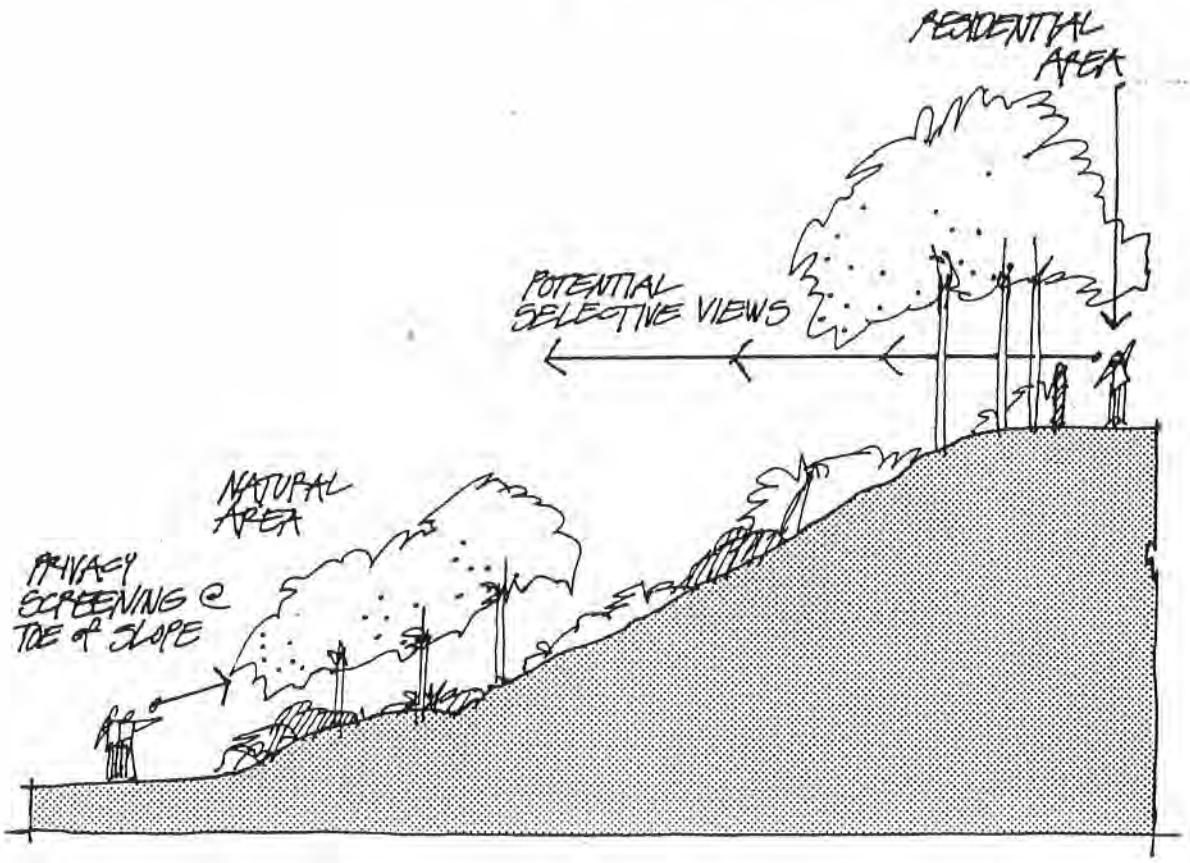


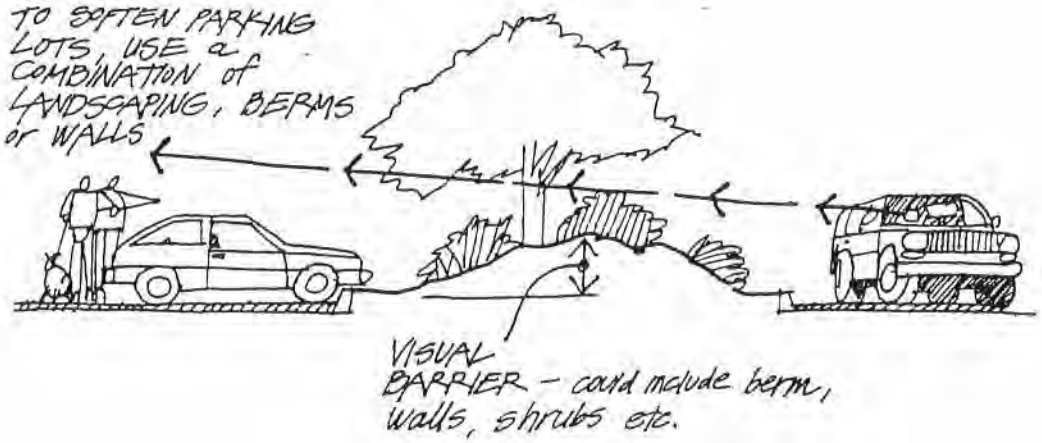
LANDSCAPED SCREENING



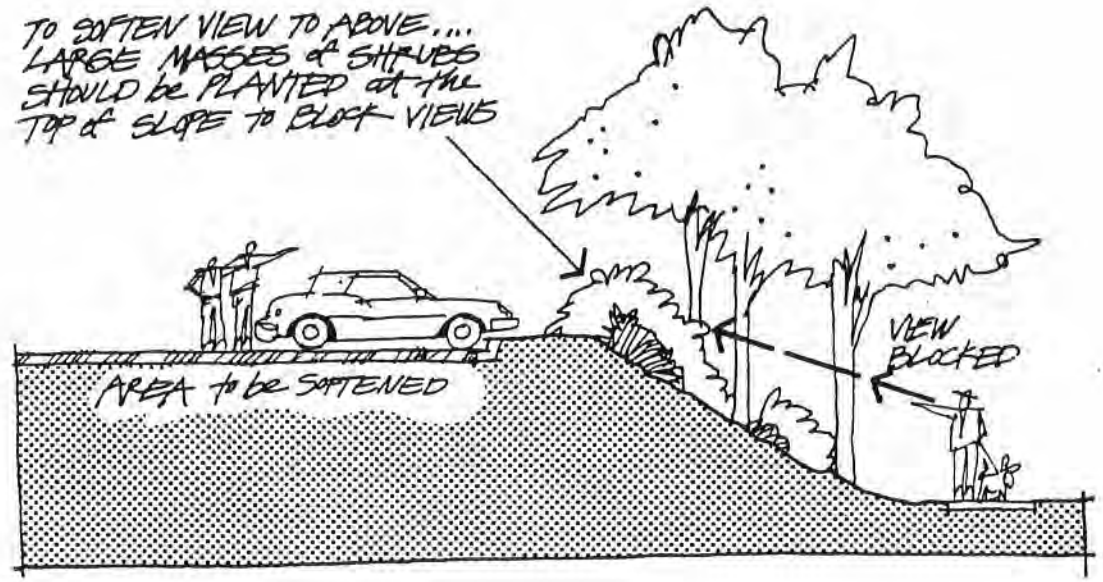


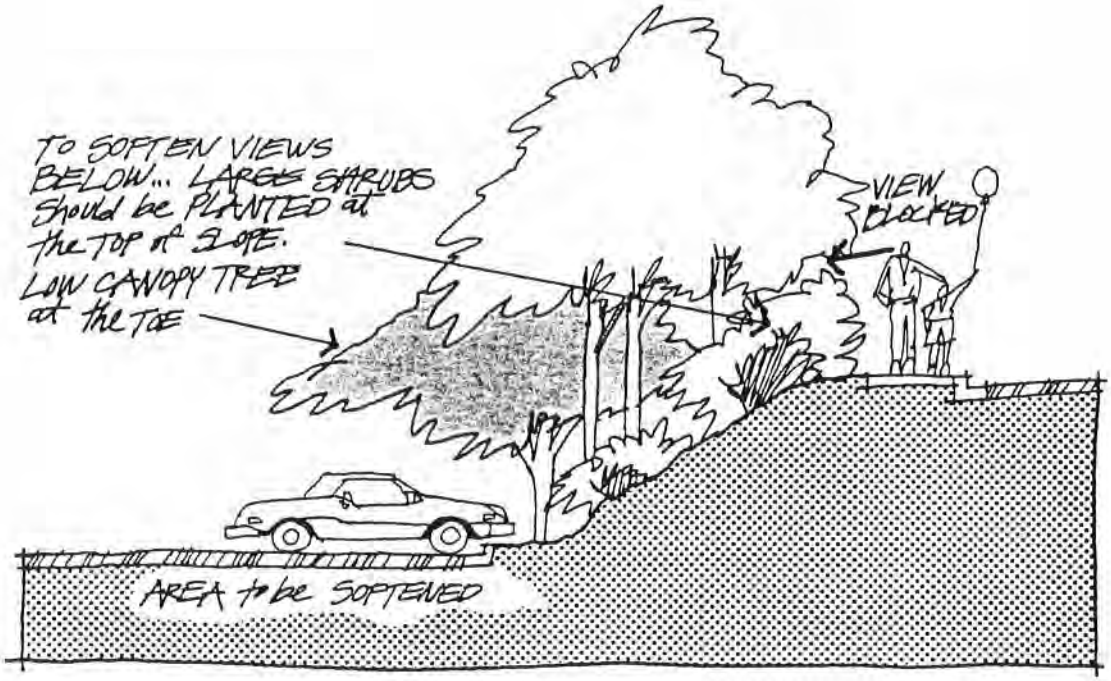
LANDSCAPED SCREENING





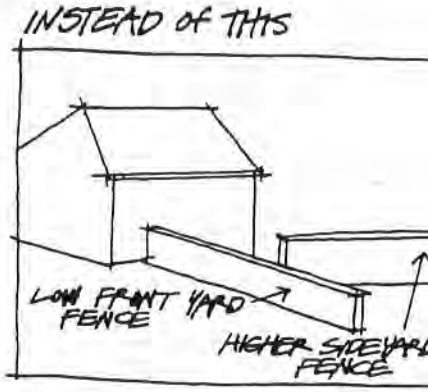
LANDSCAPED SCREENING





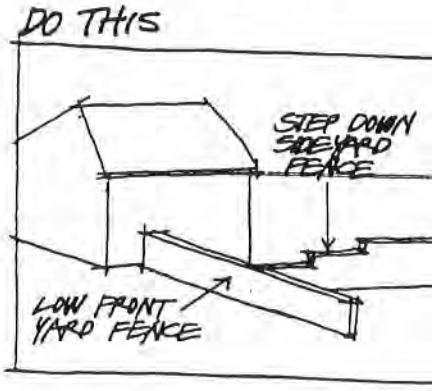
E. Building Siting

The preceding sections have focused on the relationship between individual development sites and their neighbors (other development, open space, streets, pedestrian paths, etc.). This section focuses on the internal arrangement of uses on a residential site. For single family detached products these relationships are very simple: the placement of the home on its lot and the treatment of the various "yards." For single family attached and multi-family residential and non-residential development, these on-site conditions become more complex and require additional design consideration.

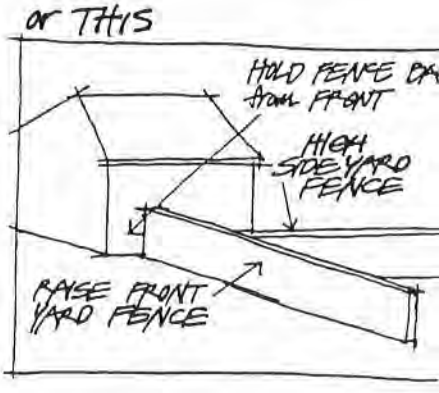


1. Single Family Products

A lot/building schematic is presented to provide additional guidance in the design of the single family housing type. Guidance for single family attached (townhouse) and multi-family, and non-residential developments follow. It should be stressed that the schematic and building envelope that follows is a prototypical lotting concept and is not intended to constrain more creative solutions to spatial relationships.



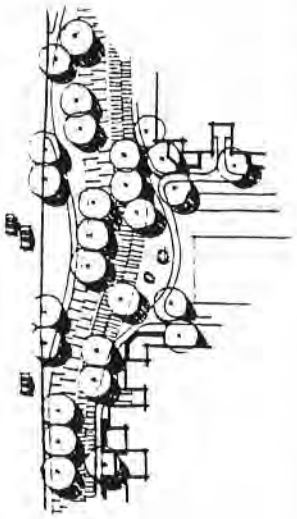
Projects within the Village Core or fronting on streets with special pedestrian facilities should reduce the impact of vehicle serving facilities (driveways and garages) on the pedestrian way. Such projects have increased their connection to the street with small setbacks for living areas, open front porches, etc. to encourage activity and interest along the pedestrian path (see non-vehicular access guidelines).



Certain lots and lotting patterns should also receive particular attention. Where the rear of single family lots abut a street, the landscaping and wall separating the rear yard and street should be carefully designed. Privacy should be maintained for the rear yard area while a quality street appearance is maintained for the village as a whole. A small grade differential, with the residential lot above the street, can

contribute to the design solution. A similar situation can occur with corner lots in single family neighborhoods. In this case, it is the side yard fence which can detract from the street appearance. In addition to landscaping and wall design, other potential design treatments include a reduced wall length making a larger portion of the side yard an extension of the front yard and/or use of a side entry product which places entry embellishments in the side yard area.

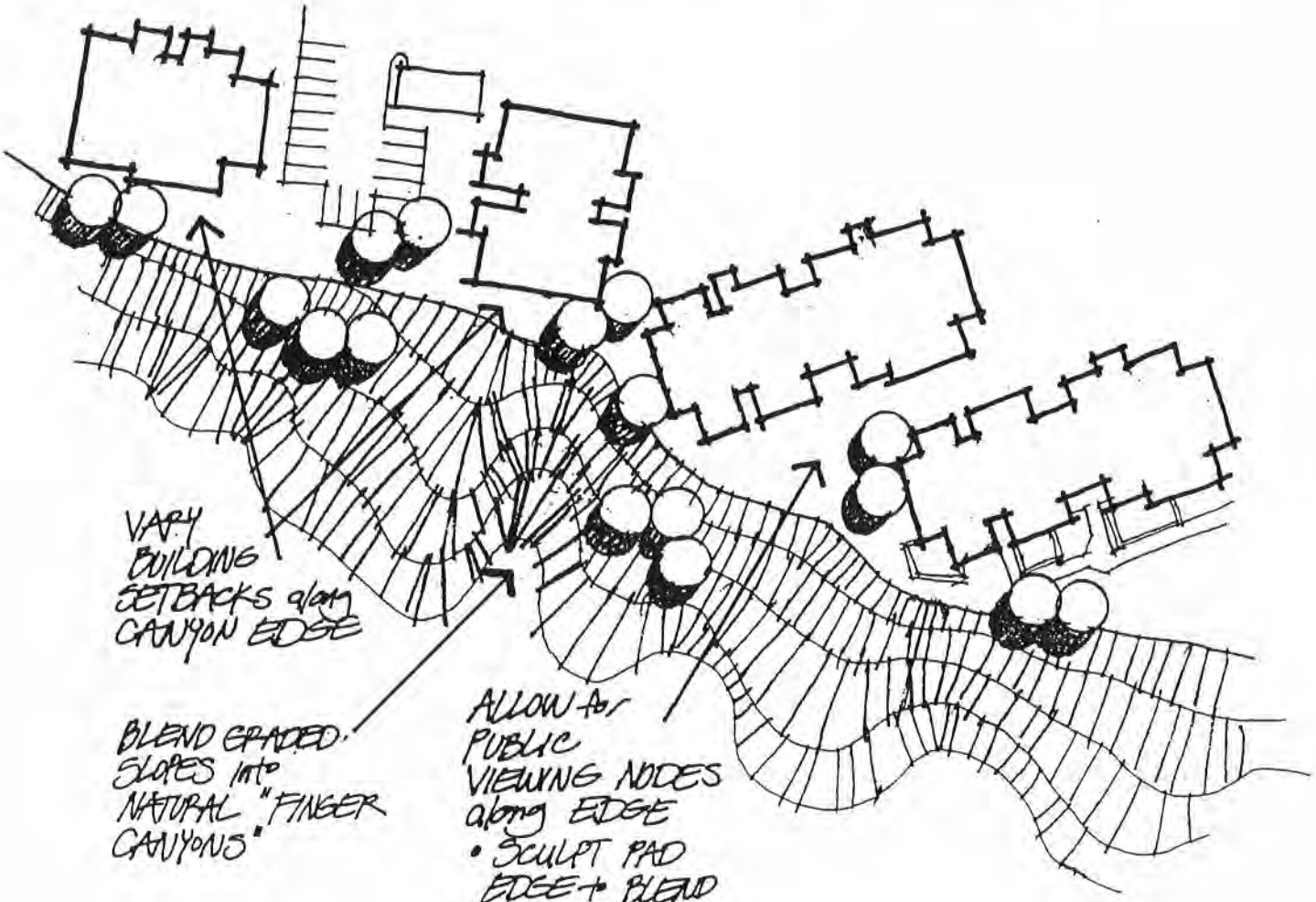
2. *Multi-family Products*



Site development objectives for multi-family sites include maximizing pedestrian and open space opportunities on-site and providing connections to similar community features. Site plans for attached products should consider the following issues: indoor and outdoor privacy, solar access, building appearance, and overall project design appeal. Buildings in prominent, highly visible locations should receive special attention. Buildings should be oriented to create courtyards and open space areas, increasing the aesthetic appeal of the site. Code requirements for landscaping and parking will also be enforced. Building facades should include relief to avoid a monotonous appearance. Stairwells should be integrated into the overall building design. Private spaces such as patios or balconies are encouraged for each unit. Group parking areas should be buffered from the street and adjacent properties.

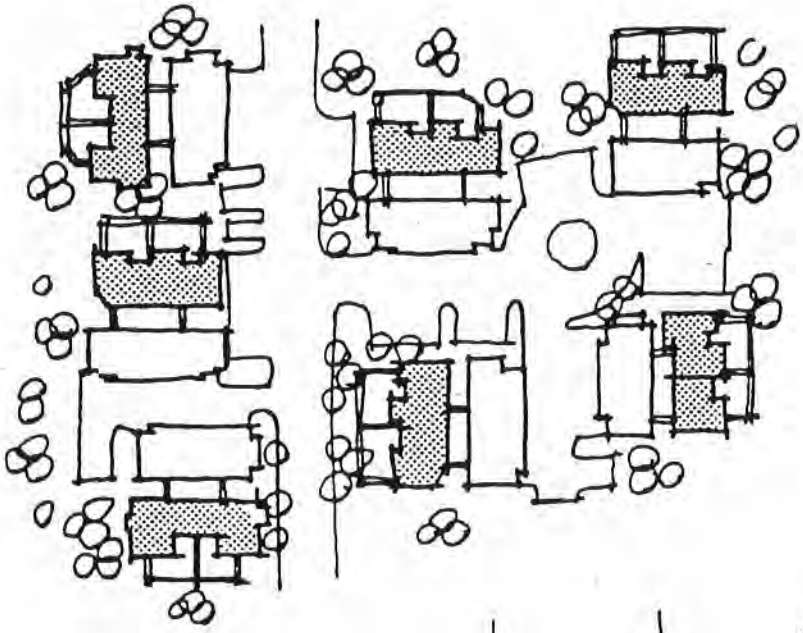
Projects within the Village Core and fronting on streets with special pedestrian facilities should orient themselves to the street with reduced setbacks, increased unit access and pedestrian connections to the on-site path system (see non-vehicular access guidelines).

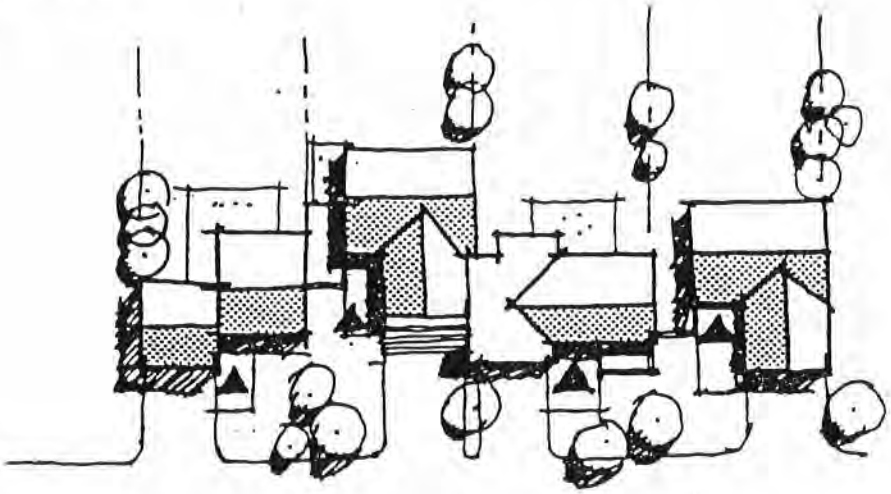
MULTI-FAMILY SITE PLANNING



MULTI-FAMILY SITE PLANNING

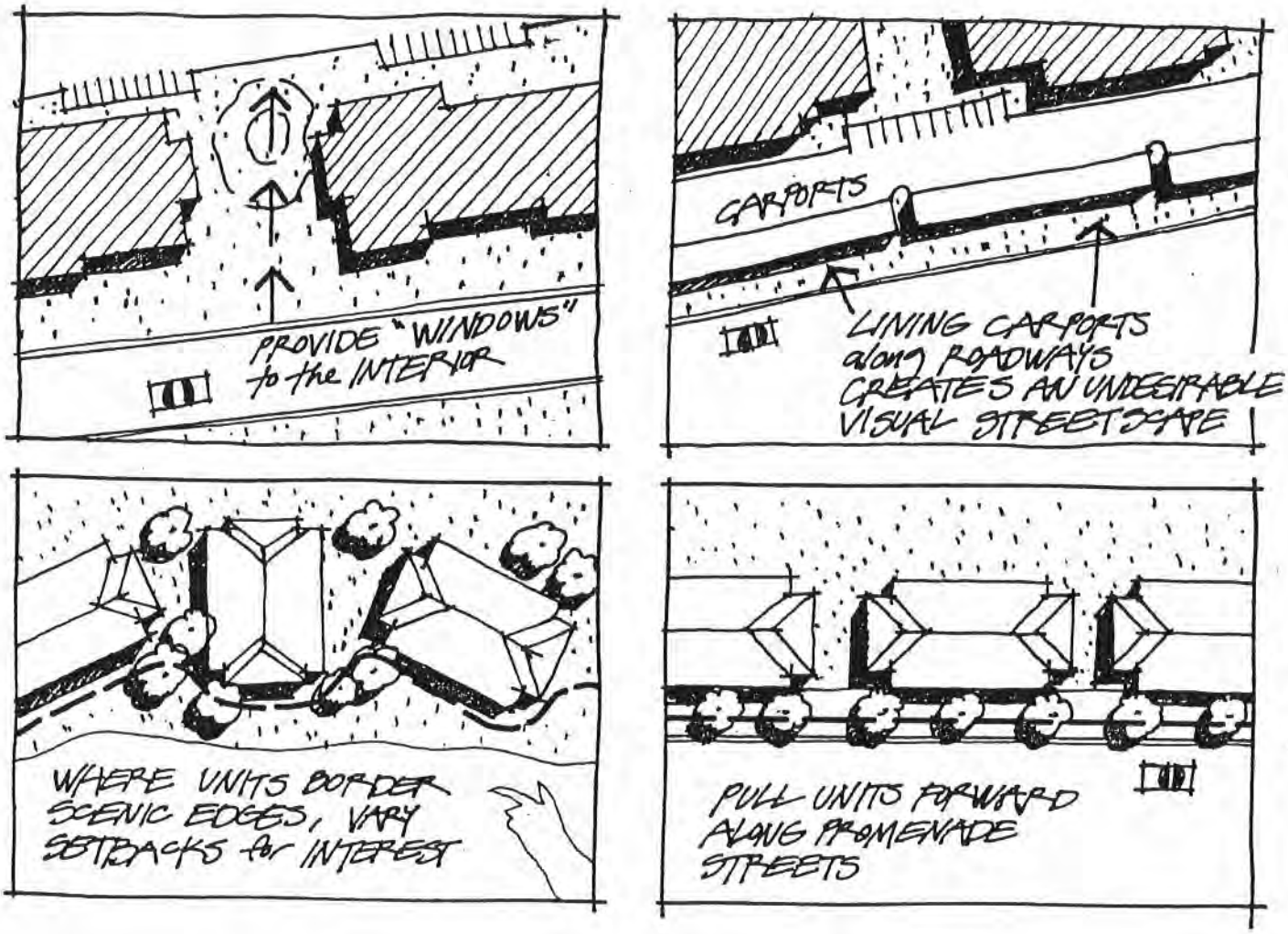
IN HIGHER DENSITY PROJECTS with TUCK UNDER PARKING and OPPOSING GARAGES, INDIVIDUAL UNITS should be TURNED and ORIENTED in a VARIETY of WAYS to AVOID the MONOTONY of GARAGE DOOR CORRIDORS.



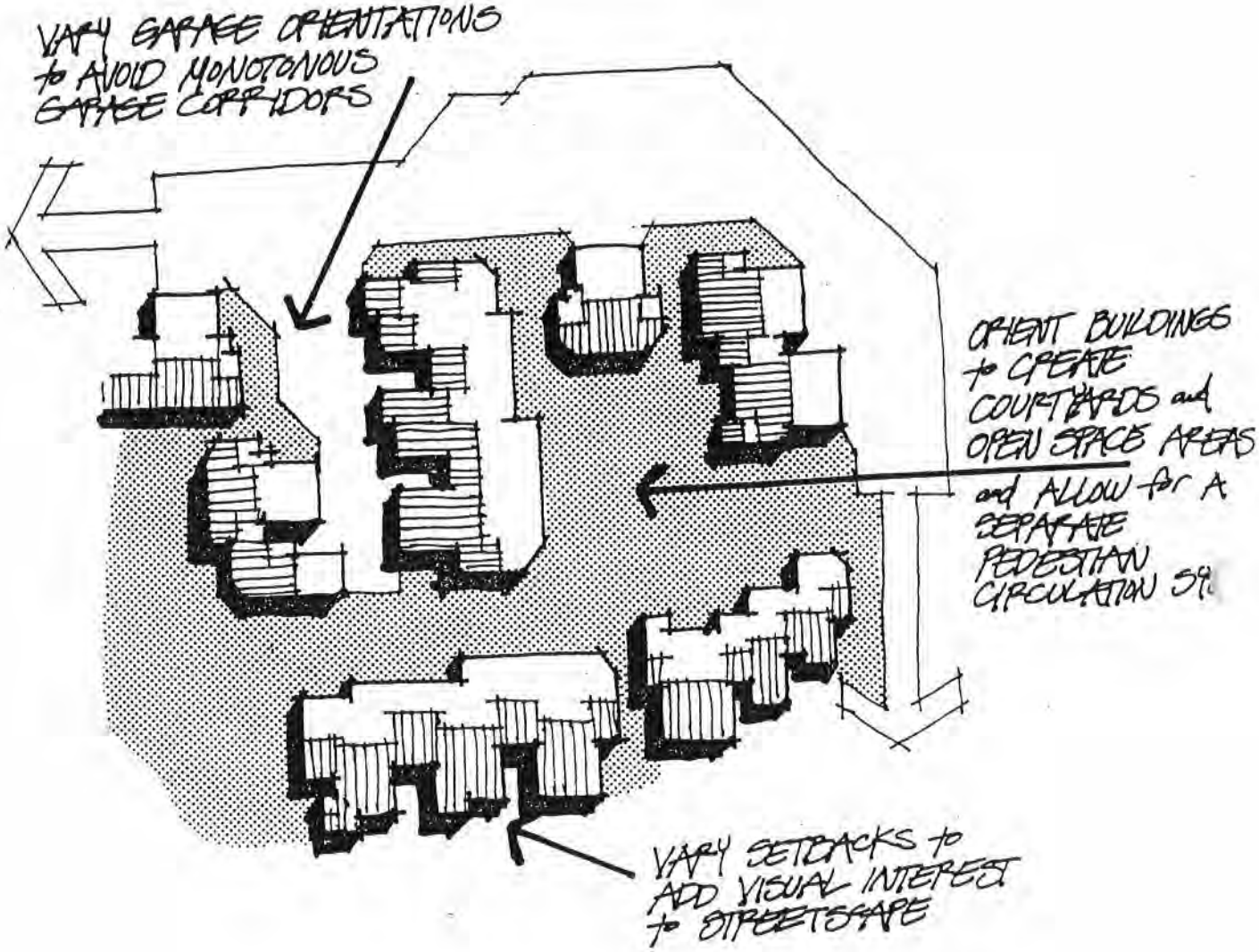


IN MULTI-FAMILY and ATTACHED HOUSING it is IMPORTANT to PROVIDE each UNIT with its OWN IDENTITY and ENTRY. THIS CAN BE ACCOMPLISHED by STAGGERING and OFFSETTING each SEPARATE UNIT and COMBINING ONE and TWO STORY BUILDING FORMS to SEPARATE MASSING. THIS WILL ALSO PROVIDE VARIETY to the STREETSCAPE.

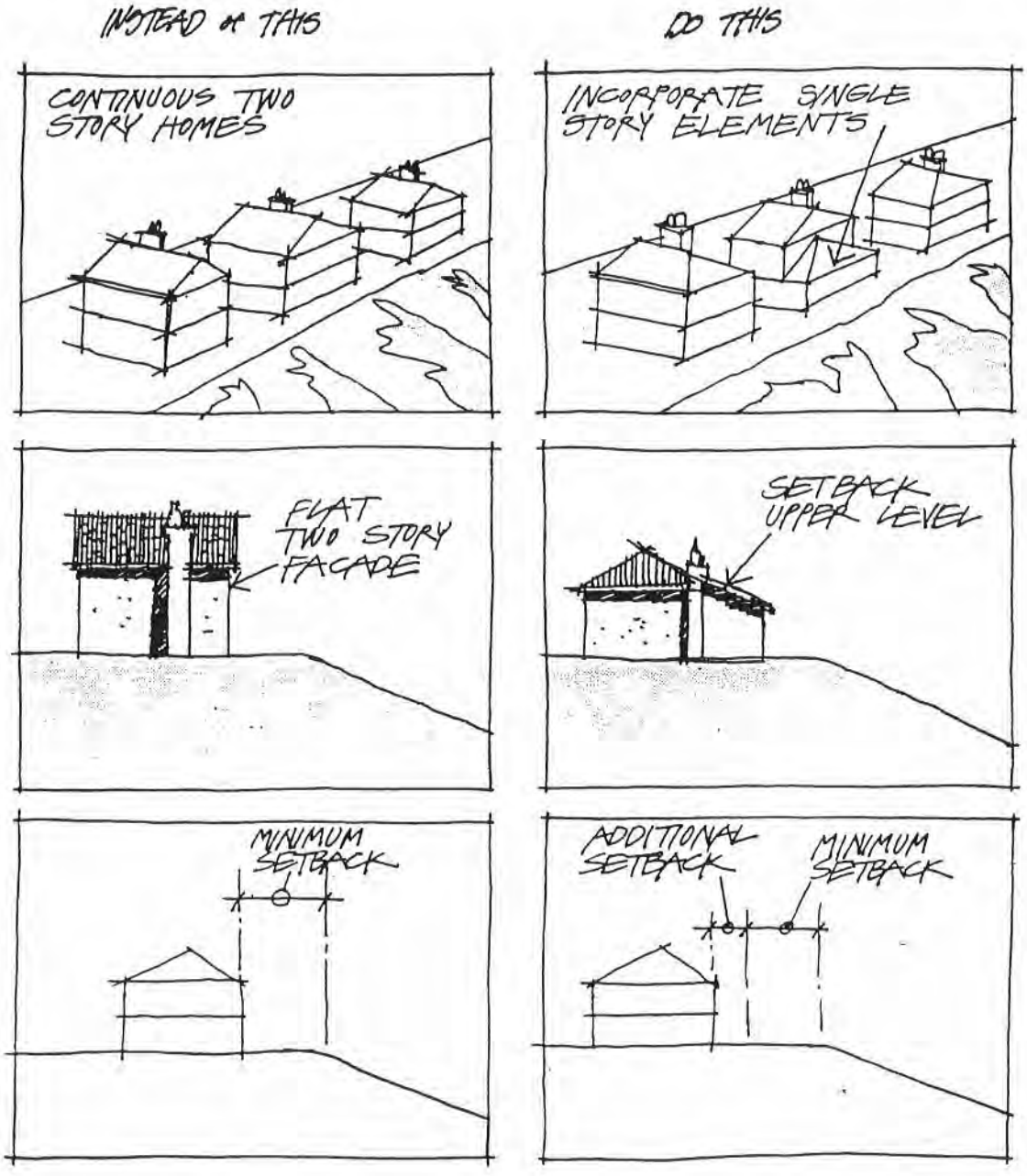
MULTI-FAMILY SITE PLANNING



MULTI-FAMILY SITE PLANNING



SENSITIVE EDGES



3. *Non-residential Site Planning*

Non-residential uses will play a key role in establishing the village identity. Many of these uses will be sited in the most prominent locations within the village and convey the strongest visual image. Important public buildings in particular are to be sited in prominent locations and serve as community landmarks, according to the principles of "new urbanism." However, non-residential projects are more diverse than residential development. They can be large or small, extremely active or relatively passive. The particular nature and location of each project will have much to do with specific design solutions.

The following general guidelines are applicable to non-residential site planning:

- Important public buildings should be sited to provide maximum exposure to the community and, accordingly, should exhibit high quality design.

- The arrangement of structures, parking and circulation areas, open areas, and pedestrian access or orientation requirements should recognize the characteristics of the site and adjacent development parcels. Planned structures should relate well to the surrounding built or planned environment in terms of pattern, function, scale, and connections. The configuration of shops in the commercial core must balance pedestrian and automobile accessibility.

- Whenever practical, buildings on a single site or adjacent sites should be clustered. This creates the opportunity for plazas, pedestrian malls, and interesting building patterns and masses. When clustering is impractical, a visual link between separate structures should be encouraged. This connection can be made through the use of an arcade system, trellis, or enhanced walkway.

- Building siting should recognize the concept of space between structures as outdoor "rooms" on the site. Outdoor spaces should have clear recognizable shapes that reflect an orderly arrangement and are not "left over" areas. Outdoor "rooms" are ideal locations for pedestrian amenities such as seating, fountains or public art installations.

- In general, building setbacks should be proportionate to the size of the structure to avoid overwhelming adjacent areas. However, in pedestrian oriented areas, building setbacks should be minimized (no more than 20 feet for larger buildings with street level activities) to encourage interaction between enclosed uses and passers-by.

- Structures and on-site circulation systems should be arranged to minimize pedestrian/vehicle conflicts. In pedestrian oriented areas, automobile access and facilities should be secondary and located to the rear or away from pedestrian routes. Pedestrian access in such areas should be enhanced with ornamental landscaping, and pedestrian scaled structures, such as trellises.

F. Signing and Lighting

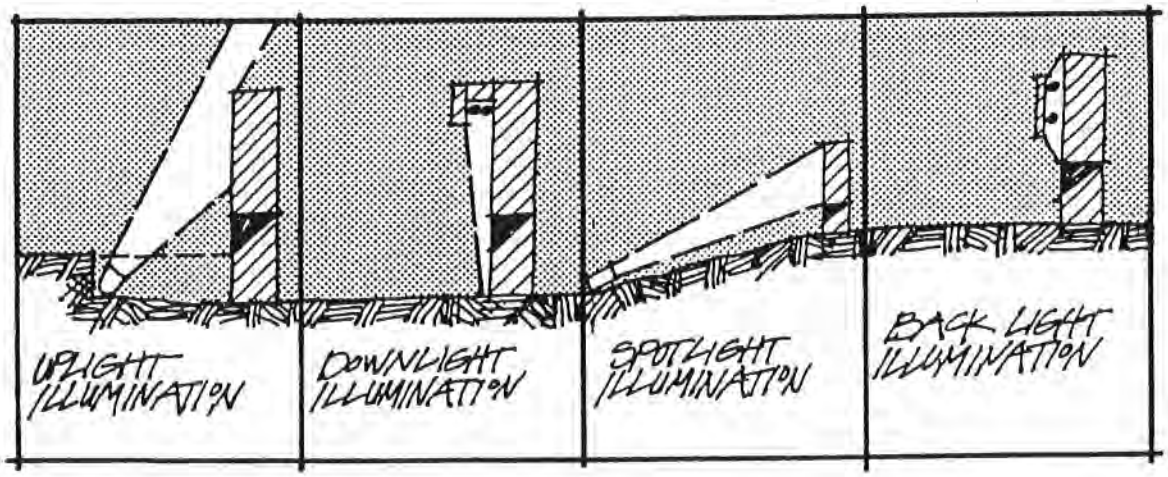
Signage is addressed in the Chula Vista Design Manual. A specific sign program will be established for the commercial area within the Village Core at the Master Precise Plan level. As with signs, a theme lighting program will be implemented in the commercial area of the Village Core. In other portions of the core and in the secondary area, the role of lighting and signage as unifying design elements will be reduced primarily because the residential and public/quasi-public uses in these areas do not need to create distinctive identities.

The PC District regulations establish standards and requirements for signs in each SPA (*e.g.*, sizes, permit requirements, prohibitions, etc.). A distinction is made between permanent and temporary signs, with more flexibility given to temporary signs.

In general, signs in Otay Ranch should be:

- Utilized primarily to "identify" businesses and provide directional information rather than advertise products or services.
- Restrained and demonstrate order and high design standards in size, shape, materials, copy, color and placement.
- Limited in number to only those necessary to properly serve the intended function.
- Legible and noticeable, without being garish, distracting or intrusive.
- Compatible with the nature, character and design of the area in which they are located.
- Appropriate to the type of activity they are identifying.

SIGN ILLUMINATION

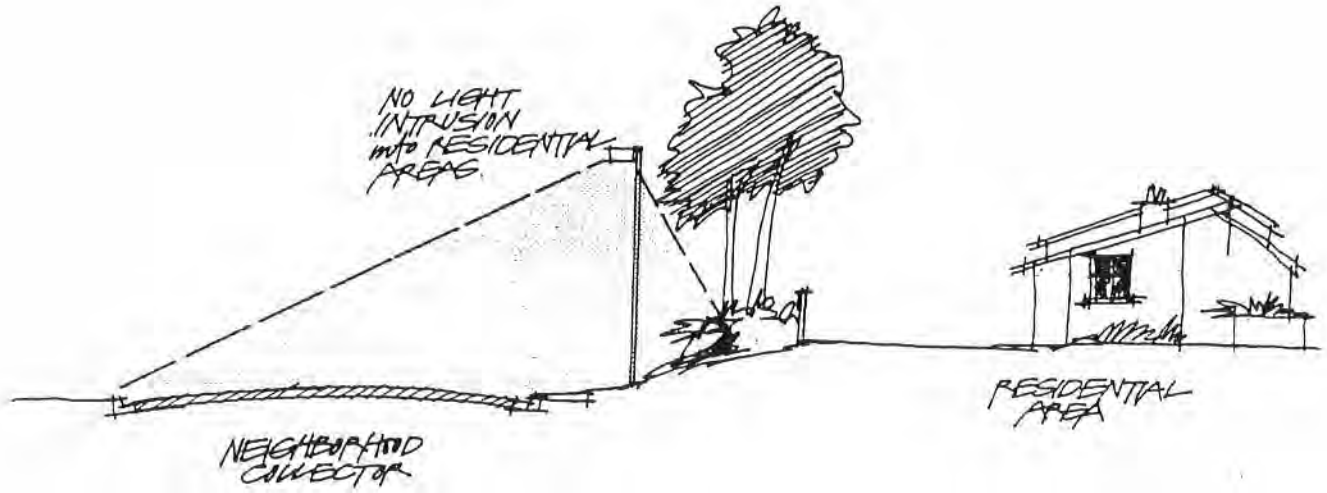


Lighting design issues relate to street lighting, as well as, building and landscape accent lighting, and sign illumination. Three basic principals should be considered in the provision of lighting:

- Street lights should provide a safe and desirable level of illumination for both motorists and pedestrians without intruding into residential areas.

- Lighting fixtures should relate to the human scale especially in pedestrian areas, such as the Village Core, promenade streets and paseos.

- Lighting and lighting fixtures should complement the design and character of the environment in which they are placed.

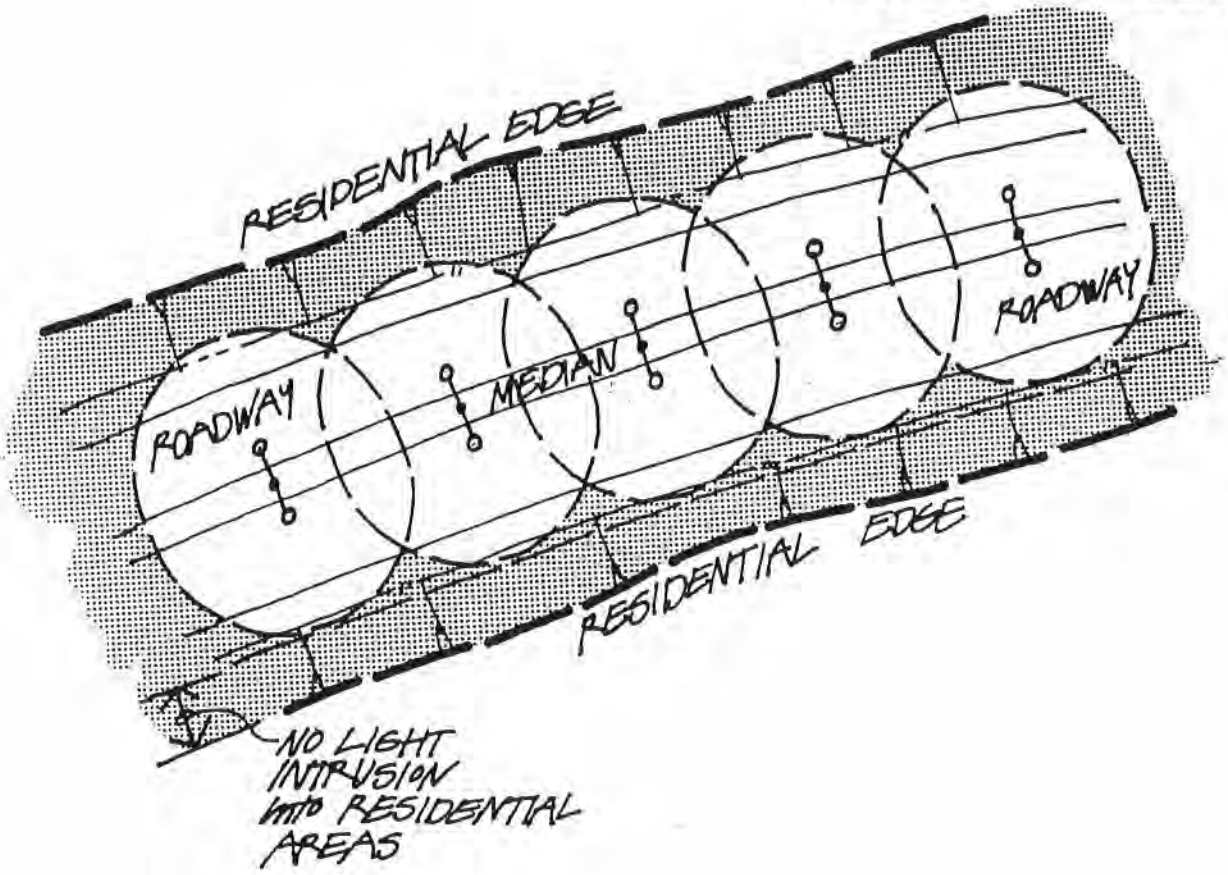


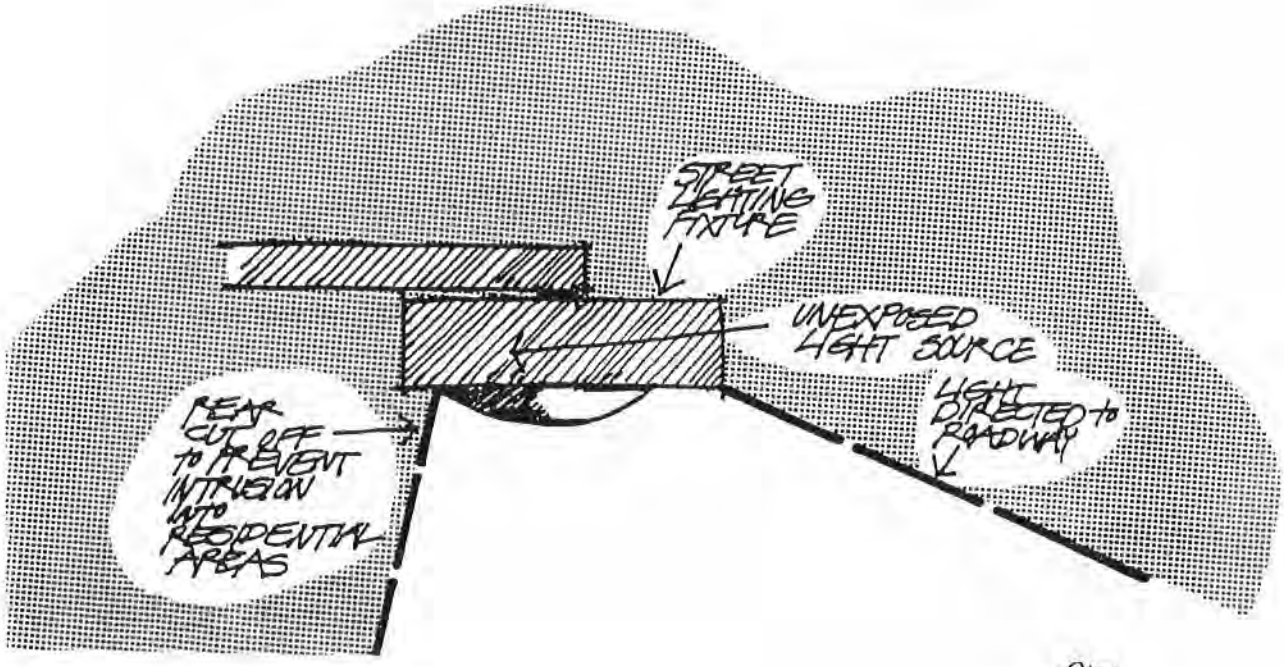
All street lighting shall conform to City standards or an approved theme lighting program, and shall be approved by the City Engineer.

Lighting for community facilities and recreation areas adjacent to residential areas shall be considered during Site Plan review. Any such lighting which will illuminate a residential area past 10:00 p.m. shall be clearly identified on the site plan so that any potential impacts can be addressed.

Illuminated residential entries should direct lighting low to the ground and be limited to only the immediate vicinity of the entry. Lighted entries should not be distracting or create visual hot spots or glare, etc.

STREET LIGHTING





G. Community Safety

1. Introduction

Both safety and security are key components of a quality lifestyle in a neighborhood. Proper design and effective use of the built environment can reduce the fear and incidence of crime and thereby improve the overall quality of life. Safety must be incorporated into the community design by creating user friendly streetscapes, facilities and a perceivable social infrastructure.

A sense of community begins with the development approval process where the concerns of the greater community are considered and reflected in development plans. Implementation of a safe community requires constant attention to the changing needs of the community. Community activities and organizations are the catalysts for making the community function.

Security is an interactive mixture of perception and reality. Perceptions and realities work to influence each other, and this is one area where perception definitely affects reality. If people feel secure and safe in the streets, they will use them more; especially if the streets are attractively designed. This perception in turn will increase safety and security within the whole neighborhood. The more interaction among residents, the less likely it is that crime will occur.

2. Physical Planning and Design

Crime Prevention through Environmental Design (CPTED) offers a framework that complements neotraditionalism for planning, designing and building safer communities and to create "livable communities." CPTED emphasizes natural access control, natural surveillance, and territorial behavior. Access control uses doors, landscaping, fences, gates and other physical design elements to discourage access to an area by all but its intended users. Surveillance is achieved by placing windows in location that allow intended users to

see or be seen while ensuring that intruders will be observed as well. Surveillance is enhanced by providing adequate lighting and landscaping that minimize obstructed views. Territory is defined by sidewalks, landscaping, porches, and other elements that establish the boundaries between public and private areas.

The following planning and design guidelines should be considered to increase surveillance opportunities and increase activity by village residents:

- Strategically placed street lighting
- Increase use of shared parking
- Increase use of cul-de-sacs and other restricted street configurations[1]
- High level of maintenance and aesthetic appeal of public and semi-public spaces
- Increase use of symbolic barriers (landscaping) in housing developments, school grounds, etc.
- Increase "eyes on the street" (from front windows, porches, etc.)
- Orient window within view of parking areas and sidewalks within multi-family development.

There are three ways to provide access control, surveillance and a definition of territory, including natural, organized and mechanical strategies. CPTED emphasizes natural strategies. Safety and security are provided through the design and layout of space, the location of windows, etc. Natural strategies have low human and capital resource requirements.

Security guards or police provide organized strategies for surveillance and access control but are labor-intensive and can be cost prohibitive.

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1 It is recognized that this conflicts with what some commentators suggest should be a "pedestrian friendly" design consideration. Through the use of pedestrian access through the end of cul-de-sacs, the SPA accommodates both viewpoints.

Mechanical strategies include capital- or hardware-intensive security such as alarms or cameras. Mechanical strategies may require additional employees to monitor and implement these programs.

A safer environment has been attributed to the mix of land uses, consistent building setbacks and short block lengths that result in 24-hour-a-day activity and "eyes on the street."

Neighborhood safety is enhanced through narrow front yard set-backs, strategic use of fences and front porches. These design elements define the transition from public street and sidewalk to semi-public front yard to semi-private front porch to the privacy of the home.

Parking areas should be buffered with low plant materials, combined with a tree canopy, leaving the area in between (three to eight feet from the ground) open for surveillance.

Safe locations are often found next to high-activity areas or are associated with organized functions such as an administrative office or some type of concession stand or sales booth. Visibility from windows provides an overlook of the setting. By providing the perception of access control and surveillance, safe activities make the user feel safer and the offender feel at greater risk of exposure.

The following are general design strategies that can be applied to improve natural access control, natural surveillance and territorial behavior:

- Provide a clear border definition of controlled space.
- Provide a clearly marked transition from public to semi public to private space.
- Locate gathering areas in places with natural surveillance and access control and away from the view of potential offenders.
- Provide natural barriers to conflicting activities.
- Improve the scheduling of space to provide for effective and critical intensity of uses.

- Design space to increase the perception of natural surveillance.
- Overcome distance and isolation through improved communications and design efficiencies, e.g., emergency telephones, pedestrian paths.

CPTED creates communities whose property owners and residents know one another and recognize outsiders. Streets, lots and homes in a neighborhood are laid out so that it is possible to distinguish between public and private property.

3. Community Based Organization

In the final analysis, government, planners and the builder can only create the physical environment within which a neighborhood operates. But over time, neighbors own the neighborhood, and they are responsible for its character, sense of community and safety. This community based formal and informal organization must play the decisive role. Implementation of a safe community requires constant attention to the changing needs of the residents. A Master Homeowner's Association (or similar community organization) is the natural catalyst to bring residents together in a productive atmosphere of community involvement. The following are some recommendations for the types of activities, clubs, events and services to be promoted and coordinated through the Master Homeowner's Association:

- Greeter's Club
- Monthly Newsletter
- Bird Watchers Club
- Bridge/Card Club
- Neighborhood Watch Program
- Photography Club
- Sports Clubs

- Volunteer Bank[2]
- Fitness, Flexibility and Movement Activities
- Diet and Nutrition Activities
- Lifestyle Management Activities
- Education Opportunities
- Travel Clubs
- Garden Clubs
- Civic Clubs
- Honor Roll Program (promoting educational achievement of children)
- Neighborhood Beautification Programs
- Teen Peer-to-Peer Clubs
- Annual Holiday Displays
- Home's Alone - Vacation Watch Programs

Ideally, the neighborhood should be a place where young children can play safely in the streets, where seniors enjoy strolling through the neighborhood, where young mothers walk their toddlers to nearby small parks, and where teenagers have a safe place to bicycle and hang-out together. In order to do this, the streets must be attractive to users, with shaded sidewalks, interesting vistas and activity nodes such as small parks, local neighborhood churches, schools, community centers, or lakes and waterways. Ideally, the entire neighborhood would be designed to have a park-like quality in the sense that it is a pleasant place to be.

The following design guidelines should be considered at the neighborhood design level:

- The neighborhood is designed with human scale foremost.
- Neighborhood design fosters communications
- Neighborhood design creates a sense of ownership and responsibility

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[2] Volunteer Bank - a system of exchanging a person's time and talent for another person's time and talent. Essentially, creating a neighbor-to-neighbor cohesion by fostering situations whereby people meet each other while performing a valuable community service.

- Real and symbolic resident control within the neighborhood can be provided through signage, paving, landscaping and street furniture.

H. Arts and Cultural Facilities Design Guidelines

The provision of art and cultural facilities for performance, education and exhibition enhances a community. The GDP includes an Art and Cultural facility section which identifies a hierarchy of facilities to provide this enhancement within Otay Ranch. These facilities may include: a community cultural complex, village-level facilities and placement of public art and design elements. These amenities should incorporate and preserve the Otay Ranch heritage, while promoting the multi-cultural and artistic diversity of the region.

1. Multi-Use Cultural Complex

According to the GDP, a cultural arts center will be sited in conjunction with a central library planned within the Eastern Urban Center. Such a location could add to the vitality of the urban community and take advantage of shared parking and complimentary services with adjacent uses. A second siting option is to place the cultural complex on a site which can link the Eastern Urban Center (EUC) and the potential university site. The GDP lists several component facilities which may be a part of the complex, including, theaters, a library, museum space, meeting rooms, offices, and parking.

With regard to design, the GDP suggests that both the structure housing these facilities and the surrounding landscape can have artistic value and merit. It further suggests that the cultural complex should stress binational themes, given the physical proximity to the U.S./Mexico international border. The GDP recommends that a design competition be initiated for the architectural design of the complex to encourage development of a unique and comprehensive design solution for the arts complex.

Information regarding the specific site and role the cultural arts complex will play in the Eastern Urban Center will be provided when the EUC SPA and Village Design Plans are prepared. However, the following general guidelines should

be applied to the selection of the site and general design of the complex:

- The cultural arts facility should be a focal point or important linkage within the EUC or between the EUC and university site.

- Distinguishing building designs and features should be consistent and compatible with the overall character and aesthetic themes for the Eastern Urban Center.

- Its location and design should convey the idea that it is an important public building.

- The building design and materials should reflect a timeless quality/character and permanence.

- The complex should include outdoor spaces such as a plaza, courtyard or patio for outdoor gatherings or activities.

- The design of the entire complex should incorporate themes which reflect a distinct cultural statement, either unified or diverse. As the cultural focus for the community, this complex should be the design model for other public buildings and uses.

2. Multi-Use Village Facilities

Seven 2,500 sq. ft. multi-use village facilities[3] are identified in the GDP. This public use space may be utilized for a variety of artistic and cultural exhibitions, and educational activities. For efficiency, this space may be housed within a larger public building or other public space such as a school, community park, senior center, or fire station.

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[3] Recommend multi-use village centers in Village 1, 2, 7, 9, 11, 13 and 14.

The following guidelines apply to siting and design of village multi-use facilities:

- The multi-use space should be included within or adjacent to a larger public use facility or site in order to share parking and services. Preferably, the larger facility should be a school to provide the opportunity for educational enrichment through involvement with cultural and artistic community activities.

- The facility should be located in the Village Core or at the Core/Secondary Area edge where it can contribute to the social activity/cultural focus of the Core. Such a location makes the facility more accessible via pedestrian, bicycle and cart paths for village residents, and public transit for inter-village access.

- If feasible, the multi-use facility should have separate access from the larger facility so that it can function somewhat independently and on a different schedule from the larger facility. Preferably, the multi-use facility will be sited for maximum exposure to passers-by or have adequate signage to announce activities to local residents. Placement of public art could be a good way to identify the location/entry to the public space.

- The public space should accommodate a range of uses/activities which reflect the interests and desires of the local community.

3. Public Art and Architectural Design

The GDP recommends that a minimum of two site-specific art locations and one public performance space per village be provided in public spaces such as squares and medians. Creative architectural elements and design should be used to create unique, distinctive and diverse buildings whose character will help provide a "sense of place" and further differentiate one village from another.

In addition to the multi-use facilities described above, other buildings can be used to display various art forms. San Diego County Board of Supervisor Policy F-23 requires one-percent of the total cost of public facility building construction be used to commission on-site art work. On-site art in public buildings distinguishes the public nature of such buildings, more fully utilizes the prominent location granted to public/institutional buildings in neotraditional design and makes them more inviting to the public.

Publicly sited art evolves and multiplies over time with the participation of residents and should not be developed out of context. Such art is intended to fit within and enhance the environment in which it is placed. Sites for public art should be reserved in appropriate places so that pieces can be placed in the future when the context and community desires are better defined.

Sculpture is often the initial thought when public art is discussed, however other media should be considered, including:

- Wall murals or engraving
- Walkways with decorative color or pattern inlays
- Flower gardens

Structures displaying a high degree of craftsmanship and similar "artistic details" can make play a significant role in the community aesthetic. Utilizing necessary, but typically unattractive structures such as street-side utility boxes and sound and retaining walls, etc., for artistic expression can provide numerous opportunities for public art. Even manhole covers have been used as an artistic medium. Any object or structure which is typically screened because of its unattractive appearance should be considered a potential candidate for public art.

The following guidelines for public art and architectural design should be applied throughout Otay Ranch:

a. Architectural Design

- Unique or distinctive building design is most appropriate for public service/community facilities (civic presence facilities) placed in prominent locations.

- Such buildings should be sited where their distinctive contribution to village character and design is most strongly stated.

- Such buildings should be sited in prominent locations, near village entries, along major travelways, or village focus areas to serve as village landmarks. These locations also maximize village character and theme contributions.

- Distinctive architecture should be limited to a single building or small complex where such designs can be fully articulated instead of diluted over a larger area.

- Distinguishing building designs and features should be consistent and compatible with the overall character and aesthetic themes for Otay Ranch (see Overall Design Plan).

- Distinctive design should not overwhelm the basic form and function of the building, which should be determined by its purpose. Design features and special materials should be practical and consistent with the prudent investment of public funds.

b. Public Art

- A variety of sites, types and media should be considered for public art. Mundane and unexpected locations (including walls, walks and utility structures) should be

utilized to subtly improve the developed environment. However, function and maintenance considerations may limit some artistic options.

- Public art should be placed in visually prominent locations such as village squares, entry street medians, parks, and public/community facility building sites.

- Other sites along major pedestrian ways such as paseos or trail head/staging areas entering open space or major parks should be considered.

- Transit stations are potential sites for public art installations.

- Public art installations should be appropriate for their physical and cultural context and have low maintenance requirements.

- Potential site-specific art locations should be identified in the Village Design Plan for each village and a determination of the appropriate siting, design and placement of public art, if any, made with the approval of the site plan, precise plan, or tentative map which includes each candidate site.

c. *Public Performance Spaces*

- Outdoor performance use should be considered in the design of major public squares and plazas.

- Small changes in elevation to increase view angles and hardscaping which can function as informal seating are design elements which increase the functionality of plazas and squares as informal performance spaces.

- An alternative performance space is a patio area of a community building with an adjacent grassy slope for seating.

- Town squares are ideal candidates for performance facilities such as bandstands and informal amphitheaters. In village cores with a Main Street design, performance space should be considered in conjunction with civic presence facilities.

- Other potential performance sites are: neighborhood parks, school sites, and civic presence sites.

- Potential outdoor performance sites should be identified in the Village Design Plan for each village and a determination of the appropriate siting, design and placement of the performance space made with the approval of the site plan, precise plan, or tentative map which includes the potential site.

II-4. Village Core Guidelines

This chapter specifically addresses Village Core design. Because of its importance to the village aesthetic, its diversity of uses, and its long-term development phasing requirements, special attention should be given to Village Core design issues.

A. Village Core Planning and Design

The Village Core is the commercial, social and activity focal point for each village. Along with its functional importance, the Village Core also has an aesthetic importance. Since it is the most intensely developed and most visible portion of a village, its design character and quality are the foundation for the entire village.

Because of its importance, size and diversity of uses, coordinated and comprehensive planning for the Village Core must occur. However, the timing of construction (and accompanying detailed planning and design) will require a multi-phased program, to respond to real estate market forces and other factors. In order to move forward with the Village Design Plans and SPA Plan so that early phases may progress, while assuring that the overall concept will be implemented and later phases will not be compromised, design standards/guidelines and a framework for design control are required. This is accomplished through the Village Core Concept Plan specified by the GDP and provided within each Village Design Plan.

A Village Core will consist of a variety of building sizes and types, and special open space areas and circulation features. Retail, office, restaurant, entertainment, public and civic uses will be integrated to create a dynamic environment. Because of the diversity of uses within the Village Core and the importance of unifying themes and designs over an extended development period, the Village Design Plans include a Village Core Concept Plan which illustrates fundamental development concepts which define the Core. This Concept Plan can be utilized to ensure overall consistency within the

core area, while allowing for necessary flexibility at the site plan level of detail.

The Concept Plan illustrates the intended overall land uses, site character and conceptual building/pedestrian/parking/ open space relationships within the Core. As an illustrative plan, it depicts the overall development concept but does not detail or establish specific development standards or requirements. Its purpose is to provide a context for the evaluation of detailed plans for individual development phases (precise plans) or a Master Precise Plan for the entire Village Core. Master Precise Plans for both Village One core and Village Five core have been adopted.

B. Village Core Form Definition and Site Planning

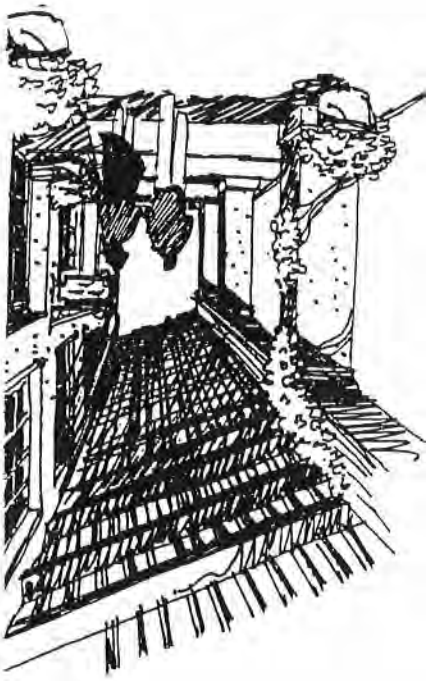
The Village Core commercial core or mixed use area is the heart of the village. The GDP specifies that each Village Design Plan will delineate the intended village form (i.e. main street, town square). This section of the general guidelines addresses the essential design issues for this critical component in each village.

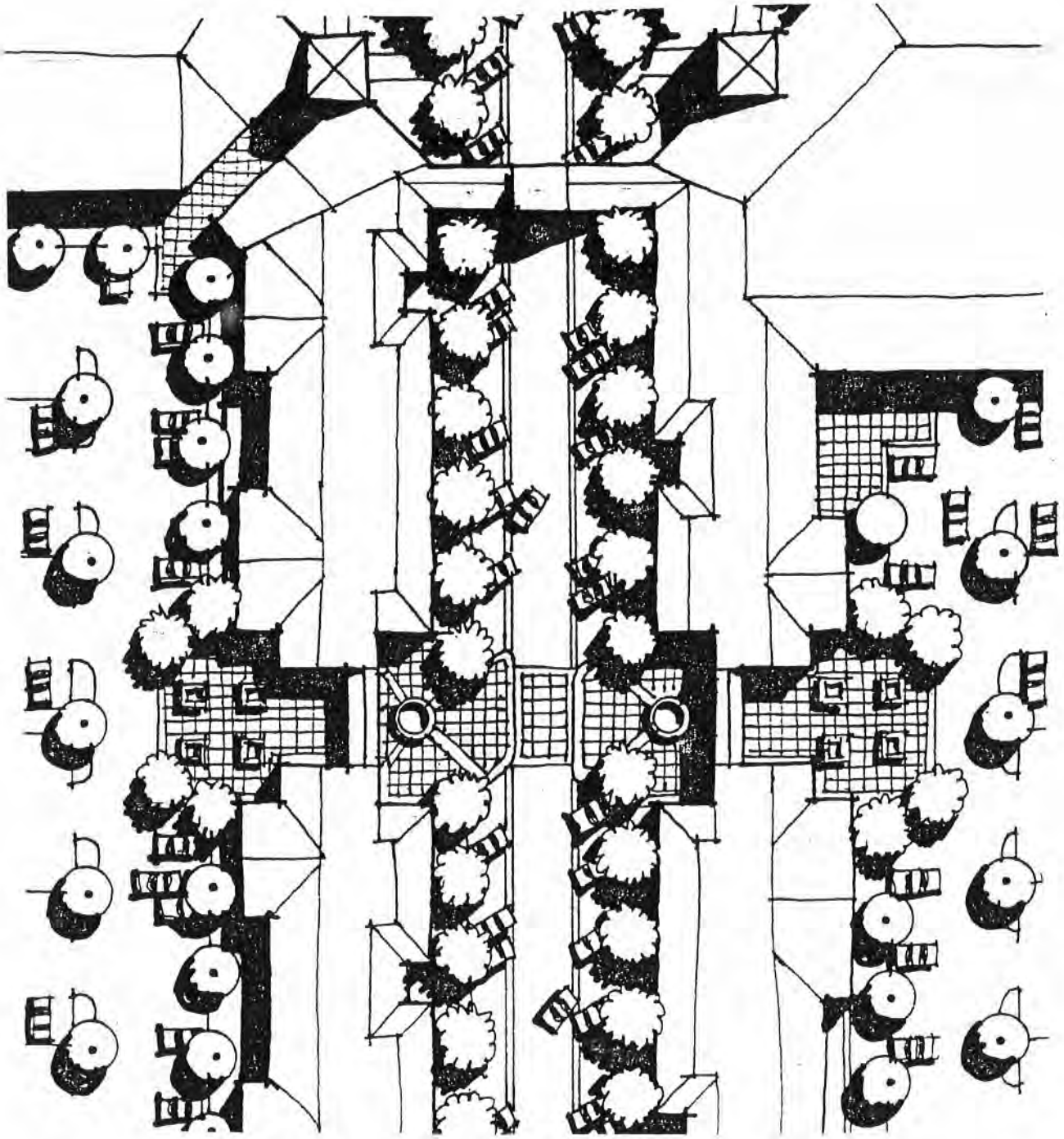
1. Site Planning

Both the Main Street and Town Square village core forms include a well defined pedestrian oriented building edge along an enhanced street with diagonal parking. The design goal along these edges is to create an inviting pedestrian experience with limited automobile access and intrusion. Prototypical sketches on the following pages illustrate the basic concepts of each form.

Essential design concepts for the Main Street form are:

- "Main Street" with diagonal parking and limited traffic speeds and volumes.
- Expanded sidewalk with enhanced pedestrian scale landscaping and hardscaping, street furniture and accessories. Pockets and/or patios provided for sidewalk cafes or informal gathering, people watching, etc.
- Minimal building setbacks to encourage window shopping and ready access from the sidewalk.
- Well articulated and detailed building facades which are visually interesting to passing pedestrians.
- Canopies, arcades, trellises or other features to provide shade, weather protection and a sense of enclosure to create a comfortable and pleasant sidewalk experience.
- Minimal automobile intrusion in the form of curb cuts crossing the sidewalk or parking lots fronting the sidewalk.
- Landmark or taller building elements located at the corner entry to Main Street. Public or civic presence structures sited at the "ends" of Main Street, with pedestrian entries oriented toward the street.
- Planning areas should be established off of the main street area to provide for auto-oriented and/or service uses (drive-through restaurants, auto repair, etc.)





Essential design concepts for the Town Square are:

- Town Square park ranging in size from 1 to 3 acres surrounded by streets. The town square is well defined by commercial buildings on at least two adjacent sides. Other defining vertical massing, either building or landscaping, is provided on a third adjacent side.

- Passive recreation, public gathering, performance facilities or structures located within the square (benches, bandstand, plaza, informal seating, tot-lot, etc.).

- "Village Plaza Street" with diagonal parking (commercial side only) and limited traffic speeds and volumes fronting commercial buildings on the square.

- Expanded sidewalk along commercial frontage with enhanced pedestrian scale landscaping and hardscaping, street furniture and accessories. Pockets and/or patios provided for sidewalk cafes or informal gathering, people watching, etc.

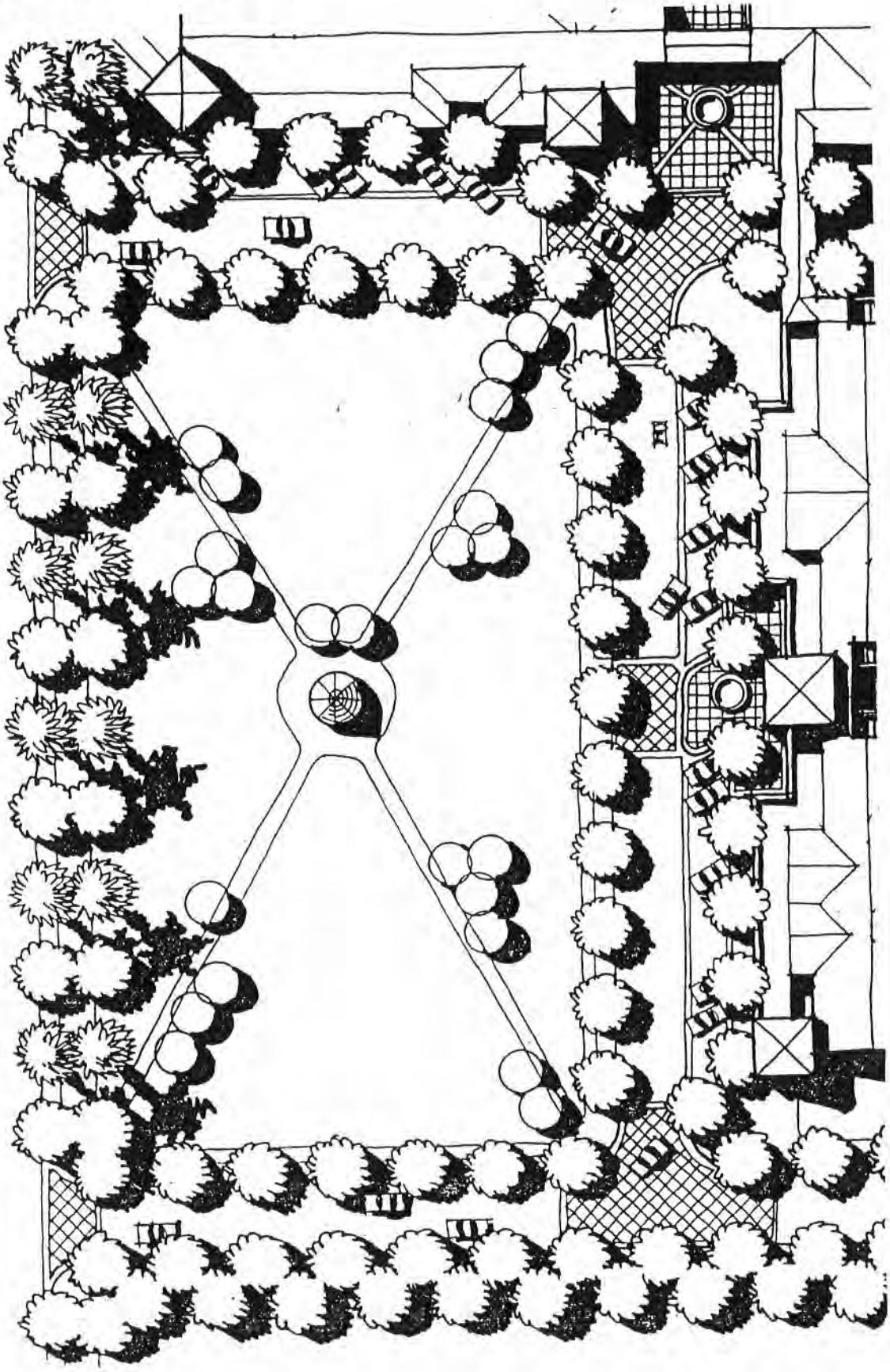
- Minimal building setbacks to encourage window shopping and ready access from the sidewalk.

- Well articulated and detailed building facades which are visually interesting to passing pedestrians.

- Canopies, arcades, trellises or other features to provide shade, weather protection and a sense of enclosure to create a comfortable and pleasant sidewalk experience.

- Minimal automobile intrusion in the form of curb cuts crossing the sidewalk or parking lots fronting the sidewalk.

- Landmark or taller building elements should be located at the corner sites, or used to identify focal points. Public or civic presence, or other "landmark" structures sited at other "corners" with pedestrian edges or entries oriented toward the square.



2. *Architecture, Color and Materials*

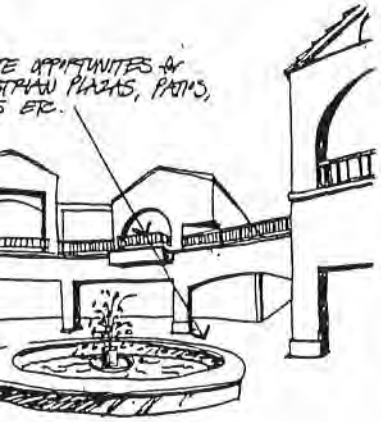
There is no pre-determined architectural style defined for buildings within Village Cores. Because of the range of building sizes and uses, there probably is no one single style which would be appropriate for all structures. However, architectural design within the commercial core should represent a unified style which is responsive and complementary to adjacent structures. Architectural detailing and material selection is essential to good character definition. Accents in color, texture or pattern changes should be used to provide interest and scale.

All structures should exhibit articulated building planes, as well as, utilize appropriate textures and materials. Although building height is limited to four stories, each structure should be evaluated using the criteria of a three-tiered hierarchy of articulation, materials and colors as described below:

- Ground Level - Scale and texture should be sensitive to pedestrian interaction. Elements such as landscape pockets, trellis, pergolas, and canopies as well as recessed windows to produce deep shadow lines should be provided. Textured materials are most effective if incorporated into the building design at this level so that the apparent mass of the structure is reduced.

- Mid-Level - The mid-level, generally the most dominant portion of the facade in multi-story buildings, should be designed with a sensitivity to rhythm and proportion so that a harmonious composition can be perceived from the major viewing angles.

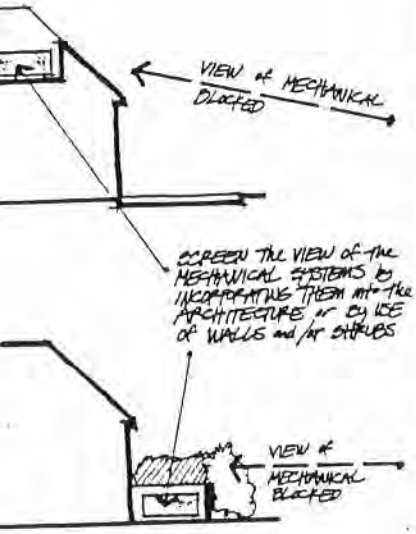
- Top Level - Buildings should be designed with a definite termination at the top. The intent is to provide a "cap" so that the exterior walls do not "disappear" as they meet the sky.



Landmarks and other special features may exceed the height limit, if approved in a precise plan. When large or tall buildings are proposed, special consideration should be given to massing and proportion with respect to adjacent buildings. Buildings which are 3 or more stories tall should incorporate steps in the vertical plane.

Building complexes should be designed to create opportunities for pedestrian spaces such as plazas, courtyards, patios and decks. Landscaping may be used to reinforce this concept through the use of pergolas, trellises, etc. Buildings within a complex should appear as an assemblage of integrated smaller forms, not as one large mass. Building masses should have an ordered "randomness" with focus, articulation and emphasis where appropriate such as entryways, major plazas, etc. Buildings located in "gatepost" locations (adjacent to entries off public and private streets), should be designed with a more distinct or "landmark" character.

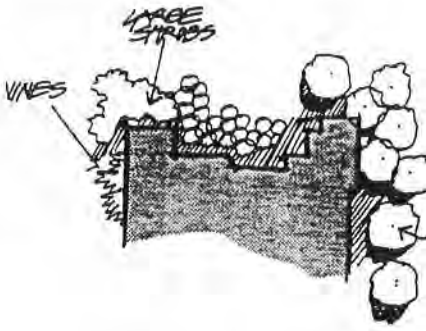
A light neutral shade should be the predominate wall color in the commercial core, consistent with climatic and energy conservation considerations. A single, unifying accent color should be used in such items as site furniture, landmarks, entry monuments and signs within the commercial district.



A critical design issue is screening unattractive utility and mechanical equipment, trash receptacles, storage areas and loading and service areas. Certain restrictions can reduce some of these potential design issues, others must receive attention from the site designer. The PC District regulations restrict or prohibit outdoor storage and require screening of ground and/or roof mounted equipment/utility connections. Loading or unloading should occur in the rear or on the side of buildings away from public streets and pedestrian ways.

Fences and walls which provide screening should be designed as an integral part of the building design concept and be constructed of materials, textures and colors that are complementary to the adjacent building.

Outdoor refuse collection areas should be completely enclosed and screened from view by a wall or fence constructed of materials which are complementary in color, finish and texture to adjacent buildings. All such areas should have concrete floors and loading pads and be of sufficient size to accommodate all business related refuse. Refuse collection areas should not be located adjacent to public streets.



MANY FACILITIES WILL HAVE LARGE WALLS OR FENCES WHICH SHOULD BE SOFTENED BY PLANTINGS OF TREES OR LARGE SHRUBS

Site furnishings, including the following, should introduce a consistent system of architectural, color and material character unique to a commercial core:

- Benches: A bench should be designed/selected for use in all the pedestrian areas within the Core complementing the design elements in the other site furnishings.

- Bollards: A concrete bollard should be used at the intersections of trail systems and vehicular crossings. It should contain internal light sources for safety at night.

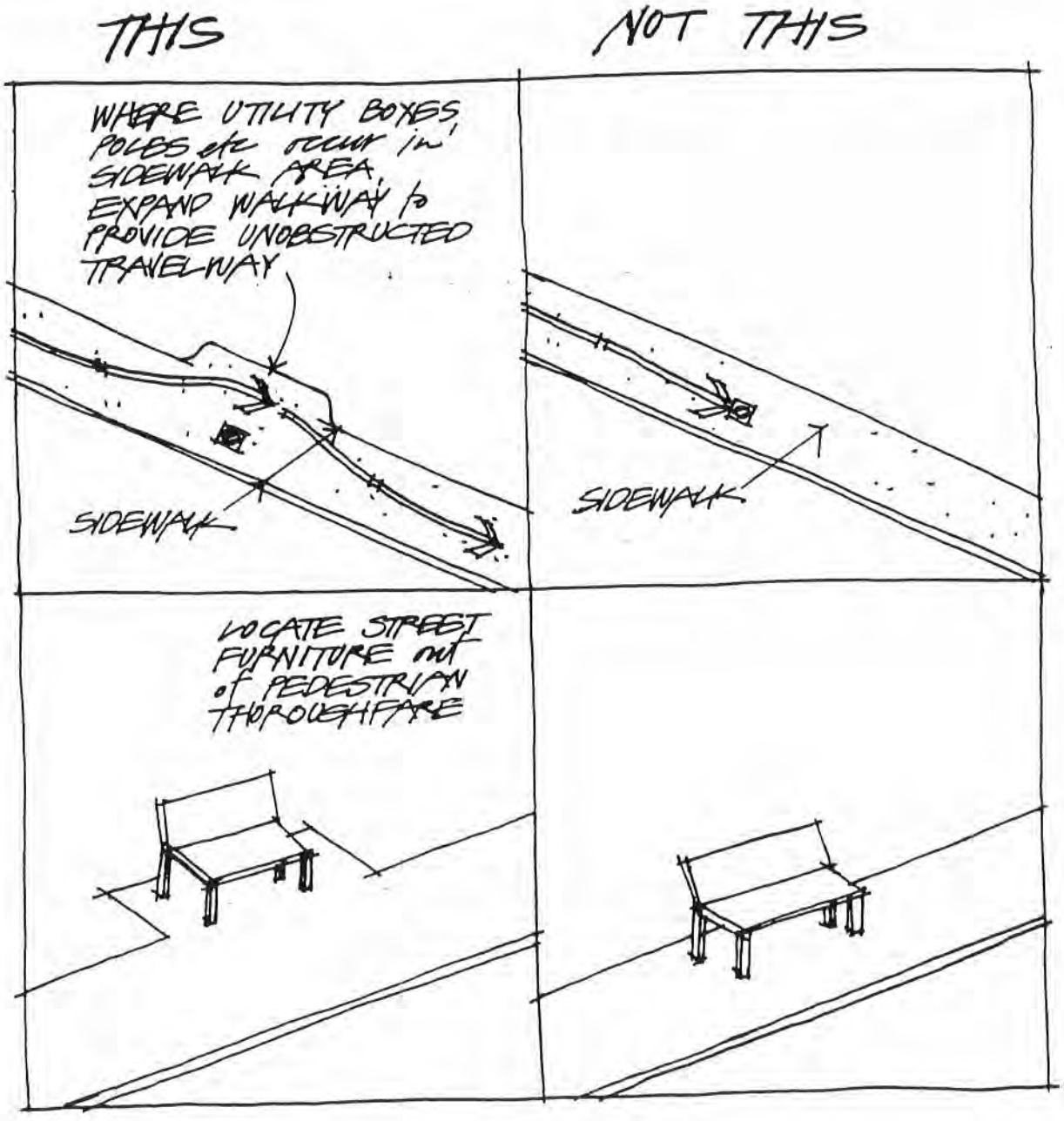
- Lighting Fixtures: A designated "Village Core" light standard base should be used for illumination of public areas.

- Trash receptacles: Pre-cast concrete or similar trash receptacles should be used.



Site furnishings, transit shelters and other streetscape furniture should be placed in "pockets" so as to not obstruct pedestrian or bicycle circulation.

STREET FURNISHINGS



3. Lighting and Signage

Lighting and signage, when implemented in a consistent manner, play a large role in the unification of a village. The purpose of these guidelines is to identify principles of lighting for streets, paths, open spaces and buildings. A signage program is required to specify sign and monumentation criteria and to insure that all individual graphics and signs are coordinated and contribute to the overall theme of the village core commercial area.

The final design and selection of on-site lighting standards and supports should be coordinated with the overall site furnishings program. Metal halide light fixtures on selected bases should be used in all parking areas to provide design continuity and safety. Parking lot light standards should be restricted to a maximum of 25 feet in height.

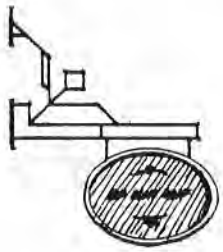
Walkway/trail illumination should be provided by the use of low intensity fixtures for safety and comfort. The lighting pattern and intensity should become more intense at path intersections and vehicular crossings.

Within building groups, architectural and accent lighting should be indirect and subtle. Increased lighting levels should highlight pedestrian areas to clearly define the pedestrian path. Service area lighting should be contained within the service area boundaries/enclosure. The actual light bulb for service area lighting should not be visible from adjacent properties.

A complete signage program is to be developed as part of the Master Precise Plan. All individual project/use identification signs should be designed to fit on a monument system that is compatible and part of the commercial district architectural style. The community trail system and Village Pathway signs should be designed as part of the overall streetscape plan for site furnishings, lighting standards and special hardscape materials.

The signage program for each site within the commercial area should provide for adequate identification while regulating and controlling design, location and maintenance. The signage program should establish specific standards for all exterior signage to ensure aesthetic continuity and consistency.

Along the "pedestrian edge," signs should comply with the following guidelines:



Signage may occur in five areas of a building:

- On the fascia.
- On the exterior of an arcade.
- Suspended perpendicular to the storefront within an arcade or above an entryway.
- Within the storefront itself.

Fascia signage may take several forms but should be uniform within a single building group. Examples include:

- Carved or incised into the wall material or another material set into the wall.
- Inset in decorative tile or other accent material.
- Cast, engraved, or inset in a plaque or signboard attached to the wall.
- Individual metal or plastic letters pegged out from the wall surface.

PART TWO

VILLAGE ONE DESIGN PLAN

Original Approval June 4, 1996
First Amendment February 16, 1999

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II-1. Village Identity and Character

A. Village Setting

The SPA One project area is located within the Otay Valley Parcel of the Otay Ranch and roughly in the center of the Eastern Territories Planning Area described in the Chula Vista General Plan. SPA One includes Village One, Village Five and Village One West, as depicted by the GDP Land Use Plan.

Village One is located within the Otay Valley Parcel, south of Telegraph Canyon Road between Paseo Ranchero and the planned extension of La Media Road (See Vicinity Map). The project site is approximately 571 acres of gently rolling terrain. Telegraph Canyon is a broad, flat canyon to the north and Poggi Canyon is a steeper canyon to the south. Village One is located on a broad mesa, climbing gently from west to east. The areas are largely, but not entirely, devoid of sensitive habitat due to historic farming activities.

The portion of Village One located directly east of the Paseo Ranchero is the subject of this Village Design Plan. The GDP designates this area for urban development including1,500 single-family homes, 1,566 multi-family homes, and a 120 acre village core with a neighborhood park, an elementary school site, community purpose facility (CPF), commercial and higher density residential uses. The village core is also planned to include a transit station for a future light-rail transit system.

The southern edge of the village consists of the undulating slopes of Poggi Canyon. Due to farming on the Otay Valley Parcel, the natural habitat of the canyon contains varying levels of sensitivity, with areas of significant coastal sage scrub habitat on the western edges of the canyon. The remaining portion of the canyon is largely disturbed after decades of farming.

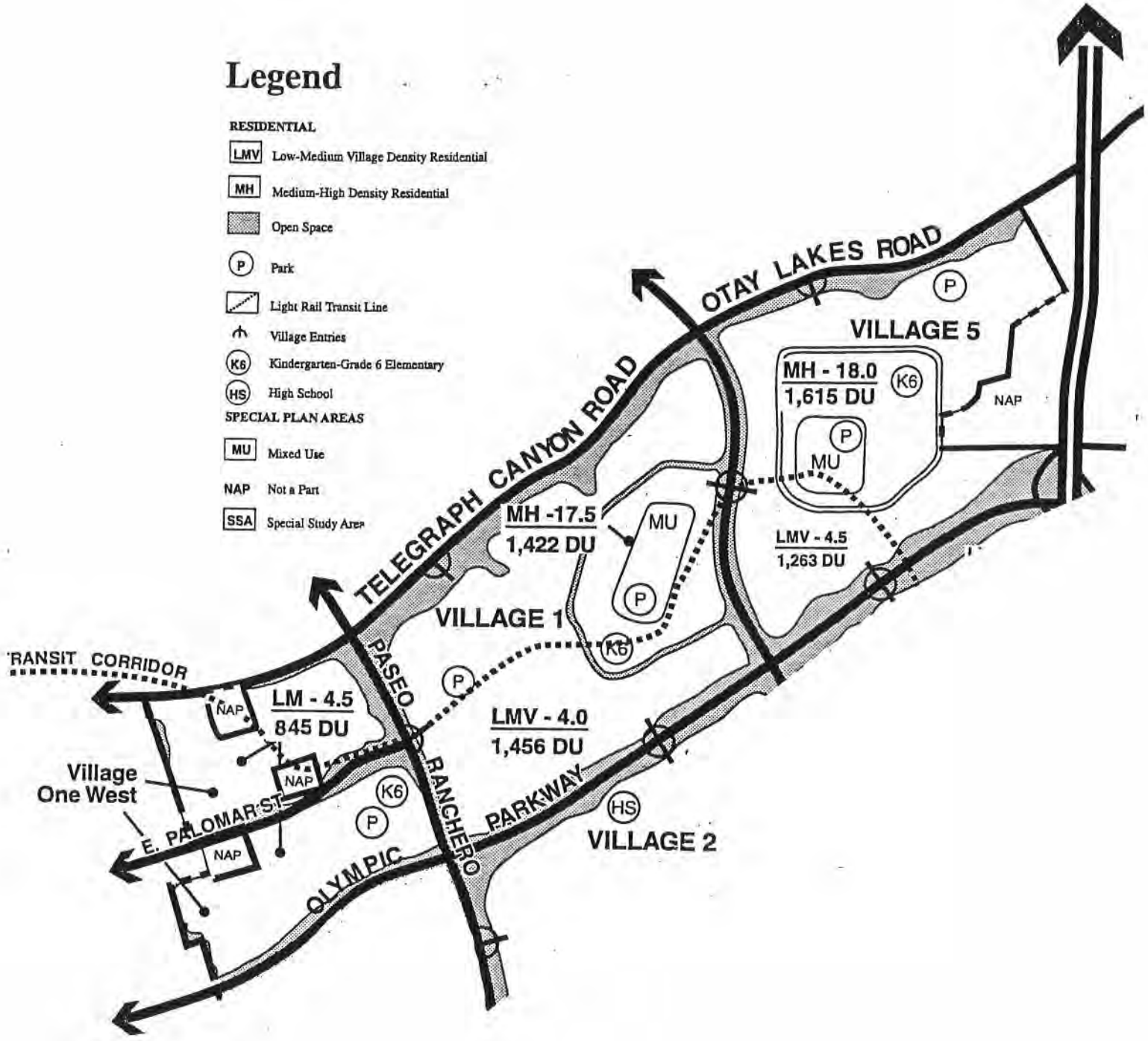
The project area has views to the surrounding mountains to the northeast and east. Limited scenic views to Village One extend from along Telegraph Canyon Road and Poggi Canyon/Olympic Parkway. The Otay Ranch GDP defines these east-west routes as scenic corridors. Scenic considerations for SPA One are displayed in the Opportunities Map on page 11-5.

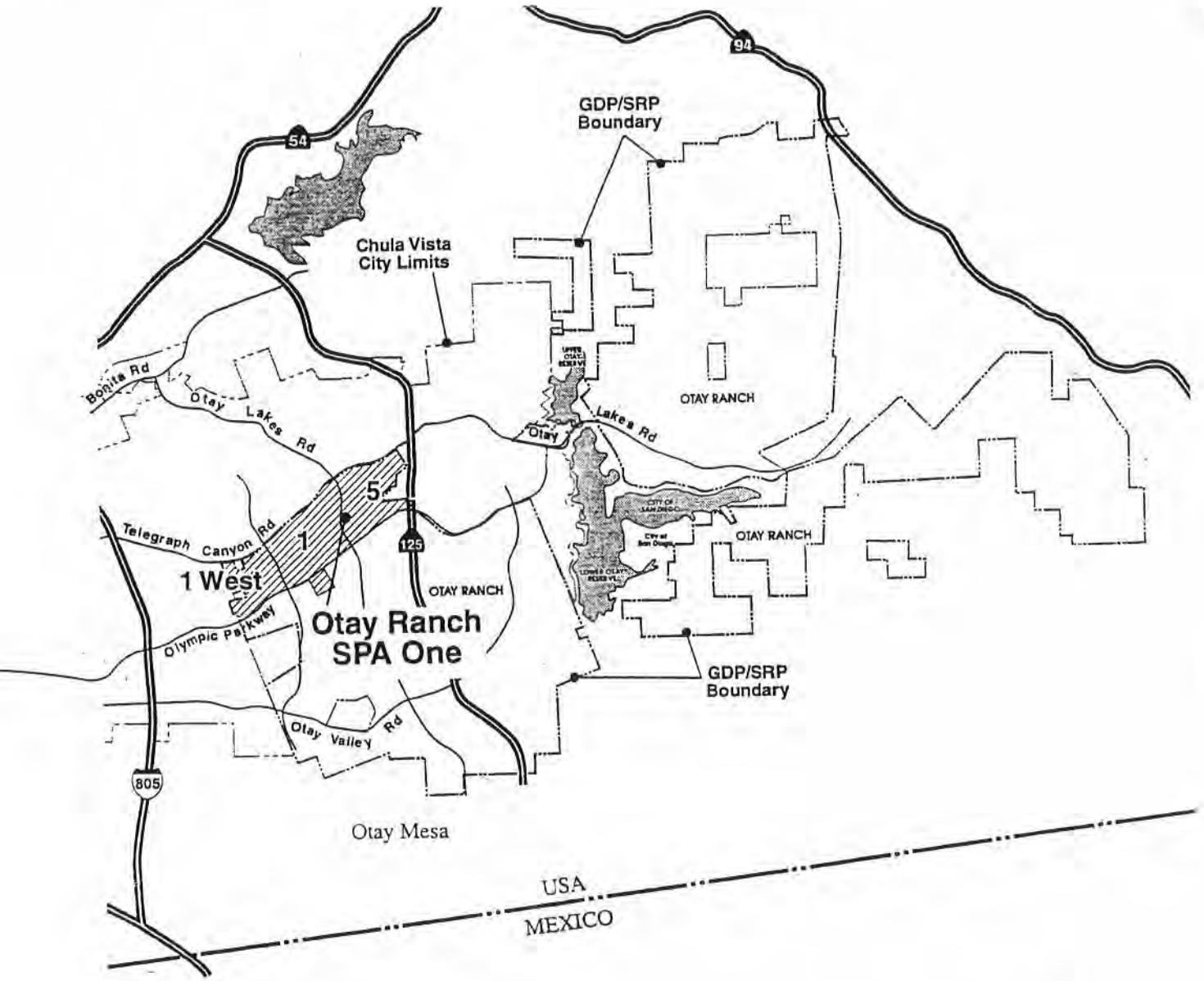
B. Design Influences

A number of factors influence the design of the Otay Ranch Village One Plan. The primary design influence is the pedestrian friendly village concept described in the Otay Ranch General Development Plan. Other influences reflect on-site conditions and characteristics, such as landforms, biological resources, drainage patterns, aesthetics, land use relationships and circulation patterns. These influences are also depicted in the Opportunities Map.

Consideration of site conditions also contributed to the site design which locates development within suitable areas defined by the GDP, while respecting significant features and areas designated for open space. The Otay Ranch GDP provides for urban village development on the broad mesa of Village One. The development area is surrounded by an open space system that will eventually be part of a ranch-wide system of open space and trails, primarily within the canyons.

The open space along Village One's edges directs neighborhoods, public improvements and amenities into a well-defined community. There are 93.8 acres of open space within Village One. The largest open space area includes the slopes of Poggi Canyon. Graded slopes will be contoured and landscaped with transition plantings to make them visually compatible with the natural slopes.


Legend
RESIDENTIAL
LMV Low-Medium Village Density Residential
MH Medium-High Density Residential
Open Space
P Park
Light Rail Transit Line
Village Entries
K6 Kindergarten-Grade 6 Elementary
HS High School
SPECIAL PLAN AREAS
MU Mixed Use
NAP Not a Part
SSA Special Study Area
OTAY LAKES ROAD
TELEGRAPH CANYON ROAD
VILLAGE 5
MH - 18.0
1,615 DU
K6
NAP
P
MU
MH -17.5
1,422 DU
MU
LMV - 4.5
1,263 DU
VILLAGE 1
TRANSIT CORRIDOR
PASEO RANCHERO
LM - 4.5
845 DU
NAP
LMV - 4.0
1,456 DU
Village One West
E. PALOMAR ST
OLYMPIC PARKWAY
HS
VILLAGE 2



Vicinity Map

LEGEND
DEVELOPMENT ACCESS
NATURALIZED DRAINAGE CHANNEL
PROMINENT 25% SLOPES
CANDIDATE DEVELOPMENT AREAS
MAJOR DISTANT VIEWS (MOUNTAINS)
VIEWS (CANYONS)
AREA OF POTENTIAL SENSITIVE BIOLOGICAL RESOURCES
PREVAILING WINDS
OTAY LAKES RD.
NAVY HOUSING
RUTGERS AV.
MOBILE HOME PARK
SINGLE FAMILY
EASTLAKE
OTAY WATER DIST. NAP
SR-125
MULTIFAMILY
APACHE DR.
ROAD 1
VACANT
OTAY RANCH VILLAGE 6
SINGLE FAMILY
CANYON
BUENA VISTA RD.
LA MEDIA RD.
AVENUE
DRIVE
VACANT
TELEGRAPH
EAST
OTAY RANCH VILLAGE 2
PASEO RANCHERO
PASEO RANCHERO
N.A.P.
N.A.P.
SUNBOW
ESPALMAR ROAD
OPPORTUNITIES MAP
7-11-94
OTAY RANCH SPA ONE
VILLAGES ONE AND FIVE

C. Village Type and Orientation

The organization of traditional communities takes on a familiar and logical form: a central community core with higher intensity mixed uses, and a surrounding residential area. This organization creates an understandable land use pattern and concentrates inter-related land uses in an area which becomes a viable transit service area. The GDP states that urban and transit-oriented villages within the Otay Ranch should emulate this pattern and include the components needed to allow that village to serve the needs of its residents without unnecessary automobile trips.

Village One is both an urban and transit-oriented village. The village core is located in the western portion of the village and includes medium-high density residential units, an elementary school site, a neighborhood park site, commercial/retail, and CPF sites. The Village One core identity is based on a traditional "main street" theme. The Village Entry Street extends through the village with the light rail transit ROW in its median. The secondary area includes single-family residential neighborhoods, with a range of lots sizes and residential product types, and several pedestrian park sites.

D. Pedestrian/Transit Orientation

The land use plan for Village One is consistent with the pedestrian and transit oriented guidelines presented in Part One of this document. The plan includes a more intense Village Core area that includes a commercial area adjacent to a transit stop. The surrounding Secondary Area includes a range of single family homes and neighborhood parks. The street system includes a number of Promenade Streets leading directly to the Core or to the transit village entry street which then provides a direct route to the Core. The Village Core includes a traditional "Main Street" commercial area and large neighborhood park as central focal points. A CPF site for civic uses is located prominently within the commercial area.

E. Urban Theme and Character

To accentuate the relationship of Otay Ranch with its natural setting and the character of the region, a community design theme of "California Heritage" has been identified for SPA One, including Village One. This theme is consistent with the ranch and agrarian images described in the Overall Design Plan. It is also compatible with the new urbanism community design concepts promoted in the village development concept of the GDP. As detailed below, this design theme is not a specific style of architecture which can be strictly interpreted. It is more of a character statement which encompasses a wide range of styles appropriate for the Otay Ranch setting.

The California Heritage theme is based on several presumptions. First, California, and specifically Southern California, has a unique historical context which can be expressed in building design and is worth reiterating. This theme will embrace the past and adopt basic principles from successfully built examples in the region, historic Southern California communities such as portions of Los Angeles, Santa Barbara and San Diego. This theme can provide flexibility in design, while allowing the community to age gracefully and accommodate changing land uses. Lastly, this design theme builds on the setting, landscape and other community framework elements from the Overall Design Plan, and allows for a synergy of aesthetic elements - location, landscape, and high visibility buildings to make a combined statement greater than the individual elements.

Throughout the village, there will be a range in design theme interpretation. The most visible and intensive uses, commercial and civic buildings in the Village Core, should most strongly convey the community design theme. Other core and secondary residential uses would complement the theme but be less restrictive, especially for smaller buildings and lower density product types.

While not a specific architectural style, the California Heritage design theme can embrace a variety of specific

styles and combinations, such as: Spanish Colonial, Mission, Ranch House, Bungalow, Moorish, Agrarian, etc. In general, California Heritage architecture will reflect the climate and materials indigenous to Southern California. The architectural feeling should be relaxed, simple and somewhat rustic. In larger buildings or groups of buildings, horizontal massing should be interspersed with vertical elements such as two story components and towers. Larger towers should signify focal elements and meeting/activity places. The accompanying sketches depict various images which inspire the community design theme.

The following guidelines summarize the architectural design principles in the Village Core commercial area:

- The architecture should be responsive to the climatic conditions of Otay Ranch. Shade, indoor and outdoor spaces, and people-gathering areas should be an important element for building design. Buildings should be constructed using materials with good insulating value.

- A variation of building height and massing, whether in groups of buildings or within individual buildings, should be achieved.

- All buildings should be composed of a base, middle and cap.

- Roof forms should reflect the historical heritage architectural vernacular.

- Windows, entries and doors should vary in size, shape and detail.

- Second floor, pedestrian spaces should be opened up to view as much as possible for easy access and convenient identification and, where possible, to provide second floor connections to other buildings through the use of bridges.

- Certain standardized architectural elements should be required in all buildings within an individual Core area or complex. These elements are identified in the adopted Village One core Master Precise Plan. A building should not exactly copy the style of its neighbors but should address and/or share certain fundamental architectural characteristics. Architectural style along the same street or within a complex should include buildings of similar height and share one or more distinctive element: materials, window style, door style, detailing, porches, arcades, overhangs, roofing, color, etc.

- The highest use pedestrian areas should have the highest level of design detail (*e.g.*, courtyards and plazas).

The following site planning principles to be utilized in the Village Core commercial area relate to the California Heritage theme and good design practice:

- Projects should promote the design theme by utilizing courtyards or plazas as focal points.

- Parking lots, walkways and courtyards should be designed at a human scale to promote pedestrian and bicycle movement and reduce the impersonal expansiveness of large spaces.

- Each project should provide a well-articulated, identifiable entry sequence for the pedestrian and vehicular user, from street to building. Project entries and connections to and into buildings should be enhanced with landscaping, hardscape detail and accented architectural design.

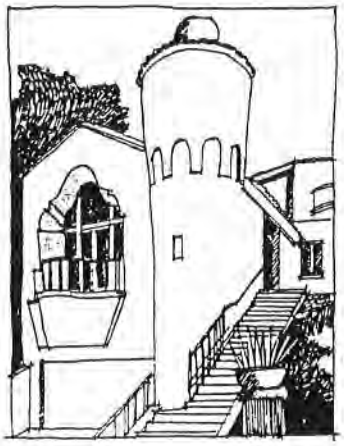
- All service and loading areas should be accessed from an alley or rear parking area. No loading should occur on the street or pedestrian oriented sides of a building. No garage type loading doors shall be located on a building facade directly facing a public street.

- Outdoor refuse or storage containers shall be completely screened. No refuse collection or storage areas shall be located between a street and the front of a building.

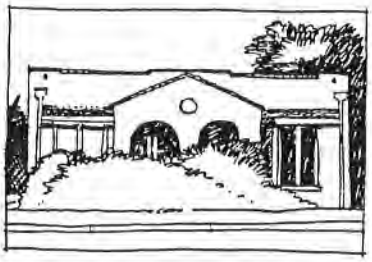
- Mechanical and electrical equipment, utility connections, and antennas should be mounted within the interior of a building whenever practical. When interior mounting is not practical, equipment should be screened from public view.

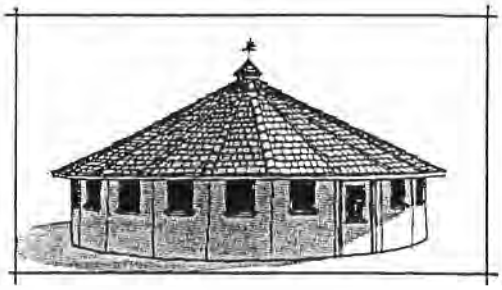
ARCHITECTURAL IMAGES



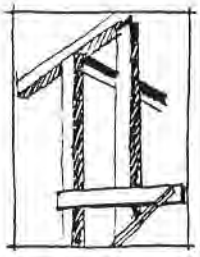


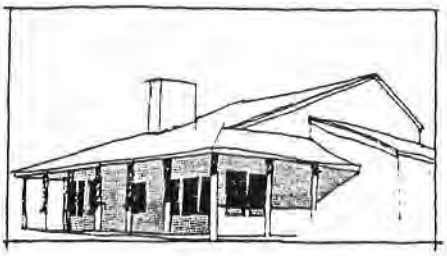


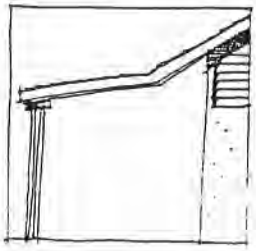








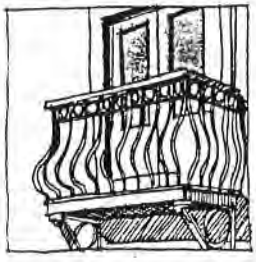
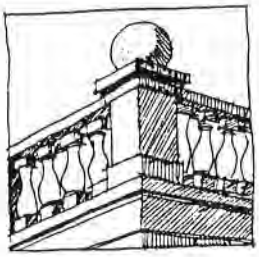


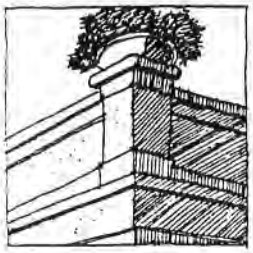
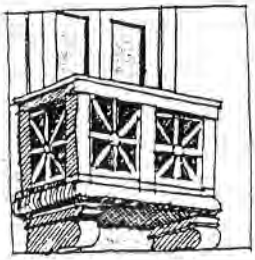
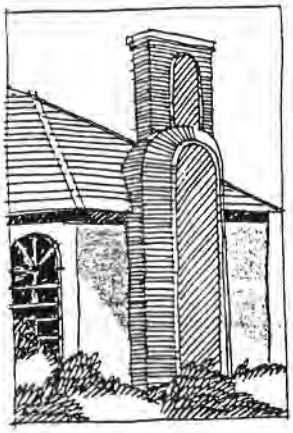


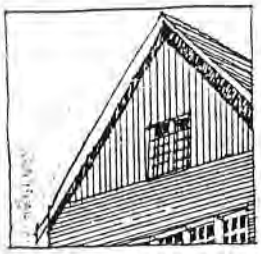




ARCHITECTURAL IMAGES

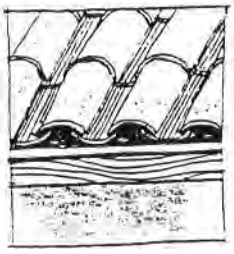





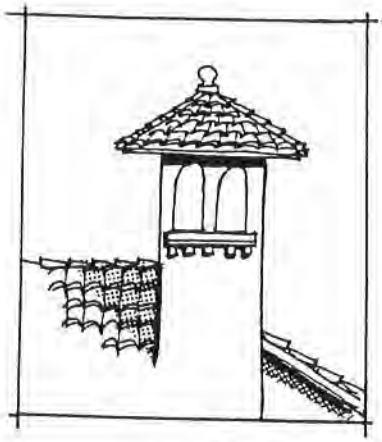






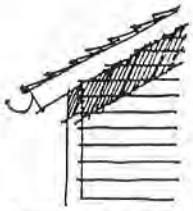
ARCHITECTURAL IMAGES





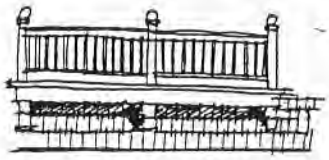


EAVES and RAKES with NO OVERHANG. GUTTERS OPTIONAL



EAVES and RAKES with MINIMAL OVERHANG.

CUPOLAS can be used as ACCENT FEATURES and have the ADDED BENEFIT of also SERVING as EXHAUST FAN or GRAVITY VENT FEATURES

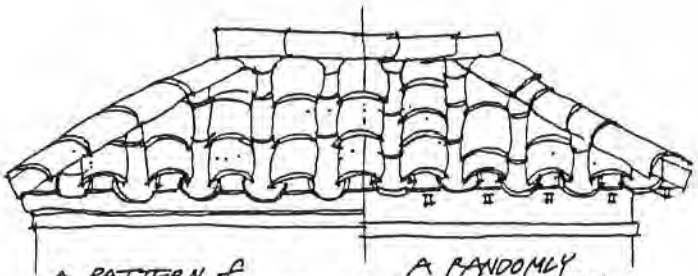


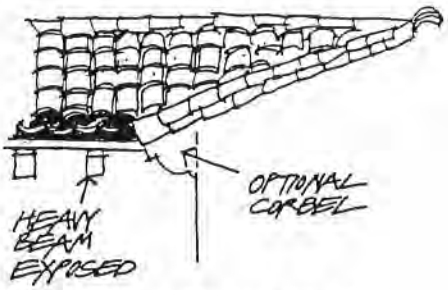
"WINDOW WALKS" and BALUSTRADED PARAPETS can be used on FLAT ROOF PORTIONS of the STRUCTURES to RELIEVE LONG STRETCHES of GABLED AREAS and to SHIELD FLAT ROOF AREAS where SOLAR PANELS are EMPLOYED.



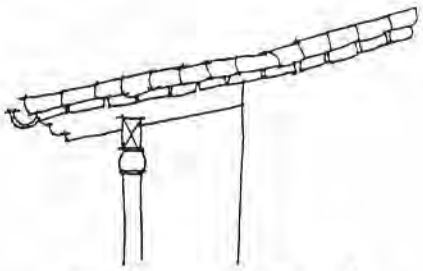
GARDEN STRUCTURES and PERGOLAS can be used in the HIGHER DENSITY DEVELOPMENTS WHERE they can be EMPLOYED to IDENTIFY INDIVIDUAL ENTRANCES to UNITS.

ARCHITECTURAL IMAGES



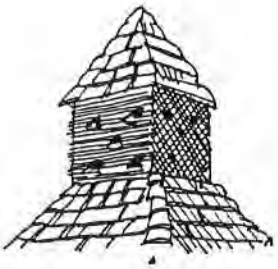


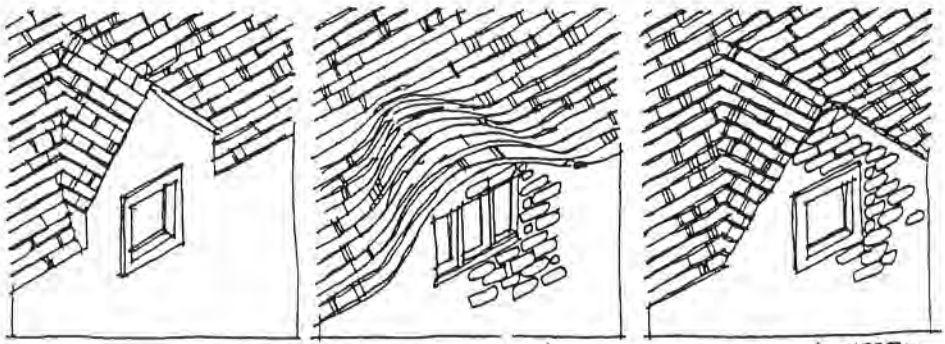
TYPICAL CLIPPED EAVE



DEEP OVERHAND of BEAMS SHAVED at the END

CUPOLAS can be used as DESIGN FEATURES and "SOLAR CHIMNEYS"



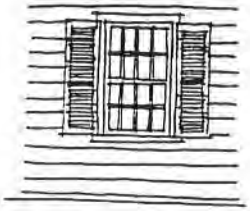


THE VARIOUS TYPES of DORMERS USED in PROVIDING LIGHT to UPPER STORIES are SHOWN ABOVE.

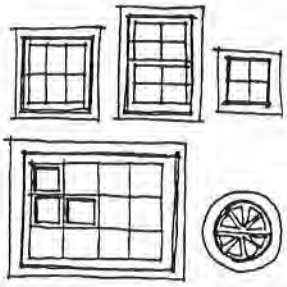
ARCHITECTURAL IMAGES



DOUBLE HUNG WINDOW in a DORMER



VARIOUS FORMS of DOUBLE HUNG, DIVIDED LIGHT WINDOWS



DOUBLE HUNG and DORMIER WINDOWS GROUPED VERTICALLY



OVERSIZED CASEMENT with SHUTTERS

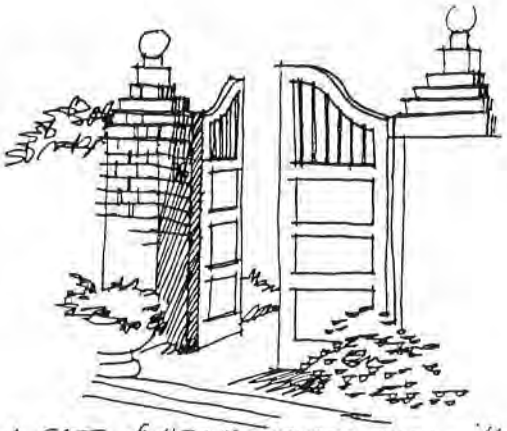


COURTYARD ENTRY & ARCHED WOODEN WINDOWS

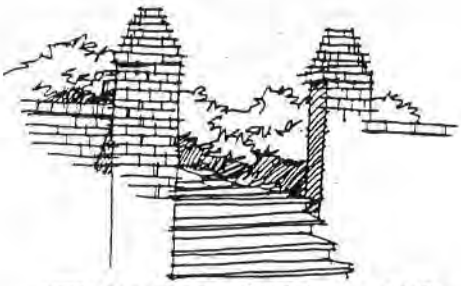


COURTYARD ENTRY DOORS SET IN BRICK CAPPED WALL

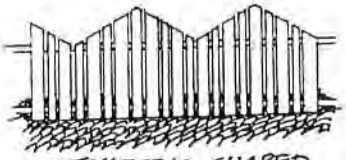
ARCHITECTURAL IMAGES



A GATE of HEAVY TURNED WOOD with ELABORATE BRICK WORK



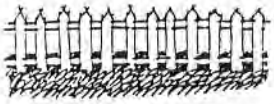
TRUNCATED PYRAMID CAP ON A MASONRY WALL.



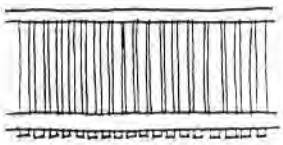
GEOMETRIC SHAPED PICKET FENCE



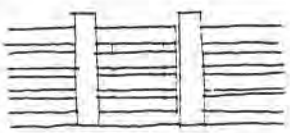
A VARIEGATED HEIGHT PICKET FENCE with MASONRY PILASTERS.



SIMPLE TRADITIONAL PICKET FENCE.



HORIZONTAL RAIL FENCING PAINTED to MATCH THE TRIM of the MAIN STRUCTURE



LOW FORMAL PICKETS with a HORIZONTAL CAP RAIL

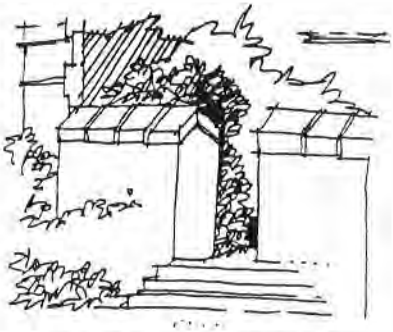


LOW ROCK WALLS may be USED to DEFINE IMPORTANT AREAS.

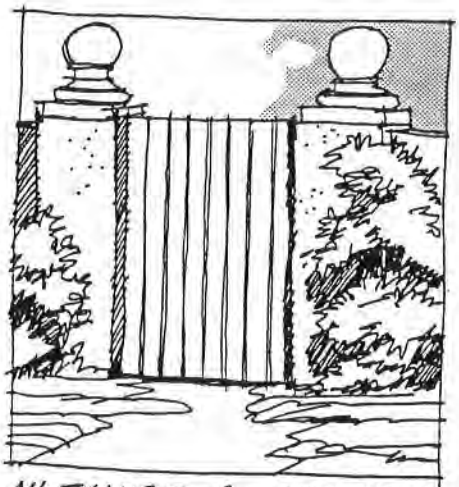
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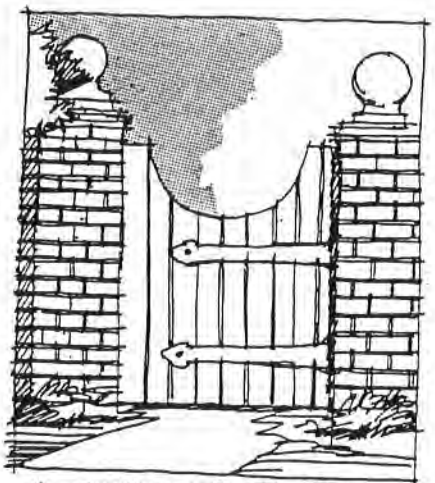
SIMPLE WOOD GATE SET IN A STONE FENCE.



A STUCCO FENCE WITH BRICK CAP.

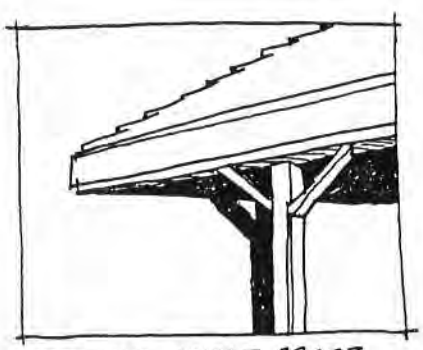


AN EXAMPLE of a SIDE YARD GATE of STUCCO, CAST STONE and WOOD



A SIMPLE ENTRY GATE of BRICK, WOOD and CAST STONE

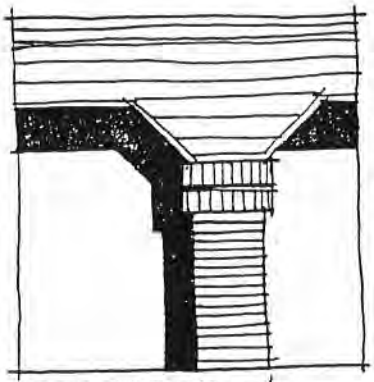
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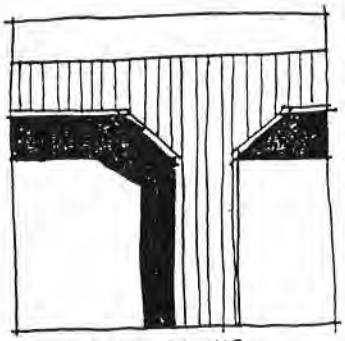
POST WITH ANGLE BRACE



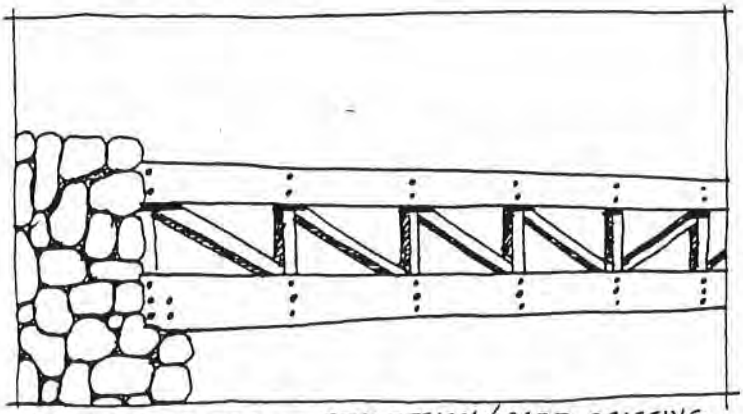
DORMER W/ HORIZ. SIDING



BRICK PILASTER and HORIZ. SIDING

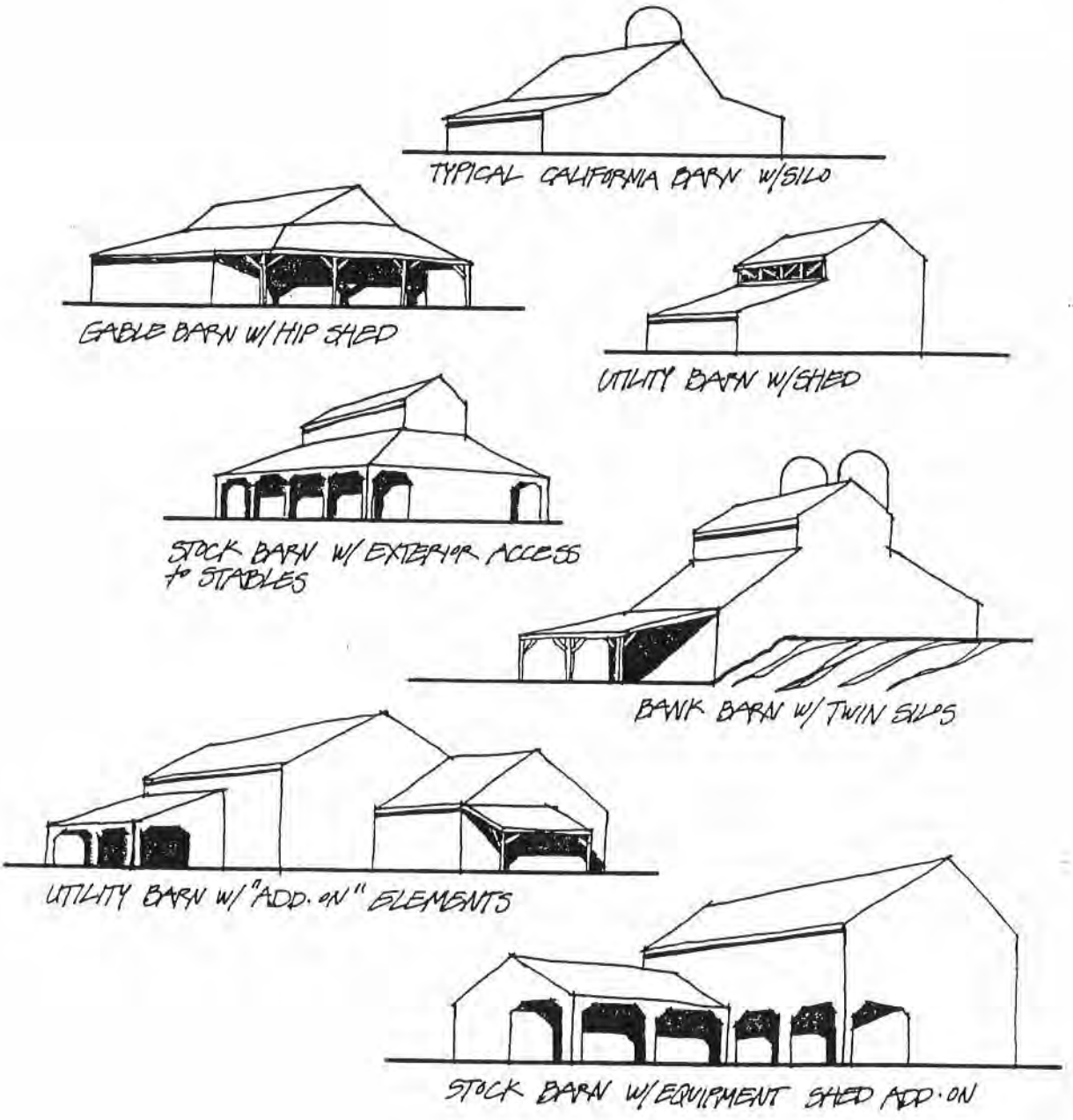


VERTICAL SIDING



TRUSSED BRIDGE at PEDESTRIAN/CART CROSSING

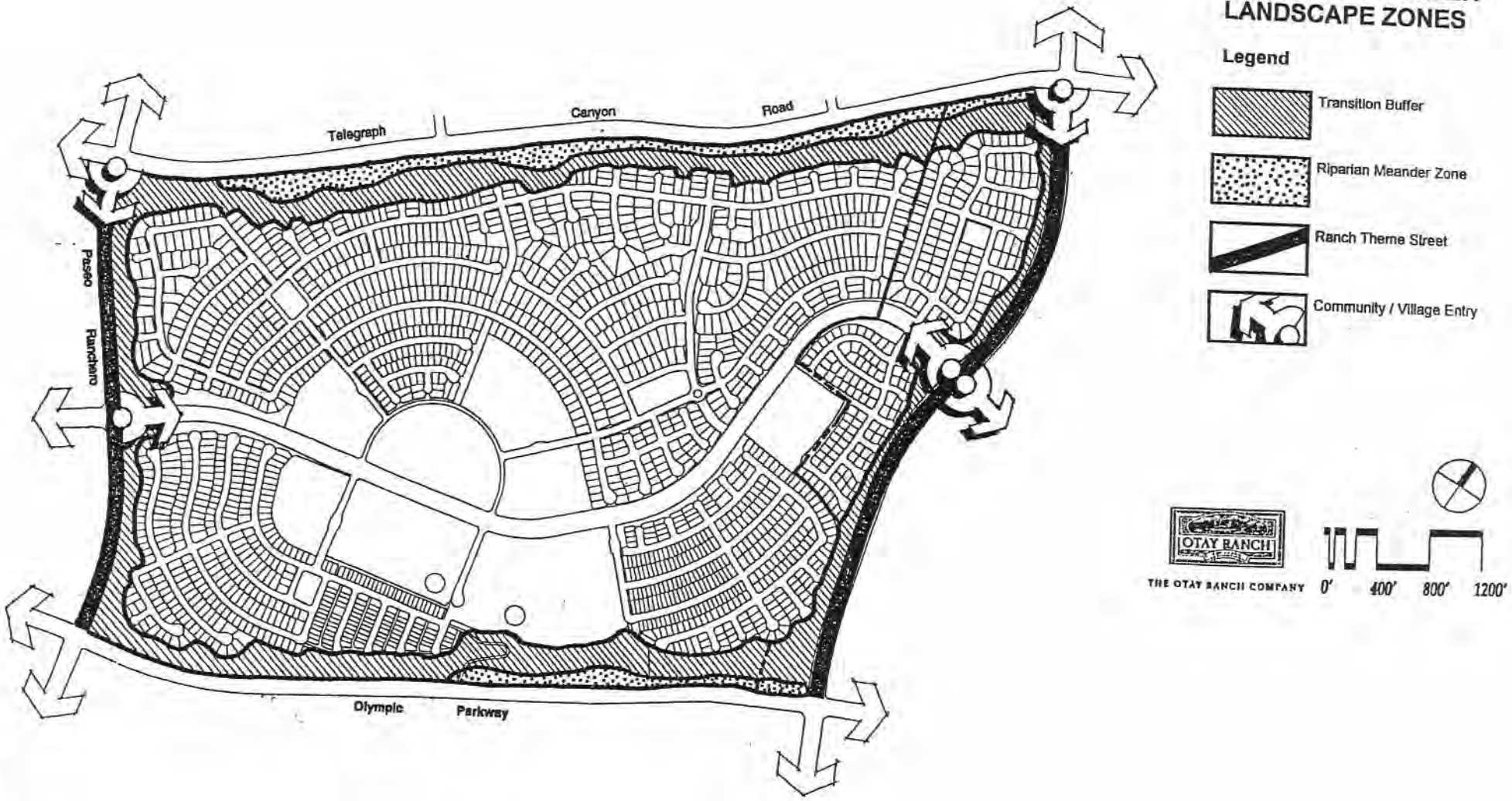
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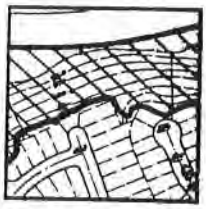
II-2. Village Structure Guidelines

A. Perimeter Landscape Concept

The Village perimeter landscape, while forming a scenic buffer of informal transitional planting, will create a visual link with the greater open space areas within and near Otay Ranch. These massive areas of planting will bring a sense of open space and transition from the character and setting of the region into the urbanized Village areas.


VILLAGE PERIMETER
LANDSCAPE ZONES
Legend
Transition Buffer
Riparian Meander Zone
Ranch Theme Street
Community / Village Entry
Telegraph
Canyon
Road
Paseo
Rancharo
Olympic
Parkway
OTAY RANCH
THE OTAY RANCH COMPANY
0'
400'
800'
1200'

Intentionally Left Blank



VILLAGE PERIMETER LANDSCAPE ZONES - VILLAGE ONE

- Transition Buffer - Indigenous Character

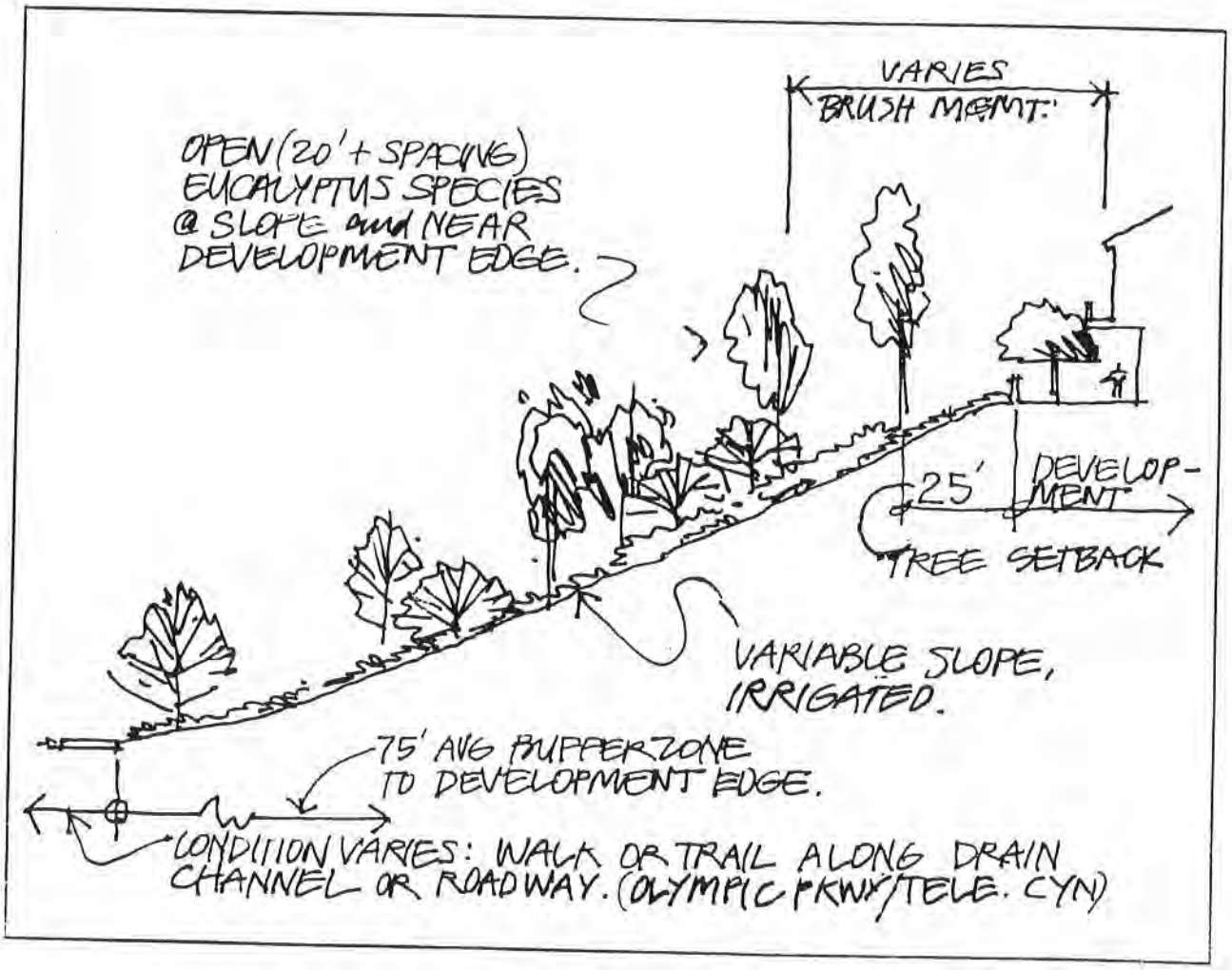
Description: Transition planting on irrigated/manufactured slopes with an indigenous landscape, with taller, open trees at the top of slopes and lower trees and shrubs at mid slope.

Plant Palette

Trees: Eucalyptus species (*camaldulensis [40%], cladocalyx [40%], sideroxlyn rosea[20%]*) at mid-slope and near top of slope. Live Oak (*quercus agrifolia*), Toyon (*Heteromeles arbutifolia*) in groves at mid slope. Trees shall be planted 25' minimum from property lines. Note: Final Eucalyptus selection subject to Fire Marshal approval.

Shrubs: Lemonade Berry (*Rhus integrifolia*), Surgarbush *(Rhus ovata)* Rockrose (*Cistus species), Artemesia "Canyon Grey."*

Groundcover: *Acacia Redolens* (30% of area), Coyote Brush (*pilularis prostrata*), Trailing Gazania (*Gazania rigens*), Prostrate Rosemary (*Rosmarinus officinalis*), and Salvia "Dara's choice and *Myoporun parvifolium prostrata.*



VILLAGE PERIMETER LANDSCAPE ZONES - VILLAGE ONE

- Riparian Meander

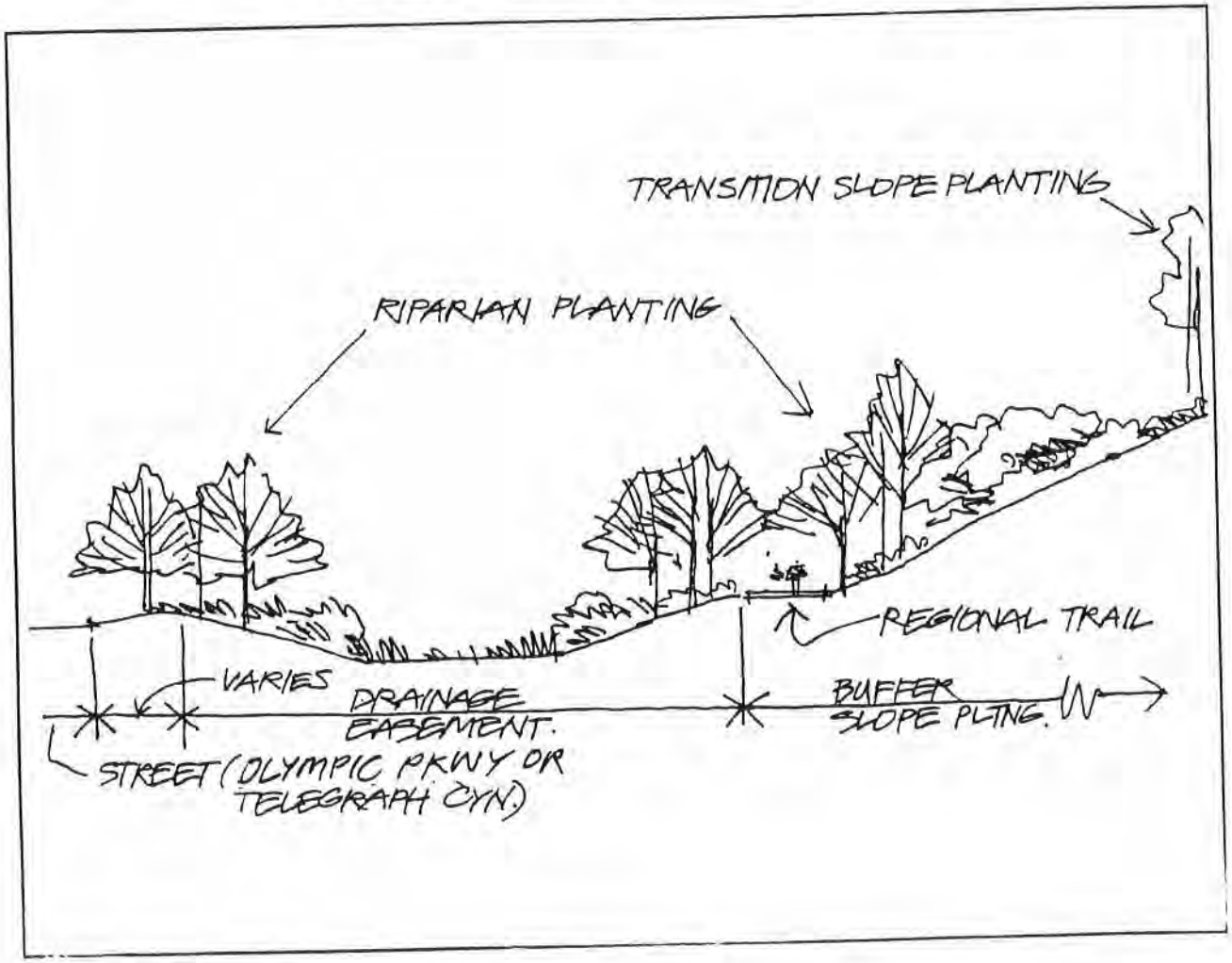


Description: A planting zone adjacent to and incorporating the manufactured drainage channel. Landscape to reflect the natural riparian character of the regional valley bottom.

Location: Along south side of Telegraph Canyon Road and north side of Olympic Parkway.

Plant Palette

Trees:	California Sycamore (*Plantanus racemosa*) - primary tree. Freemont Cottonwood (*Populus fremontii*), Coastal Live Oak (*Quercus agrifolia*) and Toyon (*Heteromeles arbutifolia).*
Shrubs:	Fuschia Flowered Gooseberry (*Ribes speciosum*), Mexican Elderberry (*Sambucas mexicana*), Blue Eyed Grass (*Sisyrinchium bellum*), Rhus species.
Ground Cover:	Periwinkle (*Vinca major*), Hall's Honeysuckle (*Lonicera japonica 'Halliana'*), Moss Verbena (*Verbena tenulsecta*), Rush (*Scripus species*)





VILLAGE PERIMETER LANDSCAPE ZONES - VILLAGE ONE

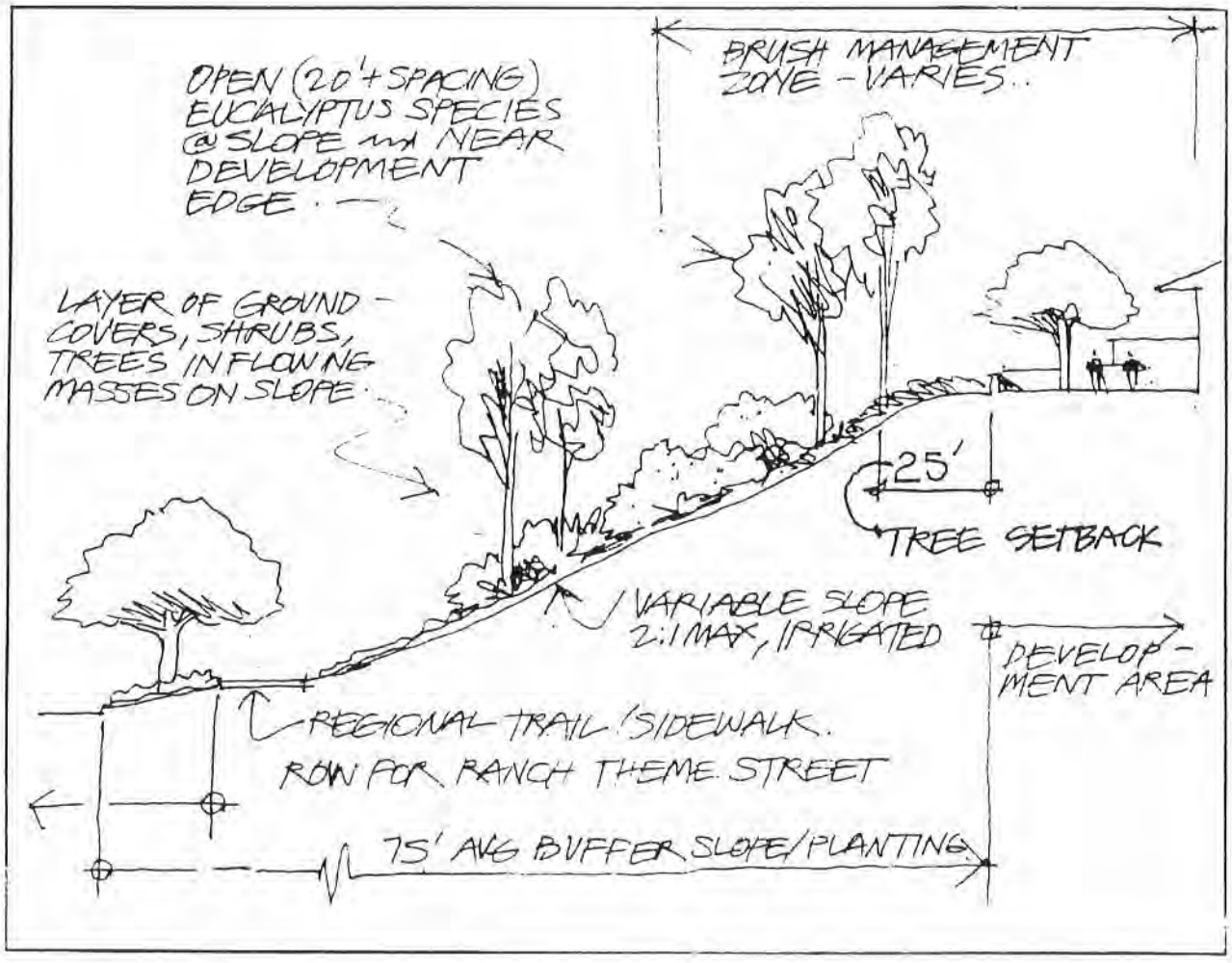
- Transition Buffer - Ornamental Indigenous at Ranch Theme Streets

Description: Transition planting on irrigated/manufactured slopes to blend and transition from indigenous slope planting to a more ornamental character.

Location: On east and west slopes adjacent to La Media and Paseo Ranchero.

Plant Palette

Trees:	Eucalyptus species (*camaldulensis [40%], cladocalyx [40%], sideroxylon rosea [20%]*) at mid-slope and near top of slope. Live Oak (*Quercus agrifolia*), and Toyon (*Heteromeles arbutifolia*) in grove at mid-slope. Trees shall be planted 25' minimum from property lines.
Shrubs:	African Sumac (*Rhus lancea*), Rockrose (*Cistus species*).
Groundcover:	Prostrate Acacia (*Acacia 'Pecoff Verde'*), *Myoporum parvifolium, Myoporum pacificum and Salvia species.*



VILLAGE PERIMETER LANDSCAPE ZONES - VILLAGE ONE

- Ranch Theme Street



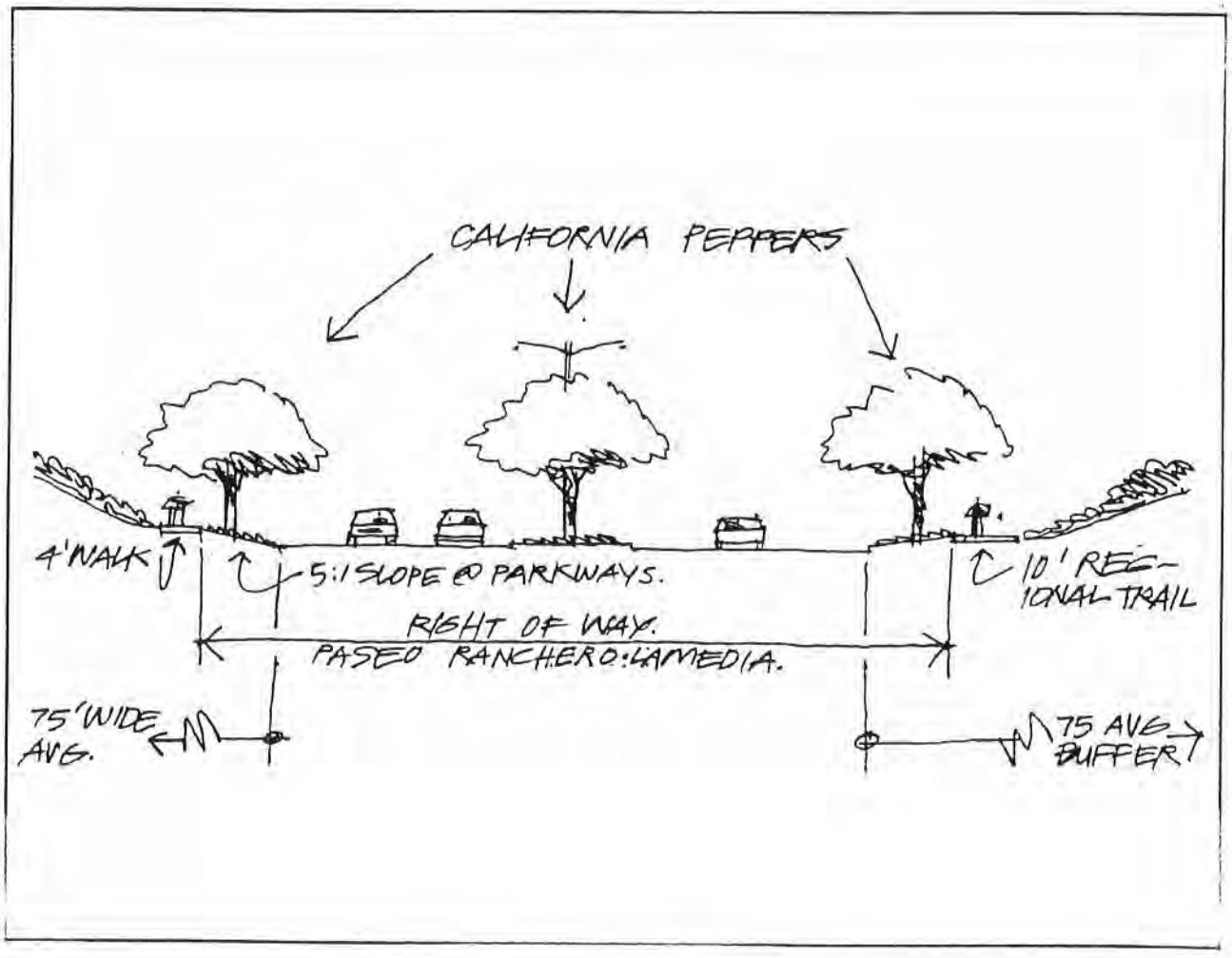
Description: Major roads with evenly spaced rows of trees on the edge and at the median.

Location: Paseo Ranchero and La Media.

Plant Palette

Trees: California Peppers (Schinus molle) 40' on center. (Pepper trees will be pruned to encourage taller and more upright branch growth to minimize conflict with tall vehicles.)

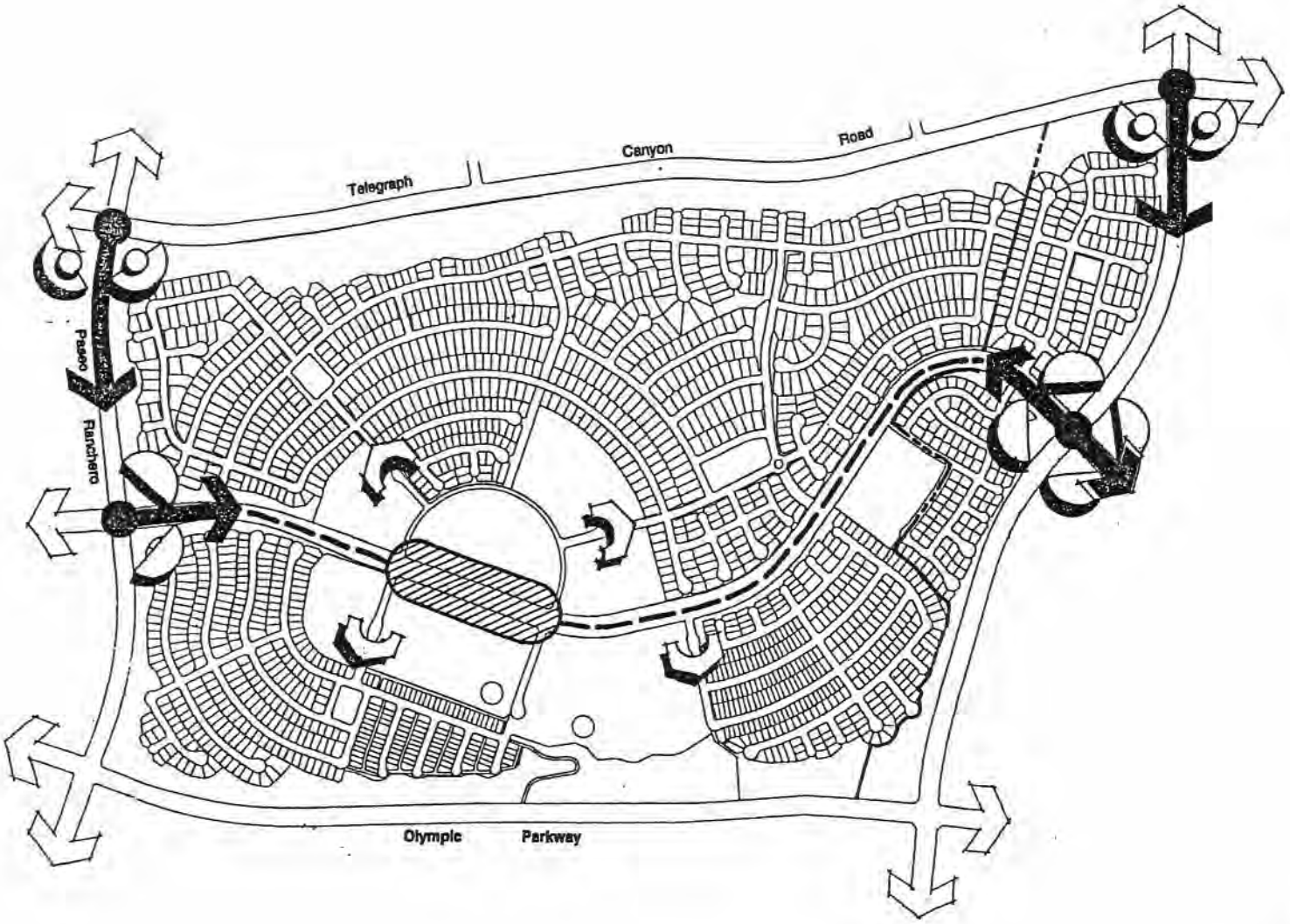
Groundcover: Prostrate Rosemary (Rosmarinus officinalis) in parkways.



B. Entryways/Identity Concept

Village One and Five contain several Ranch-wide entries as well as the Village Entry. The entry concept is one of hierarchy and subtle changes in style. The concept also recalls the simple elegance of the landscape and the agrarian heritage of the region.

Stone markers, low walls and orderly landscape patterns provide identity at Ranch-wide entries. For example, trees reflecting a "Ranch" or more rustic quality will be planted in large orchard or grove patterns. The Village Entry, with the use of stately palms and flowering trees, is more formal and ornamental suggesting entry into a more urbanized area.



ENTRYWAYS / IDENTITY

Legend

- Arterial Community Entry
- Primary Village Entry
- Village Main Street Area Identity
- Entry Cottage

OTAY RANCH
THE OTAY RANCH COMPANY

0' 400' 800' 1200'

Intentionally Left Blank

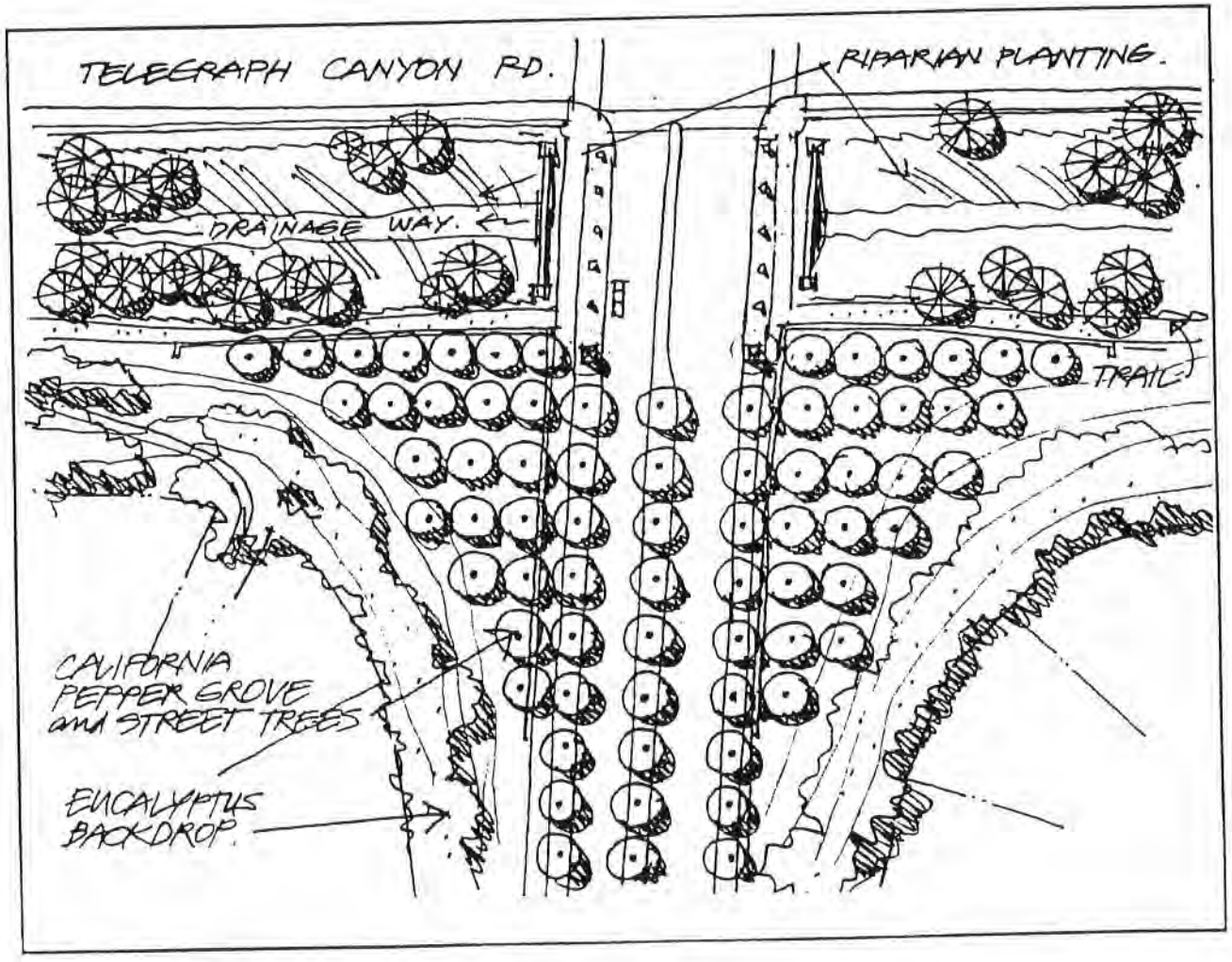
ENTRYWAYS/IDENTITY - VILLAGE ONE

- Ranch-Wide Entry at Telegraph Canyon Road

Description: Stone monuments and low walls form a "Gateway" into Village One, with a backdrop of a tree orchard carried though the median. The orchard trees shrink and blend to become the street pattern per the ranch theme standards

Plant Palette

Grove Trees: Olive (*Olea europea "Wilsoni"*) at 30' maximum square grid. Backdrop on slope will be primarily Eucalyptus species. (See Transition Buffer/Ornamental Indigenous)



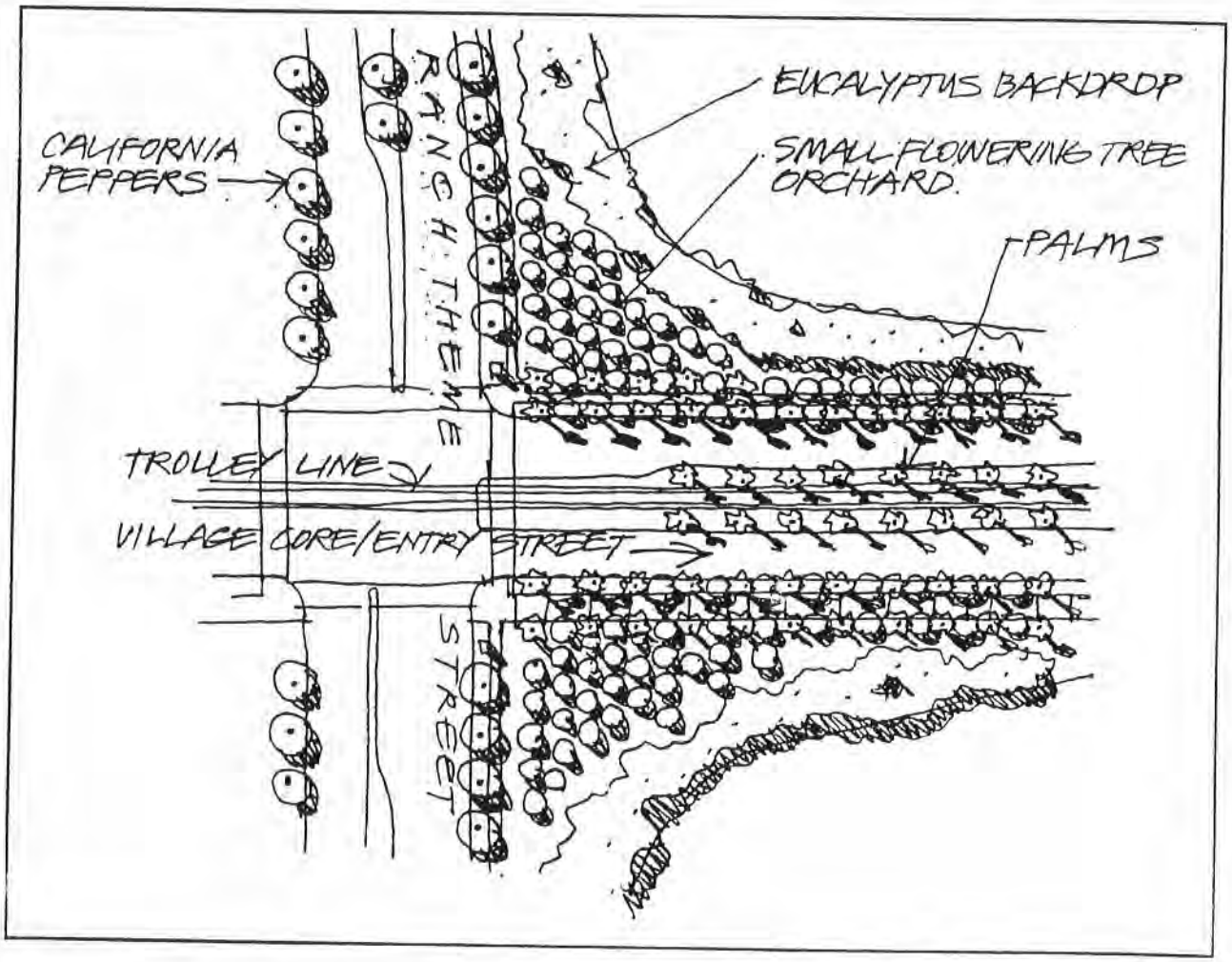
ENTRYWAYS/IDENTITY - VILLAGE ONE

- Village Entry at Telegraph Canyon Road

Description: To form the Village entries, the Village Core Street landscape (Palms) extends to the prime arterials, along with monumentation announcing the Village Entry. The small, flowering canopy tree extends laterally forming an orchard based on the spacing and geometry of the street trees.

Plant Palette

Trees: Mexican Fan Palm (*Washingtonia robusta*) and Aristocrat Pear (*Pyrus calleryana "aristocrat"*).

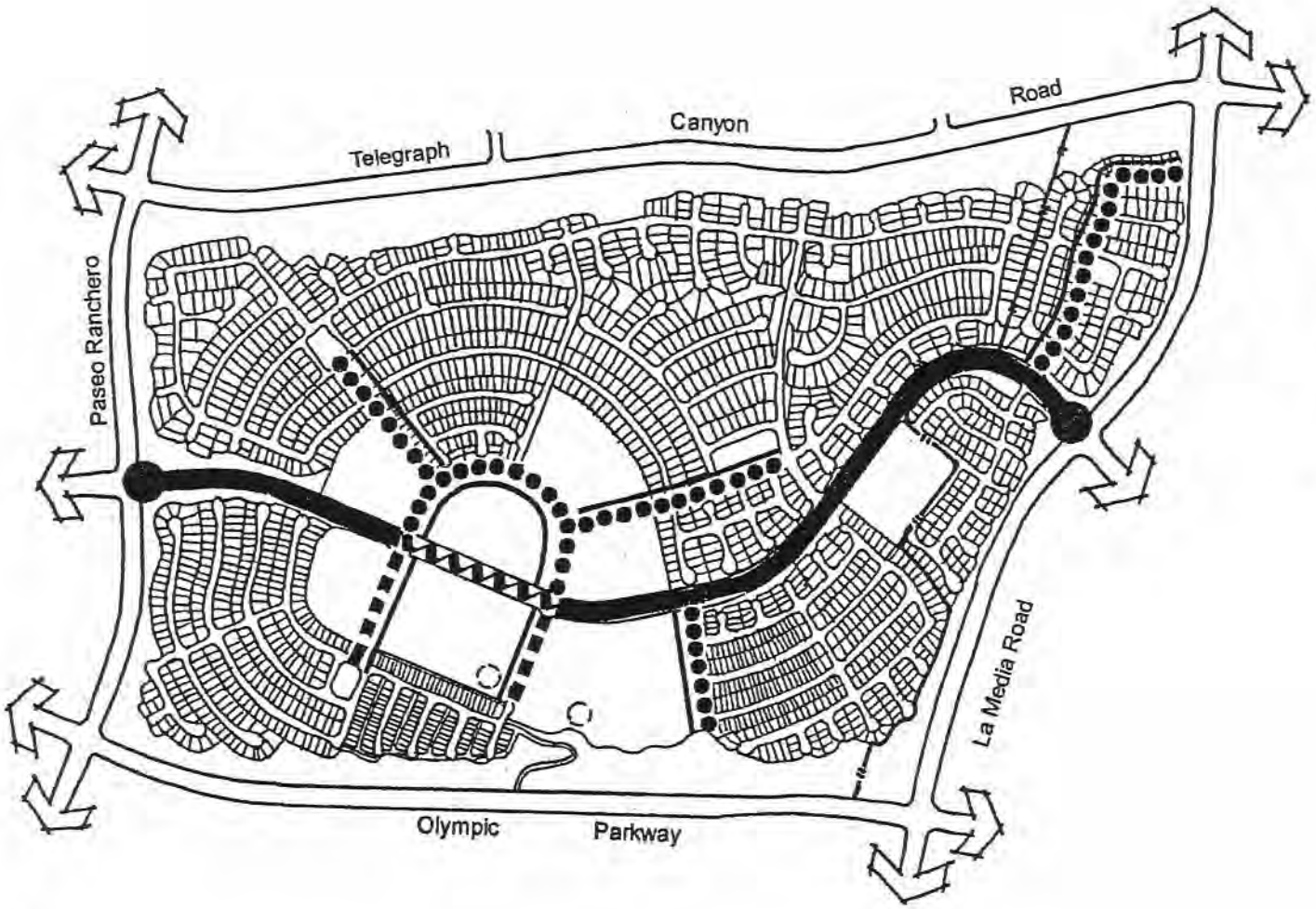


C. Interior Streetscapes Concept

Inside the village, the Village Core/Entry Street sets the initial tone for the village character and is a linear focal element. Everything in the village relates to this street - cars, trolleys, carts and people. Major public facilities, parks, schools and commercial development line this roadway. Tall palms for long distance identity and lower canopy trees for scale provide a formal, urban and active setting.

Moving away from the Village Core Street, canopy shade trees line the promenades and sidewalks. The trees vary to create variety and identity for individual streets and neighborhoods.

Parks and open areas will be more informally planted to create contrast with the streetscape and establish a more passive character.



VILLAGE INTERIOR STREETSCAPES

Legend

- Village Core Street
- Village Core Street with Diagonal Parking
- Promenade Street Core Area
- Promenade Street Residential Area
- Side of Road with Pedestrian Promenade

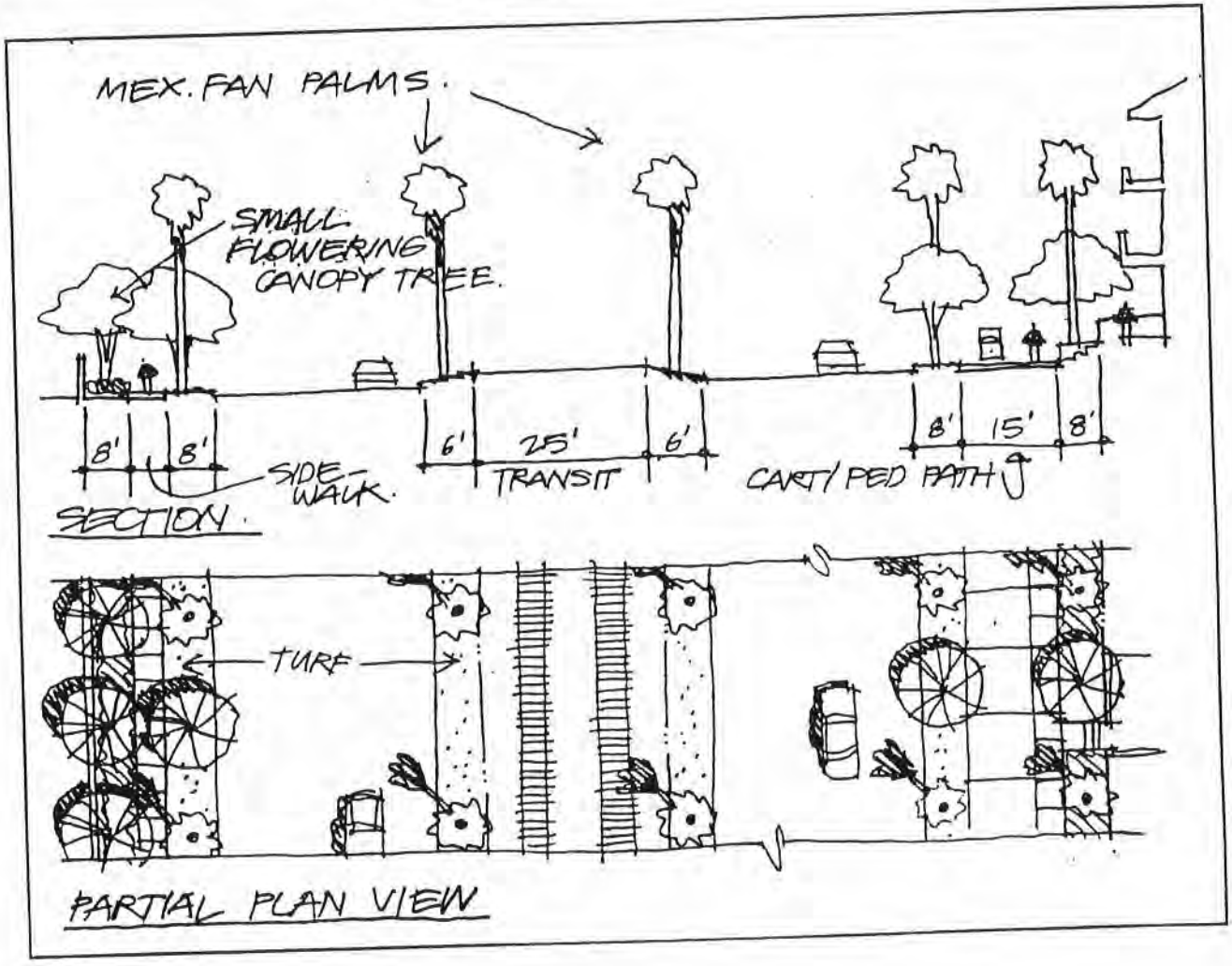
VILLAGE INTERIOR STREETSCAPES - VILLAGE ONE

- Village Entry, Village Core Street

Description: The Village Core Street is a primary theme street within the Village. It is a major formal boulevard and linear focal element. A cart and pedestrian path lines the south side and a sidewalk behind a parkway follows the north side. The street is line with tall palms for a visible skyline image alternating with lower canopy trees for shade and pedestrian scale.

Plant Palette

Trees: Mexican Fan Palms (*Washintonia robusta*) and Aristocrat Pear (*Pyrus calleryana "aristocrat"*).



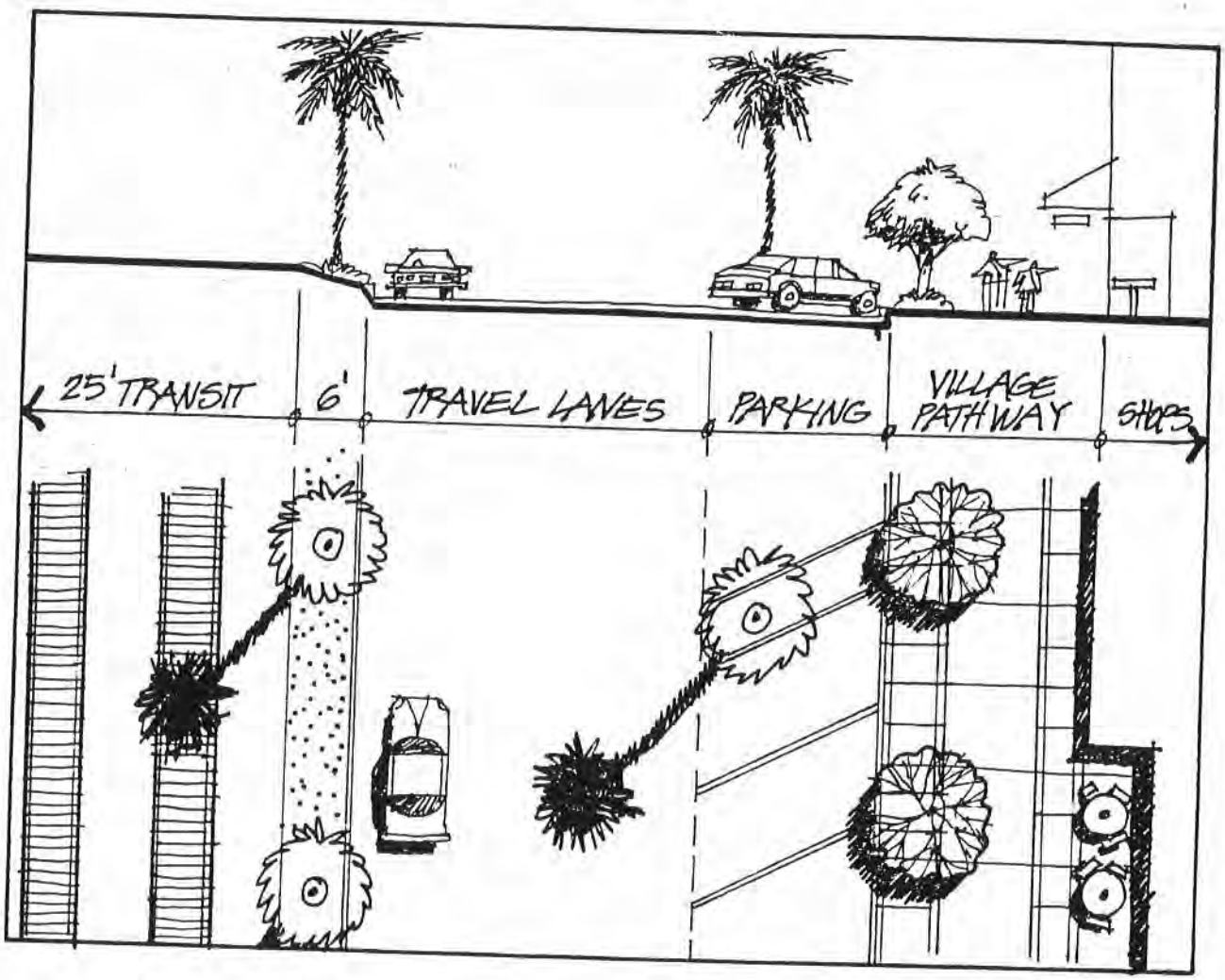
VILLAGE INTERIOR STREETSCAPES - VILLAGE ONE

- Village Core Street with Diagonal Parking

Description: The Village Core Street with Diagonal Parking is a special section of the Village Core street that provides diagonal parking in front of the commercial/mixed use area of the village core. This street provides pedestrian oriented space with a high level of activity at the street level, including outdoor eating, window shopping and strolling. Diagonal parking is utilized for ease of automobile access. To provide a pedestrian scale and help neutralize the presence of the automobile, canopy and accent trees are utilized.

Plant Palette

Trees: Mexican Fan Palms (Washintonia robusta) at parking islands. Primary canopy tree choices: Aristocrat Pear (*Pyrus calleryana "aristocrat"*), Tipu Tree (*Tipuana tipu*)(minimum 8').

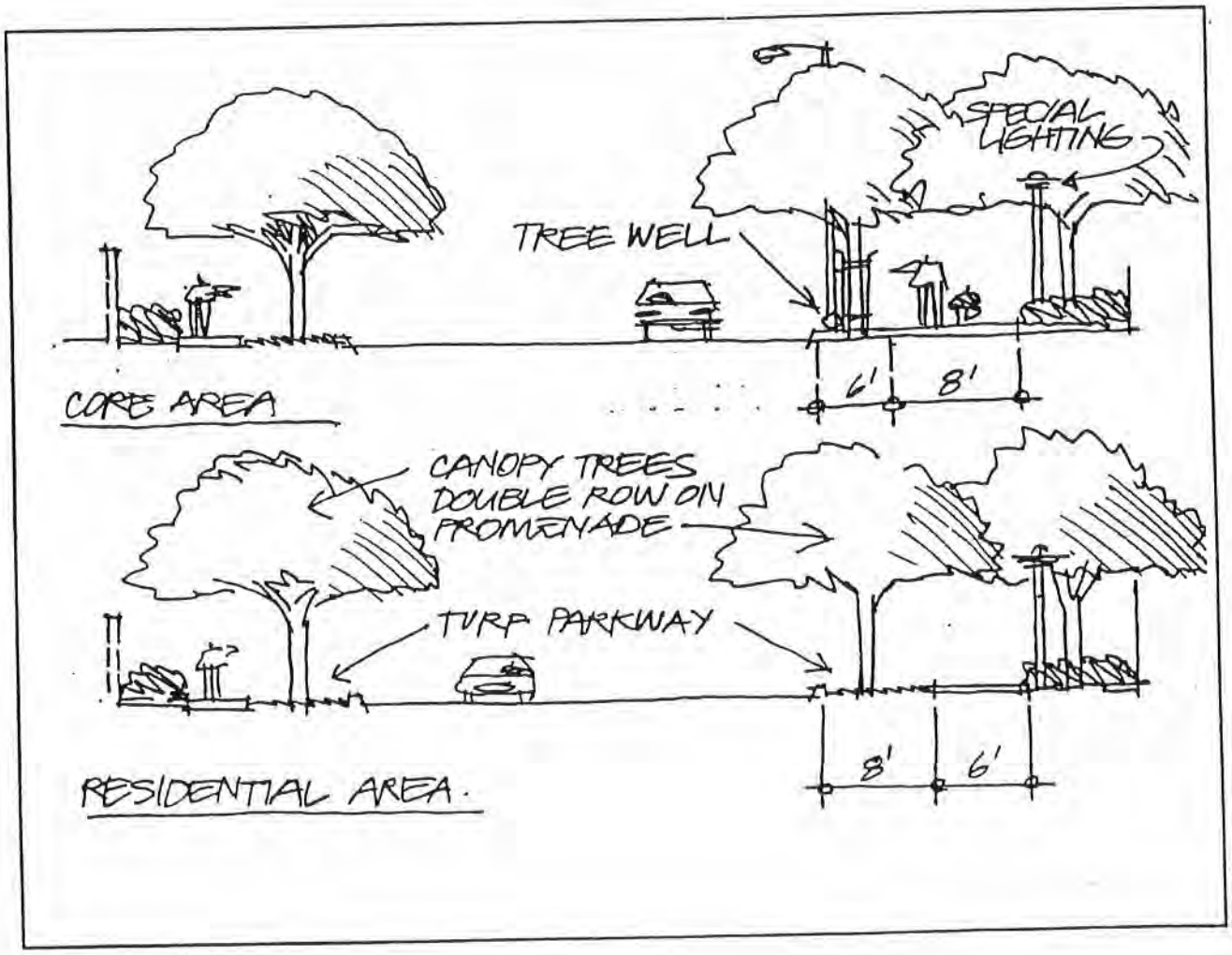


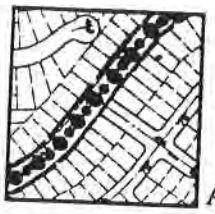
VILLAGE INTERIOR STREETSCAPES - VILLAGE ONE

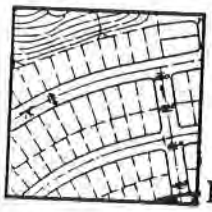
- Promenade Street

Description: The Promenade Streets take two basic forms: 1) In the core area, tree wells at the curb are used; and 2) In residential (secondary) areas, a parkway is used adjacent to the curb. In each case, both conditions have a double row of canopy trees on one side of the road and a single row of trees on the other side. Trees should be spaced 20' to 25' on center, depending on the species selected.

Plant Palette
Trees: Chinese Pistache (*Pistacia chinensis*), London Plane Tree *(Platamus acerifolia).*




A


B

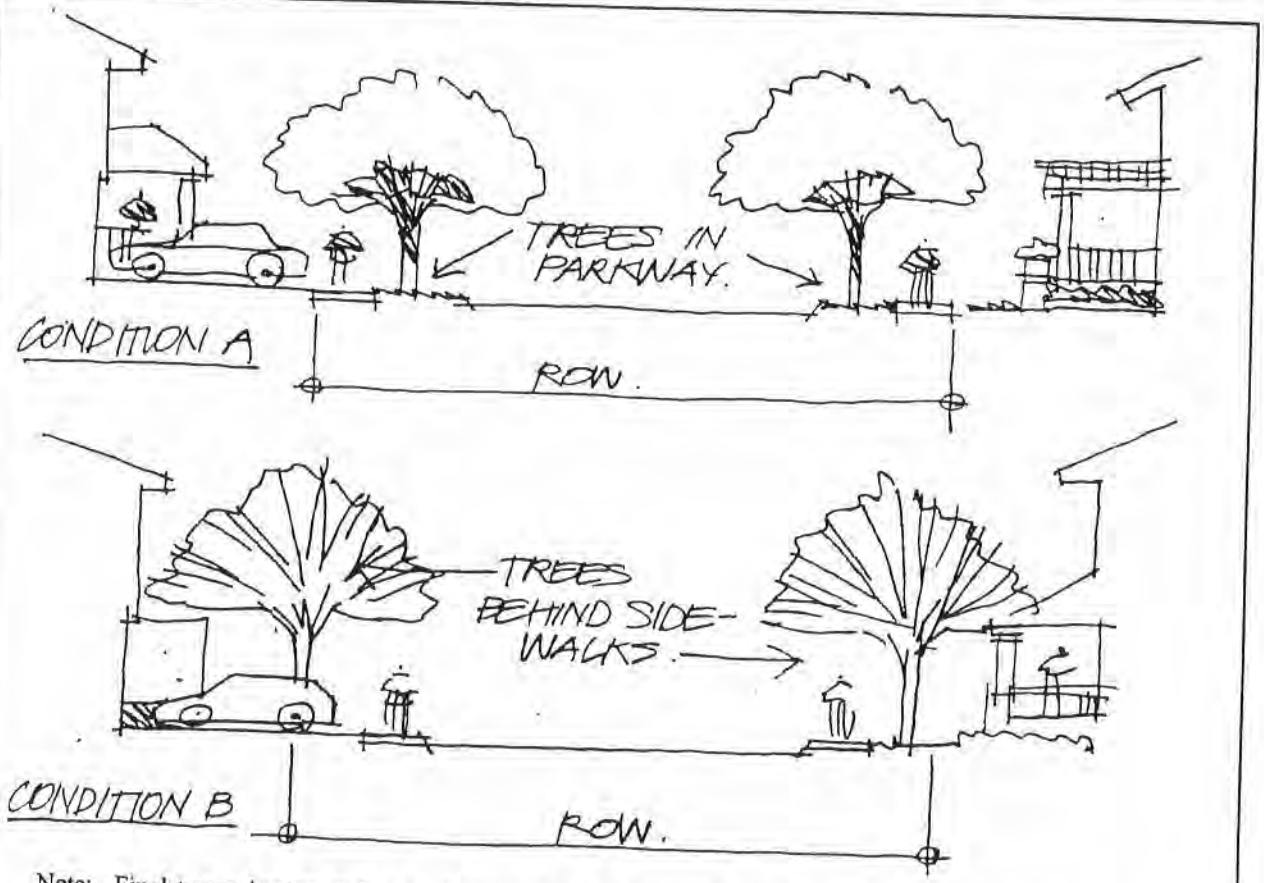
VILLAGE INTERIOR STREETSCAPES - VILLAGE ONE

- Residential Street - Conditions A & B

Description: Two conditions exist in the residential area streets. Each condition provides a single row of street trees on each side of the street. The conditions are A) a parkway for the street trees between the curb and property line; and B) a sidewalk and a curb adjacent sidewalk where the street tree is planted behind the walk. The trees should be medium scale canopy trees spaced between 25' to 30' on center.

Plant Palette

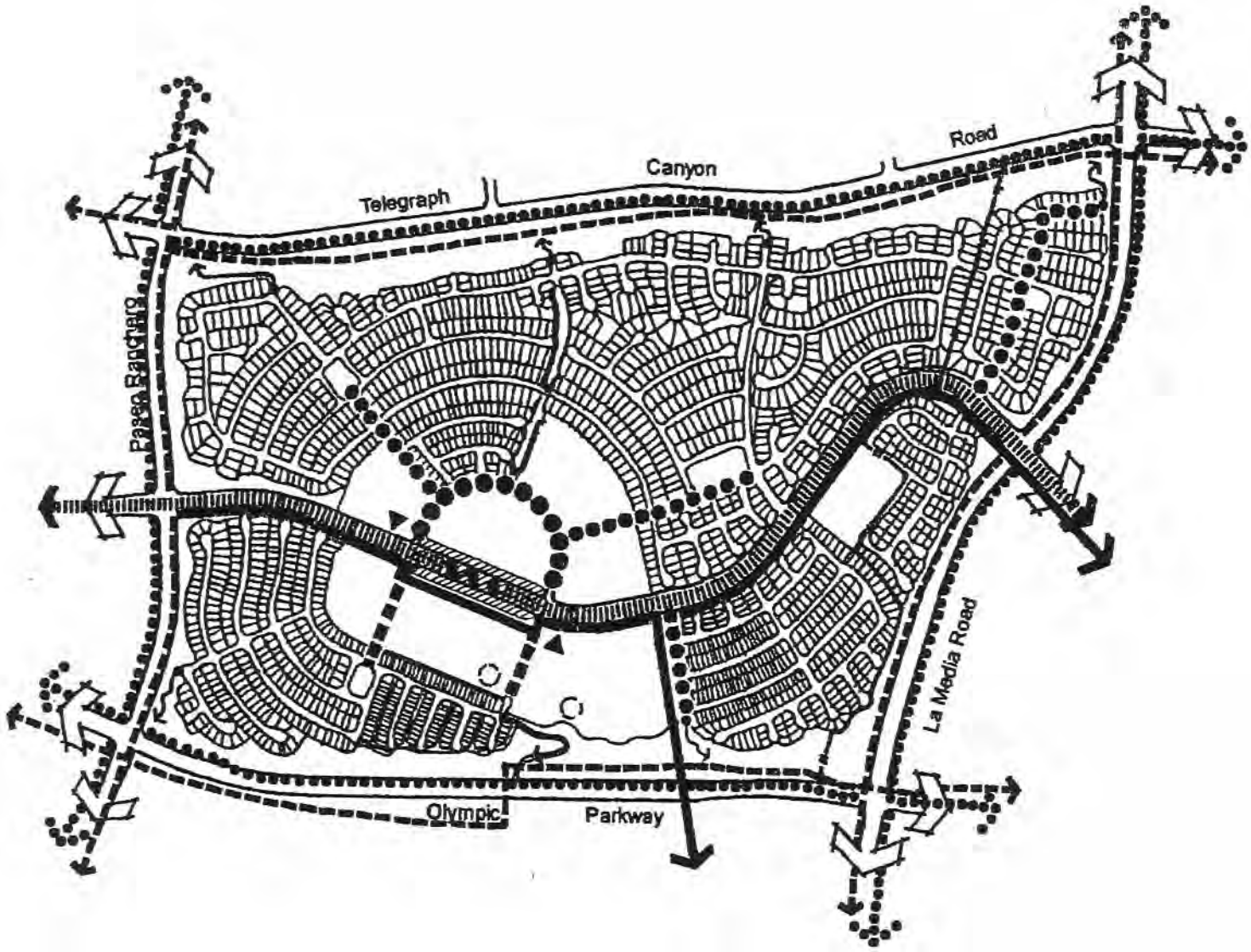
Trees: Residential Condition A - Silk Tree *(Albizia julibrissen)*, Purple Orchid Tree *(Bauhinia variegata)*, Sweetshade *(Hymenosporium flavum)*, Chinese Flame Tree *(Koilreuteria bipinnata)*, Glossy Privet *(Ligustrum lucidum)*, New Zealand Christmas Tree *(Metrosideros excelsus)*, Long Leaf Yellow Wood *(Podocarpus henkelii)*, Bradford Pear *(Pyrus calleryana 'Bradford')*.
Residential Condition B - Trees behind contiguous sidewalk 4' maximum from sidewalk (all Condition A trees may be used on Condition B streets). Flame Tree *(Brachychiton acerifolius)*, Bottle Tree *(Brachychiton populneus)*, Carrotwood *(Cupaniopsis anacardioides)*, Jacaranda *(Jacaranda acutifolia)*, Holly Oak *(Quercus ilex)*, Tipu Tree *(Tipuana tipu)*, Brisbane Box *(Tristania conferta)*.



Note: Final tree selection and use of appropriate root barrier products to be based on local soil and horticultural conditions.

D. Non-Vehicular Circulation Concept

The development of a non-vehicular circulation system is a key component of the SPA One Plan. The circulation network allows residents to attend to most daily needs without having to drive a car.



CIRCULATION - NON-VEHICULAR

Legend

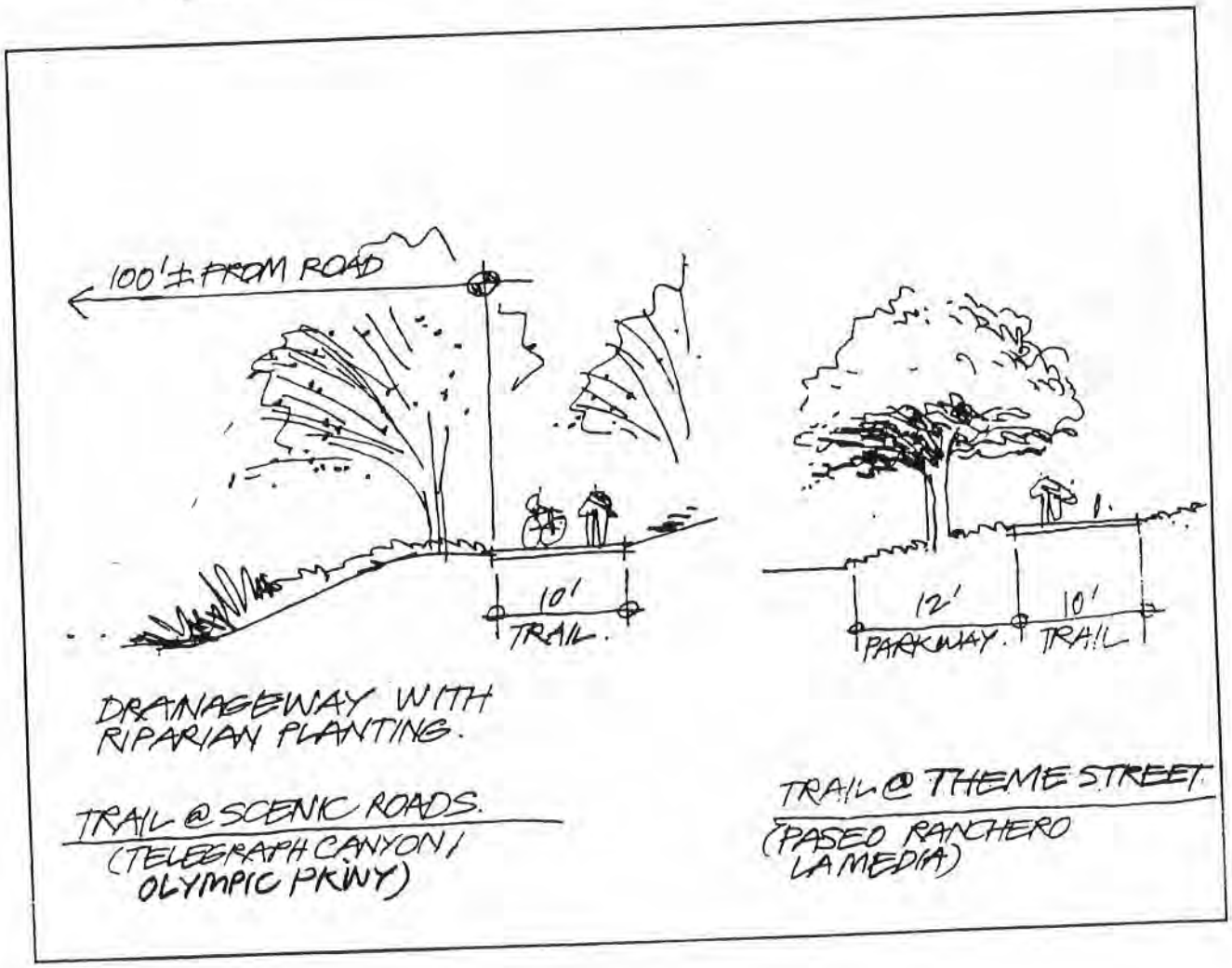
- Light Rail Transit
- Transit Stop
- Regional Trails - Off Road Bike / Pedestrian
- Village Pathway - Pedestrian / Golf Cart
- Promenade Core Area
- Promenade - Residential Area
- Linkages between Village and Regional Trails
- Village Main Street
- Bike Lane
- Paseo
- Future CTV Stop

CIRCULATION - NON-VEHICULAR - VILLAGE ONE

- Regional Trails Adjacent to Prime Arterials

Description: Regional trails are located on one side of prime arterials in landscaped buffer zones or adjacent to the riparian meander. Meandering walks located in the setback zones and regional pedestrian and cycling trails are located along the drainage channel access roads in Olympic Parkway and Telegraph Canyon Road. On Paseo Ranchero and La Media, a 10' wide trail (one side) parallels the roadways. Specific elements of the regional trail system include:

- 10' wide all-weather (gravel base with decomposed granite) trail (2' level, each side) adjacent to the drainage channel and parallel to Ranch Theme Streets (one side of road only.)
- 4' wide concrete walkways behind R.O.W. on opposite sides of street from trail.
- Class II Bike Lane on both sides within roadway to accommodate on-road cycling options.

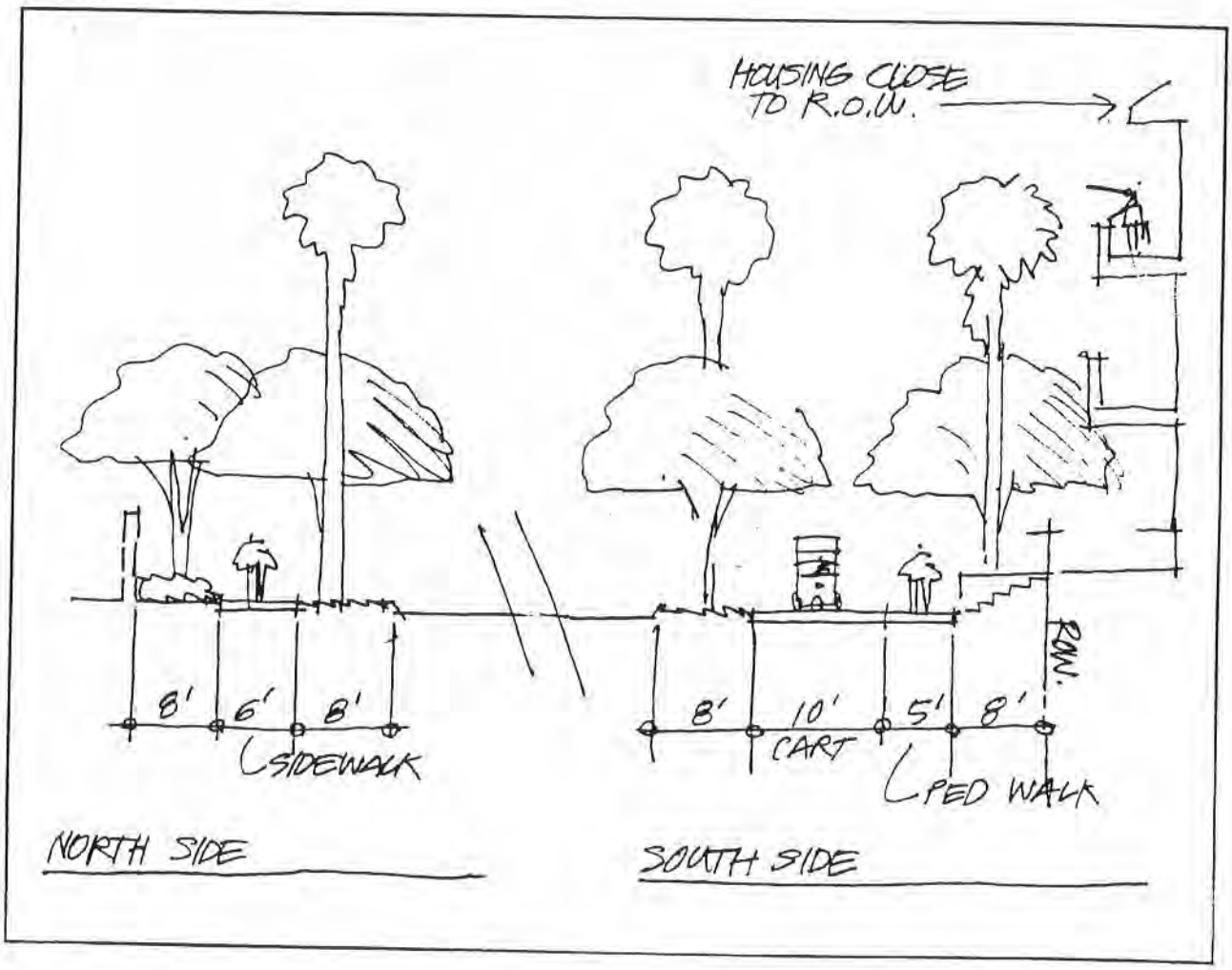


CIRCULATION - NON-VEHICULAR - VILLAGE ONE

- Village Entry and Core Street with Transit and Village Pathway

Description: Within the Village, a light rail transit (LRT) alignment is incorporated into the circulation plan. Village Core Streets with LRT right-of-way coordinate transit oriented pedestrian activities and access to local and regional destinations. Pedestrian and cart access is provided on the south side of the LRT alignment. A six foot wide pedestrian walkway is provided on the north side. This corridor is expected to be the most heavily used and active non-vehicular circulation space in the villages. Specific elements of the transit alignment include:

- 6' wide walkway (north side).
- 10' wide cart path with 5' wide sidewalk (south side) (see Village Pathway).
- Bike Lanes (on the edges of the roadways).

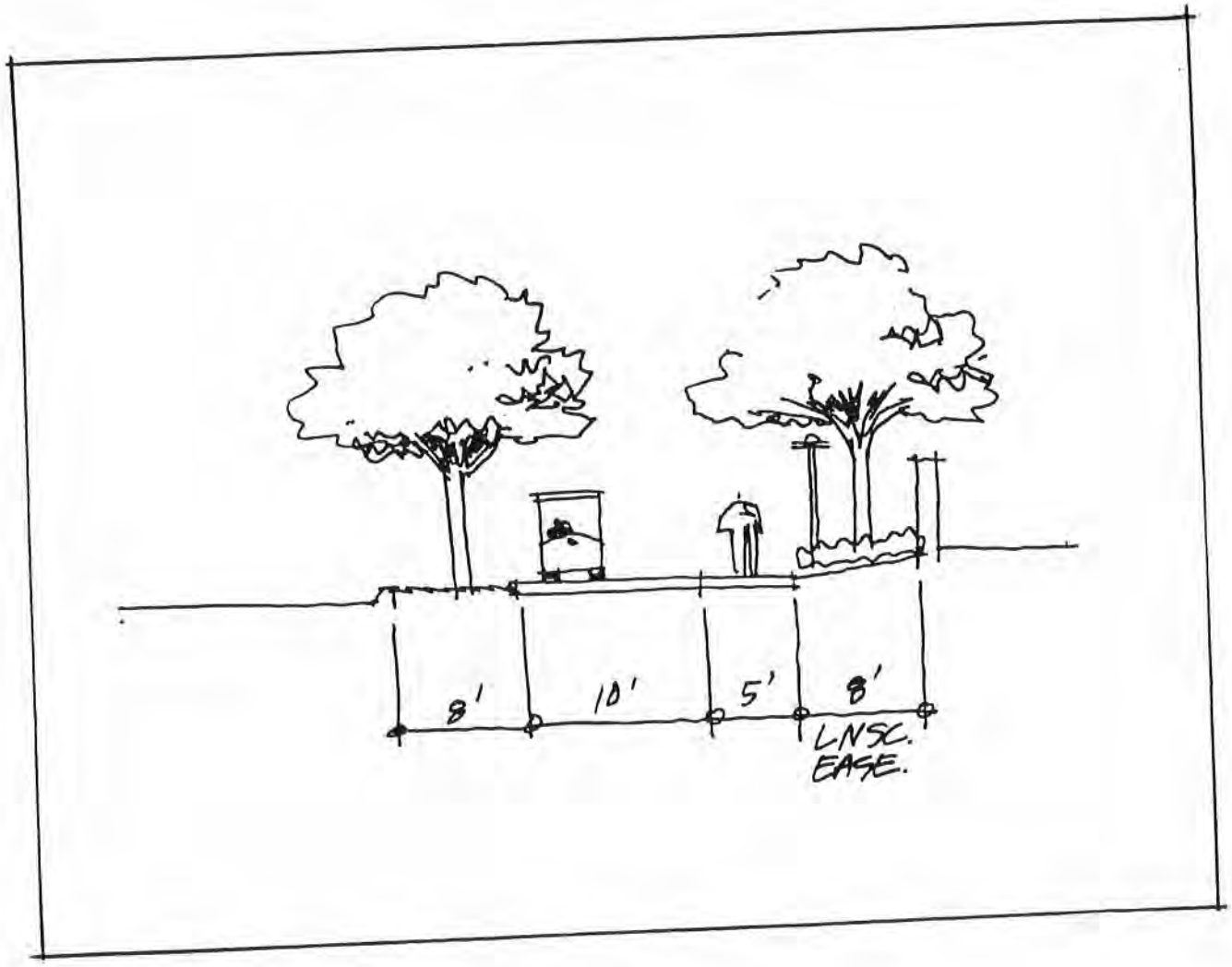


CIRCULATION - NON-VEHICULAR - VILLAGE ONE

- Village Pathway

Description: The Village Pathway is the inter-village cart and pedestrian path. It overlays a portion of the Village Core Streets and a portion of the Promenade Streets in Village One. It is distinguished by consistent trees, paving, lighting and furnishings.

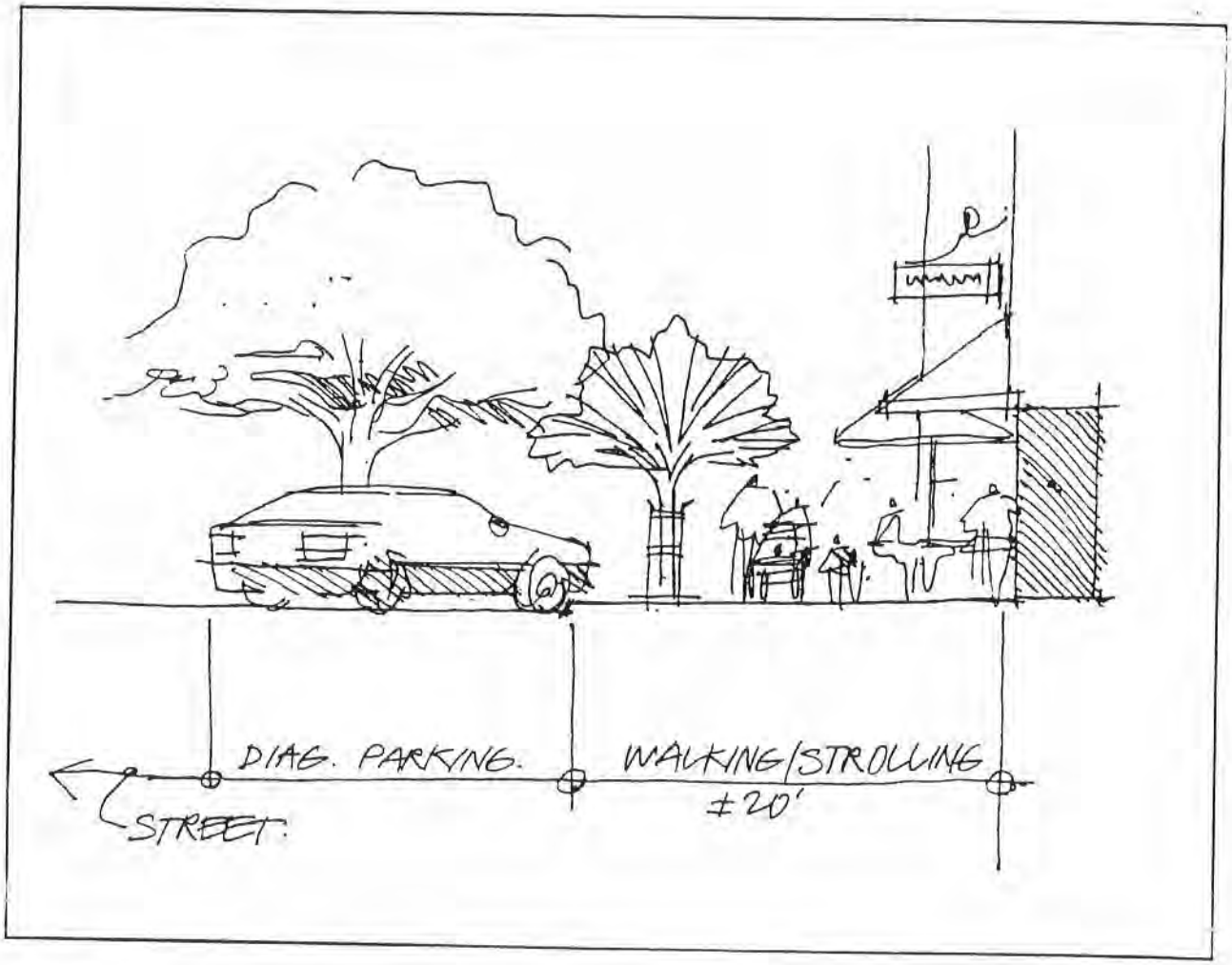
The 10' wide cart path will be a separate material and/or finish from the 5' wide pedestrian walk. The cart path will be more monolithic, while the pedestrian walk paving surface will have integral color, a special texture and a more intricate scoring pattern.



CIRCULATION - NON-VEHICULAR - VILLAGE ONE

- Village Core Street with Diagonal Parking

Description: The Village Core Street with Diagonal Parking promotes the urban village theme with on-street diagonal parking in front of the commercial center. Pedestrian oriented store front businesses line this portion of the Village Core Street. Village One has an urban core with a commercial component including restaurants and shops. The Village Core Street focuses on an urban pedestrian atmosphere. Broad pedestrian walks are located adjacent to diagonal parking in front of the commercial area. The Village Pathway continues along the Village Core Street with Diagonal Parking to accommodate pedestrian, bicycle and cart traffic.



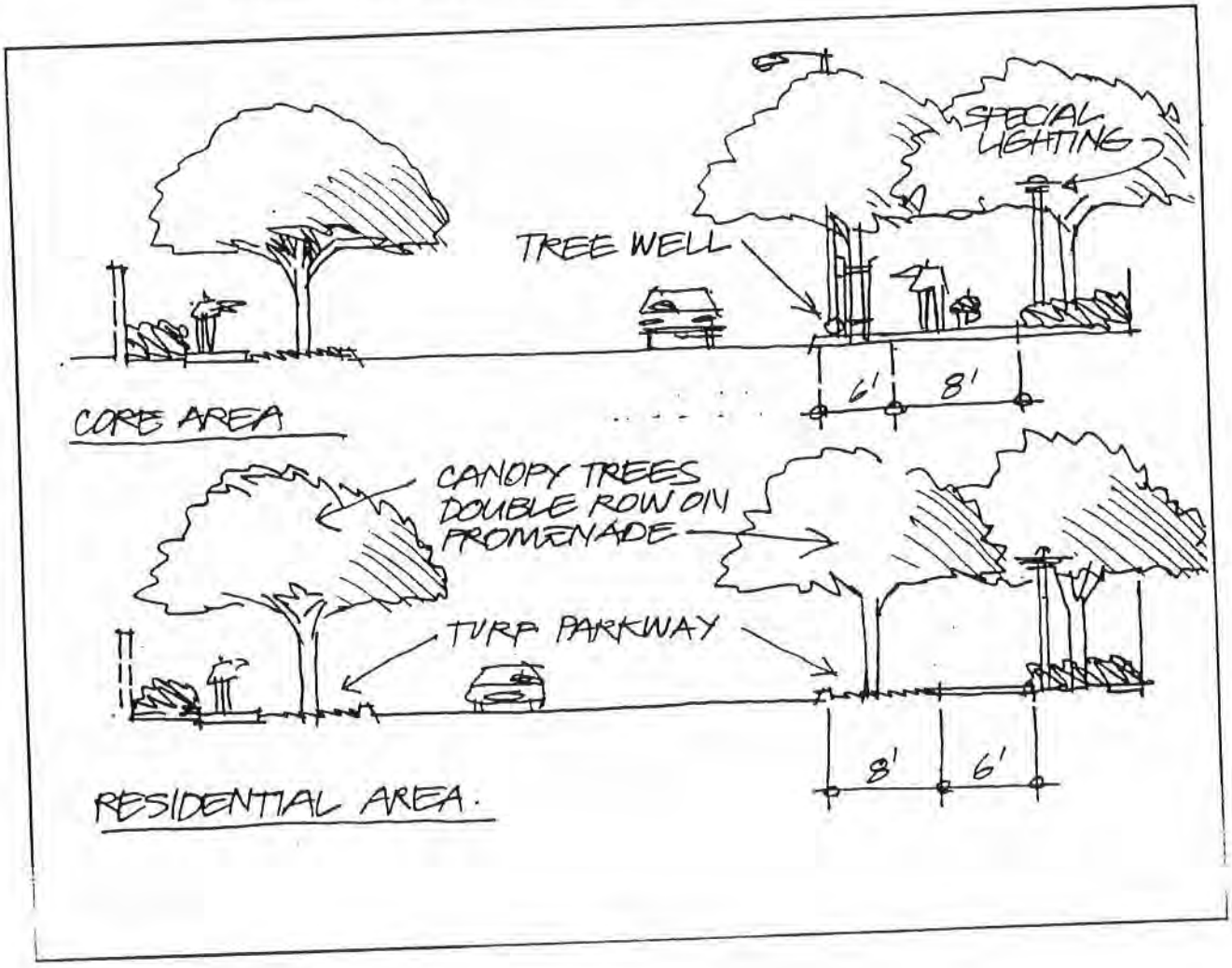


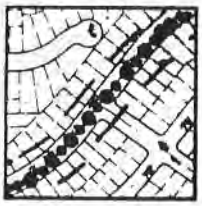


CIRCULATION - NON-VEHICULAR - VILLAGE ONE

- Promenade Streets

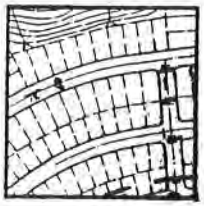
Description: Promenade Streets occur in the urban core area and on some residential streets. The Residential Promenade Streets contain an 8' landscaped parkway and 6' sidewalk. The Core Promenade contains a 6' hardscape parkway, with tree well plantings and an 8' sidewalk. Both Promenade Streets incorporate a secondary 4' sidewalk and 8' parkway opposite the featured side. The primary difference between the two promenade streets is the treatment of the streetscape on the featured side of the promenade with the double line of street trees.



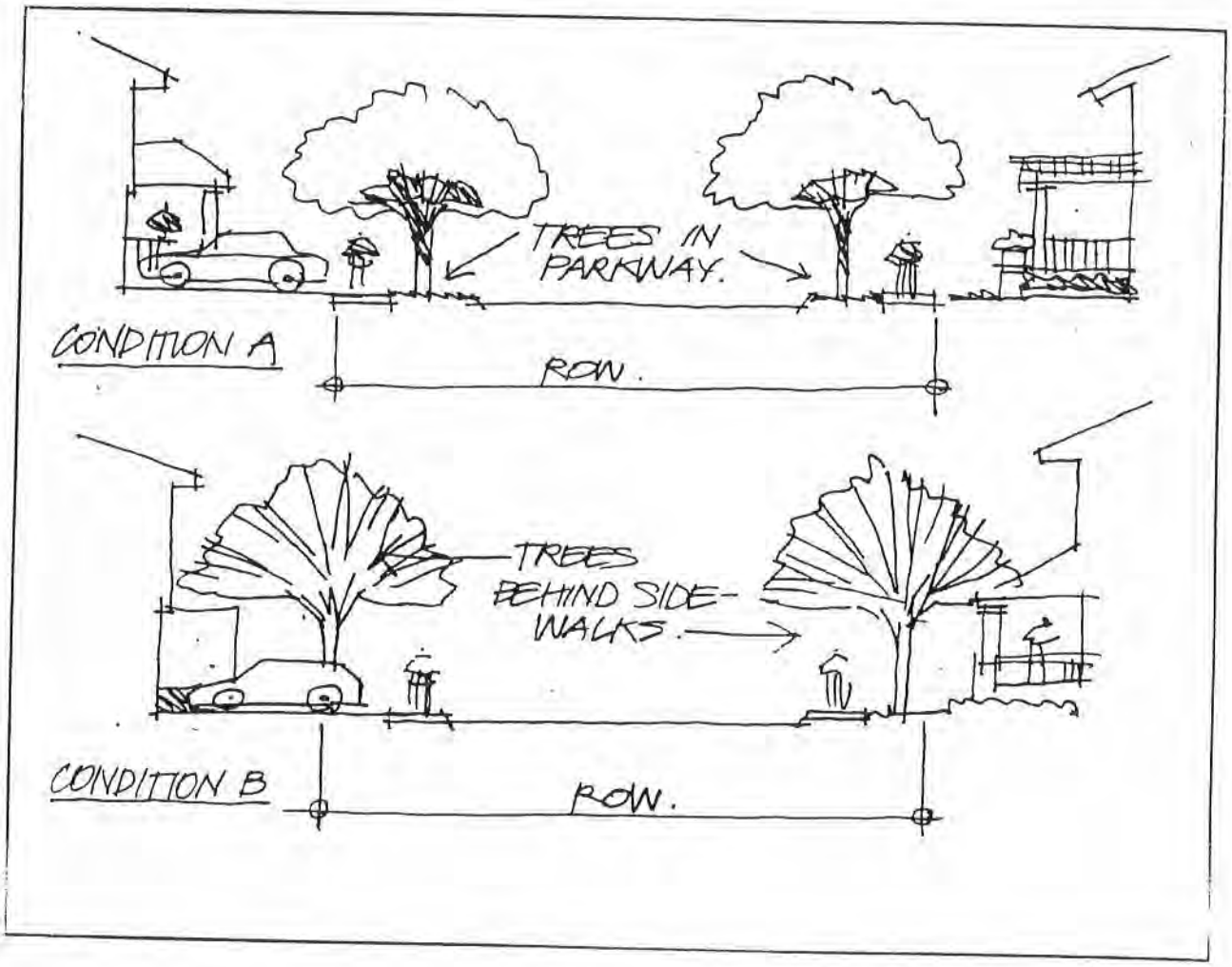


CIRCULATION - NON-VEHICULAR - VILLAGE ONE

- Residential Streets



Description: Residential Streets are semi-urban with a pedestrian scale. SPA One contains Residential Streets with two walkway configurations. One walkway condition provides an 8' parkway on each side of the street with 4' sidewalks (Condition A). The other walkway condition provides 5' sidewalk adjacent to the street (Condition B). Cart and bike travel is permitted in the roadway without specially designated lanes.

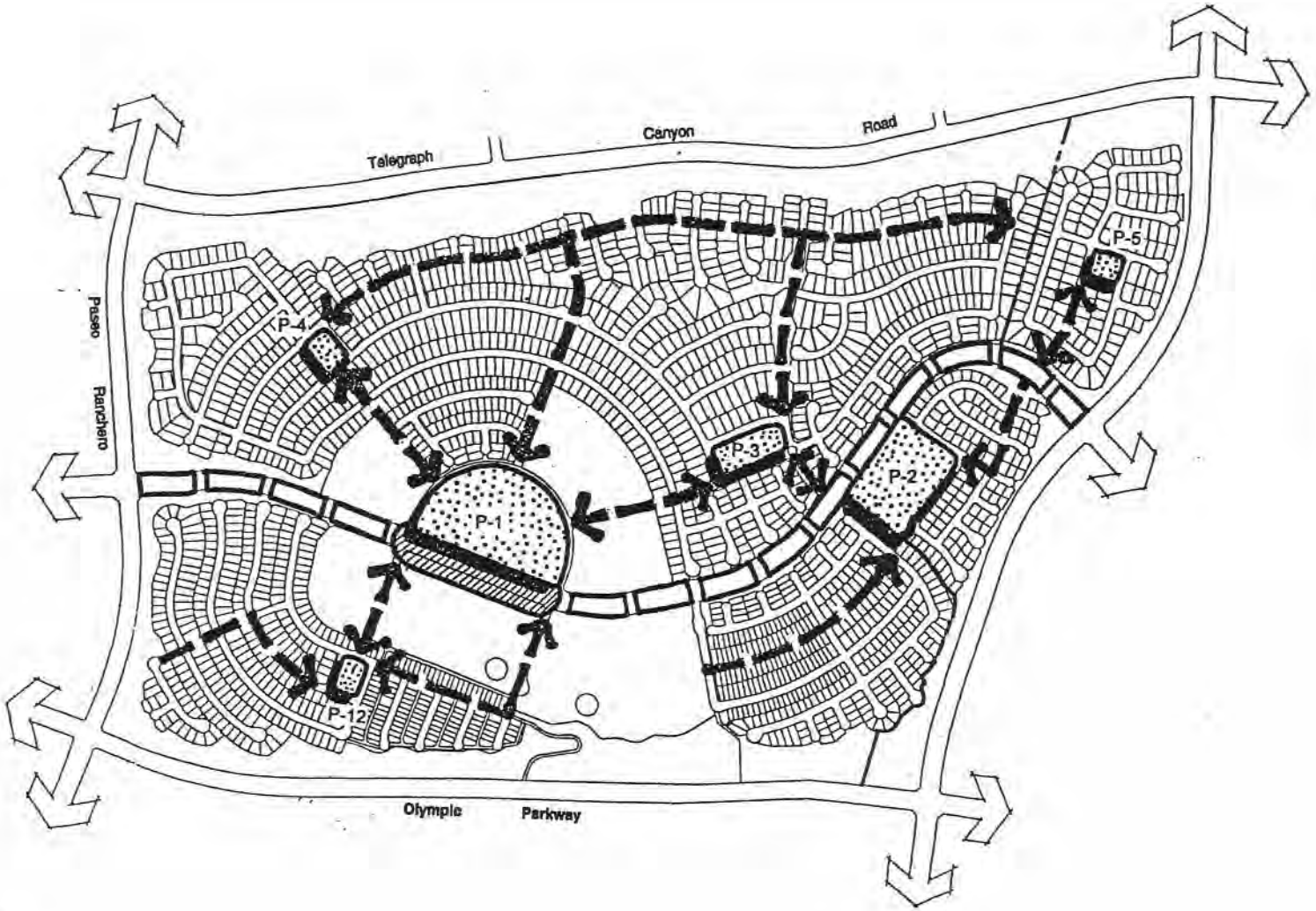


E. Village Parks Concept

The Village Park system is designed to provide diverse park and recreational opportunities within Otay Ranch which meet the recreational and open space needs of each village.

Because Villages One and Five each contain an active center and focus in their core areas, each of the parks may be designed to have a major theme or program activity. Rather than all the parks focusing on essentially the same activities, each park should be considered unique. This will ultimately encourage more pedestrian movement and interchange within and between the villages.

Park Master Plans will be developed for each park, in accordance with provisions in the Chula Vista Landscape Manual



VILLAGE PARKS

Legend

Village Core Street

Village Core Street with Diagonal Parking

Primary Park Linkages

PARKS PROGRAM:

P-1	Neighborhood Park
P-2	Neighborhood Park
P-3	Pedestrian Park
P-4	Pedestrian Park
P-5	Pedestrian Park
P-12	Pedestrian Park

Otay Ranch II-47
June 4, 1999

0' 400' 800' 1200'

Otay Ranch II-47
February 16, 1999

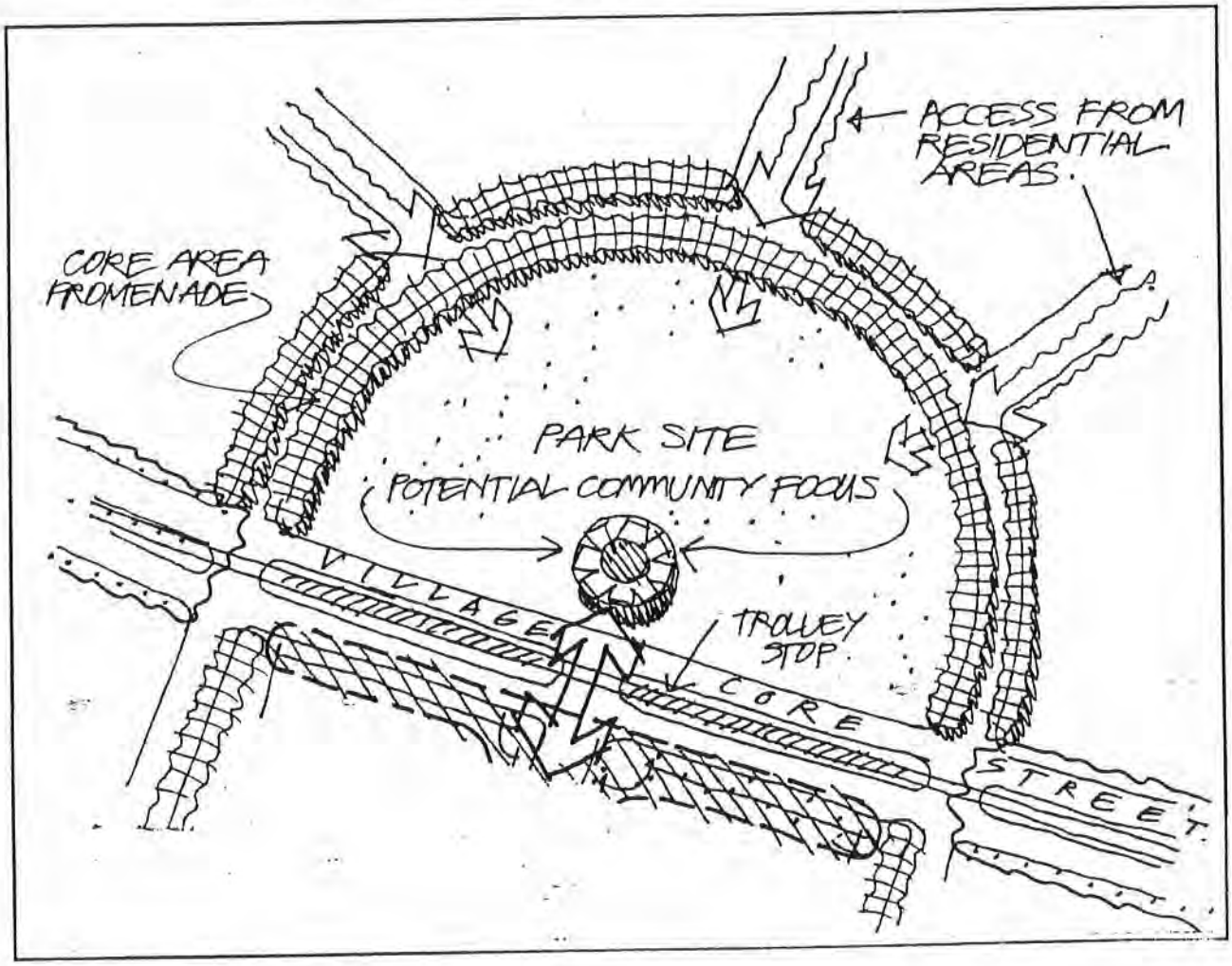


VILLAGE PARKS - VILLAGE ONE

- Neighborhood Park P-1

Description: This park is designed to become the primary village gathering place, complementing the retail space to the south and multi-family residential development and elementary school to the north. A central focus of the park will be centered on the Village Main Street linkage. Light rail transit service and adjacent parking provide convenient access to the site, making this park a predominant facility for the Village One core area. The park is surrounded by the promenade streetscape with pedestrian access at key street terminus points. The adjacent school site provides for joint use opportunities with this park. The park is intended to have an urban character with promenade landscaping complementing the commercial Main Street landscape.

Location: Central Core Area, Village One.

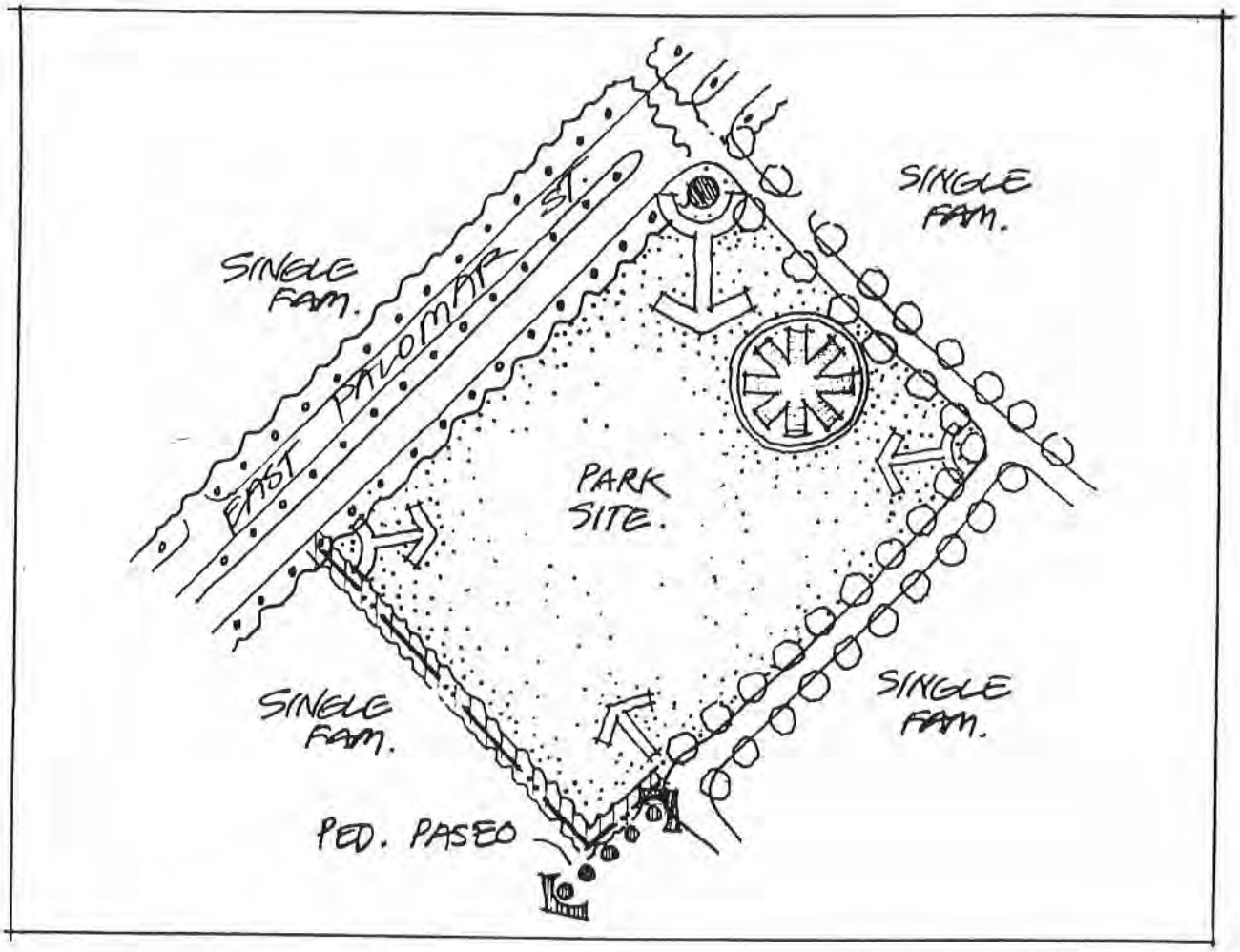




VILLAGE PARKS - VILLAGE ONE
Neighborhood Park P-2

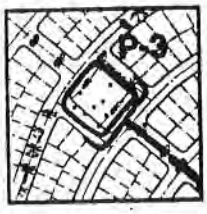
Description: This neighborhood park is designed to provide active recreation facilities near homes in the eastern portion of the village. The Promenade Streetscape design is consistent with the adjacent community character and provides a sense of accessibility to the neighborhood.

Location; Centrally located off of East Palomar Street in secondary residential area.



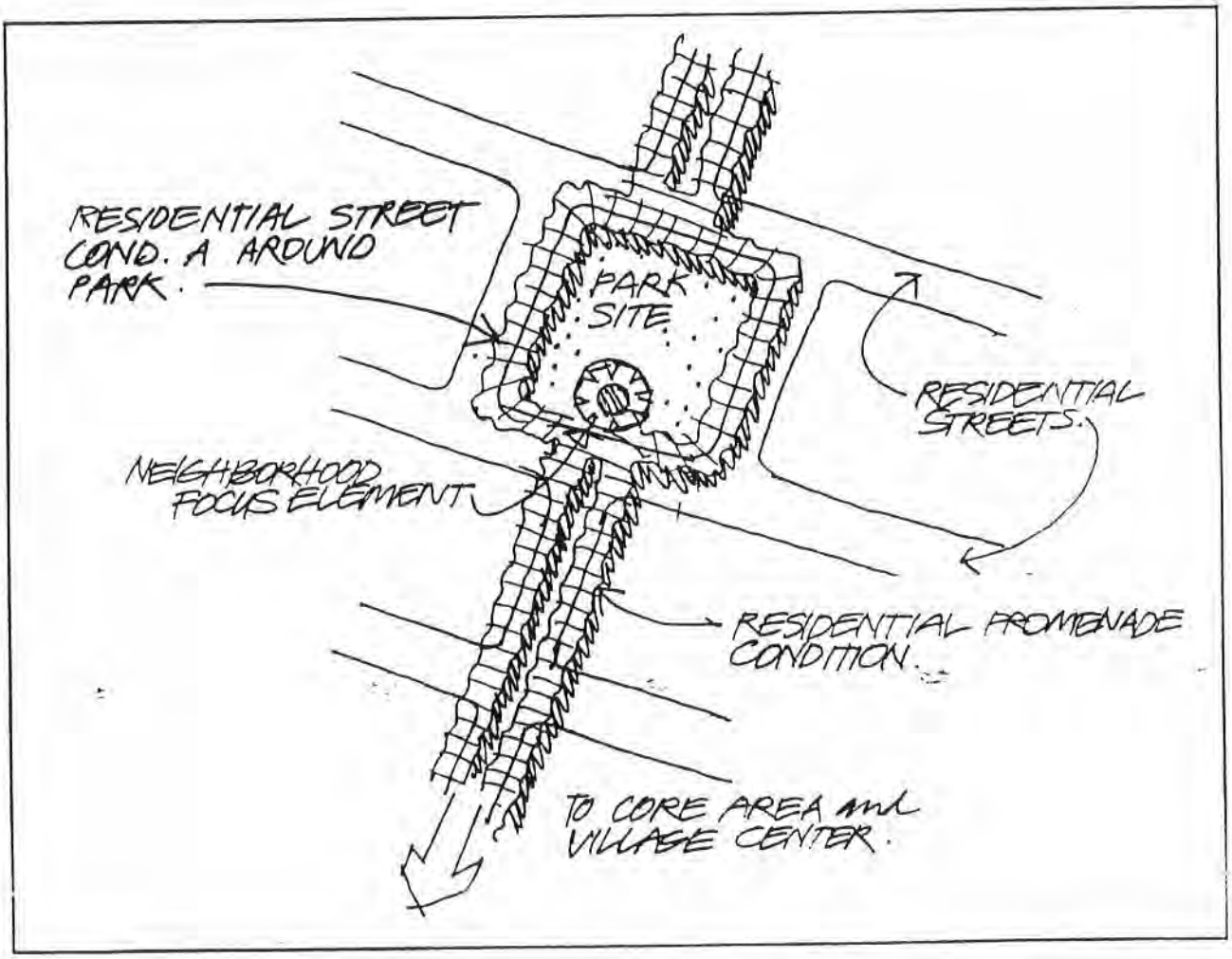
VILLAGE PARKS - VILLAGE ONE

- Parks P-3, P-4, P-5 and P-12



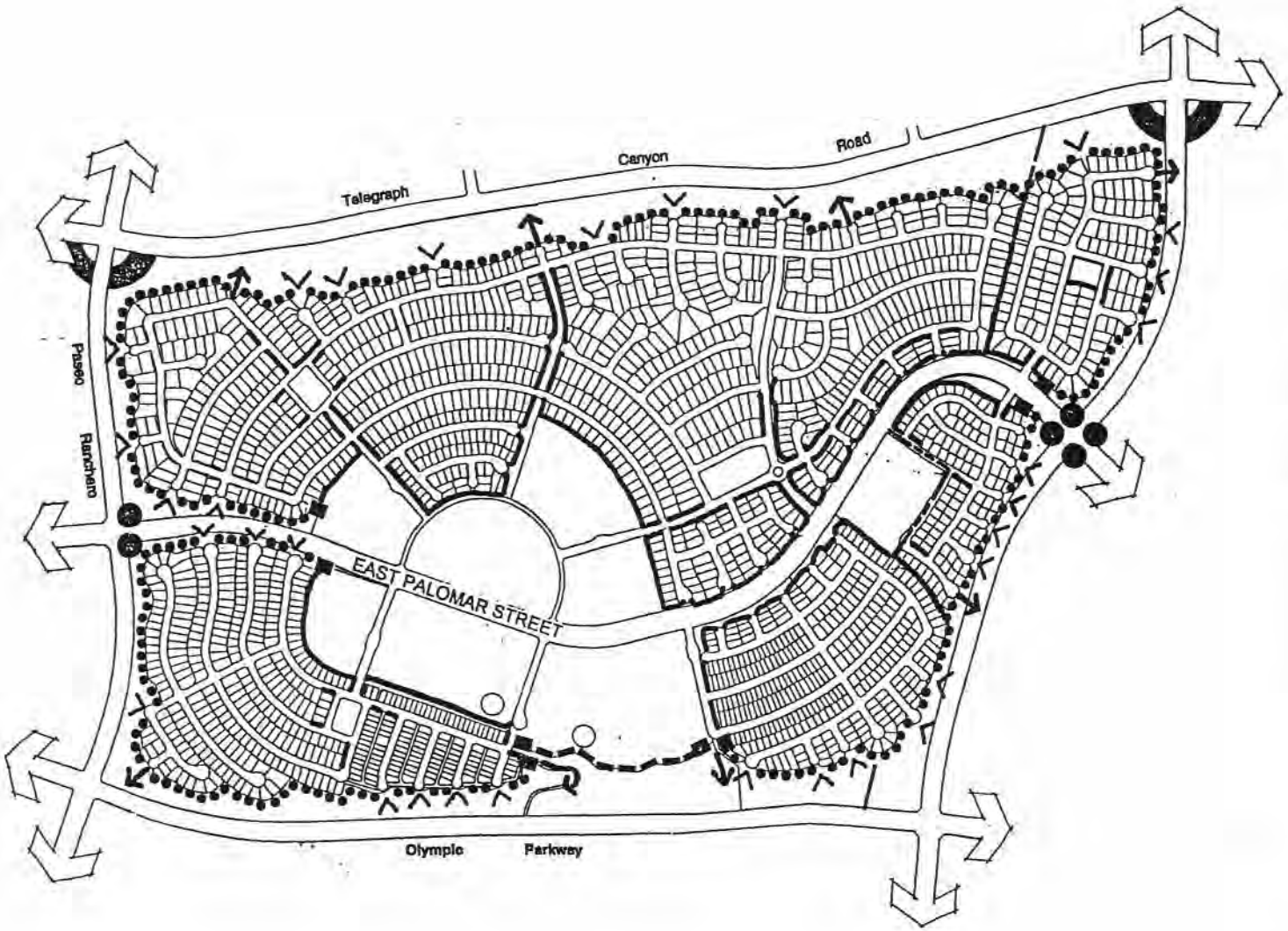
Description: Three pedestrian oriented parks are planned for Village One. These parks serve residences within a 2 to 3 block radius. The park is linked to the adjacent residential area by the promenade landscape design concept. Each pedestrian park is designed with a unique character appropriate to the neighborhood it serves. Informal recreation facilities focusing on family and neighborhood activities are provided within pedestrian parks.

Location: The four pedestrian parks are located in neighborhoods throughout Village One.



F. Walls and Fences Concept

The Ranch-wide theme will be maintained through a comprehensive system of walls and fences. Community theme walls provide screening, sound attenuation, security and neighborhood identity. The perimeter wall theme continues the ranch identity at project edges and entryways which will be carried throughout Otay Ranch.



FENCES and WALLS

Legend

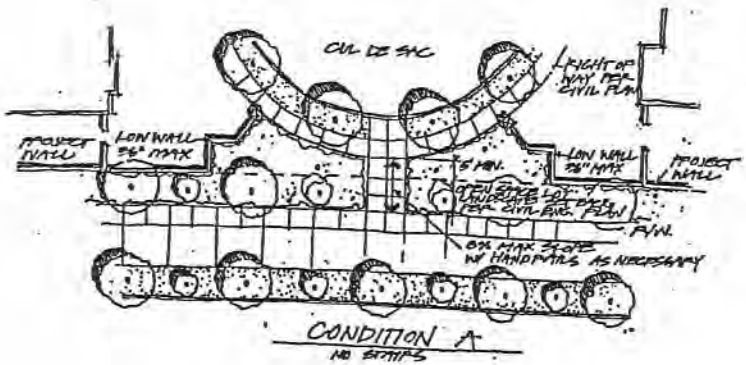
- Theme Wall Elements at Entry
- Village Entry
- Perimeter Walls and Fences (at Single Family Areas)
- Perimeter Walls and Fences (at Multi-Family Areas)
- Internal Walls and Fences
- Fence / Wall Terminus
- Trail Penetrations at Wall
- Visual Penetrations at Wall

NOTE: All sideyard exposure to residential streets shall utilize theme wall. Where feasible, provide linkages to walks at cul-de-sac conditions.

OTAY RANCH

THE OTAY RANCH COMPANY

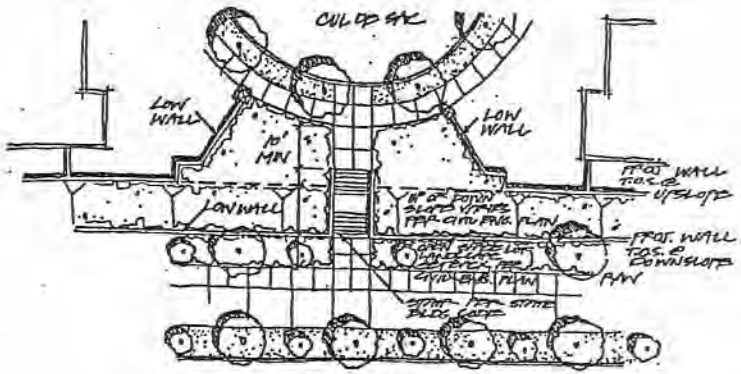
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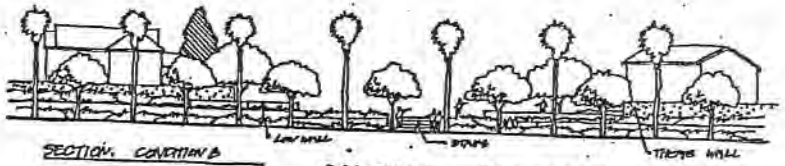
CONDITION A
NO STAIRS



SECTION, CONDITION A
NO STAIRS

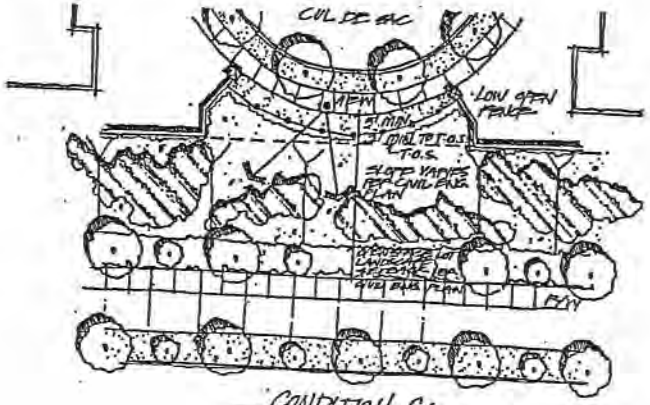


CONDITION B



SECTION, CONDITION B

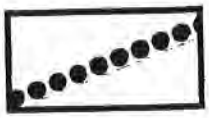
PALOMAR FRONTAGE CONDITION



CONDITION C
NO ACCESS

FENCES AND WALLS - VILLAGE ONE

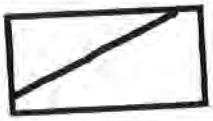
- Perimeter Walls





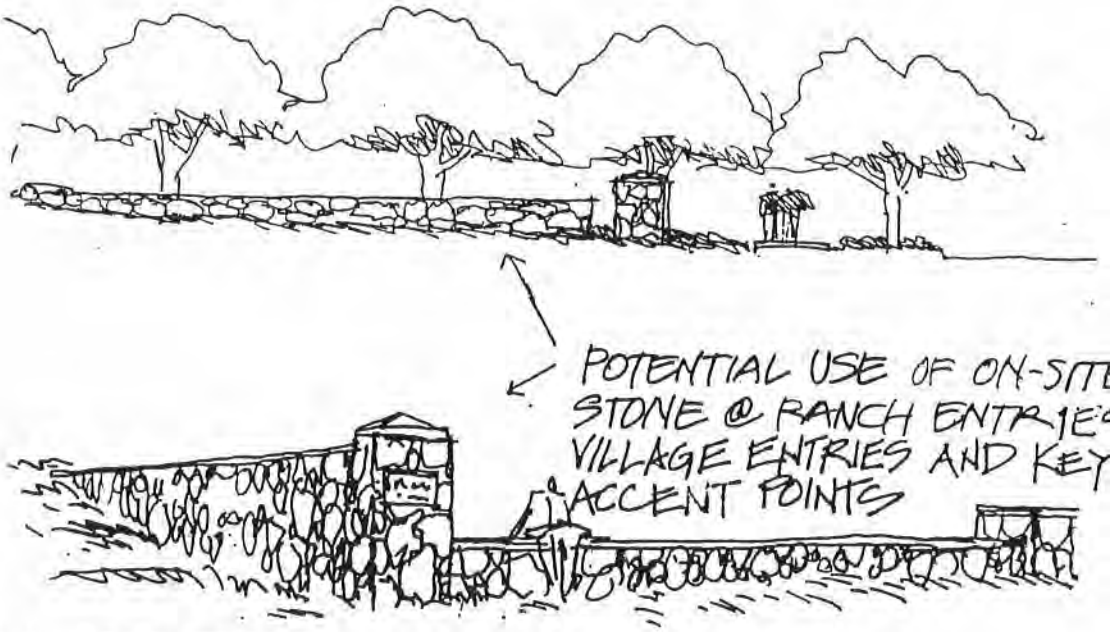
Description: The Otay Ranch community theme is maintained through a comprehensive system of walls and fences. Community theme walls provide screening, sound attenuation, security and neighborhood identity. The perimeter wall theme continues the ranch identity at project edges and entryways which will be carried throughout Otay Ranch. Perimeter walls, along with entry monuments, provide the first built images depicting the character of the village. The wall theme fosters the California heritage theme. Thematically, this design concept is carried throughout the project edge, however, the materials may change within a selected palette. The exact materials should be selected at the Tentative Map stage.

- Interior Walls

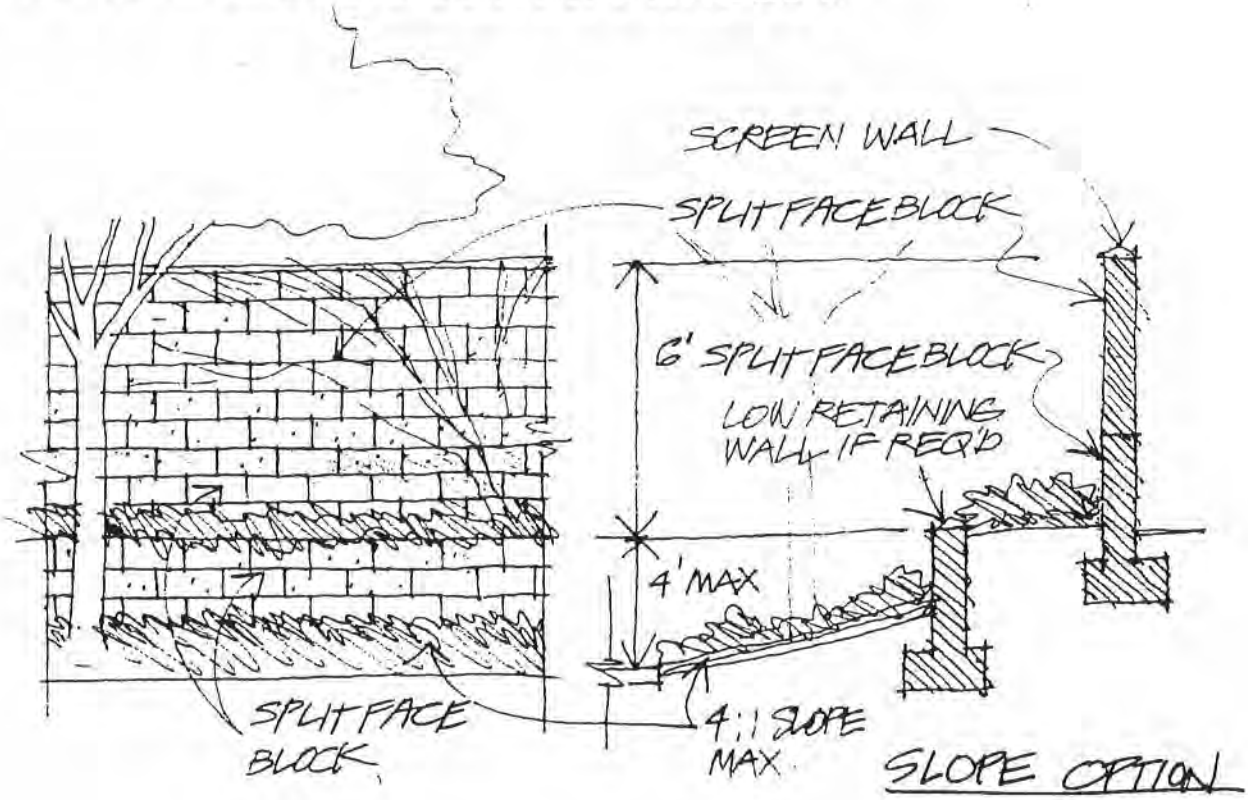


Description: Bring the theme wall and fence concept into the village on prominent interior streets. Theme walls and fences are used at exposed rear and side yards as a visual barrier. Where used, the theme wall shall include the return to the dwelling unit. Typically, except occasionally in the core areas, they will have a shrub or goundcover layer at the base to soften the wall's appearance. Fences which are interior to the lot may be of a material and style appropriate to the project.

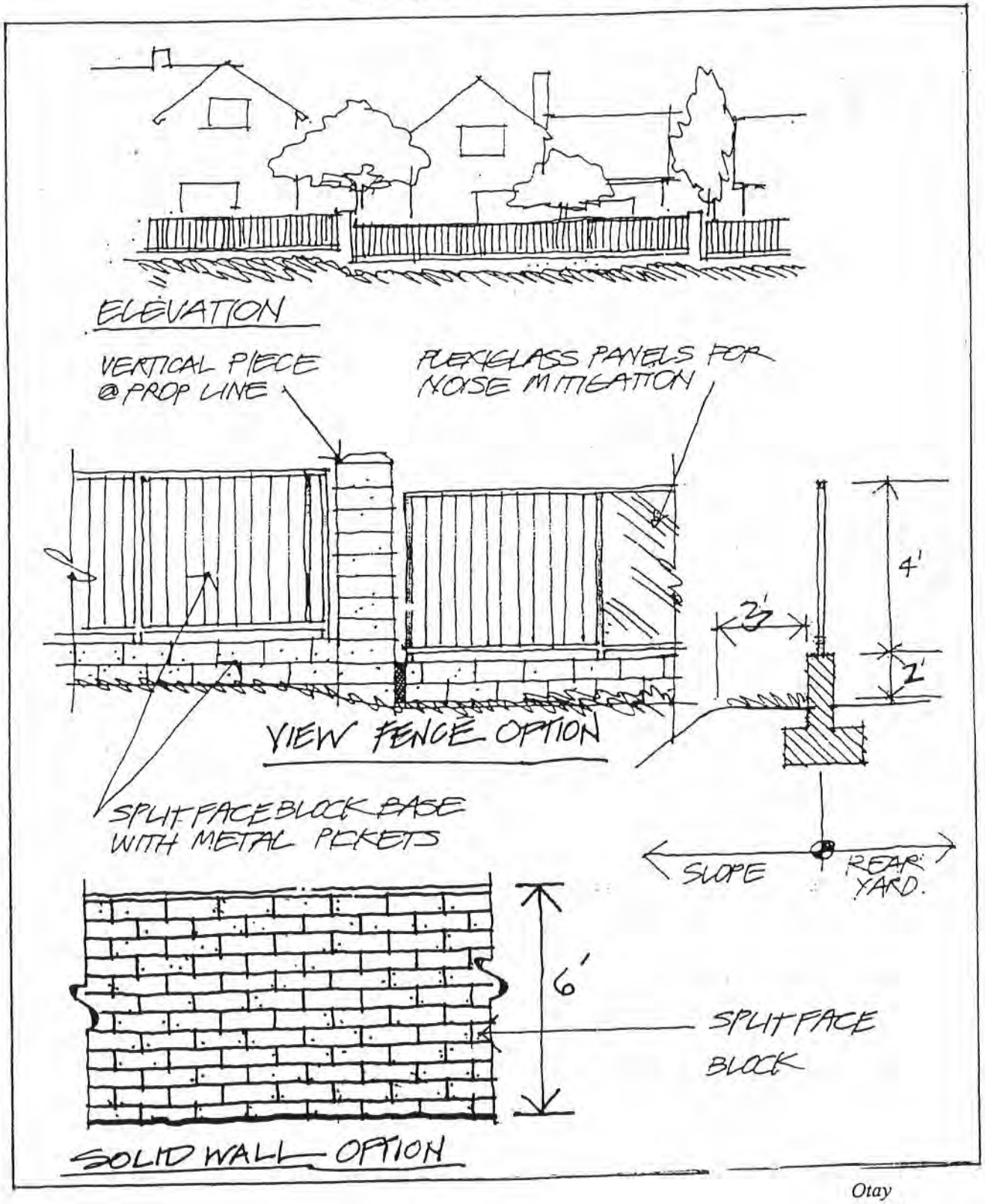
COMMUNITY THEME WALL ELEMENTS AT ENTRIES



THEME WALL AND FENCE CONCEPT



THEME WALL AND FENCE CONCEPT



G. Lighting Concept

The village lighting concept focuses on the quality of light along specific corridors and use areas. Light standards must have a distinctive character to relate to the corridors they serve. Lighting along pedestrian corridors must be more human in scale, closer spaced and lower than is typically found on an urban street. Light standards should be manufactured of high quality materials which are visually pleasing. The base, pole and light fixture must be attractive and suitable to the design theme of each village and Otay Ranch as a whole.

Security Lighting

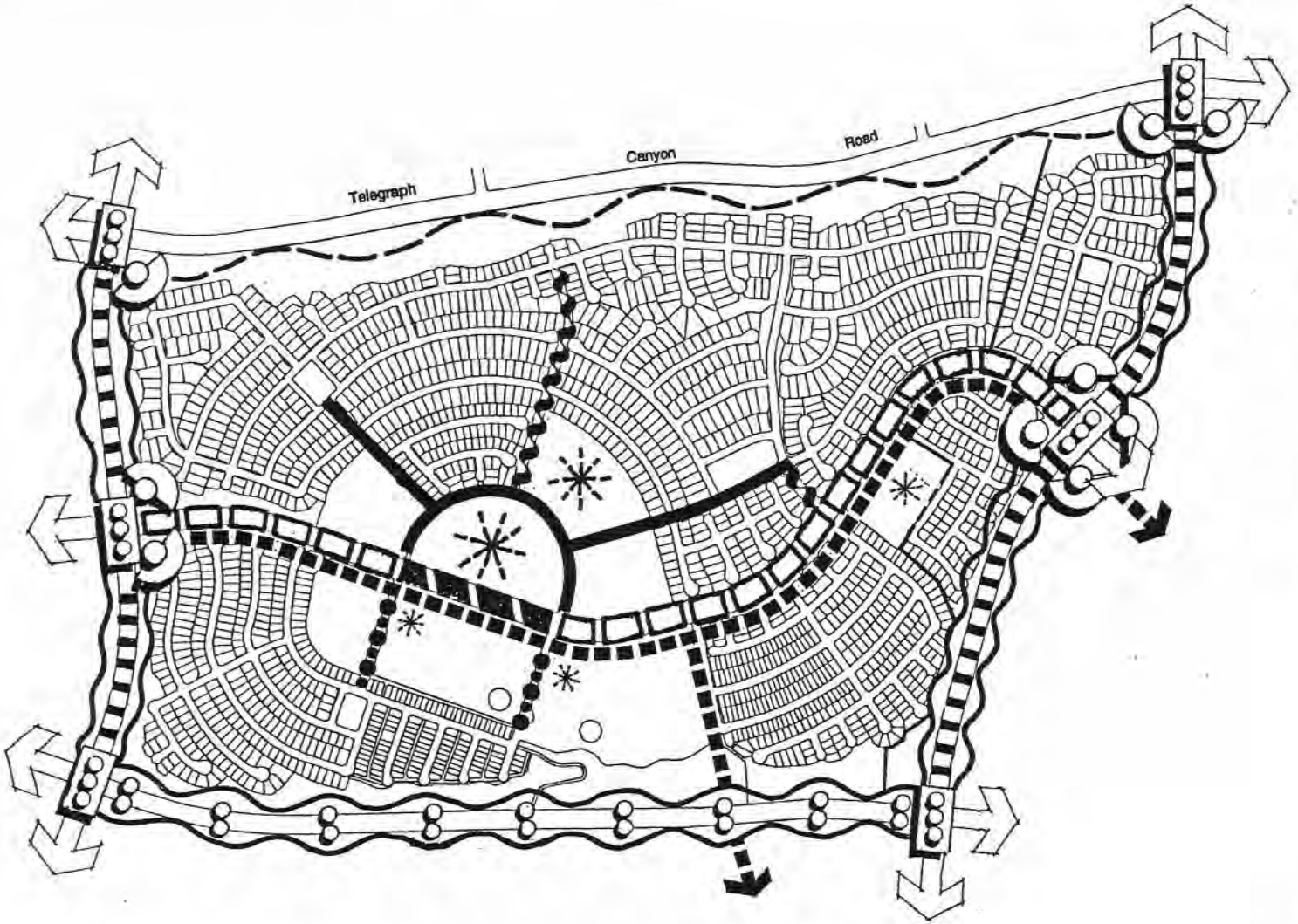
Parks and pedestrian oriented paths and open space should be adequately lighted to provide a sense of security. Community centers, restrooms and support buildings should have vandal proof recessed lighting to illuminate building alcoves and other secluded portions of public spaces.

Park Lighting

The City of Chula Vista Landscape Manual includes lighting guidelines for park facilities. Coordination of park design with the City's Landscape Manual is essential to develop continuity within the Otay Ranch park system.

Ballfield and Tennis Court Lighting

Ballfield and tennis court lighting is intended for field/court illumination to facilitate night time use of facilities. Larger ballfields designated for lighting should be set back from residential areas and hours of operation should include an appropriate curfew.



LIGHTING CONCEPT

Legend

- Existing Street Lighting (Telegraph Canyon Road)
- Arterial Intersection-Signalized Light Standards at Street Corners
- Community (Ranch Wide) and Village Entry Lighting - Signage and Monuments
- Commercial Core Street With Diagonal Parking
- Scenic Arterial (Olympic Parkway)
- Ranch Theme Street (Paseo Ranchero and La Media)
- Village Entry Street with Village Pathway (Pedestrian and Golf Cart)
- Promenade - Core Area
- Promenade - Residential Area
- Special Lighting Areas Ie.: Parks, Schools, Community Facilities
- Village Pathway (Pedestrian / Golf Cart)
- Paseo

OTAY RANCH

THE OTAY RANCH COMPANY

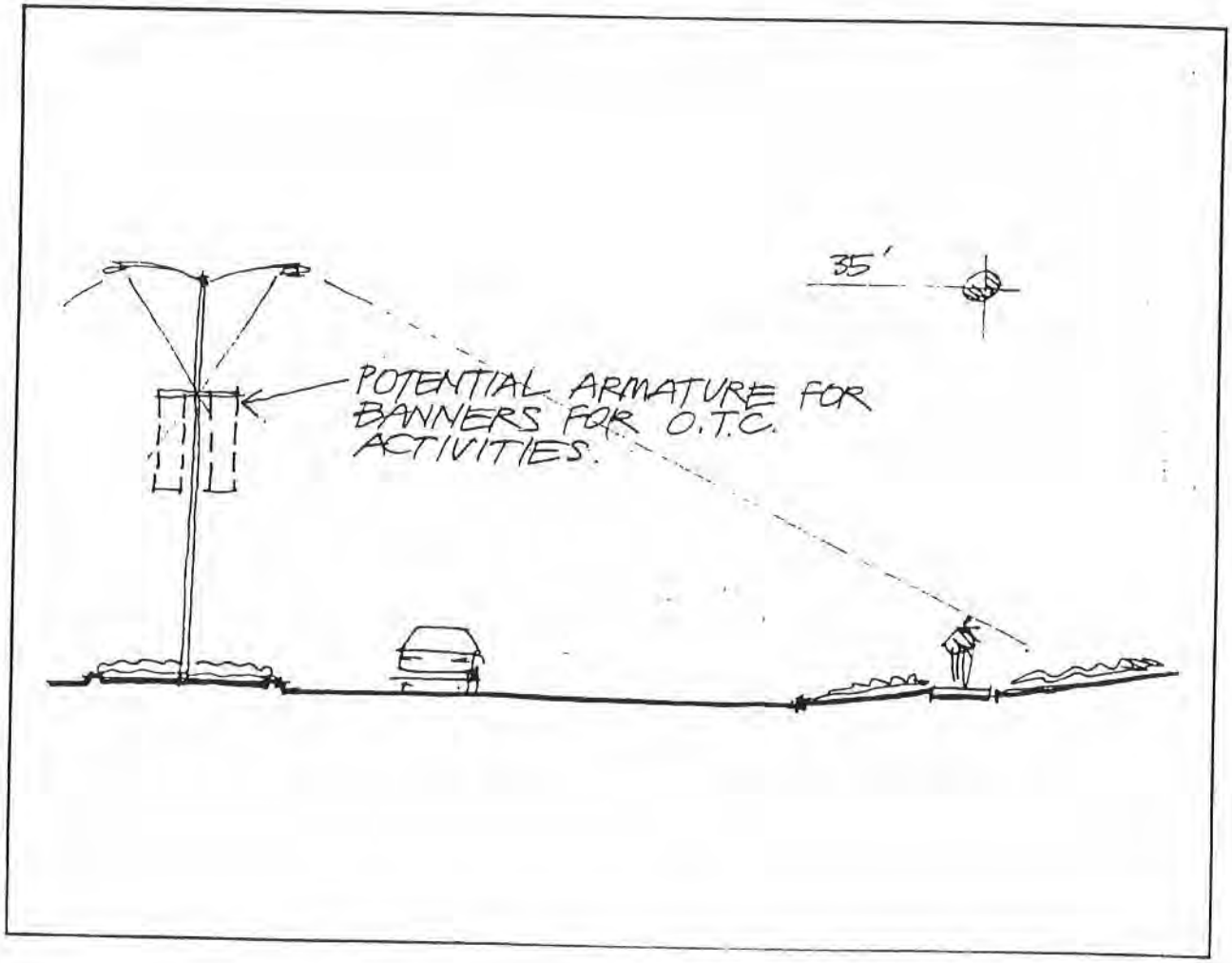
0' 400' 800' 1200'

LIGHTING CONCEPT - VILLAGE ONE

- Olympic Parkway

Description: Olympic Parkway is a 6 lane major road located along the southern edge of Village One. Lighting for this circulation corridor is provided through a single pole mounted with cobra style dual lights. The light standard should be placed in the center median, except at intersections.

Pole:	Integral color, cast concrete, 35' tall, maximum spacing to allow as low a light level as permissible.
Fixture Type:	Dual davit, "Cobra Style."
Lamp Type:	High Pressure Sodium.



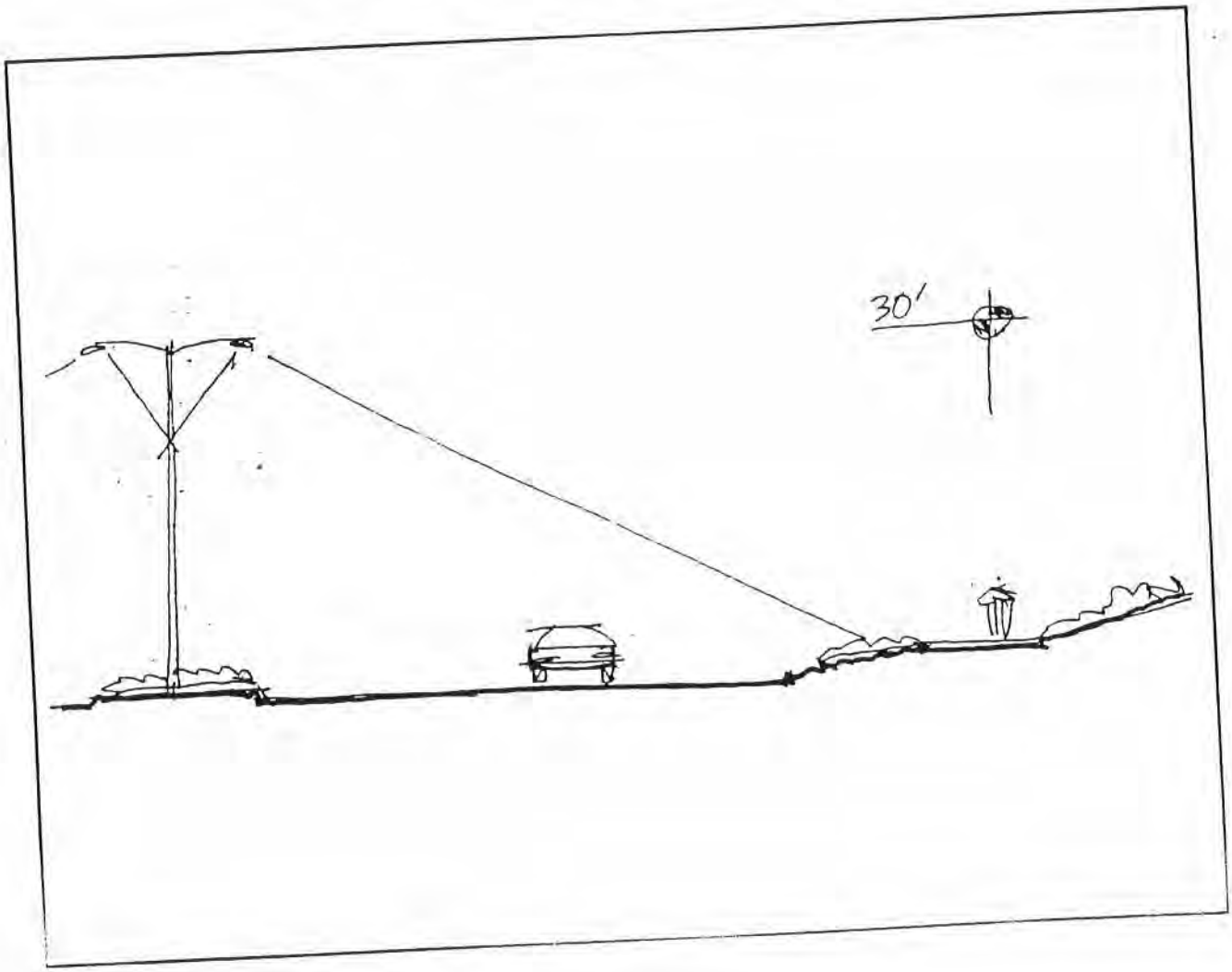


LIGHTING CONCEPT - VILLAGE ONE

- Ranch Theme Street (Paseo Ranchero, La Media)

Description: Ranch Theme Streets are located outside an open space corridor. The Ranch Theme Street has three travel lanes in each direction and an 8' bike lane. This street lighting has a suburban character with lower light poles and unique cross arm mounts for dual fixtures planned for the center median.

Pole:	Integral color, cast concrete, 30' tall, closer space to achieve higher illumination levels than on Olympic Parkway.
Fixture Type:	Double davit, "Cobra Style."
Lamp Type:	High Pressure Sodium.

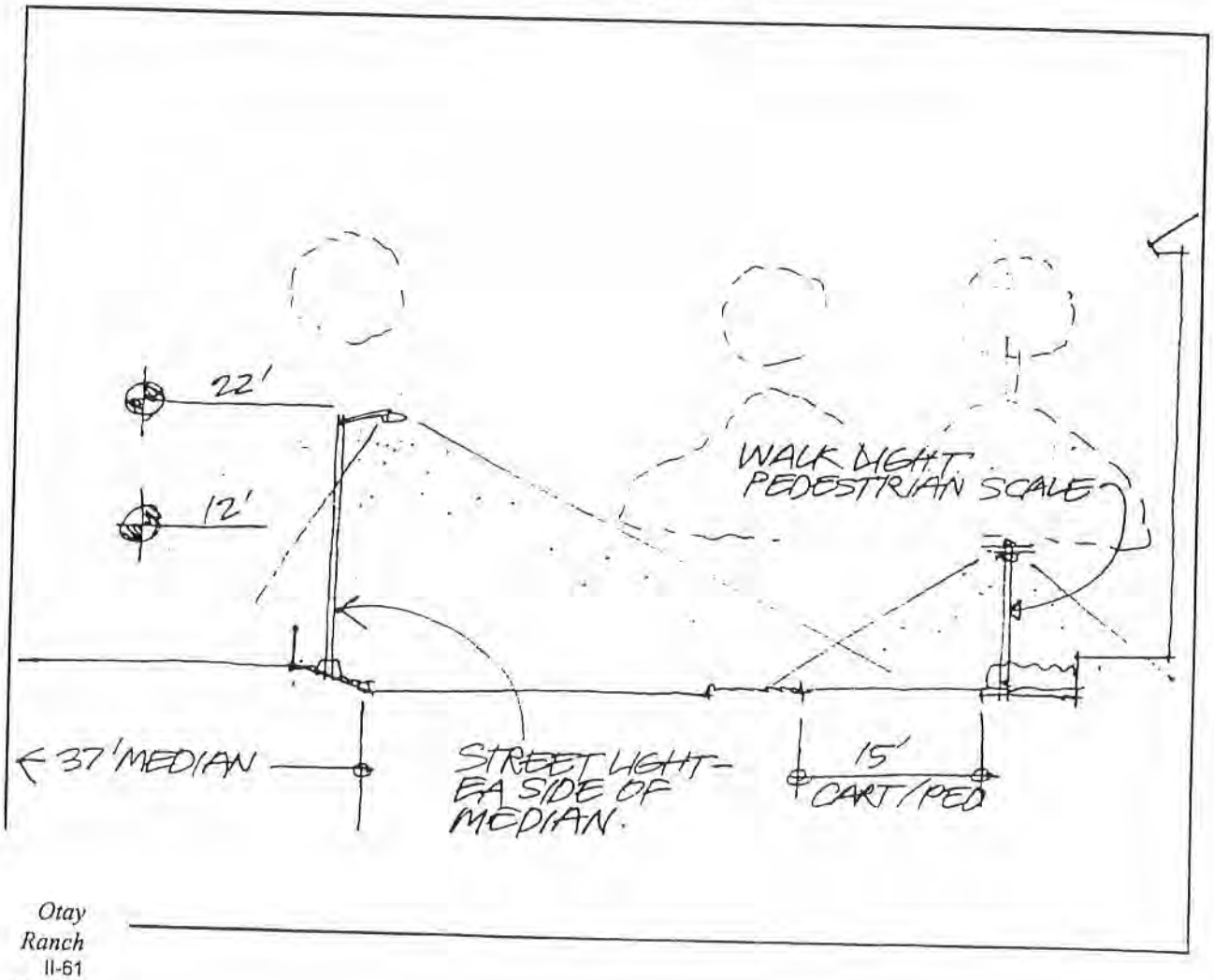


LIGHTING CONCEPT - VILLAGE ONE

- Village Core Streets

Description: Village Core Streets provide two travel lanes in both directions with parking. The Village Core Street includes the LRT right-of-way, paralleled on one side by a cart, pedestrian and bike path. This corridor is separated from the roadway by a landscaped parkway. Lighting originates from the edges of the LRT median, illuminating toward the outer edges. Village Core Street lighting has single cross arm mounted fixtures unique to Village Core Streets. Pedestrian walks are illuminated with lower lighting scaled and spaced to effectively light pedestrian circulation.

Pole:	Street light; concrete or painted metal, 22' tall. Pedestrian light; Painted metal, 12' tall.
Fixture Type:	Cut-off feature for glare control for both lights. Standard "Cobra Style" with cut-off shields for street lights. Theme fixture pedestrian light for pedestrian/cart path.
Lamp Type:	High Pressure Sodium (street), Mercury Vapor or Metal Halide (pedestrian).

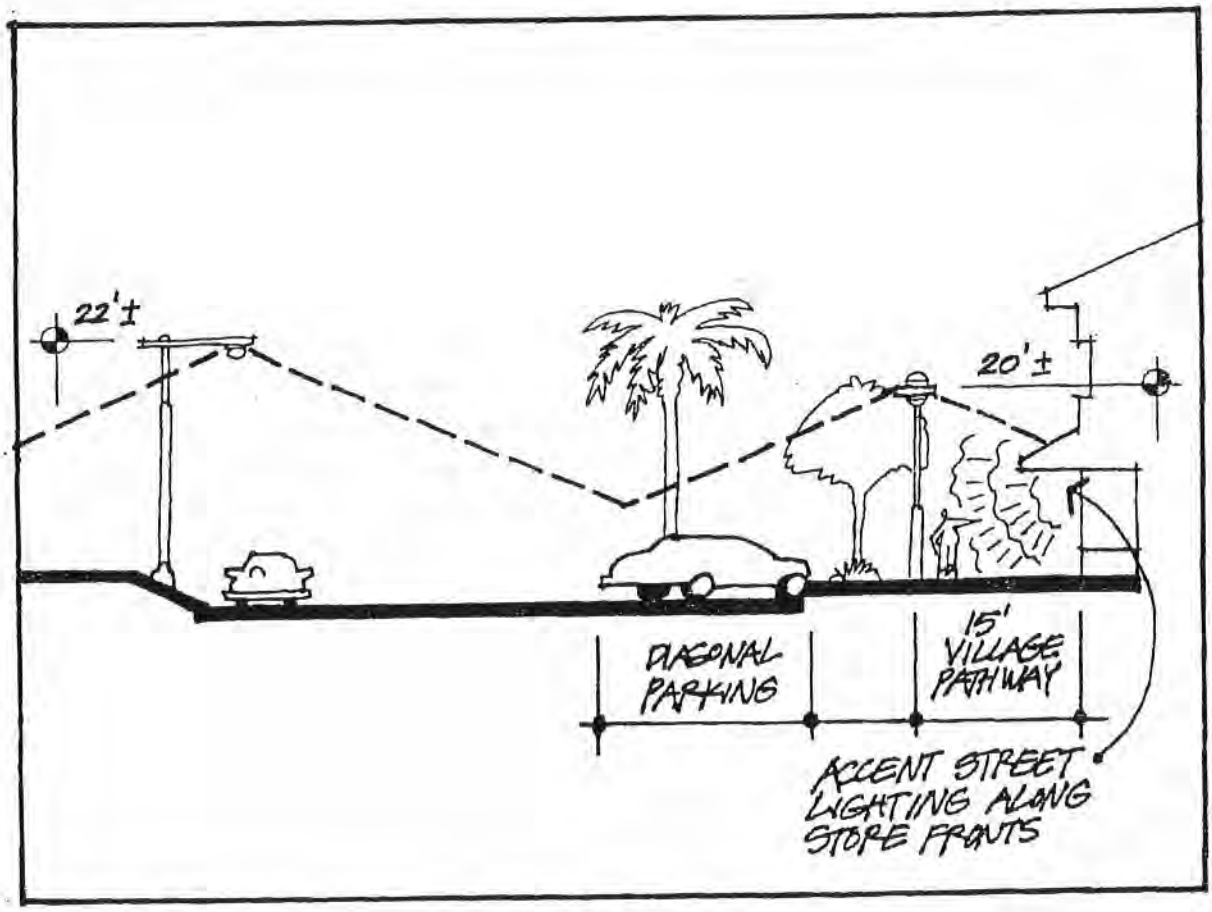


LIGHTING CONCEPT - VILLAGE ONE

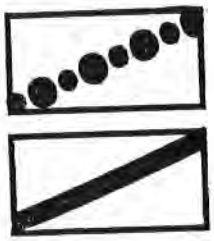
- Village Core Street with Diagonal Parking

Description: The Village Core Street with Diagonal Parking provides two travel lanes in both directions. The Village Core Street with Diagonal Parking includes the LRT right-of-way, paralleled on one side by a cart, pedestrian and bike path. This corridor is separated from the roadway by a landscaped parkway. Lighting originates from the edges of the LRT median, illuminating toward the outer edges. This street lighting has single cross arm mounted fixtures unique to Village Core Streets with Diagonal Parking. Pedestrian walks are illuminated with lower lighting scaled and spaced to effectively light pedestrian circulation.

Pole:	Street light; concrete or painted metal, 22' tall. Pedestrian light; Painted metal, 12' tall.
Fixture Type:	Cut-off feature for glare control for both lights. Standard "Cobra Style" with cut-off shields for street lights. Theme fixture pedestrian light for pedestrian/cart path.
Lamp Type:	High Pressure Sodium (street), Mercury Vapor or Metal Halide (pedestrian).



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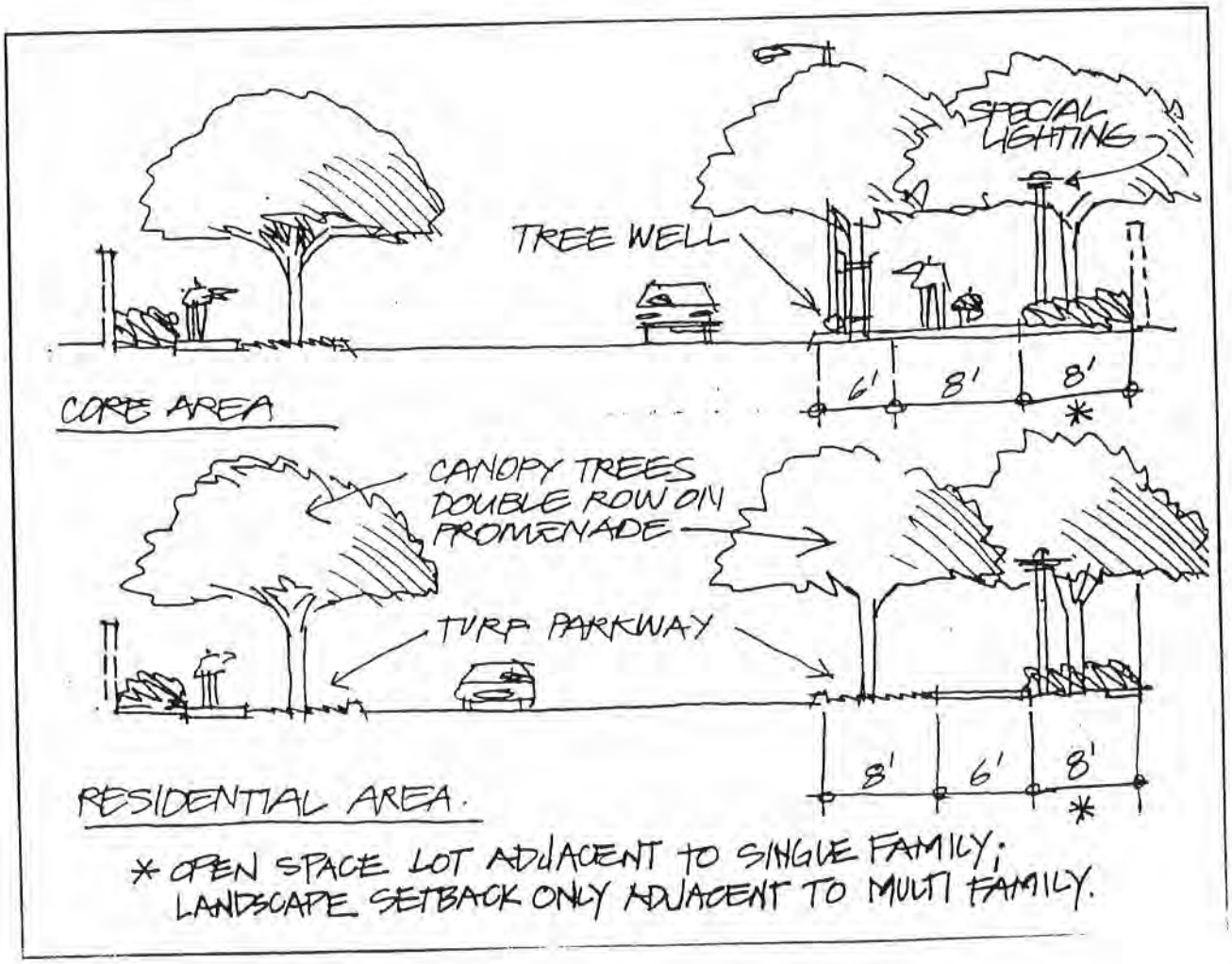


LIGHTING CONCEPT - VILLAGE ONE

- Promenade Streets

Description: Promenade Streets serve automobile, pedestrian and/or bicycle traffic. The Promenade Streets create a suburban, semi-formal atmosphere contributing to a feeling of pedestrian comfort and security. Pedestrian scale, sidewalk oriented lighting is encouraged.

Pole:	Street light; concrete or painted metal, 22' tall. Pedestrian light; painted metal, 12' tall.
Fixture Type:	Cut-off feature for glare control for both lights. Standard "Cobra Style" with cut off shield for street lights. Theme fixture pedestrian light for pedestrian path.
Lamp Type:	High Pressure Sodium (street), Metal Halide (pedestrian).



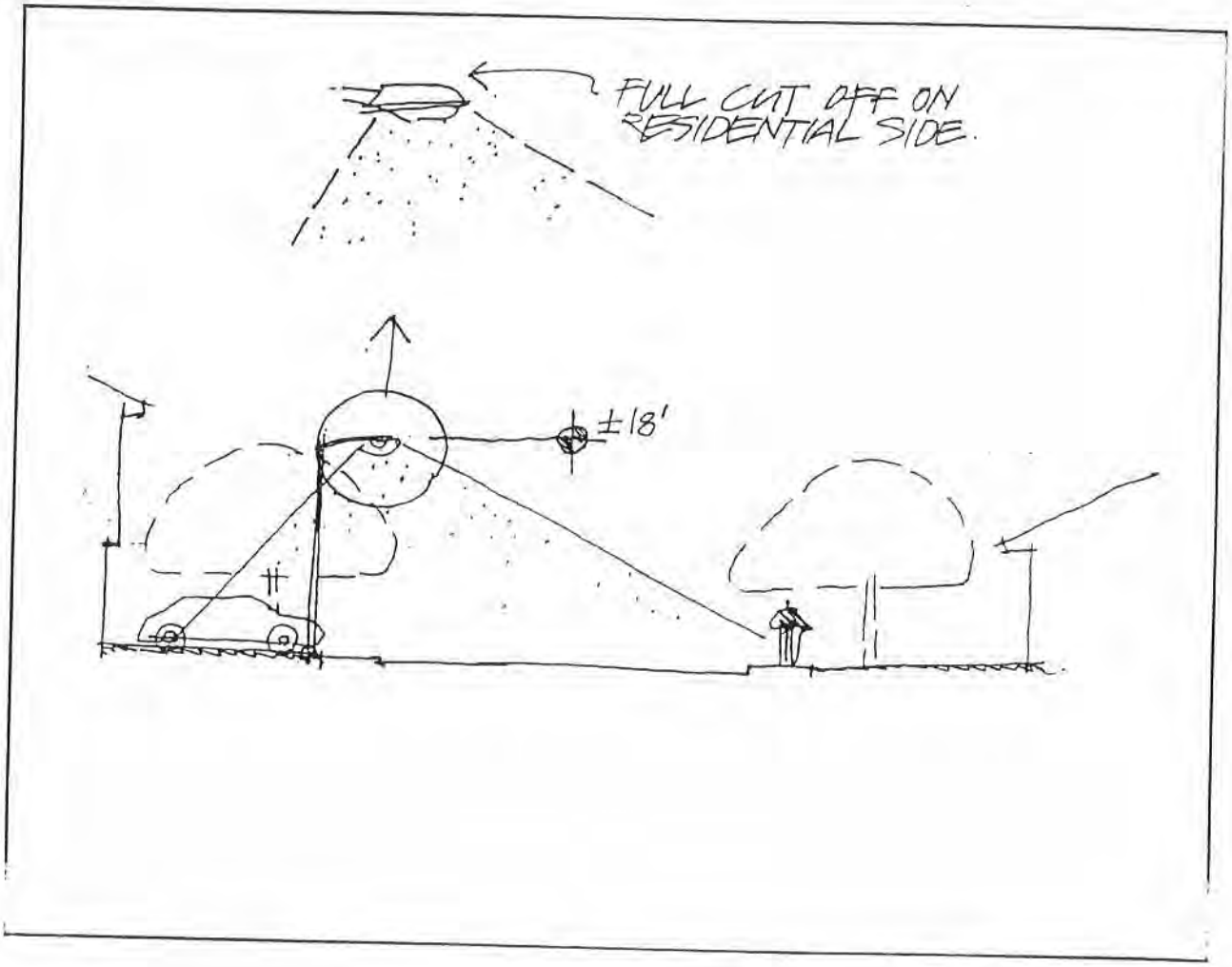


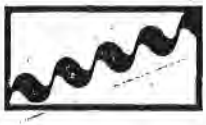
LIGHTING CONCEPT - VILLAGE ONE

- Residential Streets

Description: Residential Streets are semi-urban roads with a pedestrian scale. The streets have homes or one or both sides, with pedestrian walks and on-street parallel parking.

Pole:	Precast concrete or painted metal approximately 18' tall.
Fixture Type:	Cut-off feature for glare control, either pole top or single davit mount.
Lamp Type:	High Pressure Sodium.



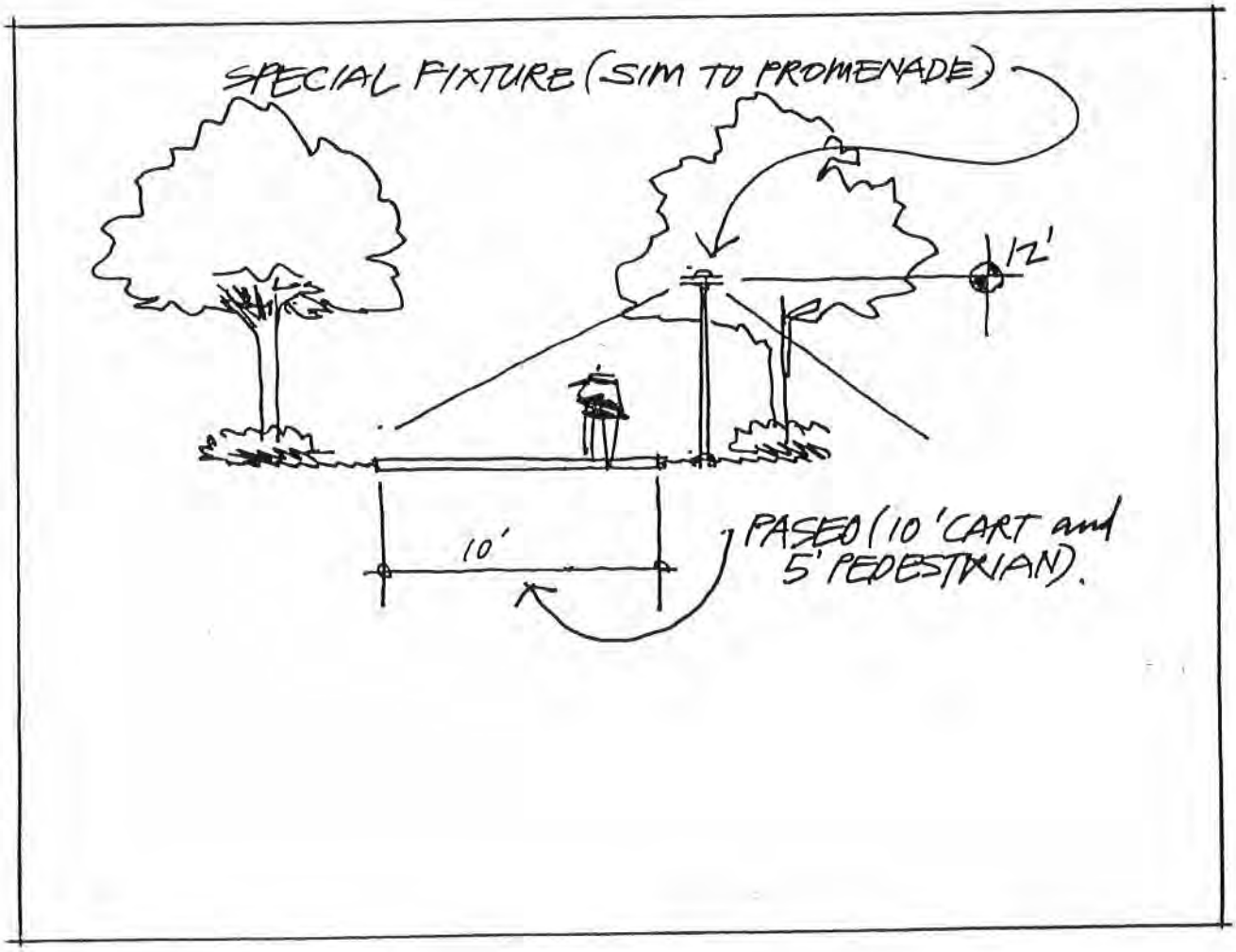


LIGHTING CONCEPT - VILLAGE ONE

- Paseo

Description: Paseos serve cart and pedestrian use. Pedestrian scale, sidewalk oriented lighting is encouraged, similar to the Promenade Street lighting concept.

Pole:	Painted metal, 12' tall.
Fixture Type:	Cut-off feature for glare control. Theme fixture light for pedestrian side of path.
Lamp Type:	Metal Halide

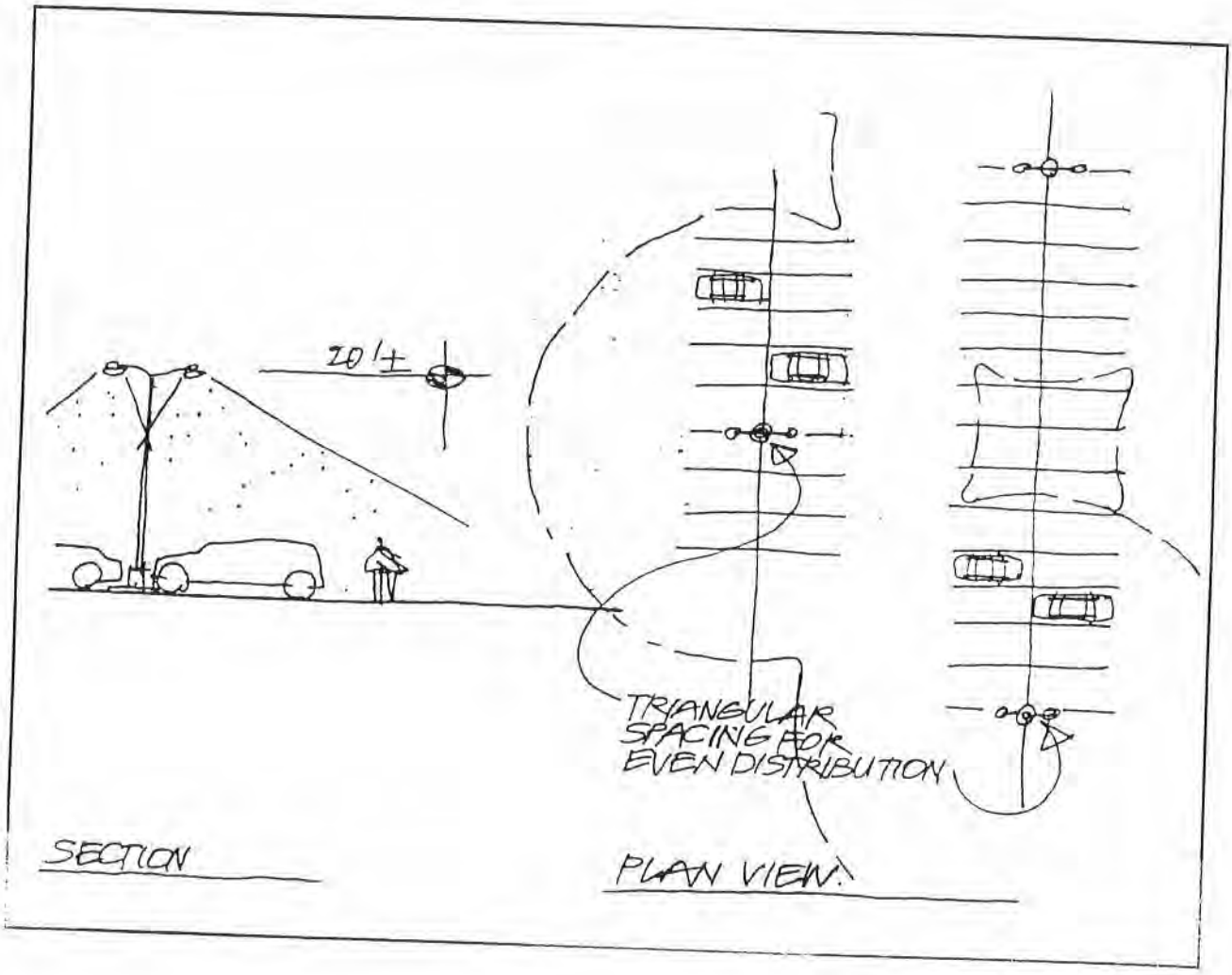


LIGHTING CONCEPT - VILLAGE ONE

- Parking Lots

Description: Parking lot lighting is consistent throughout the Village, in terms of fixture height, spacing, light source and performance characteristics. Fixture style may differ between projects if necessary. Parking lots should be adequately lighted with pole mounted fixtures. Parking lot lighting adjacent to residential uses should be adequately shielded and set back.

Pole:	Painted metal, 20' tall, triangular spaced.
Fixture Type:	Single or double mount, full cut-off fixtures.
Lamp Type:	Metal Halide.



II-3. Village Core Concept

A. Character & Intensity

The Village Core is the commercial/social activity focal point for Otay Ranch Village One. The Village Core is comprised of a variety of land uses and development intensities located close to one another. There is an opportunity for multiple and/or mixed-use development on certain parcels. By providing the appropriate mix of uses and sufficient development intensity, the Village Core functions as a "transit node," encouraging the use of public transit and non-vehicular transportation modes by concentrating a number of "destinations" in a single location.

As the commercial and social activity center for the village, the Core will be a major factor in the perceived community image. Because of its importance to the overall character of the community and the activity focus within a predominately residential community, the following objectives are identified for the Village Core area:

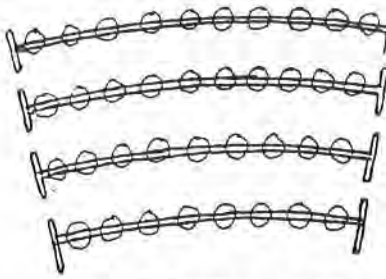
- Create a sense of place with a highly identifiable character.
- Create a pedestrian friendly environment with activity, enclosure, and comfort in specific areas.
- Maximize connections to the Village Core from secondary area residential development with pedestrian and bicycle routes.
- Implement a "Main Street" concept for the commercial area.
- Balance parking and vehicle access needs of commercial uses with the pedestrian focus within the Village Core.

- Encourage a unified architectural style within the commercial core which can accommodate pedestrian oriented urban design concepts and which is consistent with the identified community character.

In order to achieve these objectives, various design districts which group sites according to their relationship to the commercial core area and their function within the Village Core concept will be established.

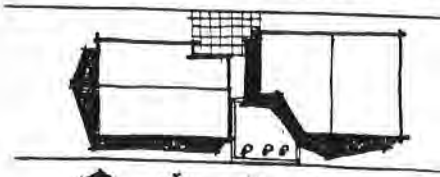
Although many design details will be the product of future detailed design studies and precise plans, the basic framework for the Village Core has been delineated. The Village Core Concept Plan described in this chapter includes a Conceptual Village Plan which describes the important functional relationships/elements within the village core and connections to the secondary area. The Conceptual Core Master Plan addresses the arrangement and connection of uses in the Village Core and conceptually depicts building siting throughout the village core. A detailed Site Plan of the "Main Street" commercial area focuses on the critical design issues at the heart of the village core.

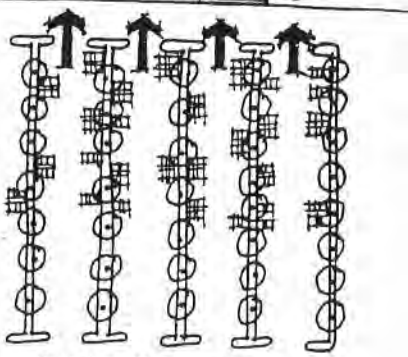
The unique character intended within the Village Core precludes the use of fixed or mandated design solutions. Instead, the various elements of the Village Core Concept Plan, general character statements and identification of important design/site planning features are utilized to convey a qualitative description of site design solutions in the Village Core and its critical component parts.



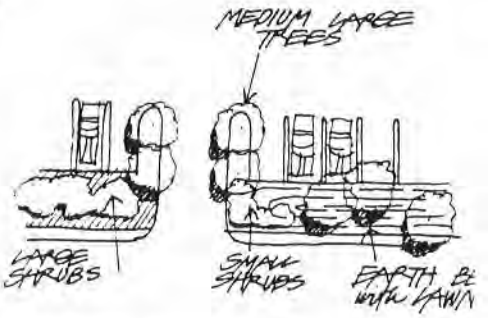
WHERE POSSIBLE.. CURVE PARKING BAYS FOR ADDED INTEREST.

"TOWN SQUARE" or "MAIN STREET"





ORIENT. PARKING BAYS PERPENDICULAR to the DESTINATION SO the PEDESTRIAN TRAFFIC DOESN'T HAVE to CROSS OVER THEM.



PARKING AREAS, COMMON to all FACILITIES, should be SCREENED from ADJACENT AREAS with SHRUBS and TREES, and the INTERIOR of the LOTS will also be SOFTENED with TREES

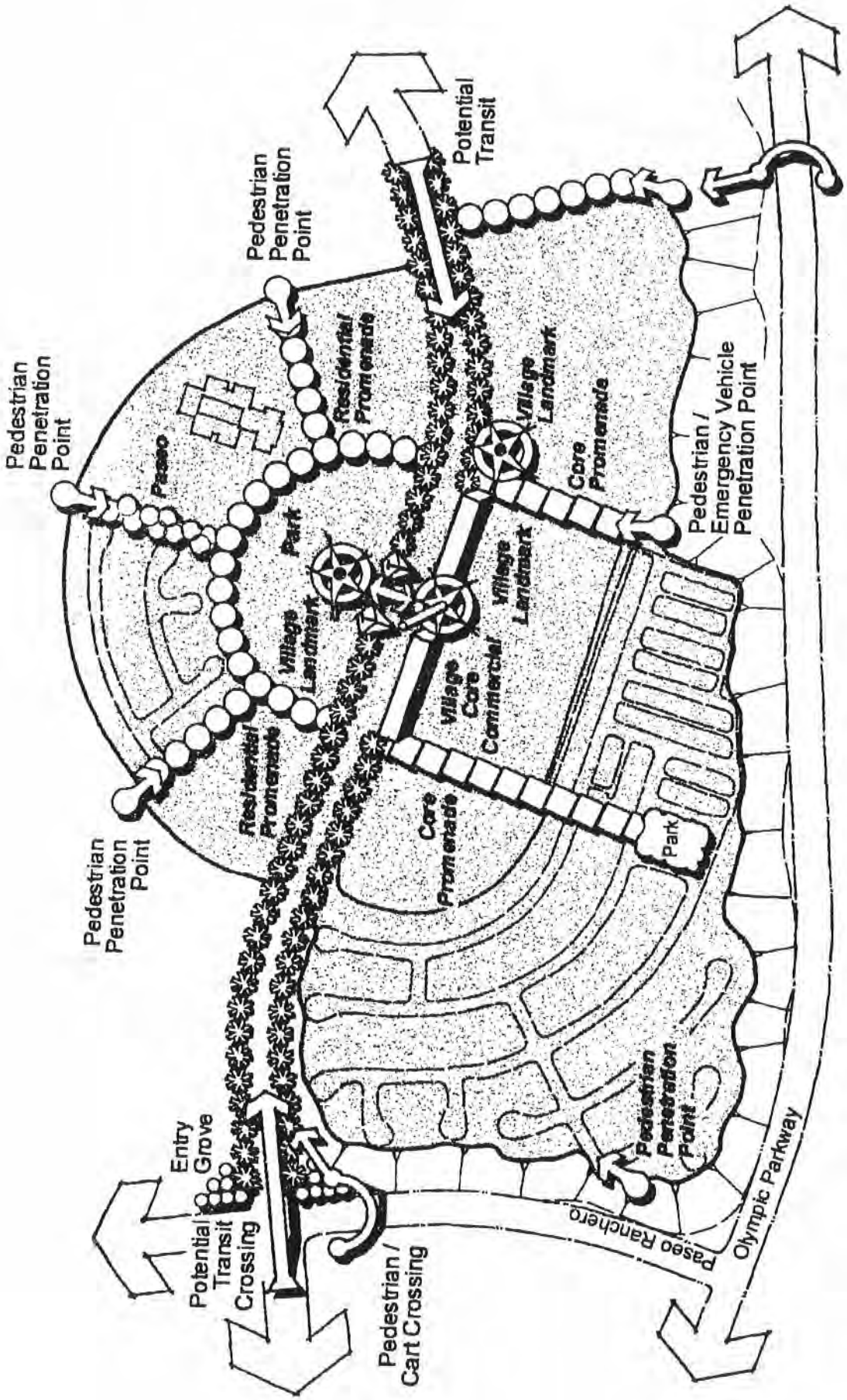
1. Village Core Concept Plan

The Village Core Concept Plan, including the Conceptual Village Plan, Core Master Plan, and Main Street Concept Plan are depicted in the following exhibits. In order to allow the Village Core to function as described in the Otay Ranch GDP and SPA One Plan, and permit development in response to changing market conditions, the need for flexibility with regard to the Concept Plan is essential. The Concept Plan conceptually describes the intended intensity, location and character of development. It also accommodates flexibility in the progression to final design and should not be viewed as the only acceptable core design.

Master Precise Plans for the Village One core and Village Five core have been adopted. Subsequent Individual Precise Plans will be prepared to analyze detailed specifications for signage, lighting, street furnishings and architecture. Conceptual building elevations will be provided at the Master Precise Plan stage.

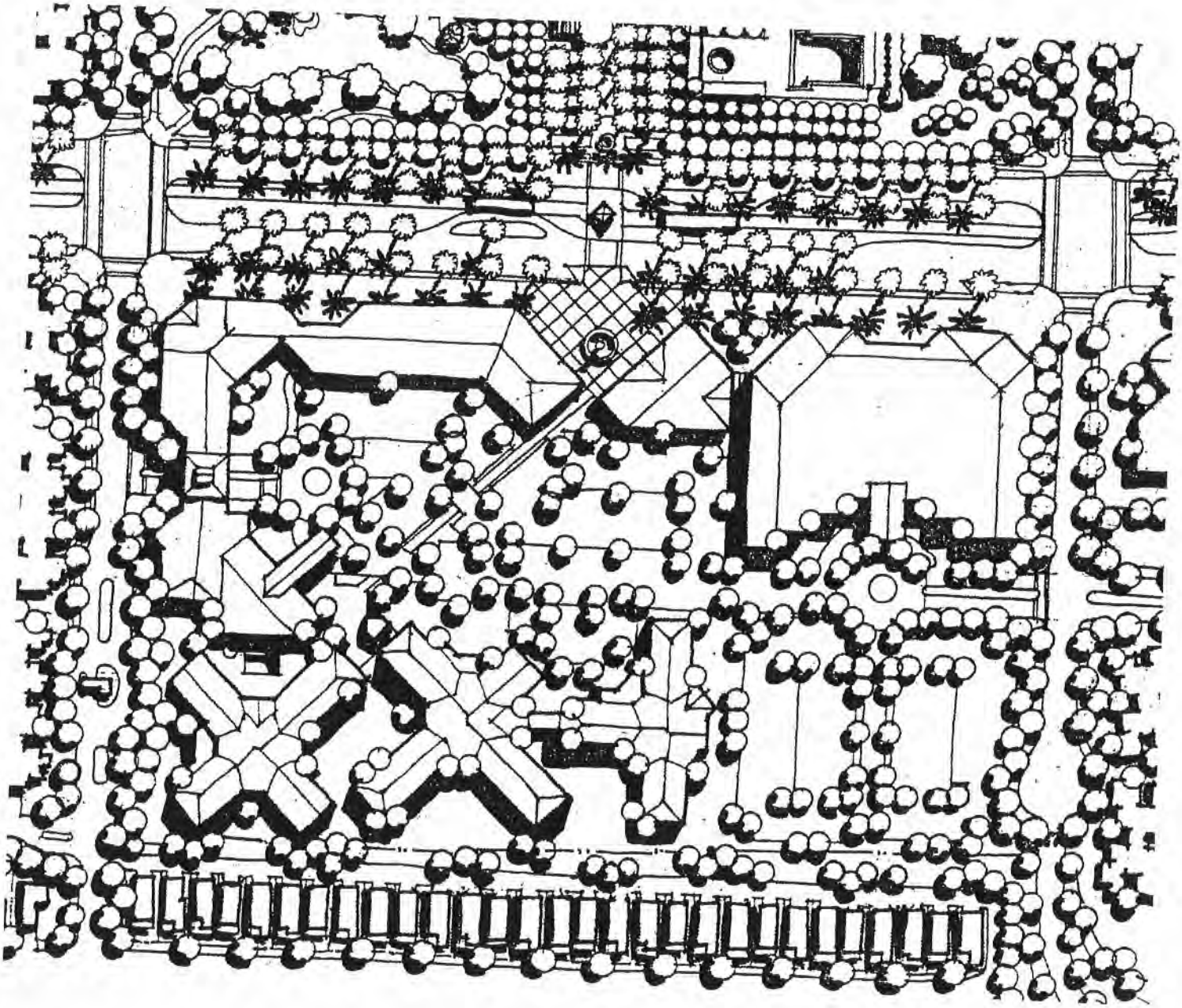
Otay Ranch
II-73
June 4, 1999

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Potential Transit
Pedestrian Penetration Point
Pedestrian Penetration Point
Pedestrian Penetration Point
Pedestrian Penetration Point
Pedestrian / Emergency Vehicle Penetration Point
Residential Promenade
Village Landmark
Core Promenade
Paseo
Park
Village Landmark
Village Core Commercial
Village Landmark
Residential Promenade
Core Promenade
Park
Pedestrian Penetration Point
Entry Grove
Potential Transit Crossing
Pedestrian / Cart Crossing
Paseo Ranchero
Olympic Parkway

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Village Core
Mixed Use Illustrative



The Village One Core Concept Plan must include the following elements:

- Implement the pedestrian-oriented "Main Street" commercial district concept - generally orient storefronts to street/sidewalk with diagonal parking in front of the buildings
- Provide CPF, commercial district, and neighborhood park synergy
- Reserve light rail transit ROW and a station site
- Provide non-vehicular circulation connections to Secondary Area(s)
- Utilize formal landscape and hardscape schemes in the design of the Main Street commercial area

2. *Design Districts*

The Village Core is divided into two design "districts" based on the proposed land uses and the level of pedestrian orientation. The first design district includes the commercial core area. The most intense pedestrian orientation occurs at the commercial core or "Main Street" and decreases with distance from that focus area. The second district includes the remaining parcels within the Village Core which are primarily multi-family residential sites.

B. Design Features

This section highlights important features of the Village Core Concept Plan and provides guidelines by design district in four design areas: buildings/siting, pedestrian/vehicle/transit access, urban character (landscape and/or hardscape), and lighting/signing/street furnishings.

1. Commercial Core/Main Street District

The guidelines set forth in this section relate primarily to the "Main Street" pedestrian oriented shopping street fronting Parcel C-1. The CPF-1 site is included in this mixed use commercial area. In applying these guidelines, it should be remembered that each of these parcels also has one or more edges which have a somewhat or significantly reduced pedestrian orientation. Because these edges are less critical to the overall concept, less attention is given to them. Thus, these guidelines should be applied in a manner which takes into consideration the range of exposures and the need to integrate a variety of character/orientation criteria into a cohesive plan.

The "Main Street" is the heart of the Village Core. It is the most urban area within the core. It is primarily oriented toward pedestrians, limiting vehicle speeds, while providing convenient parking. This street is intended to serve as a traditional "main street" fronted by expanded sidewalks with pedestrian scaled storefronts and shops. Diagonal parking is accommodated in the street. The character of the street is defined by the pedestrian friendly urban environment.

Building Design/Siting

- In order to define and enclose this pedestrian shopping/activity area, buildings fronting on "Main Street" should have reduced setbacks from the pedestrian right-of-way to encourage interaction between building activities and passers-by. Multiple story buildings, with retail at street level and office or residential uses above are allowed.

- Strong definition of building corners with vertical elements will help to define public spaces and improve orientation within this pedestrian district.

- Building entrances should be located along the Main Street building edge and should be closely spaced to increase articulation and interest along the pedestrian

walk. Design emphasis on the entries improves the streetscene and helps distinguish individual shops in a multi-tenant building. Storefronts should incorporate display windows to create interest and encourage window shopping along the pedestrian walk. Uses which are not conducive to such exposure should be located away from the street level shopping corridor.

- Shaded areas and a sense of enclosure will encourage visitors to linger and enjoy the area and are desirable aspects of the Main Street. Features such as canopies, arcades and roof overhangs can achieve these objectives and also provide weather protection when necessary.

- In general, the exterior building elevations should incorporate a range of scale defining elements which relate larger building masses to the pedestrian scale. Examples include columns, archways, doorways, upper floor windows, and balconies.

Pedestrian/Vehicle/Transit Access

- Vehicle access should be clearly subordinated to pedestrian access in this area. Diagonal parking should be located along the front of the "Main Street," area with the larger parking areas located behind buildings which front on the pedestrian street on these parcels.

- An expanded sidewalk should be provided along the pedestrian corridor to allow groups to comfortably pass each other. Frequent opportunities to sit, relax, and observe should be provided with the inclusion of benches, steps, planters, and low walls within and adjacent to the pedestrian walk.

- Pedestrian, bicycle and cart access routes to this area should be maximized. The Park (P-1) should provide pedestrian/bike linkage to the commercial district from the Promenade Streets radiating into the Secondary Area. Similar routes should be provided via the Village

Entry Street. These routes should be well marked to encourage non-vehicular circulation.

Urban Character

- The pedestrian ground plane along Main Street should be well defined with a hard surface that is textured or has other accents which create an interesting pattern and help to identify the focal area.

- Grade separations in this district should utilize structures rather than landscaped banks, to emphasize the urban character and provide sitting areas.

- Landscaping should reinforce the urban character of the area and reflect ordered, formal plantings rather than random, natural appearing materials. Trees should be incorporated into the pedestrian path, planted flush to ground level with overhead branches to create overhead canopies.

- Adjacent parking areas should be softened from the pedestrian paths.

Lighting/Signing/Street Furnishings

- Main Street should be well lit to encourage evening use. Street lighting fixtures should relate to the pedestrian scale. Architectural accent lighting is encouraged.

- Illumination of walkway/trail connections should be provided through the use of low intensity fixtures for safety and comfort. The lighting pattern and intensity should become more intense at path intersections and vehicular crossings.

- Within building groups, architectural and accent lighting should be indirect and subtle. Increased lighting levels should highlight pedestrian areas to clearly define the pedestrian path. Service area lighting should be contained within the service area boundaries/enclosure.

The actual light bulb for service area lighting should not be visible from adjacent properties.

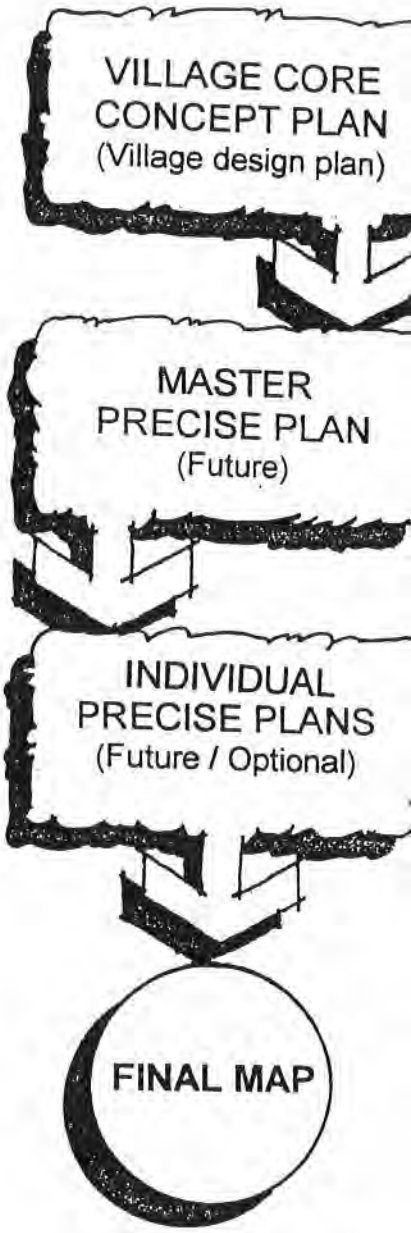
- A Main Street Sign Program should be formulated to establish specific design parameters for all signage, theme lighting, and street furnishings within the commercial center. Signs and fixtures in this district should be located and scaled for a pedestrian district. Signage should inform and direct but not dominate the visual character of the area.

2. *Core Residential District*

This district relates primarily to the residential parcels located within the Village Core. This location distinguishes them from the residential uses in the Secondary Area, yet their distance and residential use distinguish them from the other uses along or near the Main Street area. The CPF-2 site is also included in this design district. Specific requirements for these areas are addressed in the adopted Village One Core Master Precise Plan.

C. Master Precise Plan

The Village Core area design involves a three tiered process. The Village One Core Master Precise Plan was adopted concurrent with the development of the first multi-family within the Village Core. This master precise plan establishes a more detailed framework for implementation of the village core, taking into consideration the Village Core Concept Plan, yet allowing flexibility for subsequent "Individual Precise Plans." The Individual Precise Plans will provide an even greater level of detail.



The Master Precise Plan Village One Core includes the following:

- Building Design/Siting - Locations of proposed structures.
- Pedestrian/Vehicle/Transit Access - Identification of pedestrian, bike and vehicle access and circulation.
- Urban Character/Architecture - Identification of architectural style and key urban elements, including the transit station design.
- Lighting/Signing/Street Furnishings - Specifications for lighting fixtures, signage and street furnishings.

II-4. GDP Policy Compliance

A. GDP Policy/Response Statements

The Otay Ranch GDP requires that each Village Design Plan include a discussion, by topic, of compliance with the village policies identified in the Land Use Section of the GDP. This chapter includes a re-statement of each village policy with an explanation/demonstration of the response provided in the Land Use Plan, SPA One Plan, or Village Design Plan, as appropriate. Village policies from the GDP are shown in "*italic*" type below, with responses in standard type.

Village Character Policies:

The village character should be guided by the following qualities:

- *Location between two scenic canyons/corridors with undulating edge conditions.*
- *Linkage and compatibility with Village Five.*
- *Views of the surrounding mountains to the northeast and east.*
- *Location along a proposed light rail transit line.*

Response: Village One is located between two scenic canyons, Telegraph Canyon and Poggi Canyon. Undulating edge conditions are provided through the use of perimeter cul-de-sac designs. Significant setbacks are provided to provide undulating graded slopes. Village One is designed to provide direct vehicular, transit, pedestrian and cart linkages to Village Five directly to the east. Village One is linked to Village Five via East Palomar Street and the Village Pathway. Views of the mountains to the northeast and east are enhanced by providing passive viewing areas at the ends of the cul-de-sacs along the ridge lines. The light rail transit line is sensitively integrated into the community through its placement within the East Palomar Street median. The

village is designed to capitalize on the median transit station with the location of a large neighborhood park and the main street commercial adjacent to the station.

Village Core Policies:

Village One will be developed in the initial phases of the Otay Ranch project. The design character of the village has been studied at a preliminary level. Therefore, the village core identity and form is based upon a traditional "main street" character, with multi-village retail serving at one end as an anchoror public use anchoring the other.

Response: Village One is one of two villages being developed in the SPA One area. The village incorporates a village core with a traditional "main street" character. The main street area is lined with retail uses. A community purpose facilities site is included within this mixed use area. A large special purpose neighborhood park is located on the northerly end.

The main street theme shall organize commercial, office and public/quasi-public uses in a linear fashion along a tree-lined street with diagonal parking . While some parking may be visible from the street, it would be predominately located to the rear of the buildings. Arcades, alleys, patios and similar spaces will provide pedestrian access from rear parking areas to the front entrances.

Response: The Village One core commercial area is organized in a "main street" fashion. Diagonal parking is provided in front of the stores, with the majority of parking located to the rear of buildings. Arcades, alleys and patios provide pedestrian access from rear parking areas to front entrances.

Light rail transit right-of-way shall be approximately located at the SPA level and will be conditioned for dedication at the Tentative Map level.

Response: The transit line is located within the median of East Palomar Street through Village One.

The number of homes identified for the village core represents an urban planning.
goal. Reduction in the number of multi-family units may be approved at the SPA and tentative map levels as long as sufficient densities are provided to support light rail transit.

Response: The Village One core contains approximately 1,566 multi-family units, consistent with the GDP.

A trolley stop and/or station shall be approximately located at the SPA level and will be conditioned for dedication at the Tentative Map level.

Response: A trolley station is identified in the median adjacent to the main street commercial area.

Some services for users outside the village may be provided in the village core.

Response: Specific services will be subject to future marketing studies at the time of village core implementation, however, sufficient commercial land and community purpose facility land exists to provide services to areas outside the village core should this be desirable.

Parks and Open Space Policies:

Application of the 3 acres per 1,000 residents local park standard would result in development of 25.6 acres of local parks in Village One. To satisfy this requirement, 22.6 acres of neighborhood park/town square are planned. The remaining obligation is satisfied through provision of community parks in Villages 2, 10 and the EUC.

Response: Village One park requirements will be met through a combination of pedestrian parks, neighborhood parks and a community park located outside of the village per the GDP policy.

The open space character along Olympic Parkway shall be based upon the concept developed in the Overall Ranch Design Plan and refined in the Village Design Plan for this village.

Response: The open space character is maintained along Poggi Canyon consistent with the GDP and the concepts in the Overall Ranch Design Plan. Significant setbacks are provided to assure the natural character of the corridor.

Setbacks and landscaping shall be provided along Telegraph Canyon Road/Poggi Canyon in keeping with open space scenic corridor guidelines which will be developed in the Overall Ranch Design Plan.

Response: One hundred to 700 foot setbacks are provided along the scenic corridors to assure consistency with the GDP and Overall Design Plan.

Other Village One Policies:

A visual analysis with photo simulations shall be performed at the SPA level to assess visual impacts of development adjacent to Telegraph Canyon Road to the western portion of Poggi Canyon. The analysis shall show the natural grade of the area and the topography after grading.

Response: A visual analysis at key points along the Telegraph Canyon Road corridor is included in the SPA One Environmental Impact Report.

Landform grading guidelines for the area along Poggi Canyon and Telegraph Canyon Road shall be developed as part of the Village Design Plan at the SPA level. These guidelines shall apply to areas adjacent to natural open space.

Response: The Village Design Plan incorporates landform grading guidelines for areas adjacent to natural open space, consistent with the GDP and Overall Design Plan.

Linkages with Village Two should be identified to coordinate access needs.

Response: A pedestrian and electric cart bridge is being provided at the southerly boundary of Village One to provide access to Village Two.

An alignment study shall be prepared prior to or concurrent with the SPA Plan for Village One, delineating the Light Rail Transit routs from I-805 through Villages One and Five.

Response: A Transit Alignment Study is included in the SPA One Land Use Plan.

II-5. Site Design Summaries

A. Introduction

This chapter provides detailed guidelines for the development of individual parcels within the Village One project. Development is required to conform to minimum property development standards established by the zoning applicable to each site. A summary of those standards is provided below. In addition to those minimum standards, each parcel is included in a "planning area" comprised of adjacent parcels with similar design issues. A design summary checklist along with a site design graphic for each planning area is provided in this chapter. In addition, the adopted Village One Core Master Precise Plan should be referenced for additional design guidelines.

B. Development Standards

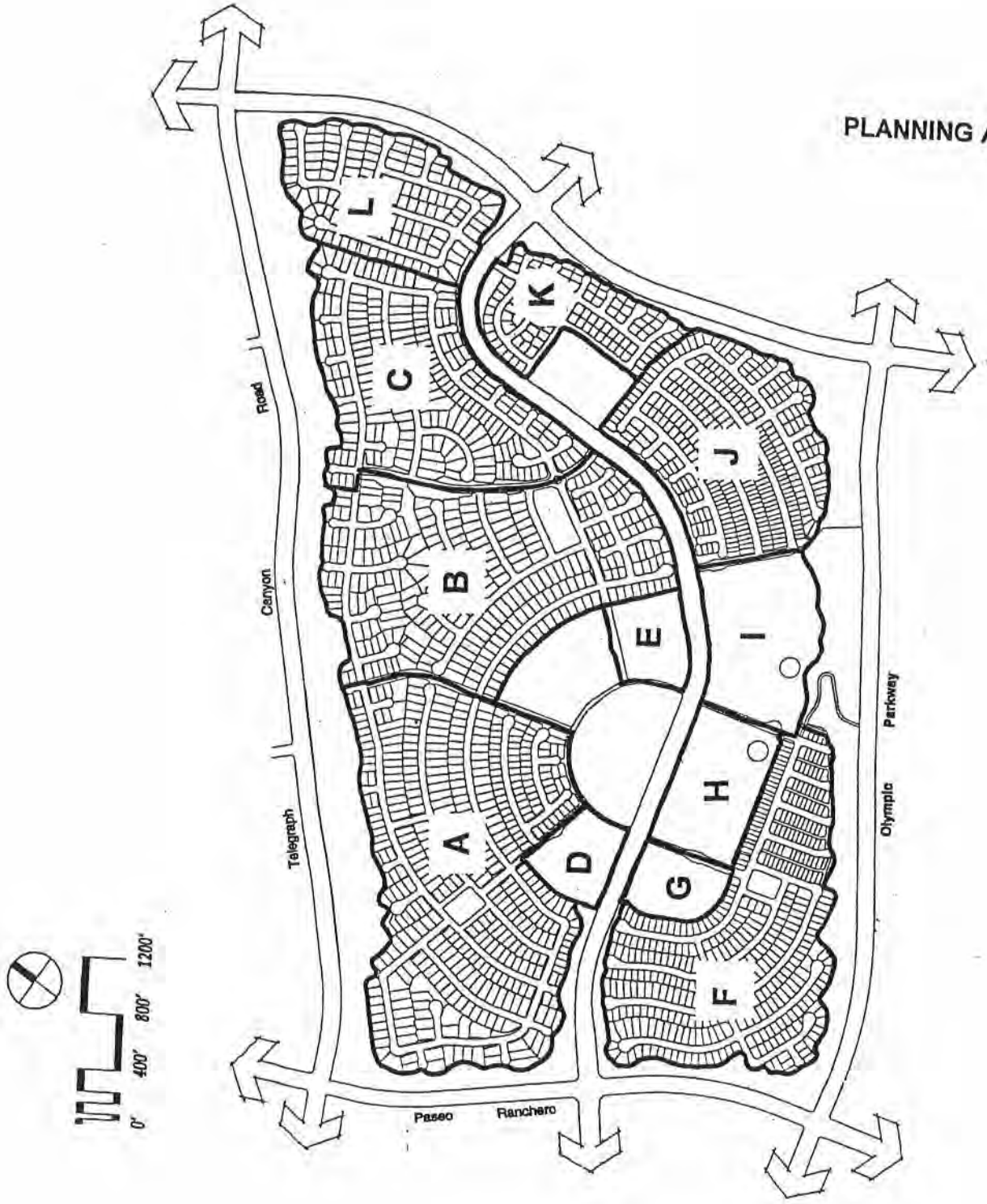
The SPA One Planned Community (PC) District Regulations establish certain minimum commercial and residential property development standards. Compliance with the adopted standards provides a design foundation, which is supplemented by these design guidelines, to establish a design framework with flexibility for creative and efficient site planning, and innovative architectural solutions.

C. Design Criteria Summary by Planning Area

For purposes of design guidance, each parcel within SPA One has been combined with adjacent parcels with similar design issues to create "planning areas." Each Planning Area is individually described in the following summary sheets. The design criteria summaries outline the relevant parameters for site planning within each planning area based on location, anticipated uses, overall community design issues, etc.

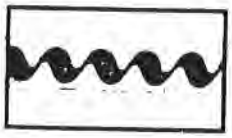
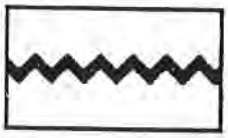
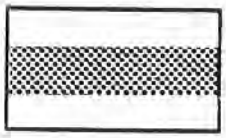
The intent of incorporating these guidelines, along with the PC District Regulations, is to allow a greater degree of flexibility in the timing, mix, and location of uses, as well as the design and siting of buildings. The PC District Regulations and these guidelines establish acceptable ranges for use mixes and development intensity, while clearly establishing the character of development and criteria for high quality design. Site plans for any portion of this project shall be consistent with the approved PC District Regulations and this Village Design Plan and Village One Core Master Precise Plan.

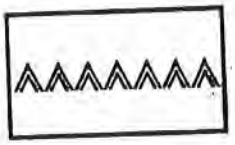
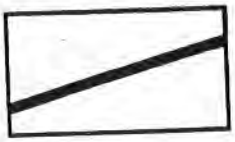
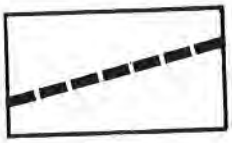
PLANNING AREAS

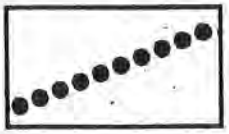


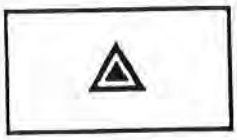
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Planning Area Design Summary Symbols

Symbol	Development Edges	
	**Scenic Edge**	Identifies development edge visible from a scenic corridor. Consider improving edge appearance with varied building setbacks, open cul-de-sacs, roof pitch toward slope, single story elements, upper story setback, increased rear or side elevation detailing, screening and transition landscaping, and/or reduce height and extent of visible walls.
	**Buffer Edge**	Identifies development edge where potential conflicts should be considered. Consider providing a buffer achieving increased separation with wall or fence, enhanced landscaping, grade separation, and/or increased setbacks or separation distance. Noise is often the primary issue at a buffer edge, where a sound attenuation wall is necessary.
	**Use Transition**	Identifies development edge where a smooth transition should be achieved in response to a change in use or ownership. Consider utilizing landscaping to provide visual transition, placement of similar facilities (*e.g.*, parking) on both sides of edge, and/or placement of a "shared" facility (*e.g.*, pedestrian path) at or near the edge.

Symbol	Building Siting	
	**Preferred Building Orientation**	Identifies preferred direction for building orientation. The front of the building and primary entry should orient in the indicated direction to recognize a pedestrian way, a community feature, or complement an adjacent building or activity area.
	**Primary Building Edge**	Identifies multi-family or non-residential parcel edge which should be "built to" (*i.e.*, parking should be located elsewhere). Edge is selected to minimize potential conflicts or improve community appearance.
	**Secondary Building Edge**	Identifies multi-family or non-residential parcel edge which should be "built to" after Primary Building Edge has been achieved. Edge is selected to minimize potential conflicts or improve community appearance.

Symbol	Access/Pedestrian Orientation	
	**Pedestrian Edge**	Identifies parcel edge along which a pedestrian facility is located or increased pedestrian orientation should be encouraged. Consider increasing interaction between developed site and pedestrian edge by fronting buildings or building groups to this edge; reduce distance between active building areas and pedestrian way; provide more interesting and pedestrian scaled "front yard" improvements, enhanced "front door" appearance; include balconies and open porches; and/or reduce or eliminate vehicle oriented structures and facilities such as driveways, garages and parking areas. Open cul-de-sacs should be used to increase pedestrian and visual access from parcel interiors. These often create pedestrian edges which are "side-on" situations where consideration should be given to enhanced landscaping and/or decorative wall, reduced side yard fence length, and/or side entry product. Open cul-de-sacs which maximize pedestrian and visual access should implement side-on design. Rear yard/pedestrian edge situations should be avoided, if practical. When unavoidable, special attention should be given to the rear yard fencing and street-side landscaping. Sufficient rear yard privacy should be maintained while providing an attractive and pedestrian friendly streetscape. A small grade separation, with residential above the adjacent pedestrian edge, is encouraged.

Symbol		
	Access/Pedestrian Orientation	
	**Preferred Vehicle Access**	Identifies preferred location for parcel access for automobiles. Access points are selected to minimize conflicts with pedestrian paths and to encourage shared vehicle entries, where appropriate.
	**Preferred Parking Area**	Identifies preferred location for automobile parking areas. Parking areas are selected to minimize conflicts with pedestrian paths and to encourage shared vehicle parking, where appropriate.
	**Trail Connection**	Identifies connection points for pedestrian and/or bicycle paths to community or regional trails. Consideration should be given to increased pedestrian traffic at these points and incorporation of the off-site connection into the parcel design.
	**Bridge Crossing**	Identifies connection points for pedestrian/bicycle/cart path to bridges providing inter-village non-vehicular circulation. Consideration should be given to increased non-vehicular traffic at these points and incorporation of the off-site connection into the parcel design.
	Focal Points	
	**Potential Transit Station**	Identifies planned location for light rail transit station. Site design of nearby parcels should consider exposure and direct pedestrian connections to the station site.

Symbol	Focal Points	
TC	**Town Center**	Identifies design focal point and activity center for Village Core, and village as a whole. This center should be the most urbanized area of the Village with the highest level of community theme execution and structural detailing.
	**Village Landmark**	Identifies the site for an important public, quasi-public, or civic presence building or use. The building or structure on the site should be sited to maximize visibility and should strongly exhibit the community theme architecture to establish itself as a village landmark.

PLANNING AREA "A"

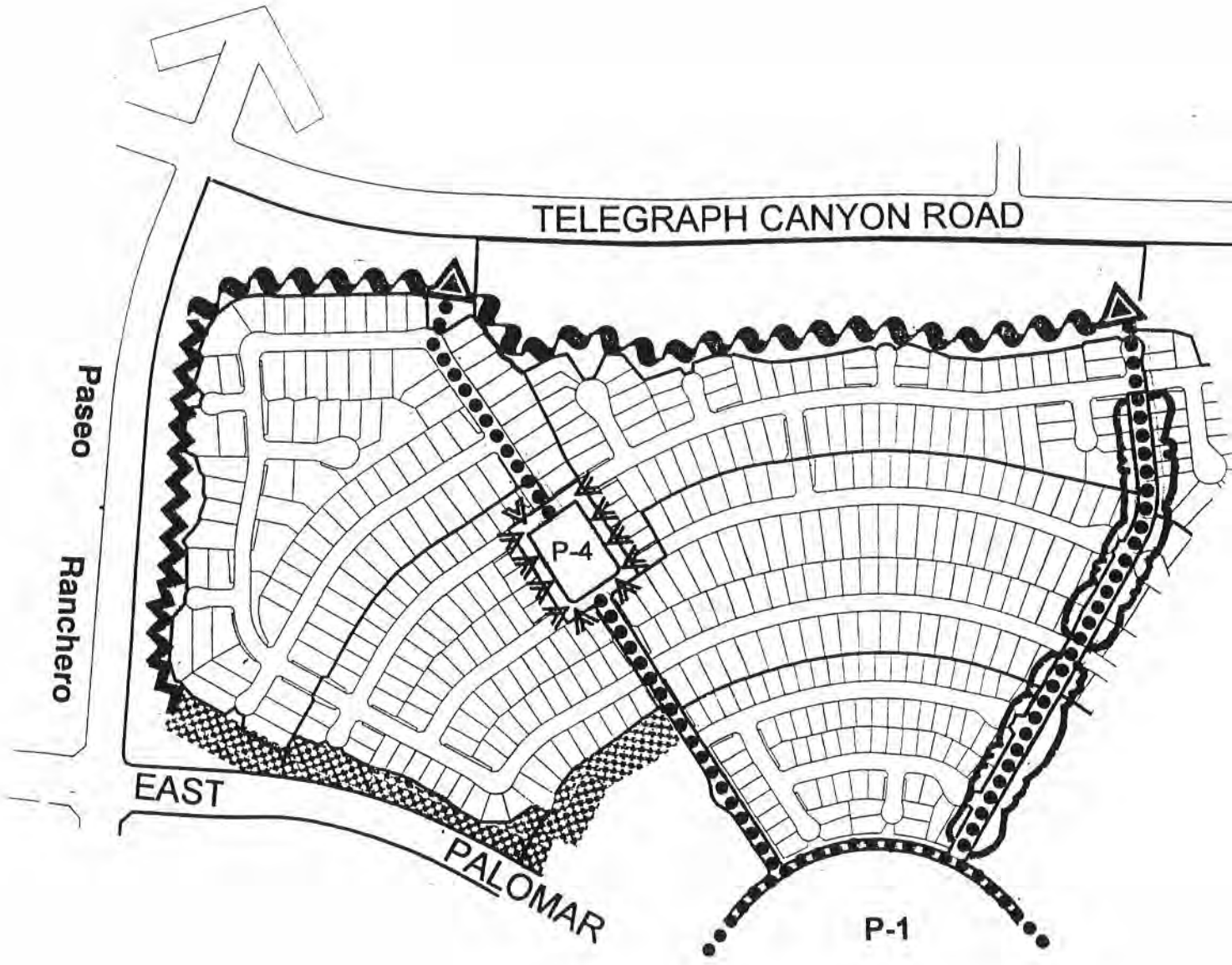
PLANNING AREA DESIGN SUMMARY SHEET

Planning Area Description:	Parcels R-1, R-2, R-3, R-4 & R-5 Village One Secondary Area
Allowable Uses/ Mix:	SF Residential / PC Districts SF3 & SF4

SITE DESIGN ISSUES

Special Criteria:	None
Building/Siting:	Adjacent lots and buildings should be oriented toward park P-4
Pedestrian Access:	Pedestrian edge along Promenade Street linking park sites; Residential Streets "A" linking park sites; paseo on eastern side of parcels R-3, R-4 & R-5; trail connection to Telegraph Canyon Road at northern terminus of Promenade Street.
Vehicle Access:	None
Parking:	None
Edges:	Scenic edge along Telegraph Canyon Road; transition edge to Ranch Theme Street landscaping on western edge of parcel R-1; transition edge to Transit Village Entry Street landscaping on south edge of parcel R-2.
Signing:	None

PLANNING AREA "A"



PLANNING AREA "B"

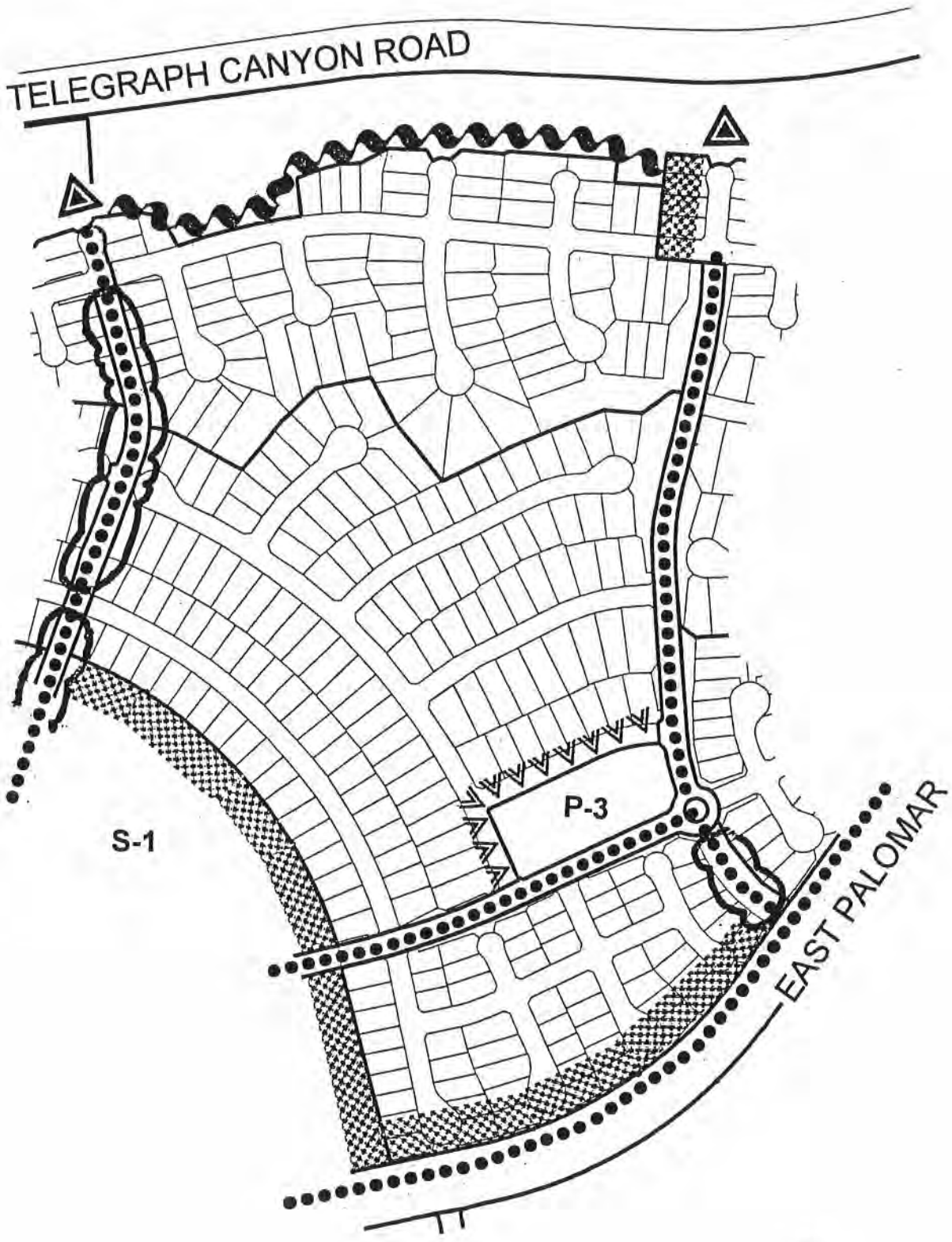
PLANNING AREA DESIGN SUMMARY SHEET

Planning Area Description:	Parcels R-6, R-7 & R-8 Village One Secondary Area
Allowable Uses/ Mix:	SF Residential / PC District SF3 & SF4

SITE DESIGN ISSUES

Special Criteria:	None
Building/Siting:	Adjacent lots and buildings in parcel R-7 should be oriented toward park P-3
Pedestrian Access:	Pedestrian edge along Promenade Street linking park sites; Residential Streets "A" linking park sites on eastern side of parcels R-6 & R-7; paseo on western side of parcels R-6 & R-7; paseo along eastern edge of parcel R-8; Village Entry Street along south edge of parcel R-8.
Vehicle Access:	None
Parking:	None
Edges:	Scenic edge along Telegraph Canyon Road; transition edge to school site on western edge of parcel R-7; transition edge to multi family site along western edge of parcel P-8.
Signing:	None

PLANNING AREA " B"

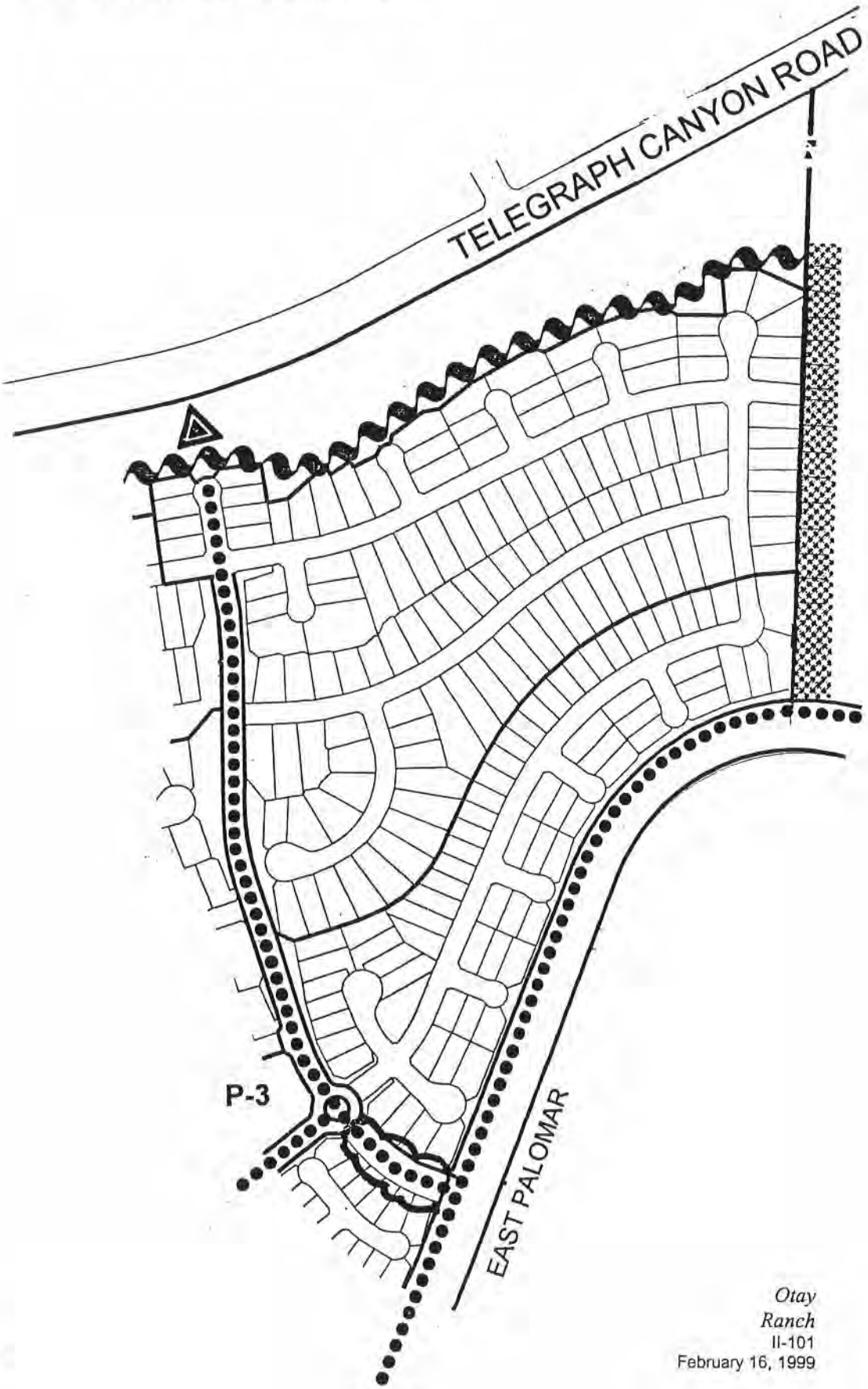


PLANNING AREA "C"

PLANNING AREA DESIGN SUMMARY SHEET

Planning Area Description:	Parcels R-9 & R-10 Village One Secondary Area
Allowable Uses/ Mix:	SF Residential / PC District SF3
SITE DESIGN ISSUES	
Special Criteria:	None
Building/Siting:	
Pedestrian Access:	Pedestrian edge along Promenade Street linking park sites; Residential Streets "A" linking park sites on western side of parcel R-10Paseo on western side of parcel R-9; Village Entry Street along south edge of parcel R-9 & R-11; Trail connection to Telegraph Canyon Road at northern terminus of Promenande Street in parcels R-9 and 10
Vehicle Access:	None
Parking:	None
Edges:	Scenic edge along Telegraph Canyon Road.
Signing:	None

PLANNING AREA "C"



PLANNING AREA "D"

PLANNING AREA DESIGN SUMMARY SHEET

Planning Area Description:	Parcel R-20 Village One Core Area
Allowable Uses/ Mix:	Multi-Family Residential / PC District RM-2
SITE DESIGN ISSUES	
Special Criteria:	None
Building/Siting:	Buildings should be located along the Promenade Street along the northeastern edge, and the Village Entry Street of the multi-family parcel, especially on the park edge to the southeast, and the corner of the Village Entry Street and the Park edge.
Pedestrian Access:	Pedestrian edge along Promenade Streets.
Vehicle Access:	Vehicle access should be limited along Promenade Streets; no vehicle access off Village Entry Street.
Parking:	Parking should be in the central portion of the site, away from the pedestrian edges of the site.
Edges:	Transition edge to parcel R-2; transition edge along the Transit Village Entry Street.
Signing:	Village Core sign program

PLANNING AREA "D"



PLANNING AREA "E"

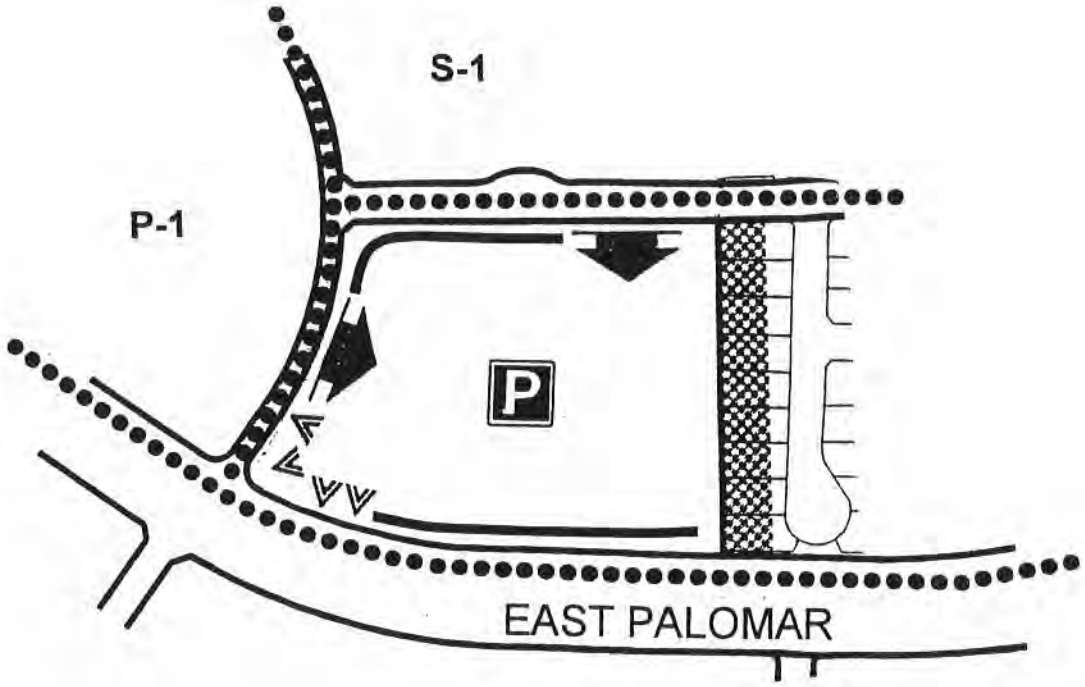
PLANNING AREA DESIGN SUMMARY SHEET

Planning Area Description:	Parcel R-21 Village One Core Area
Allowable Uses/ Mix:	Multi-Family Residential / PC District RM-2

SITE DESIGN ISSUES

Special Criteria:	None
Building/Siting:	Buildings should be located along the Promenade Streets on the northern and western edges, and the Village Entry Street edge of the multi-family parcel, especially on the park edge to the west, and the corner of the Village Entry Street and the Park edge.
Pedestrian Access:	Pedestrian edge along Promenade Streets and along the Village Entry Street.
Vehicle Access:	Vehicle access should be limited to the Promenade Street to the west.
Parking:	Parking should be in the central portion of the site, away from the pedestrian edges of the site.
Edges:	Transition edge to parcel R-8; transition edge slope planting along the Promenade Street to the north of the multi family site.
Signing:	Village Core sign program

PLANNING AREA "E"



PLANNING AREA "F"
PLANNING AREA DESIGN SUMMARY SHEET

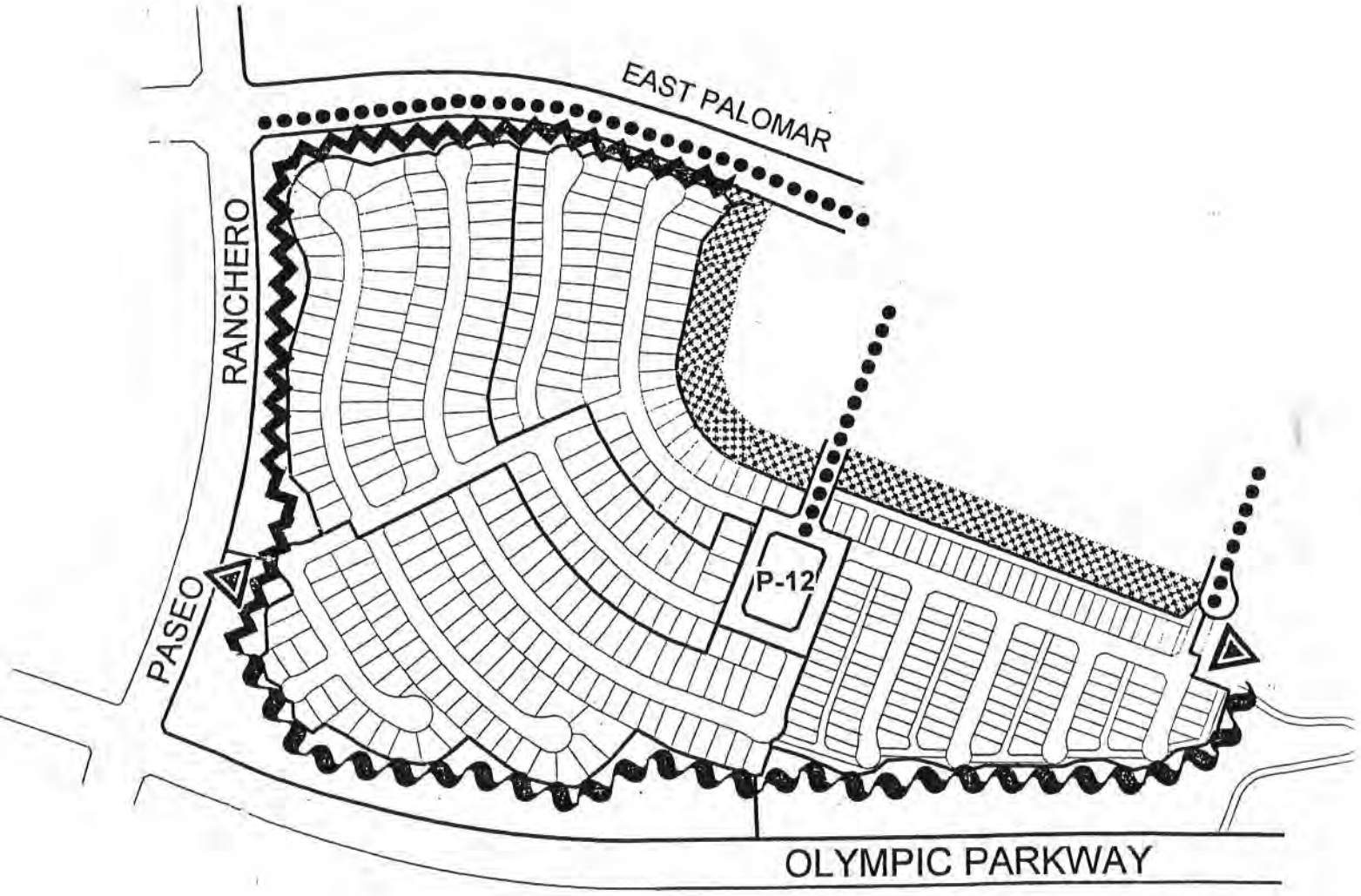
Planning Area Description:	Parcels R-16, R-17, R-18 Village One Core Area
Allowable Uses/ Mix:	Multi-Family & Single Family Residential / PC District SF3, SF4, RM1

SITE DESIGN ISSUES

Special Criteria:	This planning area includes multi-family and single family residential and a neighborhood park
Building/Siting:	Single family homes in parcels R-17 and R-18 should be located along the Residential Promenade Street. Transition edge between multi-family parcel R-16 and the mixed use core area.
Pedestrian Access:	Pedestrian edge along Promenade Streets. Secondary trail access through open cul-de-sac at southwest corner of Parcel R-17.
Vehicle Access:	Vehicle access should be limited to the Promenade Streets.
Parking:	None.

Edges:	Scenic edge along the southern and western parcel edges. Transition edge along Ranch Theme Street to the west and to the Village Entry Street to the north. Transition edge between multi-family R-16 parcel and the mixed use commercial area.
Signing:	None

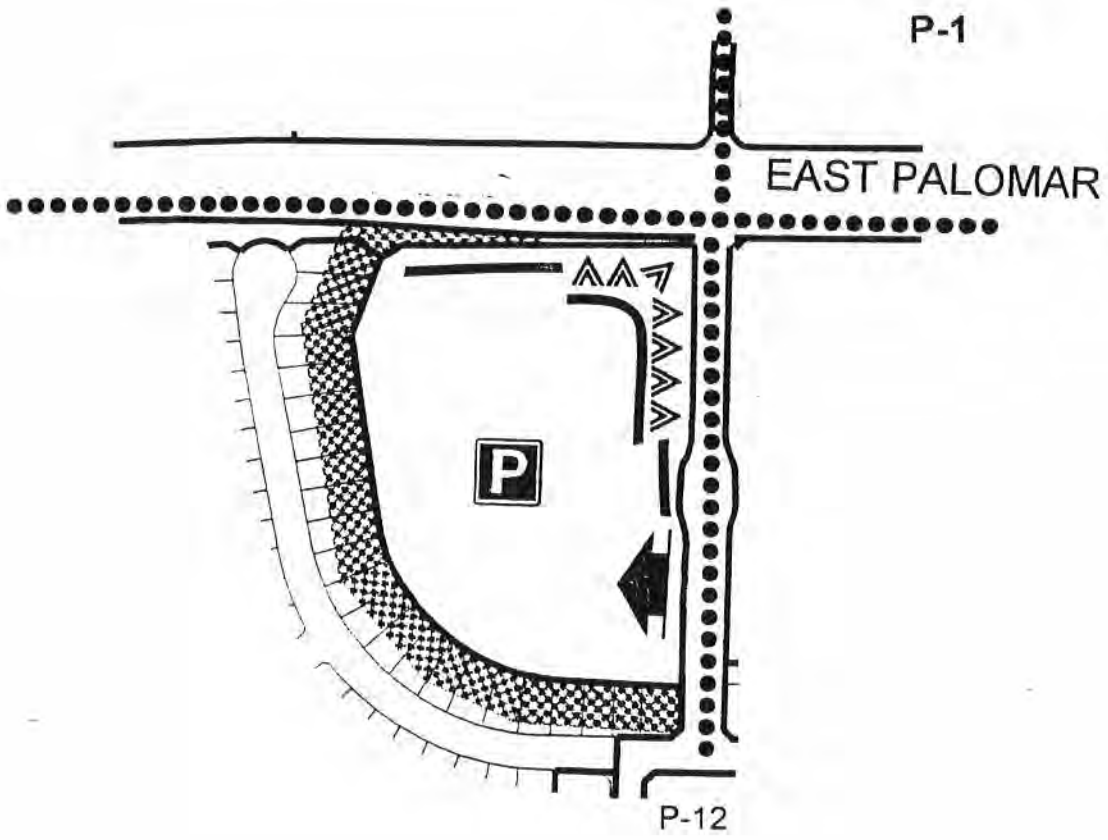
PLANNING AREA "F"



PLANNING AREA "G"
PLANNING AREA DESIGN SUMMARY SHEET

Planning Area Description:	Parcel R-19 Village One Core Area
Allowable Uses/ Mix:	Multi-Family Residential / PC District RM-2
SITE DESIGN ISSUES	
Special Criteria:	None
Building/Siting:	Buildings should be located along the Promenade Streets on the eastern edge, and the Village Entry Street edge of the multi-family parcel and the corner of the Village Entry Street and the mixed use parcel.
Pedestrian Access:	Pedestrian edge along Promenade Streets and along the Village Entry Street.
Vehicle Access:	Vehicle access should be limited to the Promenade Street; no vehicle access off Village Entry Street.
Parking:	Parking should be in the central portion of the site, away from the pedestrian edges of the site.
Edges:	Transition edge to parcel R-18; transition edge along the Transit Village Entry Street.
Signing:	Village Core sign program

PLANNING AREA "G"



PLANNING AREA "H"
PLANNING AREA DESIGN SUMMARY SHEET

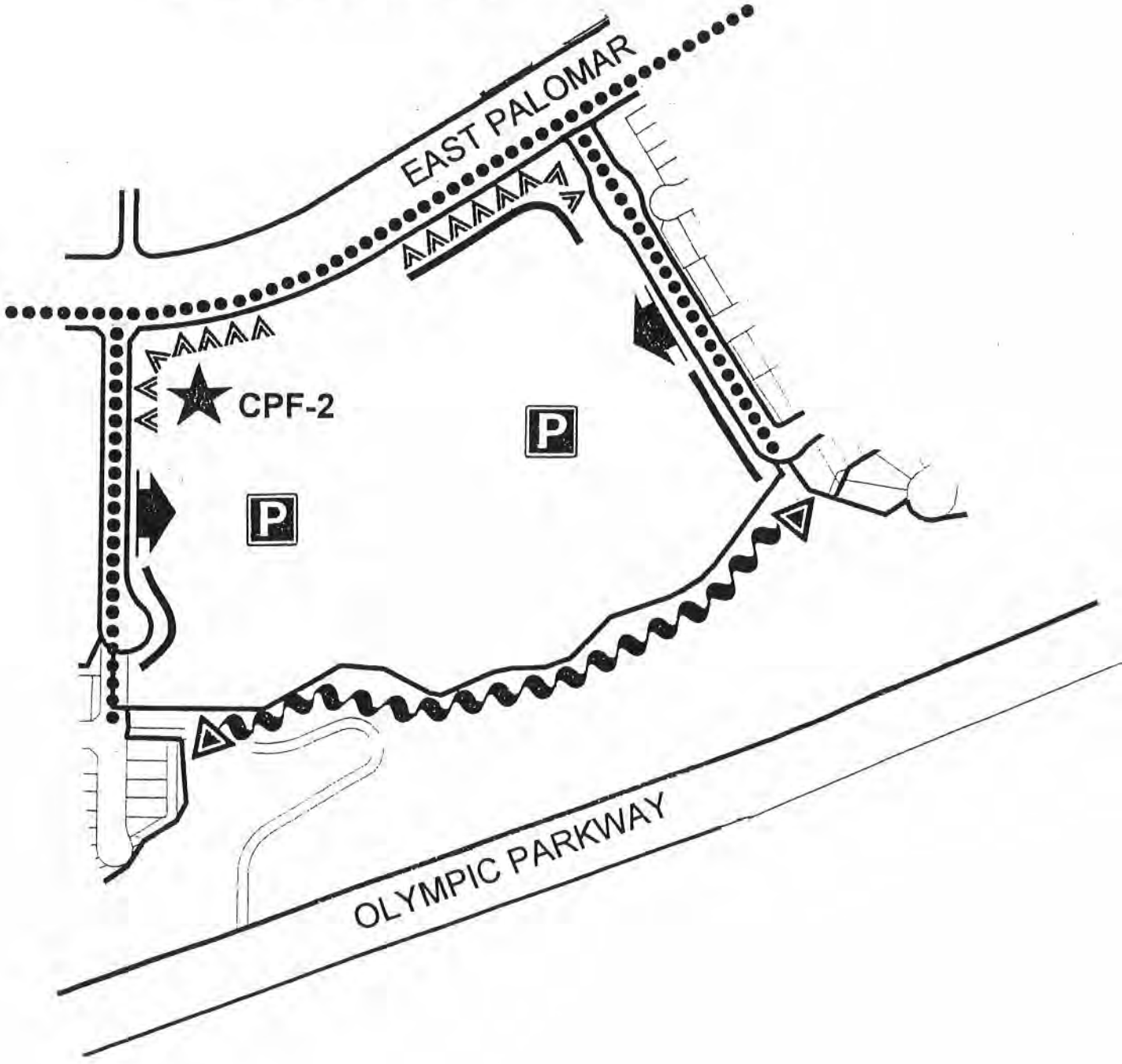
Planning Area Description:	Parcel R-47, C-1, CPF-1 Village One Core Area
Allowable Uses/ Mix:	Commercial Mixed Use, Multi-Family Residential / PC District C, RM-2 & CPF

SITE DESIGN ISSUES

Special Criteria:	This planning area defines the "Main Street" and will be the focal point for the Village Core. The Planned transit stations are located in the Transit Village Entry Street median across from the commercial mixed use parcel and park P-1. Good exposure from the Village Entry Street and pedestrian connections to the transit station should be provided. Diagonal parking should be provided along the northern edge of the commercial parcel.
Building/Siting:	Building fronts should be well articulated with a pedestrian friendly sidewalk experience. Building fronts should be oriented toward Village Core Street with Diagonal Parking. Rear of the buildings should provide secondary access to parking areas. Sidewalk along the "Main Street" is the primary building edge. CPF building(s) may be designed into the commercial, residential or may be a freestanding pad use.

Pedestrian Access:	Strong pedestrian edge along the "Main Street" and the Village Pathway. Strong pedestrian access links should be provided across the Village Entry Street to the median transit station and the neighborhood park.
Vehicle Access:	Vehicle access should be to the rear of the buildings and separated from pedestrian access routes.
Parking:	Diagonal parking should be provided along the northern edge of the commercial mixed use parcel. Larger parking lots should be to the rear of the commercial buildings.
Edges:	Transition edge to parcels R-16, R-17 & R-18; transition edge along the Transit Village Entry Street.
Signing:	Village Core sign program

PLANNING AREA "I"

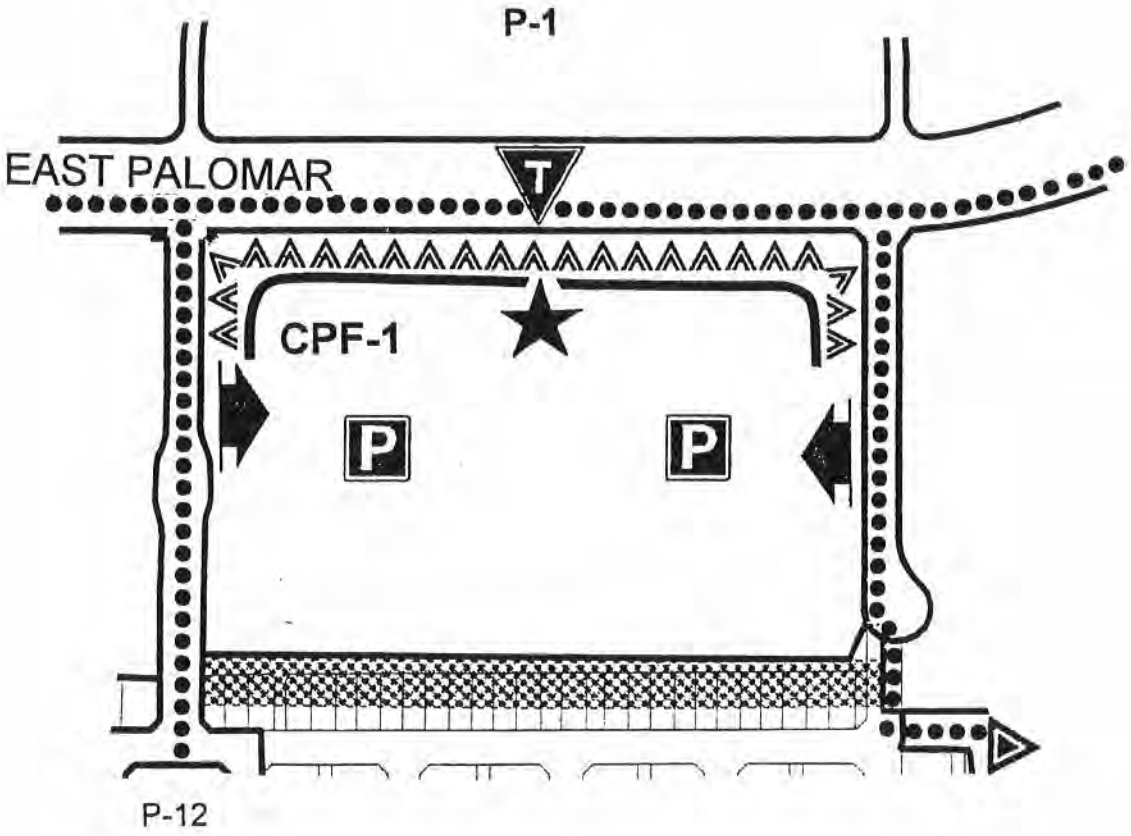


PLANNING AREA "J"

PLANNING AREA DESIGN SUMMARY SHEET

Planning Area Description:	Parcels R-12, R-13 & R-14 Village One Secondary Area
Allowable Uses/Mix:	SF Residential / PC Districts SF3, SF4 & RM1
SITE DESIGN ISSUES	
Special Criteria:	None
Building/Siting:	None
Pedestrian Access:	Pedestrian edge along Promenade Street on western edge of parcel R-14; Village Entry Street along northern edge of parcel R-14 and north /northwestern edges of parcel R-12; Trail connection – Village Pathway connection along the north east edge of parcel R-12 leading to pedestrian/cart overpass to Village Five, below the development site. Pedestrian trail connection Promenade Street on the west side of parcel R-14 leading to the Village Pathway connection to Village Two along the slope to the southwest, below the development site.
Vehicle Access:	None
Parking:	None
Edges:	
Signing:	None

PLANNING AREA "H"



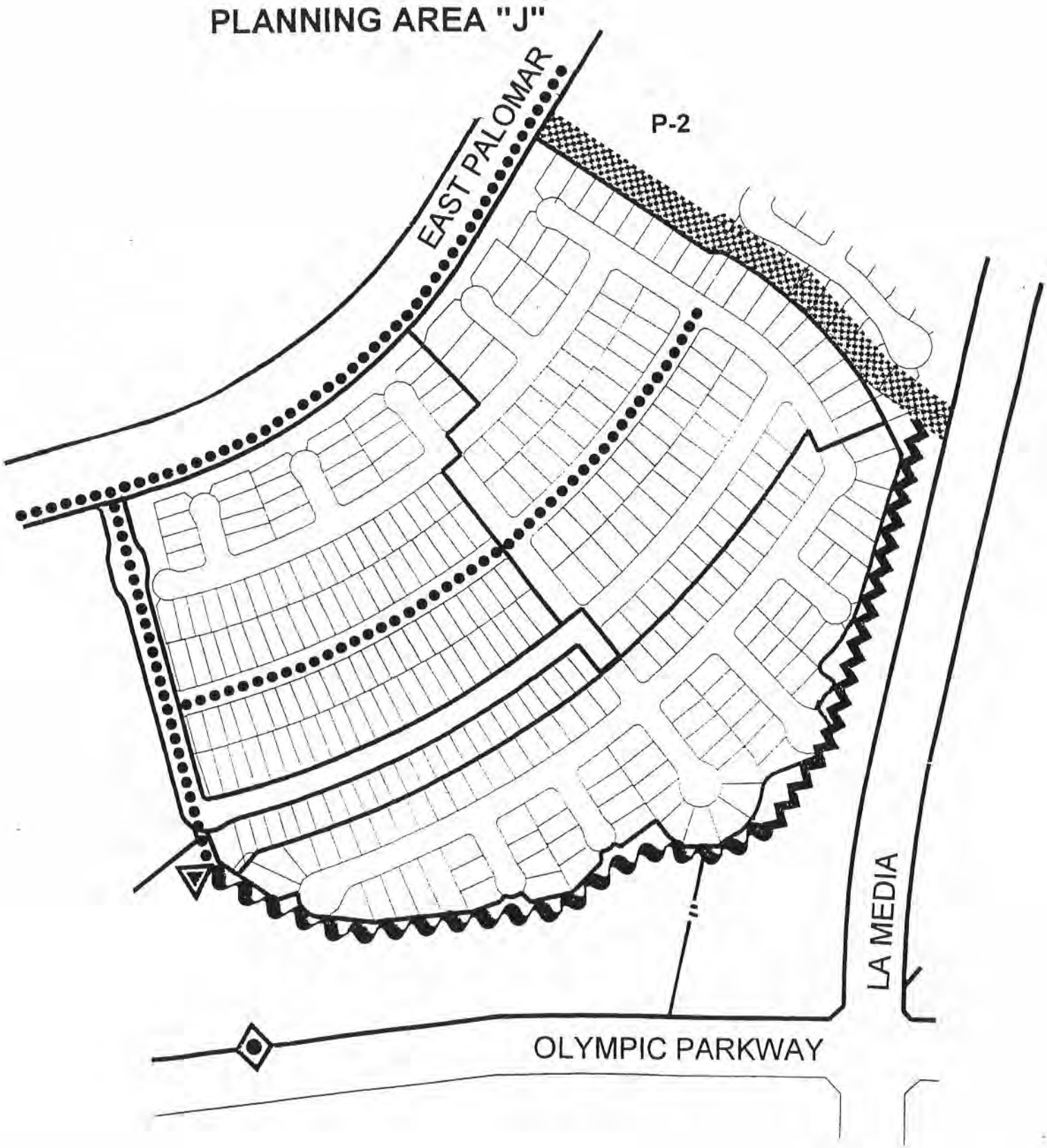
PLANNING AREA "I"

PLANNING AREA DESIGN SUMMARY SHEET

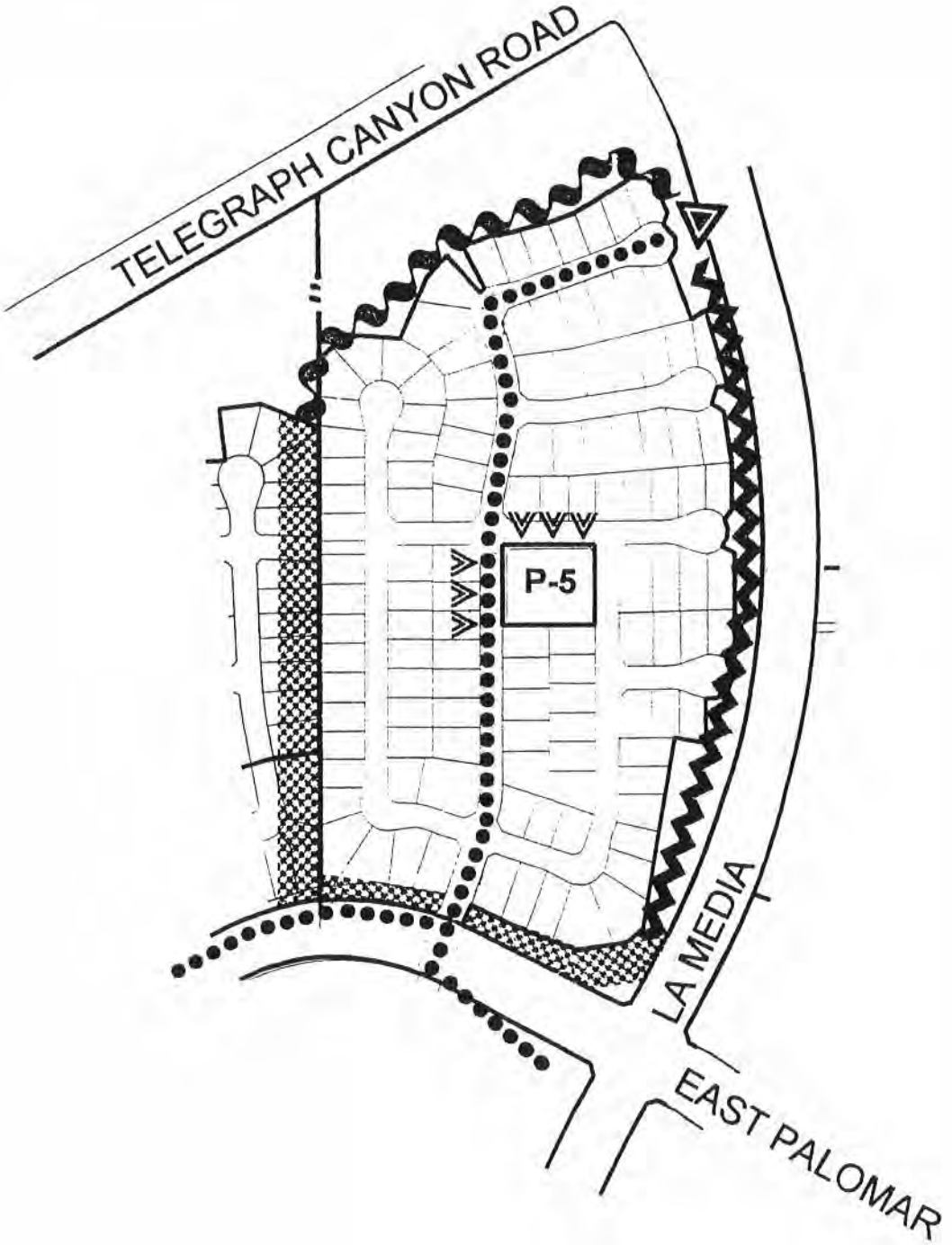
Planning Area Description:	Parcels R-15 & CPF-2 Village One Core Area
Allowable Uses/Mix:	Multi-Family Residential/Community Purpose Facility / PC Districts RM1/CPF

SITE DESIGN ISSUES

Special Criteria:	This planning area includes a Village Landmark building site within parcel R-15.
Building/Siting:	Buildings should be located and fronted on the Transit Village Entry Street along the northern edge and on the Promenade Street along the southern edge of the multi family parcel. Landmark building should be located in the CPF site. Secondary CPF building(s) should be located along a Promenade Street if one abuts the CPF parcel.
Pedestrian Access:	Pedestrian edge along Promenade Streets and along the western edge of Parcel R-15. Village Entry Street along northern edge of parcel R-15; Village Pathway along Promenade Street on the east side of parcel R-15 leading to non-vehicular path/bridge connection to Village Two along the slope to the southeast, below the development site. Additional pedestrian access to Olympic Parkway along emergency access road to the south.
Vehicle Access:	Vehicle access should be along the Promenade Streets with limited right in/right out access on the Transit Village Entry Street. The development of this site will require the extension of Fieldbrook Street to connect planning area "F" with planning area "J."
Parking:	Parking should be in the central portion of the multi-family parcel, and behind the CPF building(s), away from pedestrian edges.
Edges:	Transition edge to CPF parcel. Scenic edge across the Promenade Street to the south of the parcels.
Signing:	Village Core Sign Program.


PLANNING AREA "J"
EAST PALOMAR
P-2
LA MEDIA
OLYMPIC PARKWAY

PLANNING AREA "L"



PART THREE

VILLAGE ONE DESIGN PLAN

Original Approval June 4, 1996
First Amendment February 16, 1999

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III-1. Village Identity and Character

A. Village Setting

The SPA One project area is located within the Otay Valley Parcel of the Otay Ranch GDP area and roughly in the center of the Eastern Territories Planning Area described in the Chula Vista General Plan. SPA One includes all of Village Five and the portion of Village One east of the future extension of Paseo Ranchero, as depicted by the GDP Land Use Plan.

Village Five is located directly east of Village One, with the planned extension of La Media Road separating the two villages. The extension of *Olympic Parkway* ~~East Orange Avenue~~ will define the southern edge of both villages. Village Five is also to be served by the light-rail transit system, with a station planned within its core. The 115 acre core is also planned to include commercial, neighborhood parks, an elementary school site, CPF zoned land, and medium-high density housing uses. The GDP designates 1,263 single-family homes and 1,615 multi-family homes with the village.

Village Five is bounded on the north by Telegraph Canyon Road/Otay Lakes Road and the south by Poggi Canyon. The entire Otay Valley Parcel has been farmed or grazed, leaving only isolated areas of very fragmented sensitive habitat. The southern edge of the village consists of the undulating slopes of eastern Poggi Canyon. The northern edge of Village Five is Telegraph Canyon (Vicinity Map).

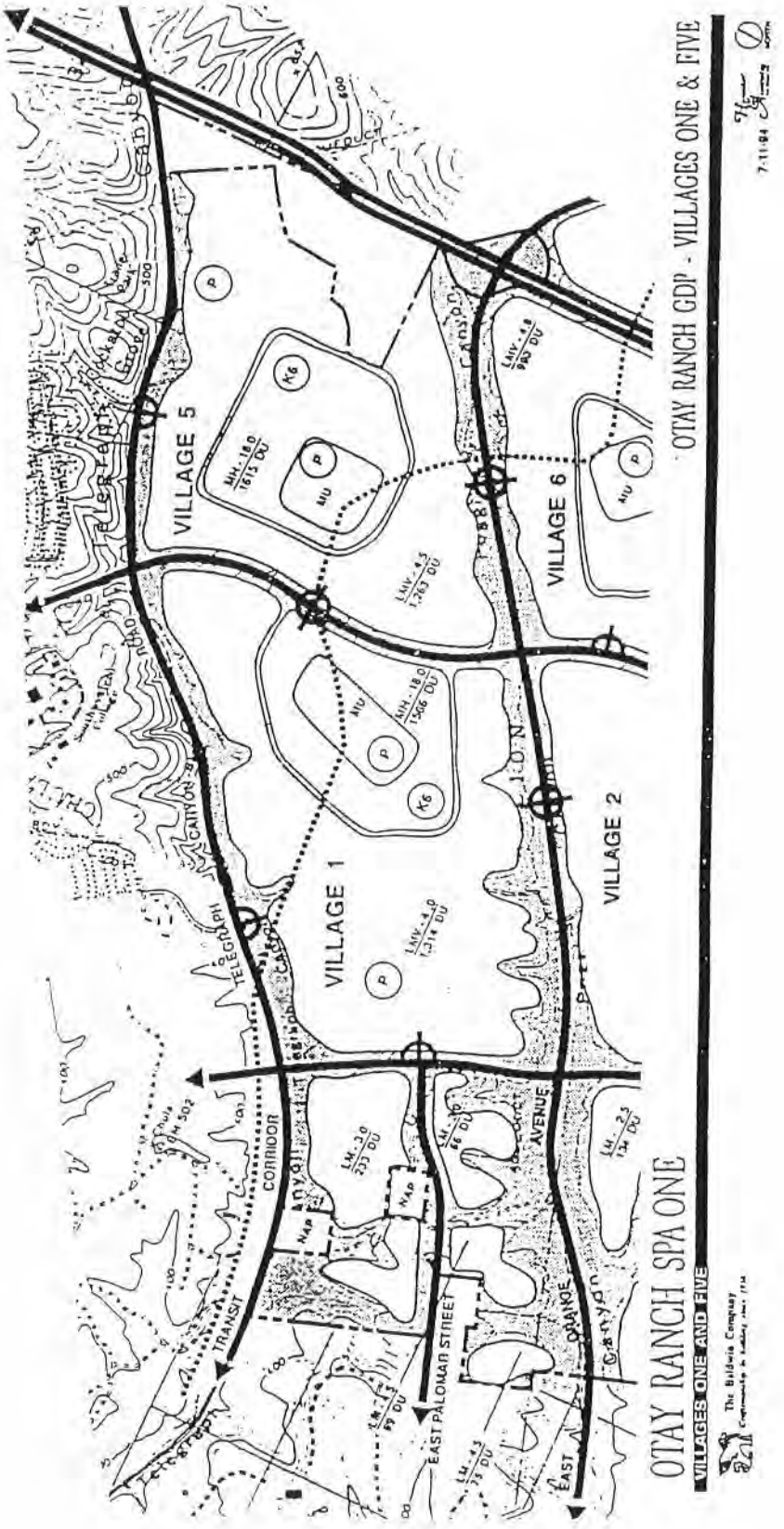
Limited scenic views extend to Village Five from along Telegraph Canyon Road and *Olympic Parkway* ~~East Orange Avenue~~, both identified in the Otay Ranch GDP as scenic corridors. The village site has views to the surrounding mountains to the northeast and east and to the Pacific Ocean to the west.

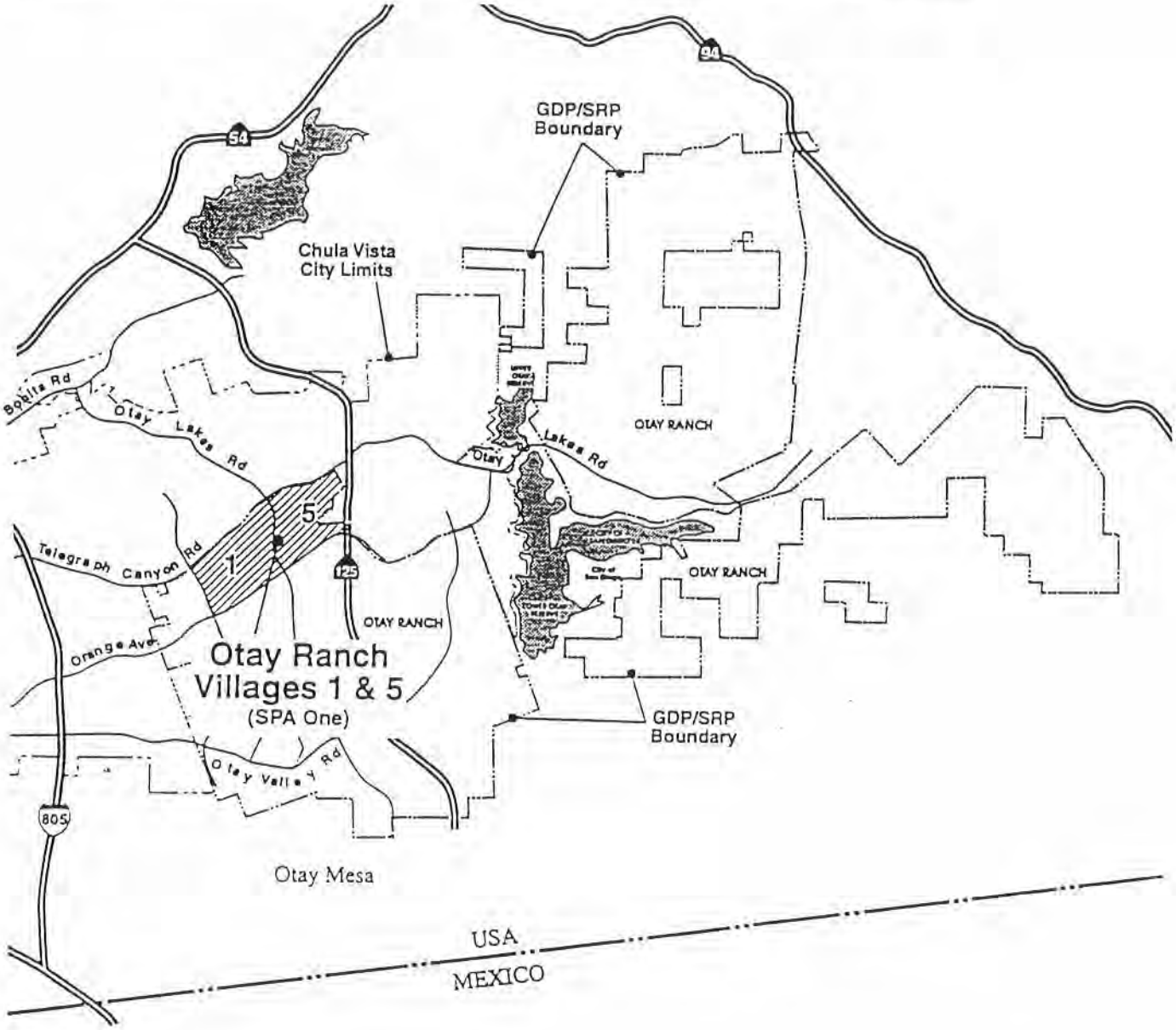
B. Design Influences

A number of factors influence the design of the Otay Ranch SPA One Plan. The primary design influence is the pedestrian friendly village concept described in the Otay Ranch General Development Plan. Other influences reflect on-site conditions and characteristics, such as landforms, biological resources, drainage patterns, aesthetics, land use relationships and circulation patterns. These influences are depicted in the Opportunities Map.

The primary design influence for Village Five is the pedestrian friendly village concept established in the Otay Ranch General Development Plan. Other influences reflect on-site conditions and characteristics such as, landforms, biological resources, drainage patterns, aesthetics, land use relationships and circulation patterns. Existing and planned development on adjacent parcels was also considered. The adjacent plans and uses include the regional open space system, off-site circulation consideration, public facility connections, the Telegraph Canyon SPA and EastLake Greens. Two reservoir site out-parcels owned by the Otay Water District are located at the eastern edge of the project.

Preserved open space areas within the Village Five will surround residential neighborhoods, public improvements and amenities, creating a well-defined community. There are 90.2 acres of open space within Village Five. The largest open space area includes the slopes of Poggi and Telegraph Canyons. The GDP provides for the creation of an urban village on the broad mesa above the canyon. This area will be surrounded by open space that will eventually be part of a ranch-wide system of open space and trails. Graded slopes will be contoured and landscaped with drought tolerant plantings visually compatible with the natural slopes.


OTAY RANCH GDP - VILLAGES ONE & FIVE
OTAY RANCH SPA ONE
VILLAGES ONE AND FIVE
VILLAGE 1
VILLAGE 2
VILLAGE 5
VILLAGE 6
TELEGRAPH CANYON ROAD
TRANSIT CORRIDOR
EAST PALOMAR STREET
OTAY VALLEY ROAD
EAST "H" STREET
MAJOR AVENUE
DRAINAGE
The Baldwin Company



OTAY RANCH

VICINITY MAP

VILLAGES ONE AND FIVE

The Baldwin Company
Craftsmanship in building since 1956

Development Design Services / GraphicAccess
Planning and Graphics Support Services

LEGEND
DEVELOPMENT ACCESS
NATURALIZED DRAINAGE CHANNEL
PROMINENT 25% SLOPES
CANDIDATE DEVELOPMENT AREAS
MAJOR DISTANT VIEWS (MOUNTAINS)
VIEWS (CANYONS)
AREA OF POTENTIAL SENSITIVE BIOLOGICAL RESOURCES
PREVAILING WINDS
OTAY LAKES RD
NAVY HOUSING
MULTIFAMILY
SINGLE FAMILY
MOBILE HOME PARK
EASTLAKE
OTAY WATER DIST. MAP
SR-125
OTAY RANCH VILLAGE 6
APACHE DR.
ROAD
VACANT
SINGLE FAMILY
BUENA VISTA RD.
CANYON
TELEGRAPH
VACANT
PASEO RANCHERO
DRANGE
AVENUE
LA MEDIA RD.
EAST
OTAY RANCH VILLAGE 2
PASEO RANCHERO
SUNBOW
ESTANCIA
ROAD
OTAY RANCH SPA ONE
VILLAGES ONE AND FIVE
OPPORTUNITIES MAP
7-11-94
The Baldwin Company

C. Village Type and Orientation

The organization of traditional communities takes on a familiar and logical form: a central community core with higher intensity mixed uses, and a surrounding residential area. This organization creates an understandable land use pattern and concentrates inter-related land uses in an area which becomes a viable transit service area. The GDP states that urban and transit-oriented villages within the Otay Ranch should emulate this pattern and include the components needed to allow the village to serve the needs of its residents without unnecessary automobile trips.

Village Five is both an urban and transit-oriented village. The village core is located in the southwestern portion of the village and includes *single-family and multi-family* ~~medium-high density~~ residential units, an elementary school, two neighborhood park sites, *mixed-use (residential above* commercial/retail), and CPF sites. The Village Five core identity is based on a traditional town square design. This will be implemented with commercial, office and public/quasi-public uses organized around a small tree-lined square. The town square park will provide a focal point for the village center and reflect a pedestrian orientation and urban character due to its proximity to higher-density residential and commercial uses. The town square is connected by a "paseo" extending to the secondary area of the village located to the northeast. The secondary area includes single-family residential neighborhoods, with a range of lot sizes and product types, and several pedestrian park sites.

D. Pedestrian/Transit Orientation

The land use plan for Village Five is consistent with the pedestrian and transit oriented guidelines presented in Part One of this document. The plan includes a more intense Village Core area which includes a commercial area close to a transit stop. The surrounding Secondary Area includes a range of housing and parks. The street system includes two promenade streets leading directly to the Core. The Village Core includes a traditional "Town Square" commercial

district and large neighborhood park as central focal points. A CPF site for civic uses is located prominently near the park and adjacent to the commercial center, while a school site is located at the edge of the Core.

E. Urban Theme and Character

To accentuate the relationship of Otay Ranch with its natural setting and the character of the region, a community design theme of "California Heritage" has been identified for SPA One, including Village Five. This theme is consistent with the ranching and agrarian images described in the Overall Design Plan. It is also compatible with the new urbanism community design concepts promoted in the village development concept of the GDP. As detailed below, this design theme is not a specific style of architecture which can be strictly interpreted. It is more of a character statement encompassing a wide range of styles which are appropriate for the Otay Ranch setting.

The California Heritage theme is based on several presumptions. First, California, and specifically Southern California, has a unique historical context which can be expressed in building design and is worth reiterating. This theme will embrace the past and adopt basic principles from successfully built examples in the region, historic Southern California communities such as portions of Los Angeles, Santa Barbara and San Diego. This theme can provide flexibility in design while allowing the community to age gracefully and accommodate changing land uses. Lastly, this design theme builds on the setting, landscape and other community framework elements from the Overall Design Plan, and provides a synergy of aesthetic elements - location, landscape, and high visibility buildings to make a statement greater than the individual elements.

As with intensity of development, there will be a range in interpretation of the design theme. The most visible and intensive uses, commercial and civic buildings at the Village Core, should most strongly convey the community design theme. Core and secondary residential uses would

complement the theme but be less strict in its execution, especially smaller buildings and lower density product types.

While not a specific architectural style, the California Heritage design theme can embrace a variety of specific style and combinations: Spanish Colonial, Mission, Ranch House, Bungalow, Moorish, Agrarian, etc. In general, California Heritage architecture will reflect the climate and materials indigenous to Southern California. The architectural feeling should be relaxed, simple and somewhat rustic. In larger buildings or groups of buildings, horizontal massing should be interspersed with vertical elements such as two story components and towers. Larger towers should signify focal elements and meeting/activity places. The accompanying sketches depict various images which inspire the community design theme.

The following guidelines summarize the architectural design principles in the Village Core commercial area:

- The architecture should be responsive to the climatic conditions of Otay Ranch. Shade, indoor and outdoor spaces, and people-gathering areas should be an important element for building design. Buildings should be constructed using materials with good insulating value.

- A variation of building height and massing, whether in groups of buildings or within individual buildings, should be achieved.

- All buildings should be composed of a base, middle and cap.

- Roof forms should reflect the historical heritage architectural vernacular.

- Windows, entries and doors should vary in size shape and detail.

- Second floor, pedestrian spaces should be opened up to view as much as possible for easy access and convenient identification and, where possible, to provide second floor connections to other buildings by use of bridges.

- Certain standardized architectural elements should be required in all buildings within a individual Core area or complex. These elements should be identified at the precise plan stage. A building should not exactly copy the style of its neighbors but it should address and/or share certain fundamental architectural characteristics. Architectural style along the same street or within a complex should include buildings of similar height and share one or more distinctive elements: materials, window style, door style, detailing, porches, arcades, overhangs, roofing, color, etc.

- The highest use pedestrian areas should have the highest level of design detail (*e.g.*, courtyards and plazas).

The following site planning principles, to be utilized in the Village Core commercial area, relate to the California Heritage theme and good design practice:

- Projects should promote the design theme by utilizing courtyards or plazas as focal points.

- Parking lots, walkways and courtyards should be designed at a human scale to promote pedestrian and bicycle movement and reduce the impersonal expansiveness of large spaces.

- Each project should provide a well articulated, identifiable entry sequence for the pedestrian and vehicular user, from street to building. Project entries and connections to and into buildings should be enhanced with landscaping, hardscape detail and accented architectural design.

- All service and loading areas should be accessed from an alley or rear parking area. No loading should occur

on the street or pedestrian oriented sides of a building. No garage type loading doors shall be located on a building facade directly facing a public street.

- Outdoor refuse or storage containers shall be completely screened. No refuse collection or storage areas shall be located between a street and the front of a building.

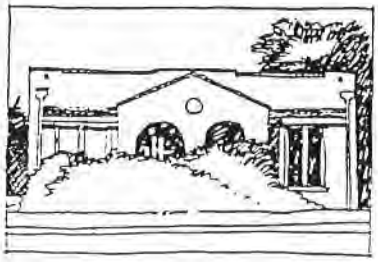
- Mechanical and electrical equipment, utility connections, and antennas should be mounted within the interior of a building whenever practical. When interior mounting is not practical, equipment should be screened from public view.

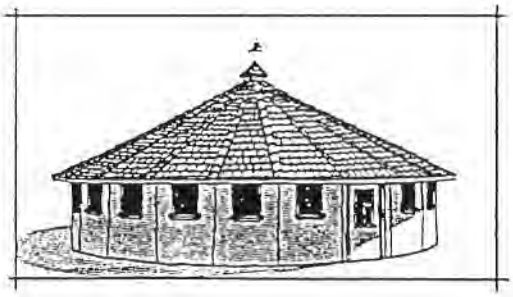
ARCHITECTURAL IMAGES



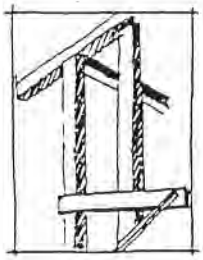


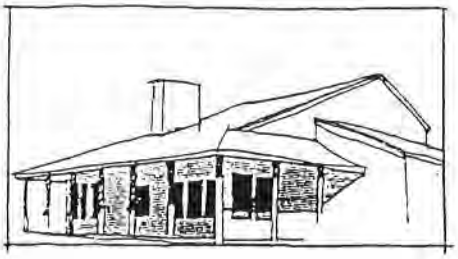


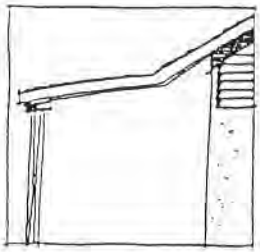








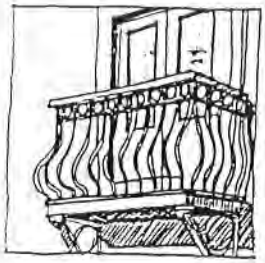
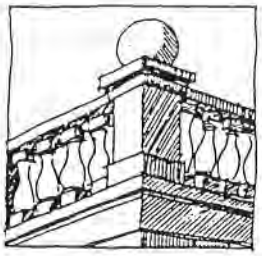


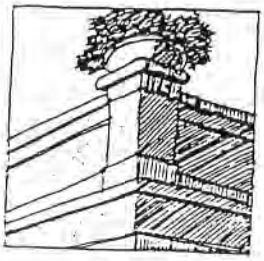
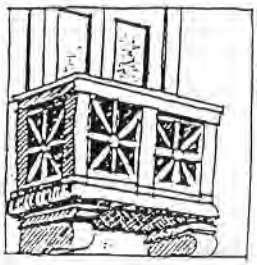


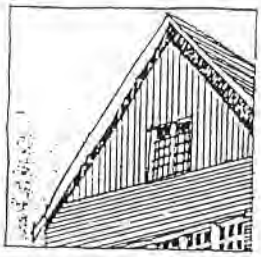
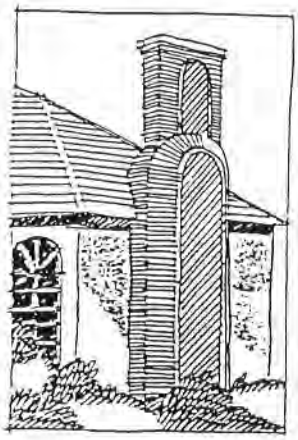




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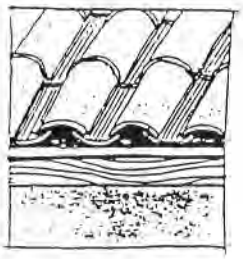



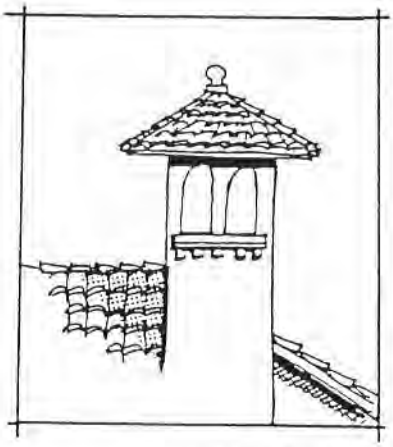






ARCHITECTURAL IMAGES





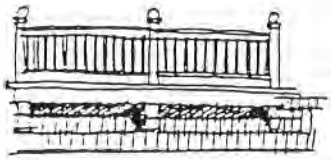


EAVES and RAKES with no OVERHANG. GUTTERS OPTIONAL



EAVES and RAKES with MINIMAL OVERHANG.

CUPOLAS can be used as ACCENT FEATURES and have the ADDED BENEFIT of also SERVING as EXHAUST FAN or GRAVITY VENT FEATURES

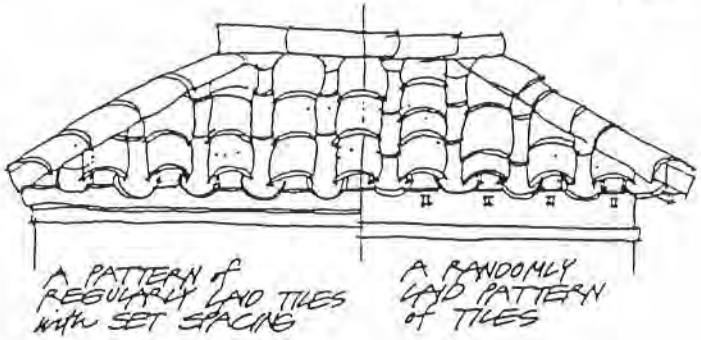


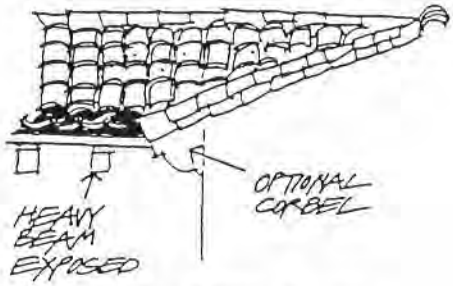
"WINDOW WALKS" and BALUSTRADED PARAPETS can be used on FLAT ROOF PORTIONS of the STRUCTURES to RELIEVE LONG STRETCHES of GABLED AREAS and to SHIELD FLAT ROOF AREAS where SOLAR PANELS are EMPLOYED.



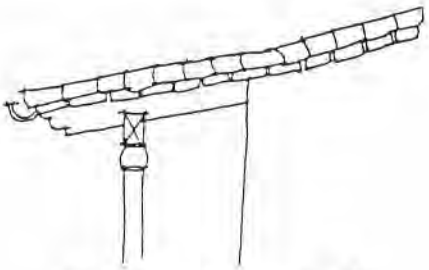
GARDEN STRUCTURES and PERGOLAS can be used in the HIGHER DENSITY DEVELOPMENTS WHERE they can be EMPLOYED to IDENTIFY INDIVIDUAL ENTRANCES to UNITS.

ARCHITECTURAL IMAGES



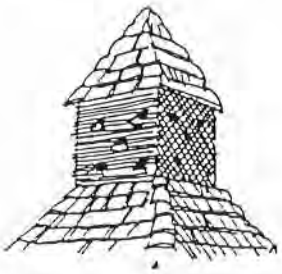


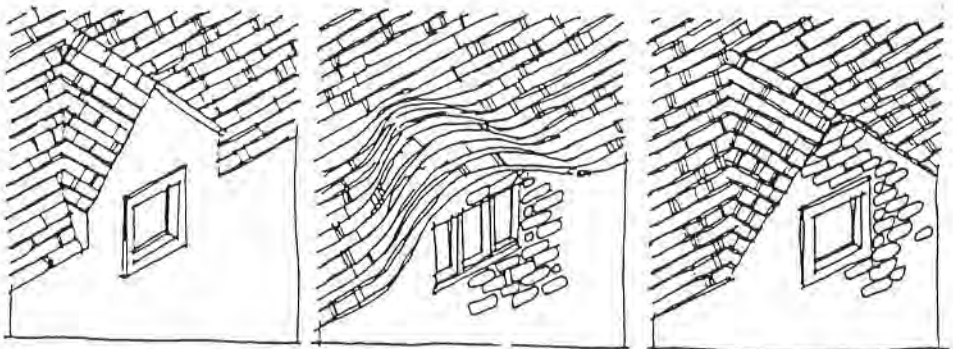
TYPICAL CLIPPED EAVE



DEEP OVERHANG of BEAMS SHAVED at the END

CUPOLAS can be used as DESIGN FEATURES and "SOLAR CHIMNEYS"





THE VARIOUS TYPES of DORMERS USED in PROVIDING LIGHT to UPPER STORIES are SHOWN ABOVE.

ARCHITECTURAL IMAGES



DOUBLE HUNG WINDOW in a DORMER



VARIOUS FORMS of DOUBLE HUNG, DIVIDED LIGHT WINDOWS



GROUP DOUBLE HUNG and DORMER WINDOWS VERTICALLY



OVERSIZED CASEMENT with SHUTTERS

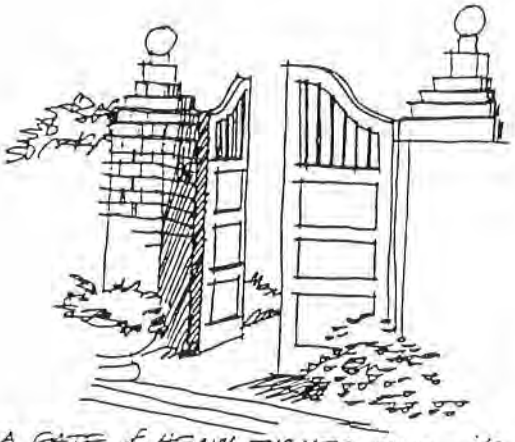


COURTYARD ENTRY & ARCHED WOODEN DOORS

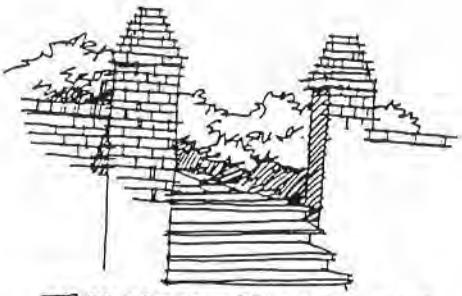


COURTYARD ENTRY DOORS SET IN BRICK CAPPED WALL

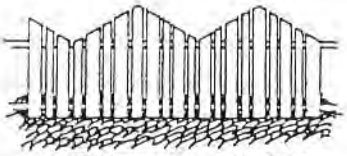
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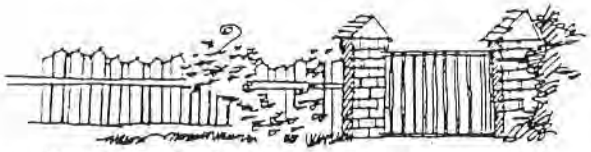
A GATE of HEAVY TURNED WOOD with ELABORATE BRICK WORK



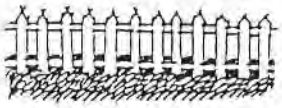
TRUNCATED PYRAMID CAP ON A MASONRY WALL.



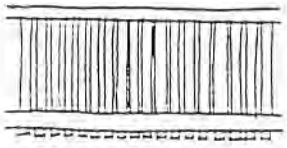
GEOMETRIC SHAPED PICKET FENCE



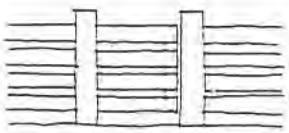
A VARIEGATED HEIGHT PICKET FENCE with MASONRY PILASTERS.



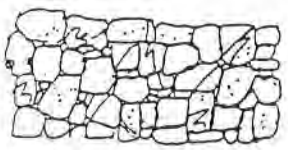
SIMPLE TRADITIONAL PICKET FENCE.



HORIZONTAL RAIL FENCING PAINTED to MATCH RAIL TRIM of the MAIN STRUCTURE



LOW FORMAL PICKETS with a HORIZONTAL CAP RAIL

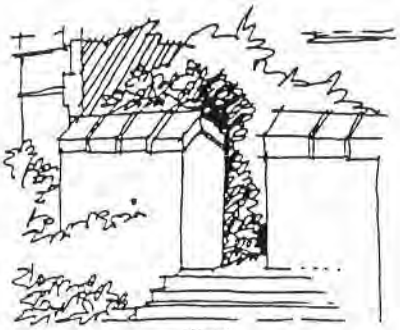


LOW ROCK WALLS may be USED to DEFINE IMPORTANT AREAS.

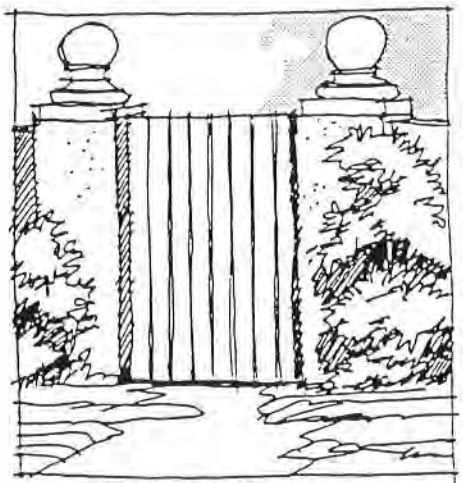
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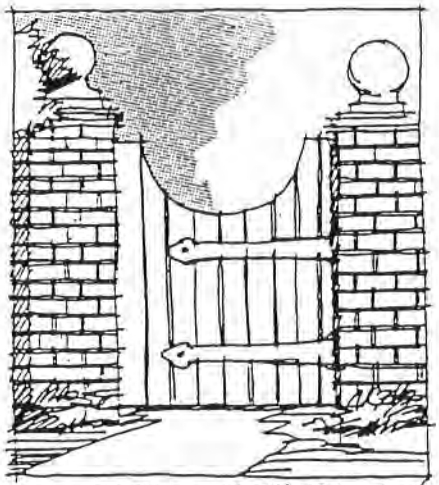
SIMPLE WOOD GATE SET IN A STONE FENCE.



A STUCCO FENCE WITH BRICK CAP.

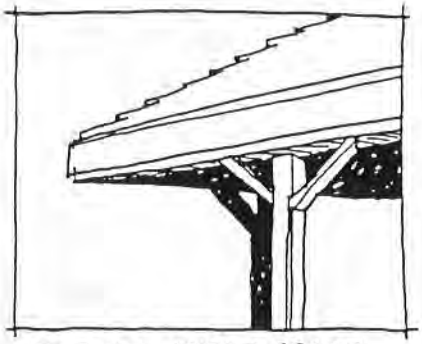


AN EXAMPLE of a SIDE YARD GATE of STUCCO, CAST STONE and WOOD

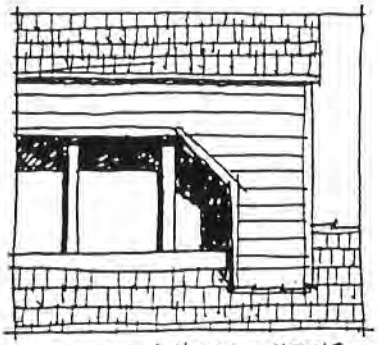


A SIMPLE ENTRY GATE of BRICK, WOOD and CAST STONE

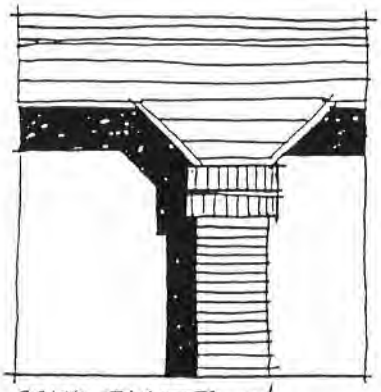
ARCHITECTURAL IMAGES



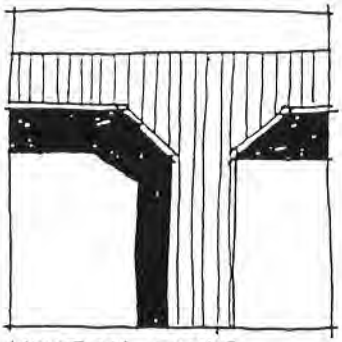
POST WITH ANGLE BRACE



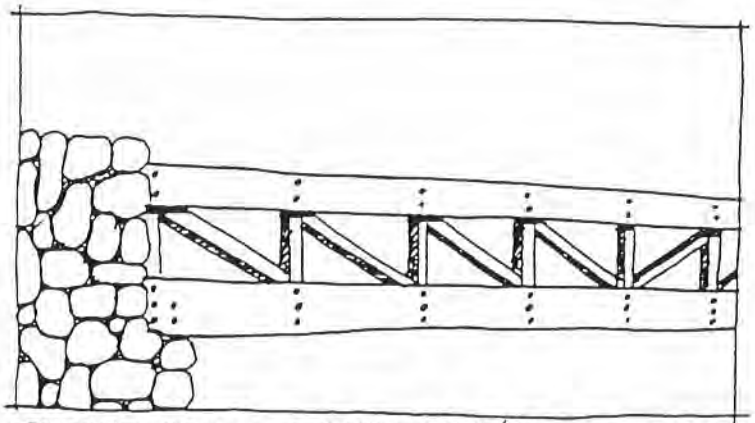
DORMER W/ HORIZ. SIDING



BRICK PILASTER and HORIZ. SIDING

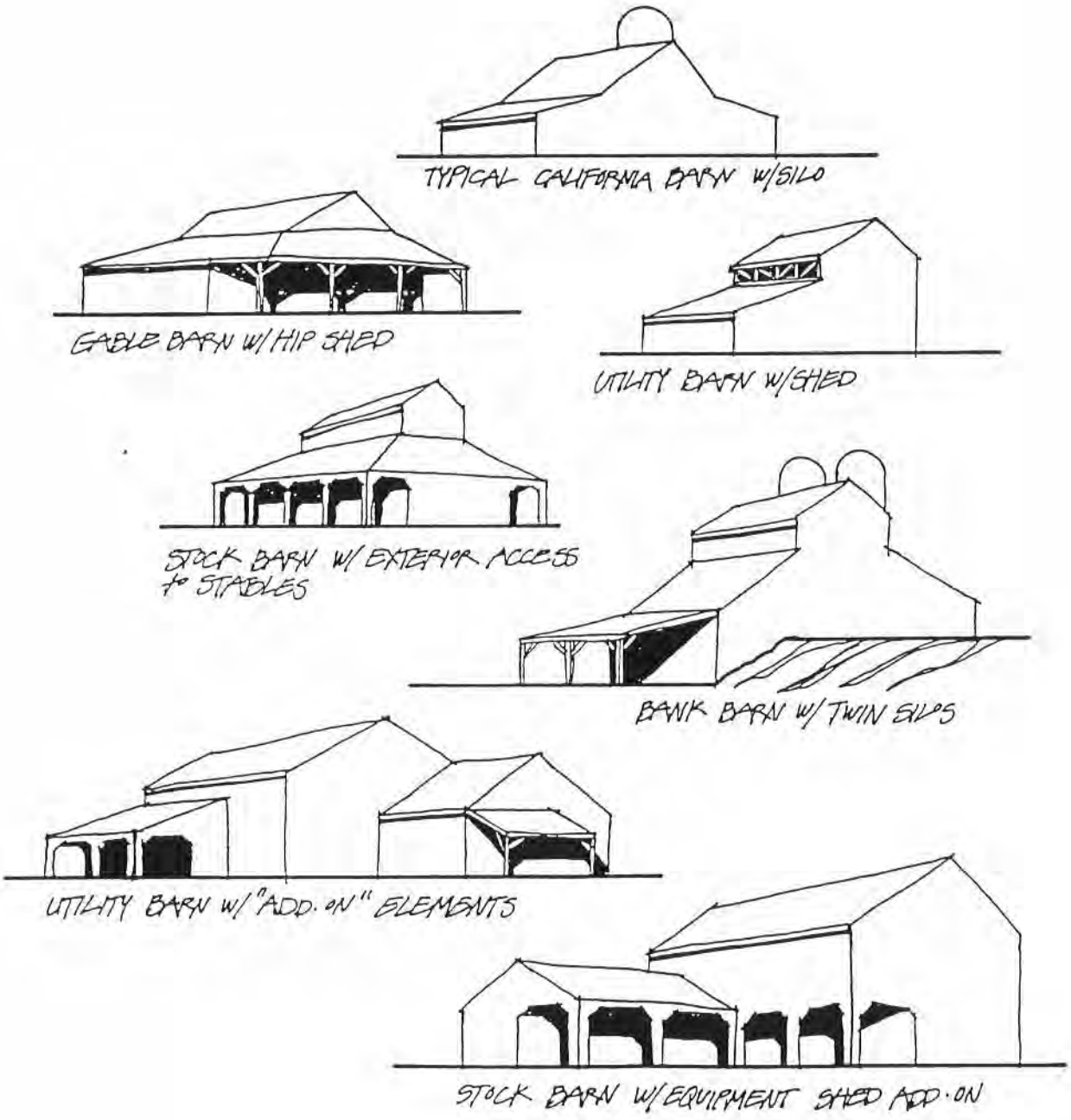


VERTICAL SIDING



TRUSSED BRIDGE at PEDESTRIAN/CART CROSSING

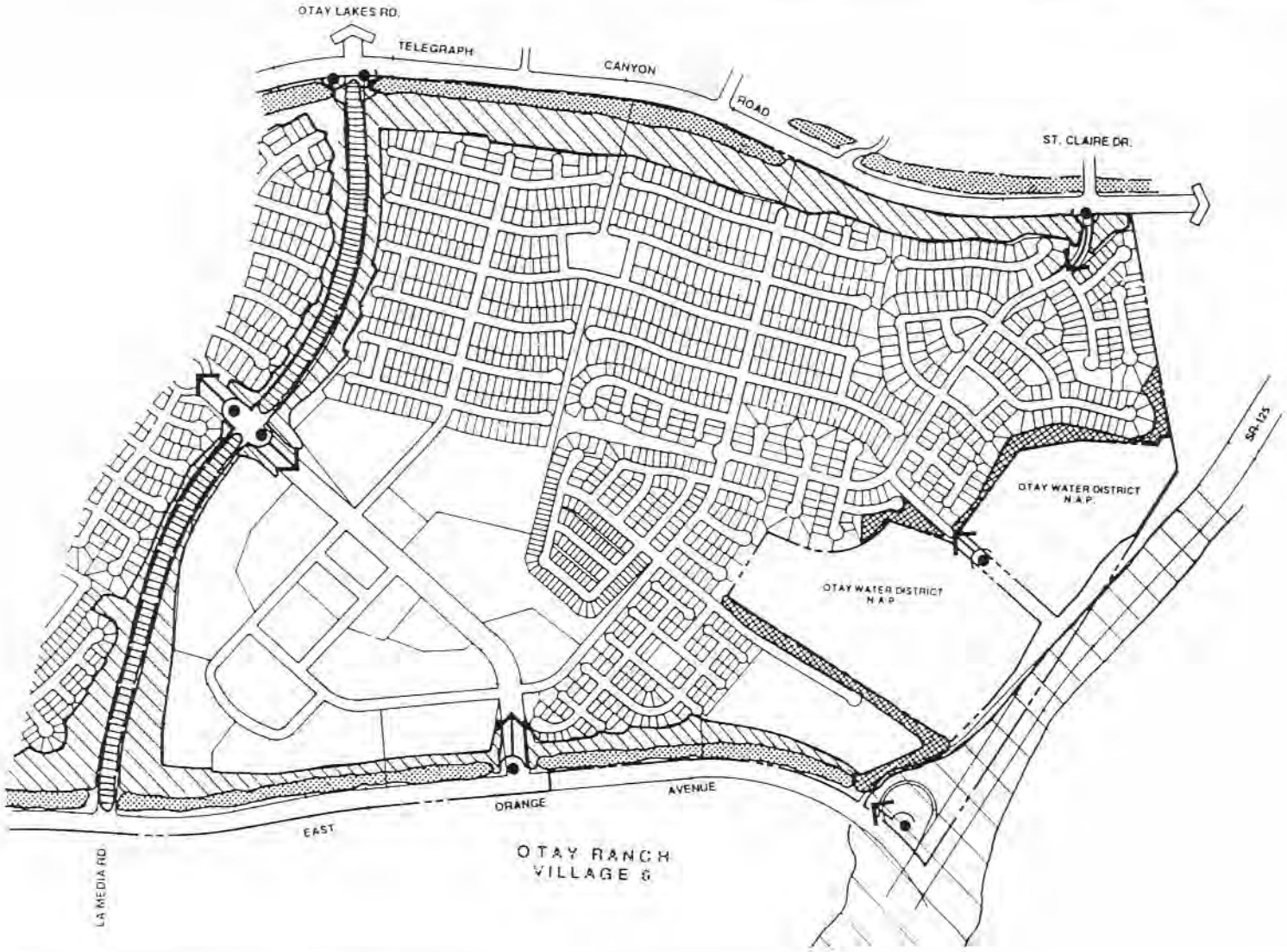
ARCHITECTURAL IMAGES



III-2. Village Structure Guidelines

A. Perimeter Landscape Concept

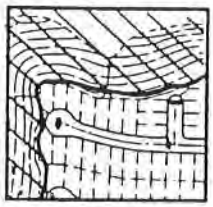
The Village perimeter landscape, while forming a scenic buffer of informal transitional planting, will create a visual link with the greater open space areas within and near Otay Ranch. These massive areas of planting will bring a sense of open space and therefore the character and setting of the region into the urbanized Village areas.



VILLAGE PERIMETER LANDSCAPE ZONES

Legend

- Transition Bulfer
- Riparian Meander Zone
- Ranch Theme Street
- Village Screen
- Freeway Landscape (SR-125)
- Community/Village Entry



VILLAGE PERIMETER LANDSCAPE ZONES - VILLAGE FIVE

- Transition Buffer - Indigenous Character

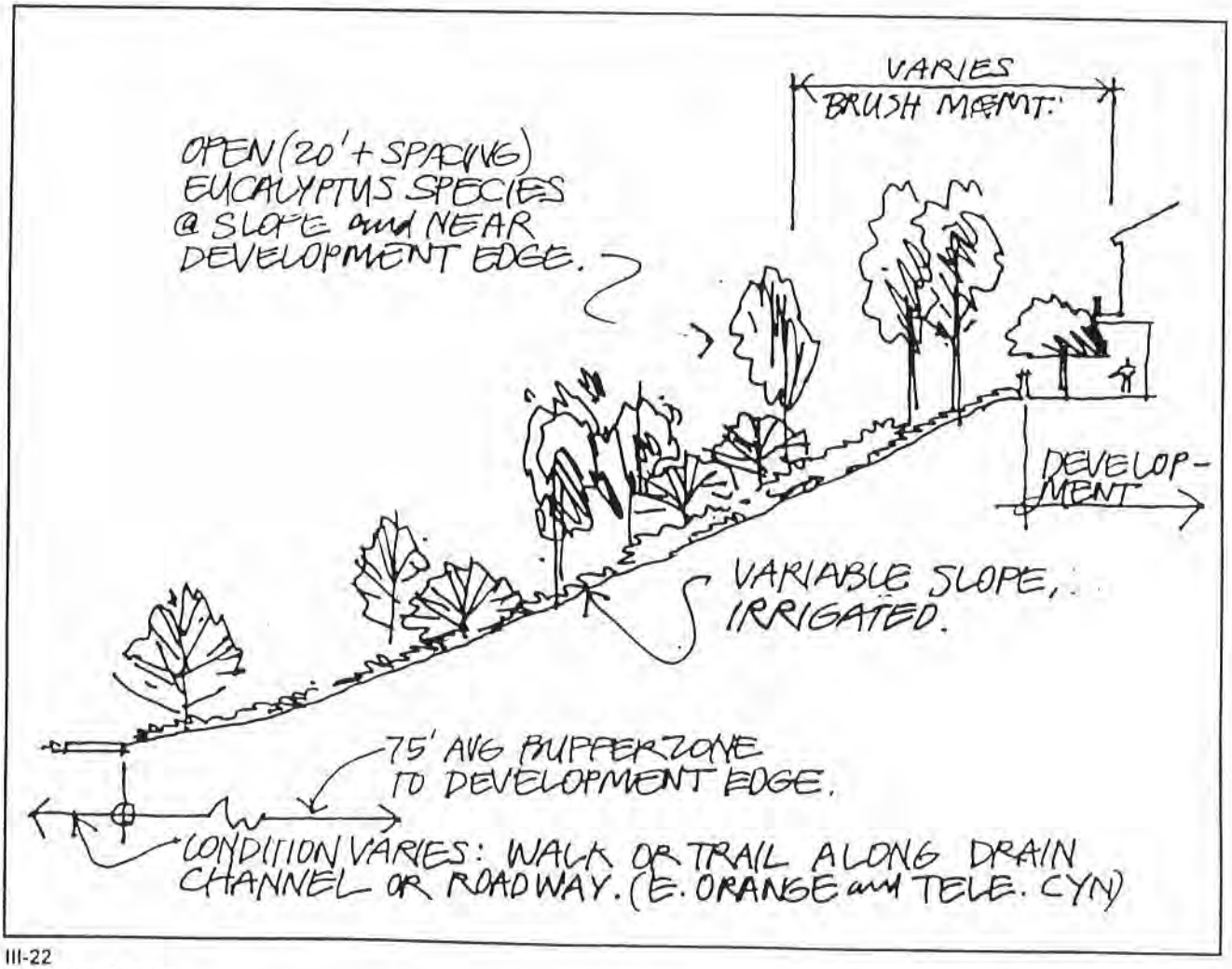
Description: Transition planting on irrigated/manufactured slopes with an indigenous landscape, with taller, open trees at the top of slopes and lower trees and shrubs at mid slope.

Plant Palette

Trees: Eucalyptus species (*camaldulensis, cladocalyx, sideroxlyn rosea*) at mid-slope and near top of slope. Live Oak (*quercus agrifolia*), Toyon (*Heteromeles arbutifolia*) in groves at mid slope. Note: Final Eucalyptus selection subject to Fire Marshall approval.

Shrubs: Lemonade Berry (*Rhus integrifolia*), Rockrose (*Cistus species),* Holley Leaf Cherry (*Prunus ilicifolia*).

Groundcover: *Acacia Redolens* (30% of area), Australian Saltbush (*atriplex semibaccata*), Coyote Brush (*pilularis prostrata*), Trailing Gazania (*Gazania rigens*), Prostrate Rosemary (*Rosmarinus officinalis*), and *Myoporun parvifolium prostrata.*





VILLAGE PERIMETER LANDSCAPE ZONES - VILLAGE FIVE

- Riparian Meander

Description: A planting zone adjacent to an incorporating the manufactured drainage channel. Landscape to reflect the natural riparian character of the regional valley bottom.

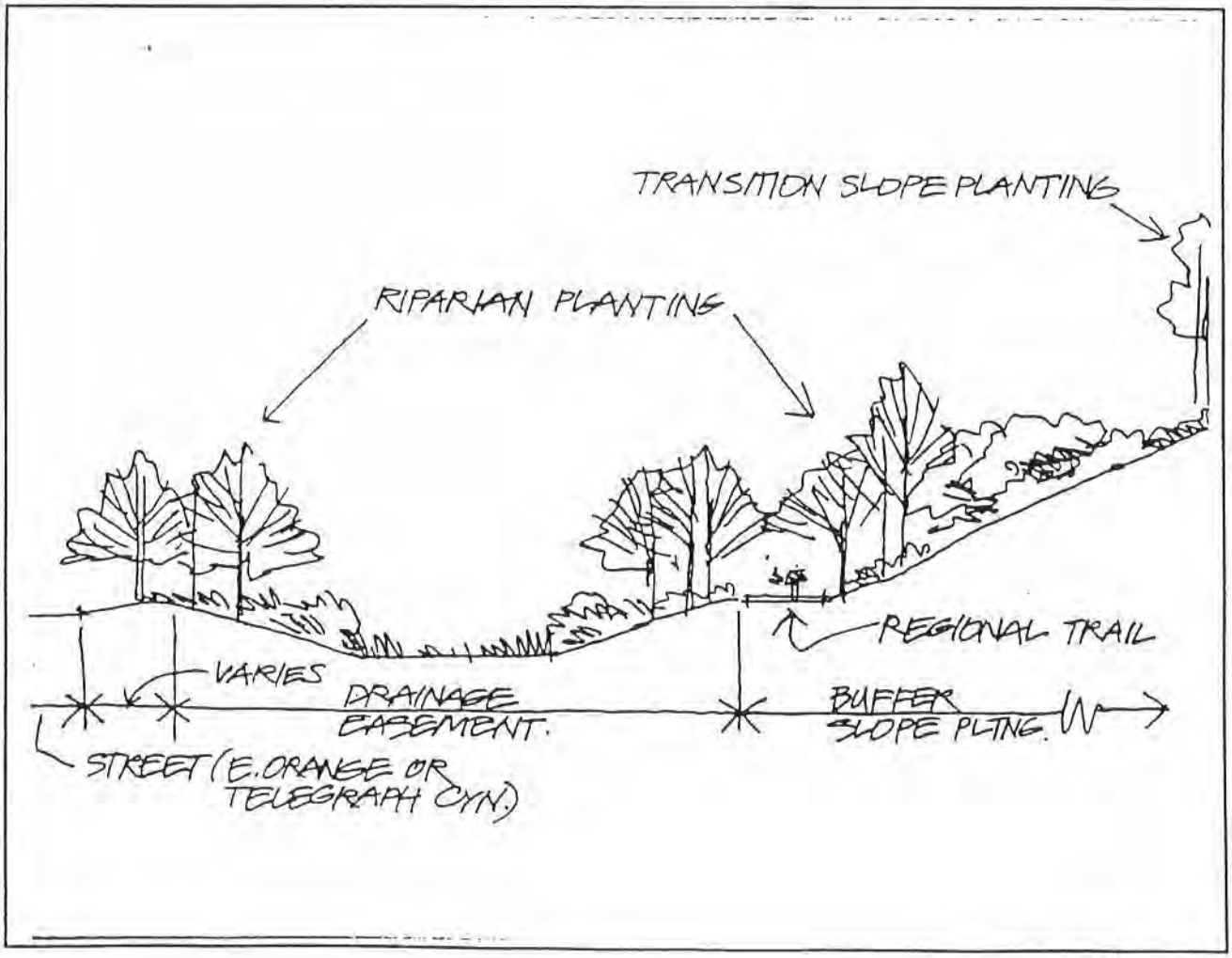
Location: Along south side of Telegraph Canyon Road and north side of East Orange Avenue.

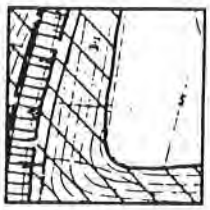
Plant Palette

Trees: California Sycamore (*Plantanus racemosa*) - primary tree. Freemont Cottonwood (*Populus fremontii*) and Coastal Live Oak (*Quercus agrifolia*).

Shrubs: Fuschia Flowered Gooseberry (*Ribes speciosum*), Mexican Elderberry (*Sambucas mexicana*), Blue Eyed Grass (*Sisyrinchium bellum*).

Ground Cover: Periwinkle (*Vinca major*), Hall's Honeysuckle (*Lonicera japonica 'Halliana'*), Moss Verbena (*Verbena tenulsecta*), Rush (*Scripus species*)





VILLAGE PERIMETER LANDSCAPE ZONES - VILLAGE FIVE

- Transition Buffer - Ornamental Indigenous at Ranch Theme Streets

Description: Transition planting on irrigated/manufactured slopes to blend and transition from indigenous slope planting to a more ornamental character.

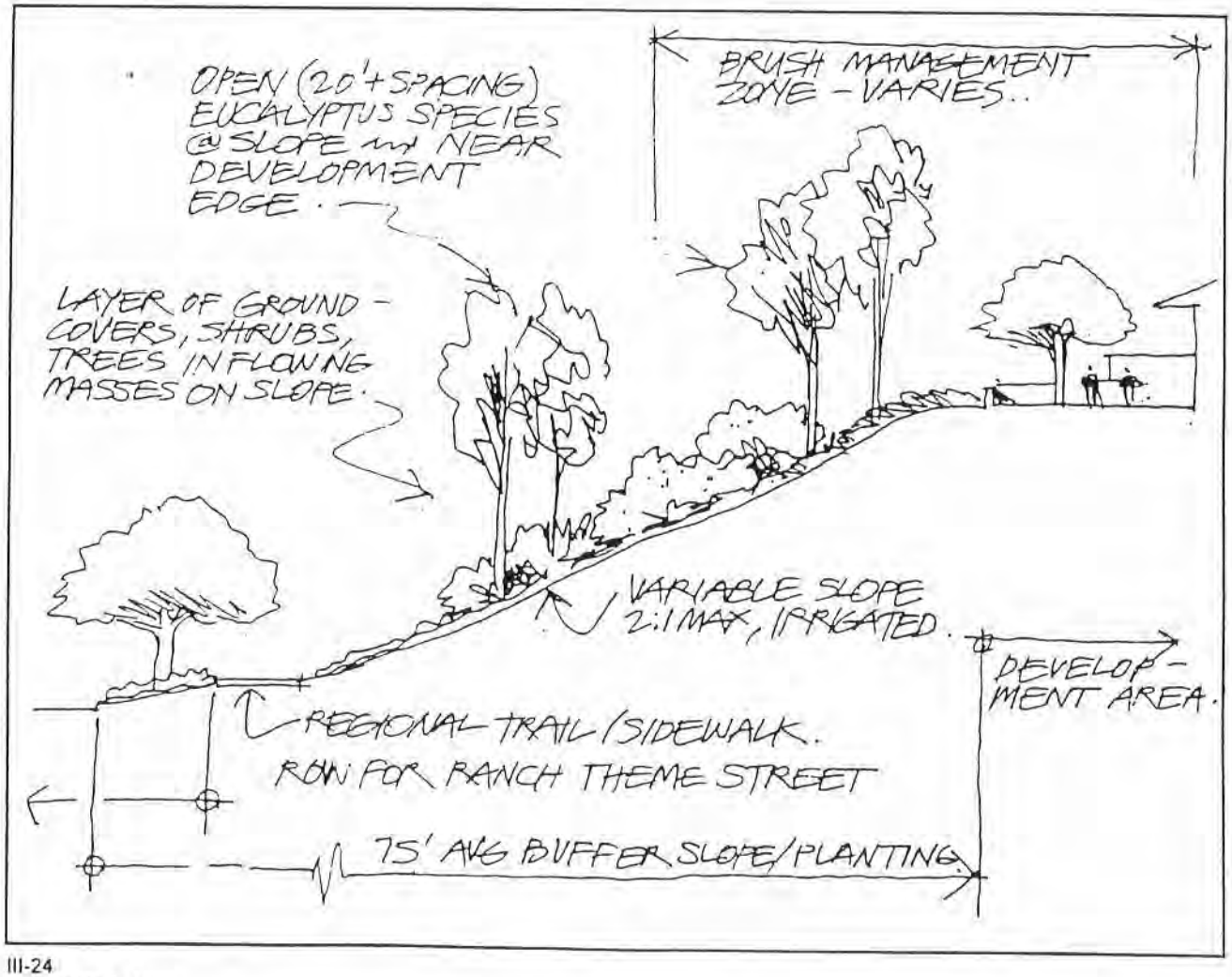
Location: On east and west slopes adjacent to La Media and Paseo Ranchero.

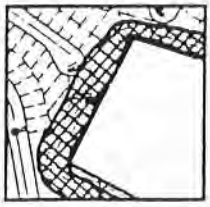
Plant Palette

Trees: Eucalyptus species (*camaldulensis, cladocalyx, sideroxylon rosea*) at mid-slope and near top of slope. Live Oak (*Quercus agrifolia*), and Toyon (*Heteromeles arbutifolia*) in grove at mid-slope.

Shrubs: African Sumac (*Rhus lancea*), Rockrose (*Cistus species*).

Groundcover: Prostrate Acacia (*Acacia 'Pecoff Verde'*), Wild Lilac (*Ceanothus species*), *Acacia Redolens*, and *Myoporum parvifolium.*





VILLAGE PERIMETER LANDSCAPE ZONES - VILLAGE FIVE

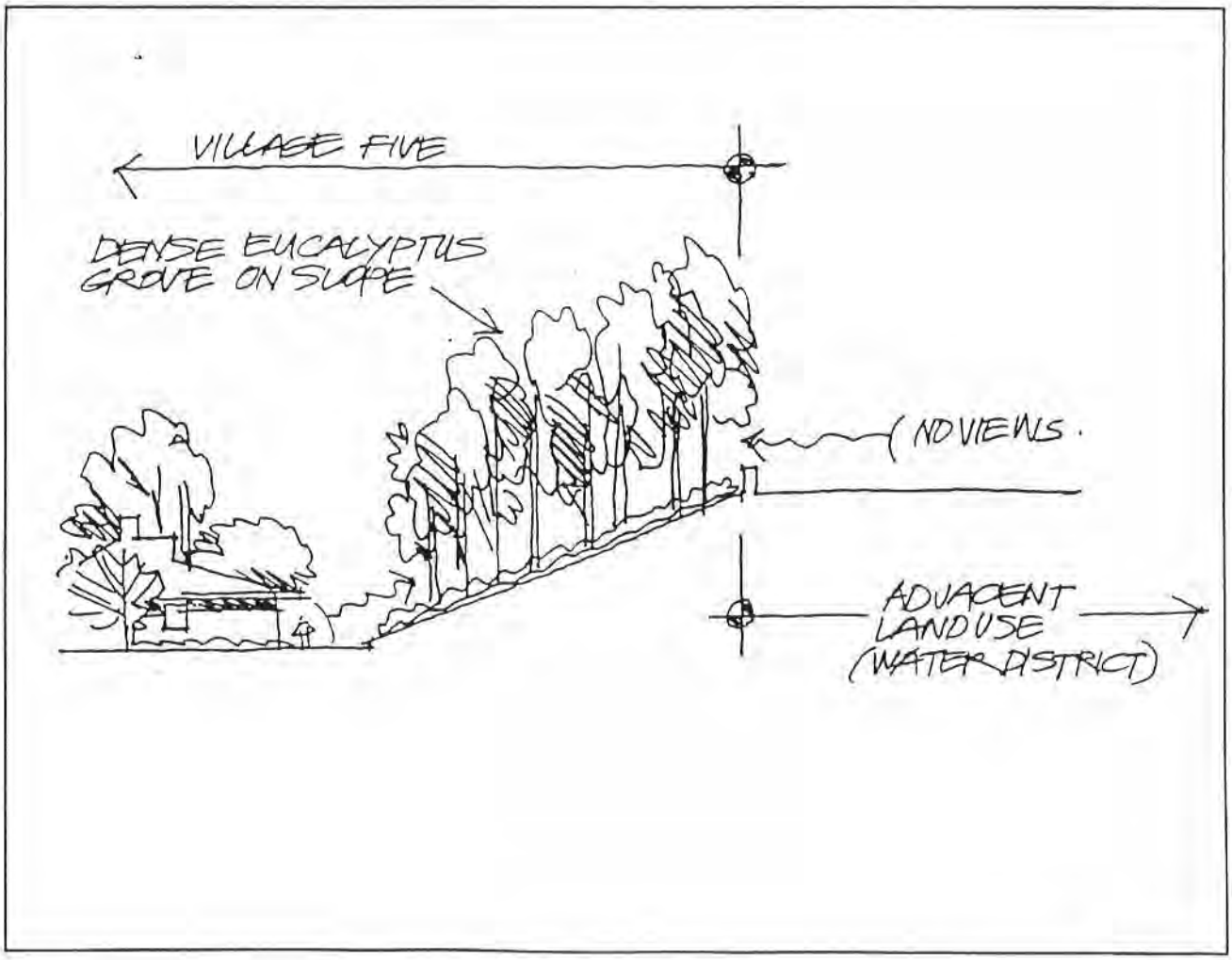
- Village Screen

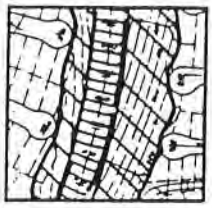
Description: Dense screen buffer on slopes to form backdrop for the Village.

Location: Eastern border along edge of Village Five.

Plant Palette

Trees: *Eucalyptus sideroxylon rosea*, 25' +/' O.C.





VILLAGE PERIMETER LANDSCAPE ZONES - VILLAGE FIVE

- Ranch Theme Street

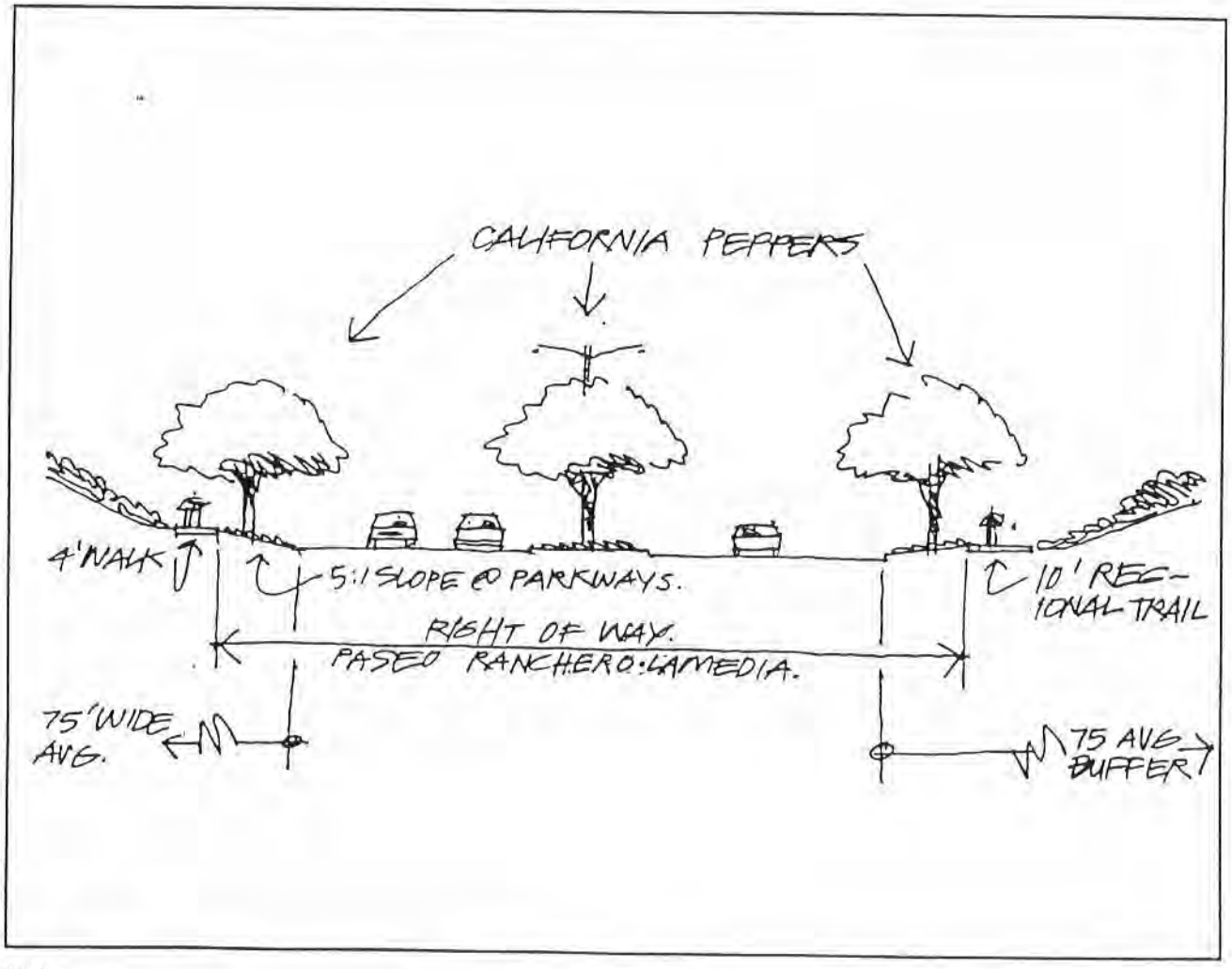
Description: Major roads with evenly spaced rows of trees on the edge and at the median

Location: Paseo Ranchero and La Media.

Plant Palette

Trees: California Peppers (*Schinus molle*) 40' on center. (Pepper trees will be pruned to encourage taller and more upright branch growth to minimize conflict with tall vehicles.)

Groundcover: Prostrate Rosemary (Rosmarinus officinalis) in parkways.

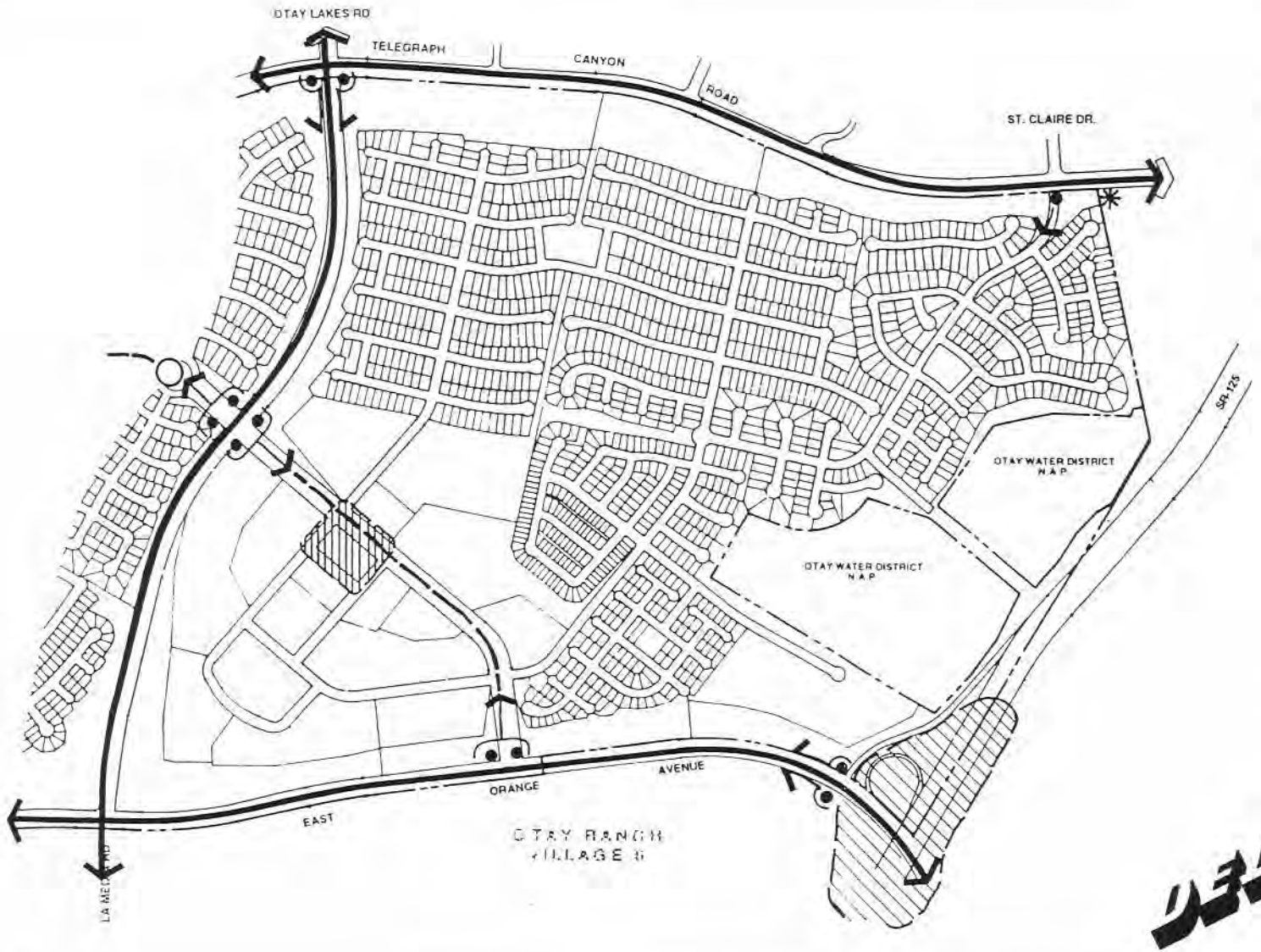


B. Entryways/Identity Concept

Village One and Five contain several Ranch-wide entries as well as the Village Entry. The entry concept is one of hierarchy and subtle changes in style. The concept also recalls the simple elegance of the landscape and the agrarian heritage of the region.

Stone markers, low walls and orderly landscape patters provide identity at Ranch-wide entries. For example, trees reflecting a "Ranch" or more rustic quality will be planted in large orchard or grove patterns. The Village Entry, with the use of stately palms and flowering trees, is more formal and ornamental suggesting entry into a more urbanized area.

ENTRYWAYS/IDENTITY



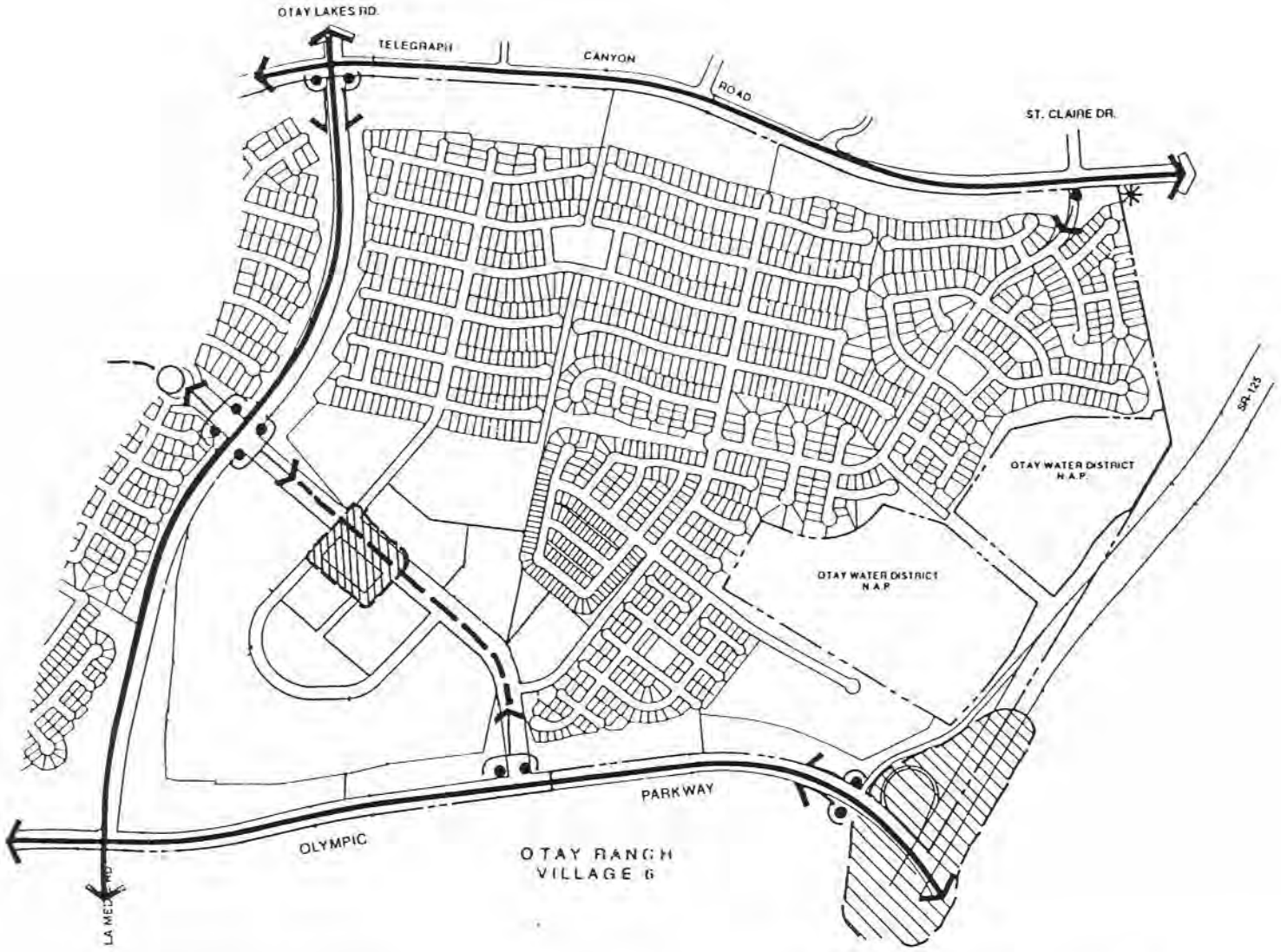
Legend

- SR 125 Community Entry
- Arterial Community Entry
- Primary Village Entry
- Secondary Village Entry
- Town Square Area identity
- Ranch Corner Marker

DELETE

Village Five

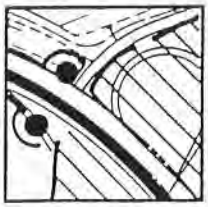
ENTRYWAYS/IDENTITY



Legend

- SR 125 Community Entry
- Arterial Community Entry
- Primary Village Entry
- Secondary Village Entry
- Town Square Area identity
- Ranch Corner Marker

Village Five

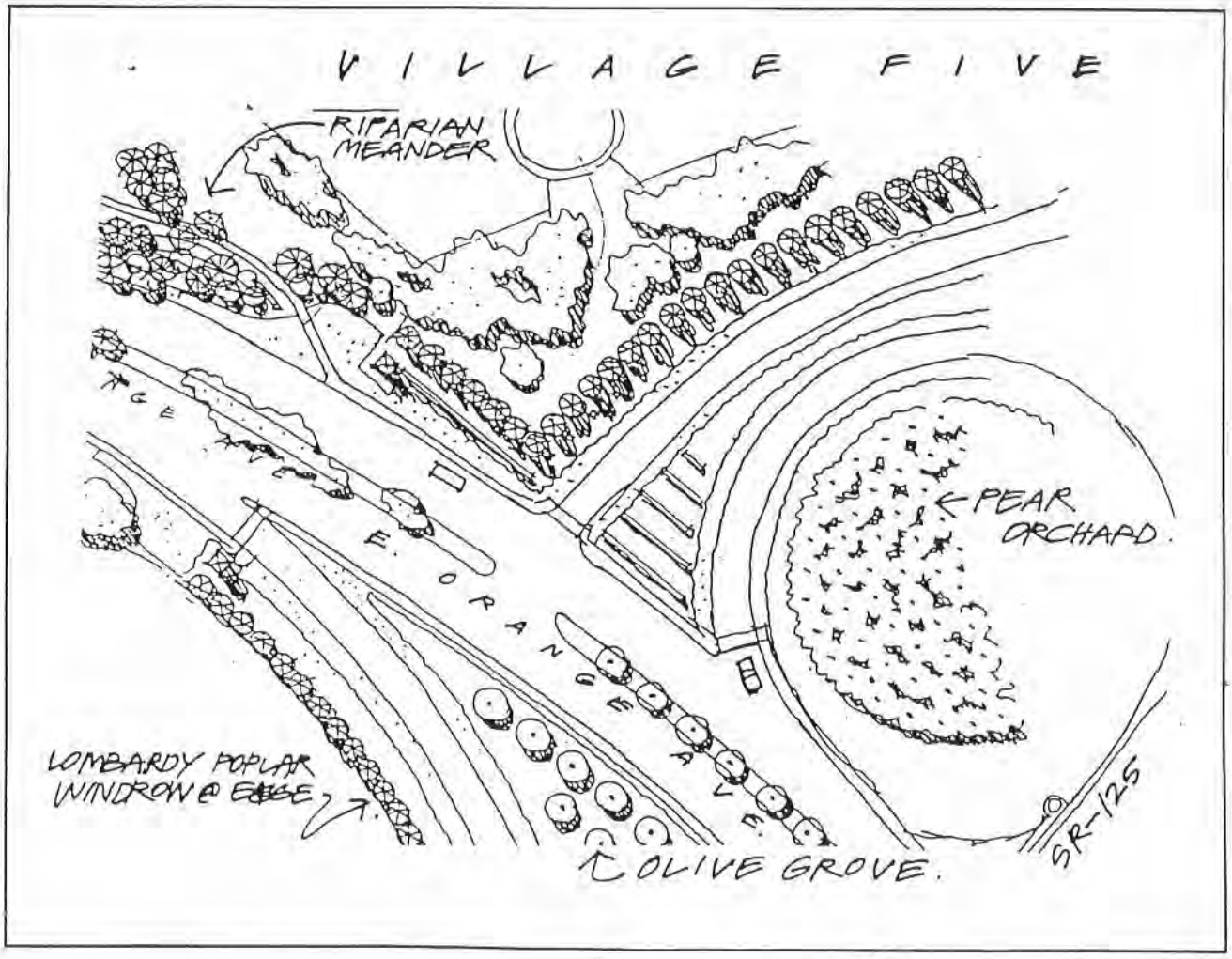


ENTRYWAYS/IDENTITY - VILLAGE FIVE

- Ranch-Wide Entry at SR-125

Description: The SR-125 and East Orange Avenue interchanges is planted in a large formal grove of trees with a strong windrow planting within the SR-125 right-of-way. At the border of Village Five and flanking East Orange Avenue, stone monuments mark the Otay Ranch Entry.

Plant Palette: Windrow at SR-125 edge.
Trees: Double row of Lobardy Popular (*Populus nigra italica).* Groves at interchange choices: Olive (*Olea europe*) and Bradford Pear (*Pyrus calleryana*).





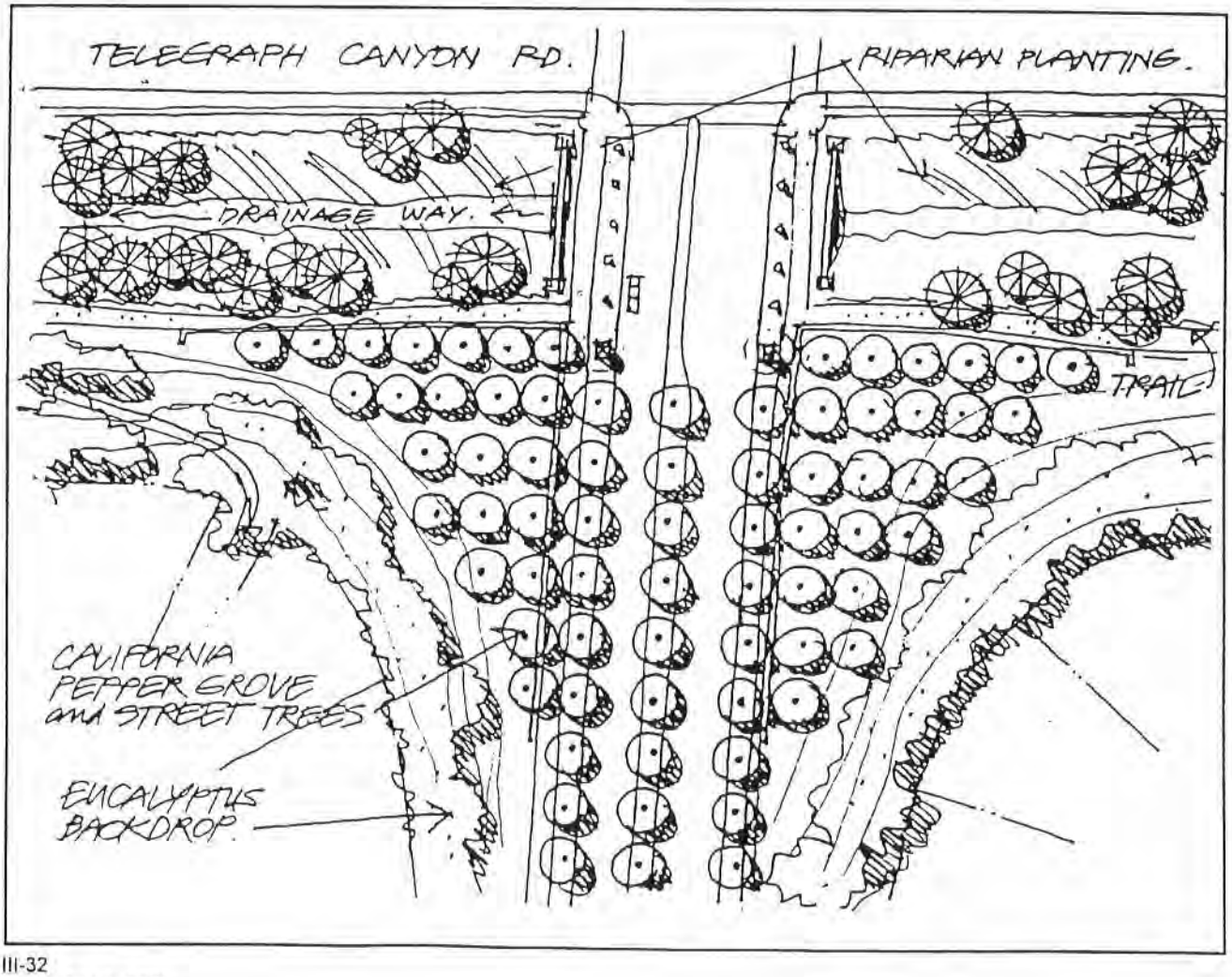
ENTRYWAYS/IDENTITY - VILLAGE FIVE

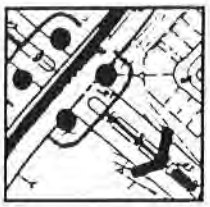
- Ranch-Wide Entry at Telegraph Canyon Road

Description: Stone monuments and low walls form a "Gateway" into Village Five, with a backdrop of a tree orchard carried though the median. The orchard trees shrink and blend to become the street pattern per the ranch theme standards. At the La Media entry where the Riparian Zone crosses in front of the entry, the riparian planting is held back to allow views to the Ranch entry features.

Plant Palette

Grove Trees: California Pepper (*Schinus* molle) at 40' maximum square grid. Backdrop on slope will be primarily Eucalyptus species. (See Transition Buffer/Ornamental Indigenous)





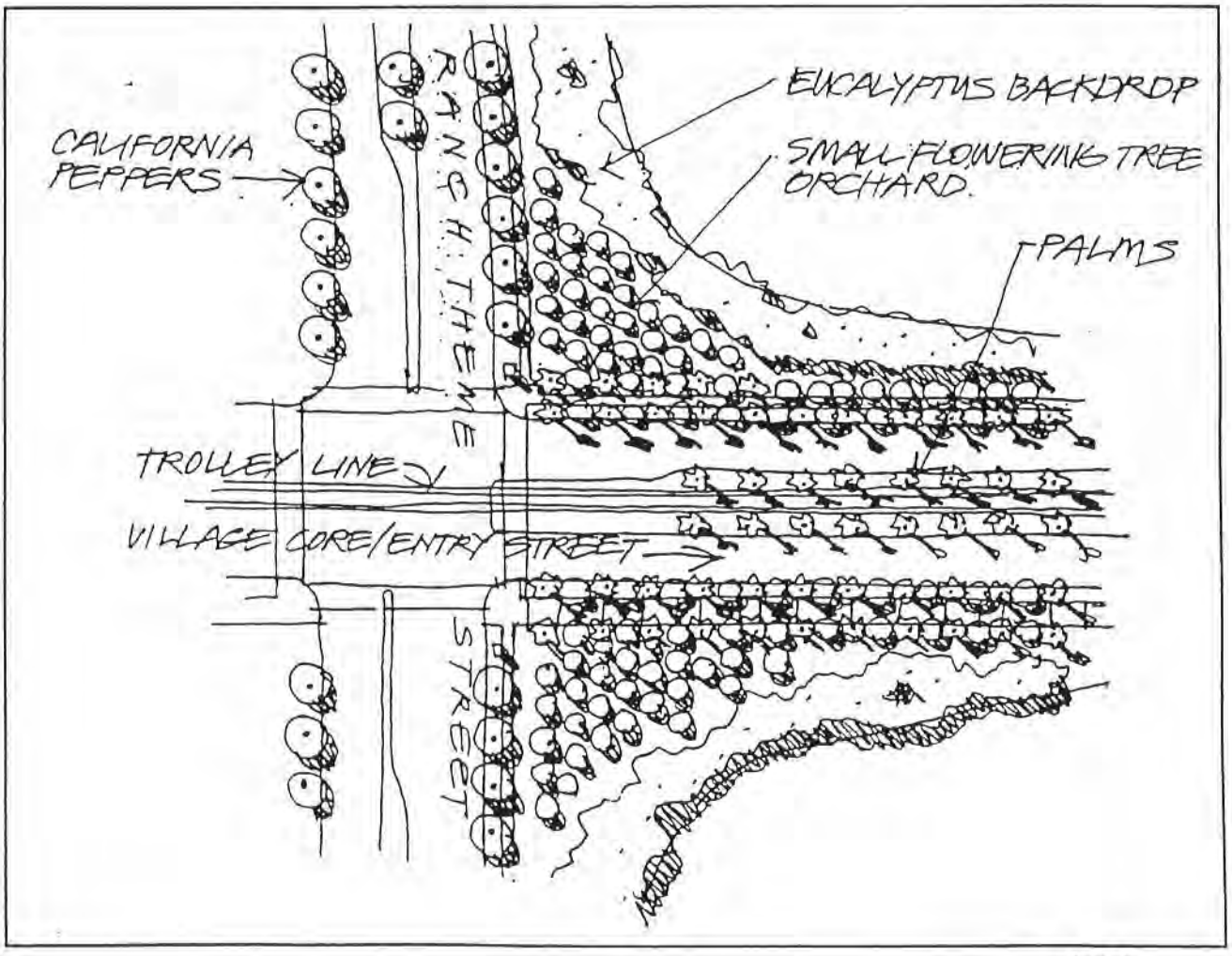
ENTRYWAYS/IDENTITY - VILLAGE FIVE

- Village Entry at Ranch Theme Streets

Description: To form the Village entries, the Village Core Street landscape (Palms) extends to the prime arterials, along with stone monumentation announcing the Village Entry. The small, flowering canopy tree extends laterally forming an orchard based on the spacing and geometry of the street trees.

Plant Palette

Trees: Mexican Fan Palm (*Washingtonia robusta*) and Flowering Plum (*Prunus blireiana*).

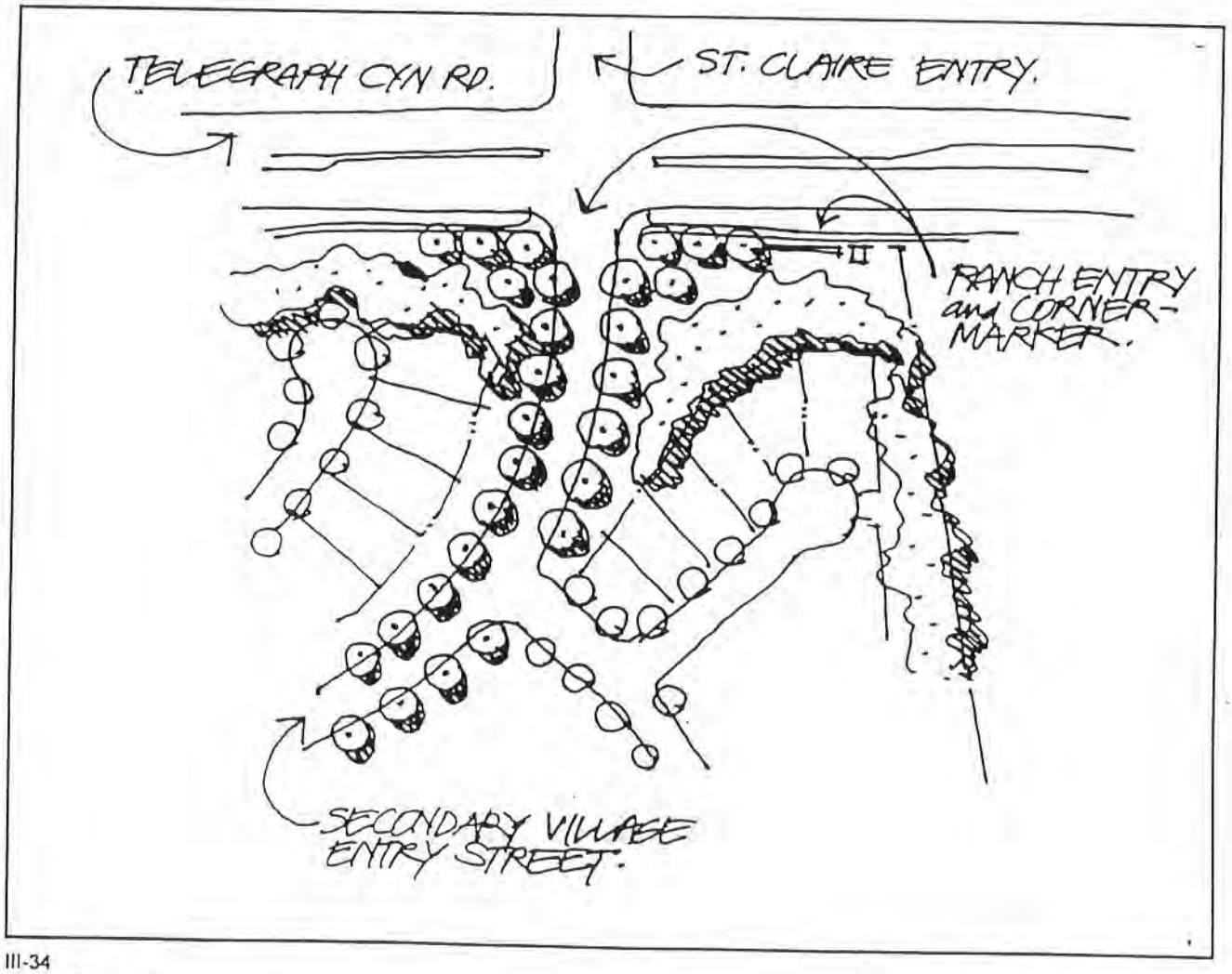




ENTRYWAYS/IDENTITY - VILLAGE FIVE

- Second Village Entry

Description: This entry is both the Village Entry and a Ranch corner market due to their proximity. A stone monument denotes the point of entrance as will the extension of the street three of the entry road with is a Secondary Entry Street.

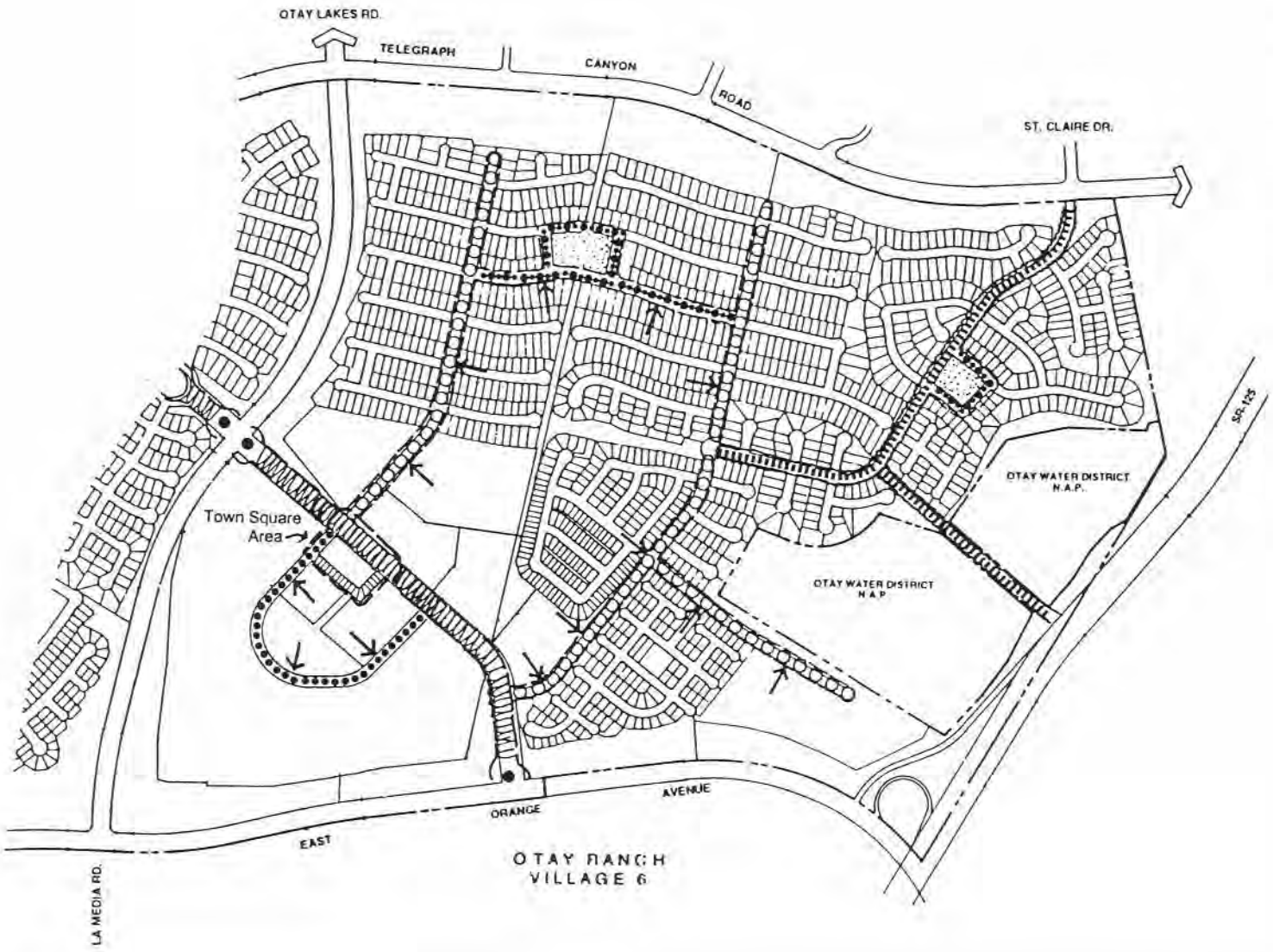


C. Interior Streetscapes Concept

Inside the village, the Village Core/Entry Street sets the initial tone for the village character and is a linear focal element. Everything in the village relates to this street - cars, trolleys, carts and people. Major public facilities, parks, schools and commercial development line this roadway. Tall palms for long distance identity and lower canopy trees for scale provide a formal, urban and active setting.

Moving away from the Village Core Street, canopy shade trees line the promenades and sidewalks. The trees will vary to create variety and identity for particular streets and neighborhoods.

Parks and open areas will be more informally planted to create contrast with the streetscape and establish a more passive character.



VILLAGE INTERIOR STREETSCAPES

Legend

- Village Entry Street
- Village Plaza Street
- Promenade Street - Core Area
- Promenade Street - Residential Area
- Secondary Village Entry
- Residential Street Condition A
- Residential Street - Condition A at Pedestrian Parks
- Arrows indicate side of road with pedestrian promenade

Village Five



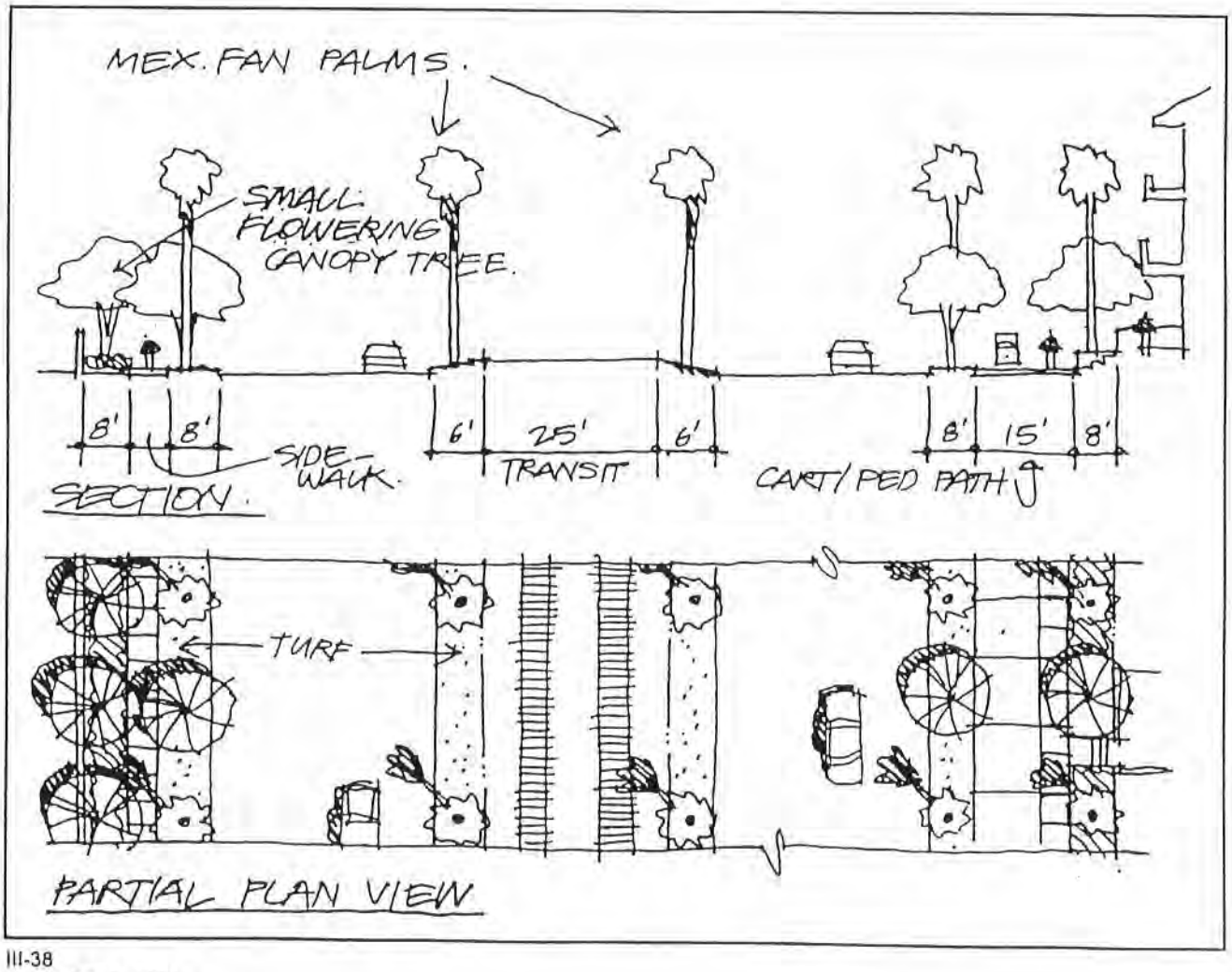
VILLAGE INTERIOR STREETSCAPES - VILLAGE FIVE

- Village Entry, Village Core Street

Description: The Village Core Street is a primary theme street within the Village. It is a major formal boulevard and linear focal element. A cart and pedestrian path lines the south side and a sidewalk behind a parkway follows the north side. The street is line with tall palms for a visible skyline image alternating with lower canopy trees for shade and pedestrian scale.

Plant Palette

Trees: Mexican Fan Palms (*Washintonia robusta*) and Flowering Plum (*Prunus blireiana*).



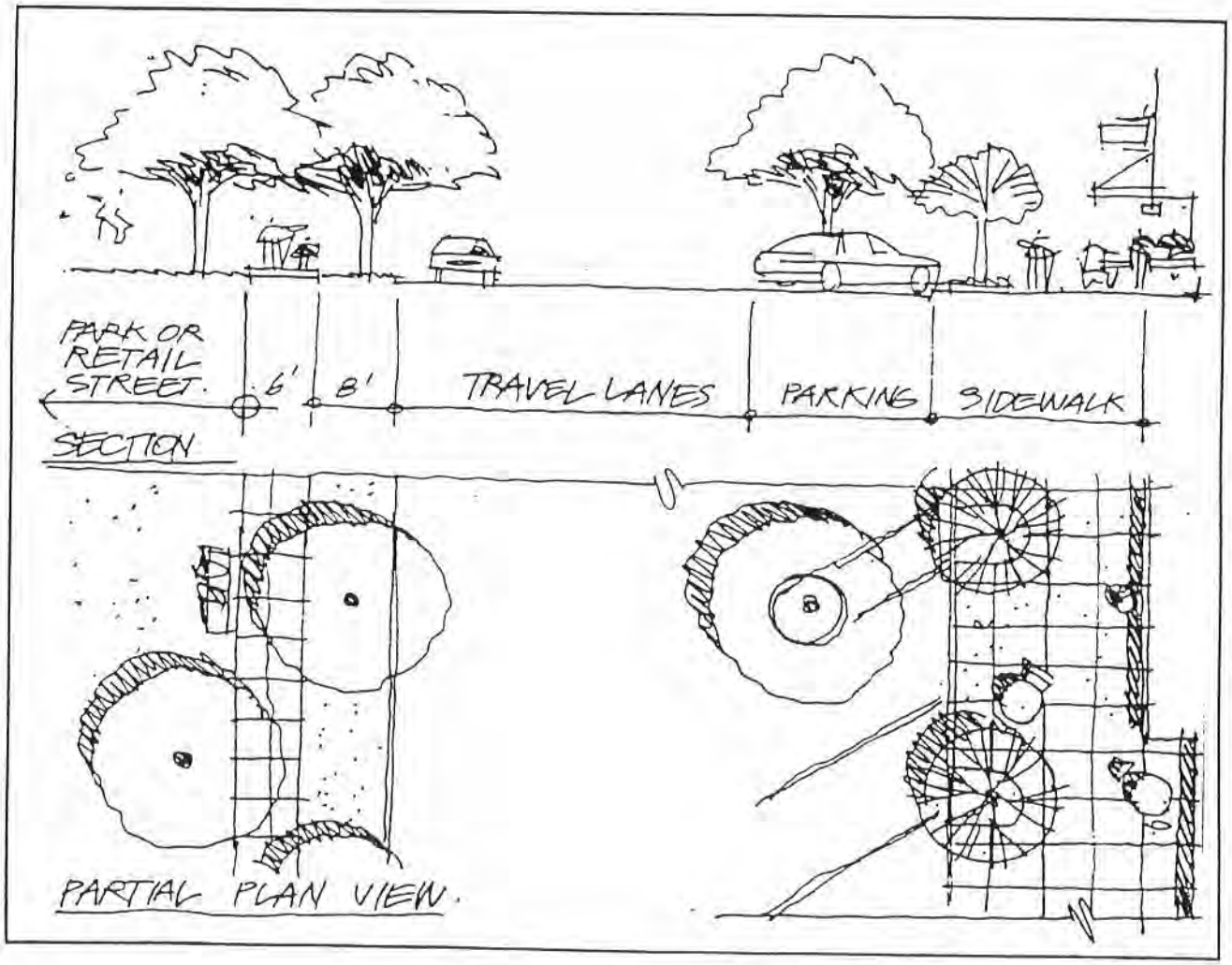


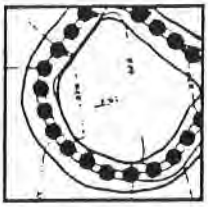
VILLAGE INTERIOR STREETSCAPES - VILLAGE FIVE

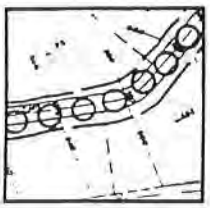
- Village Plaza Street

Description: The Village Plaza Street is pedestrian oriented space with a high level of activity at the street level, including outdoor seating, window shopping and strolling. Parking is prohibited on Village Plaza Streets immediately adjacent to the Town Square. Diagonal parking is provided across from the Village Square for ease of access. To provide a pedestrian scale and help nullify the presence of the automobile, canopy and accent trees will be planted along the street within planters.

Plant Palette:
Trees: Primary canopy trees choices: *Pyrus calleryana* (Bradford Pear) and *Tipuana tipu,* (Tipu Tree).
Accent tree choices:







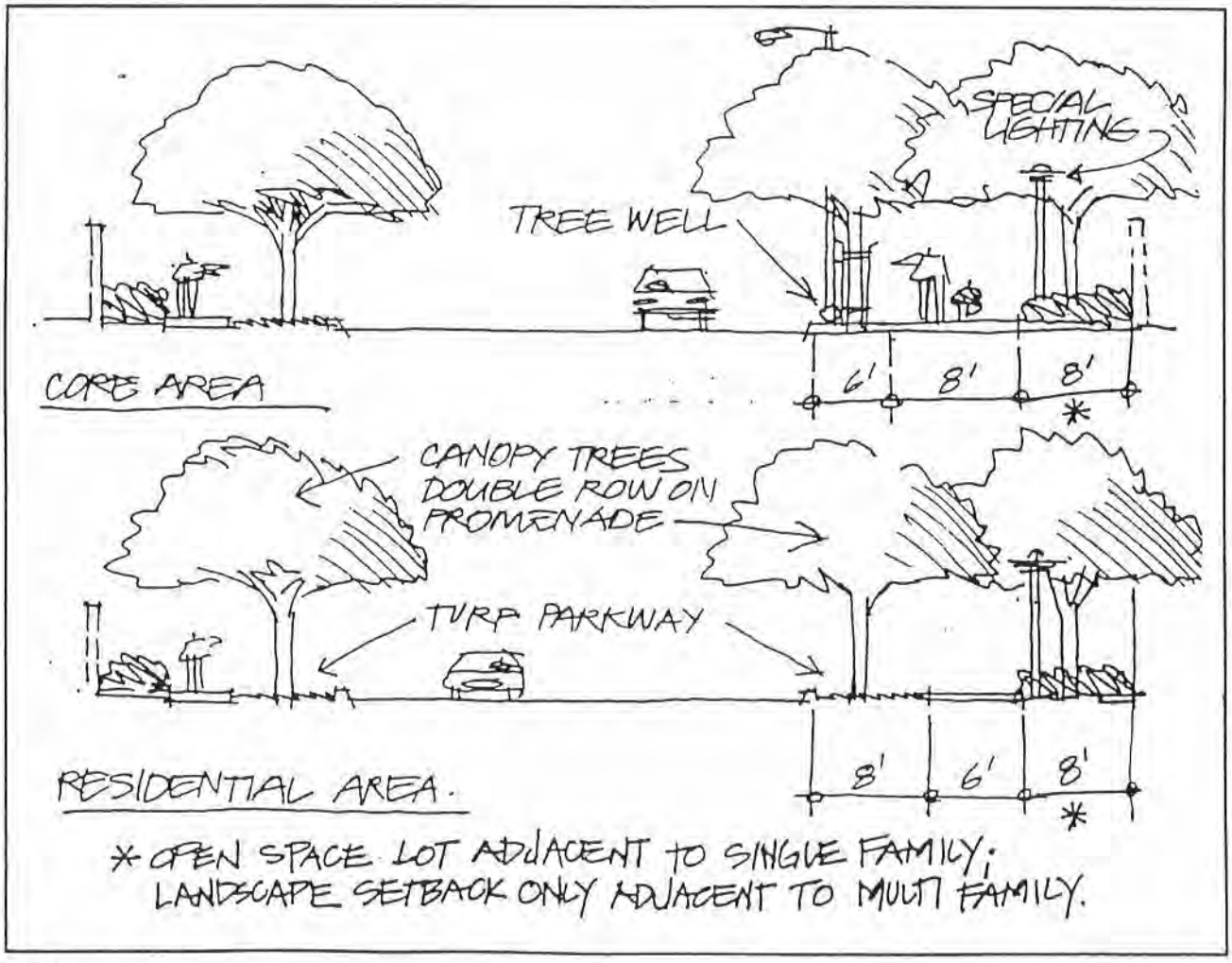
VILLAGE INTERIOR STREETSCAPES - VILLAGE FIVE

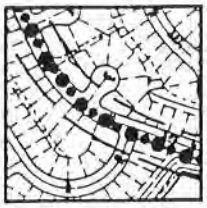
- Promenade Street

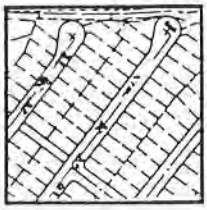
Description: The Promenade Streets take two basic forms: 1) In the core area, tree wells at the curb are used; and 2) In residential (secondary) areas, a parkway is used adjacent to the curb. In each case, both conditions have a double row of canopy trees on one side of the road and a single row of trees on the other side. Trees should be spaced 15' to 20' on center, depending on the species selected.

Plant Palette

Trees: Evergreen Elm (*Ulmus parvifolia*), Chinese Pistache (*Pistacia chinensis*), *Podocarpus gracilior*




A


B

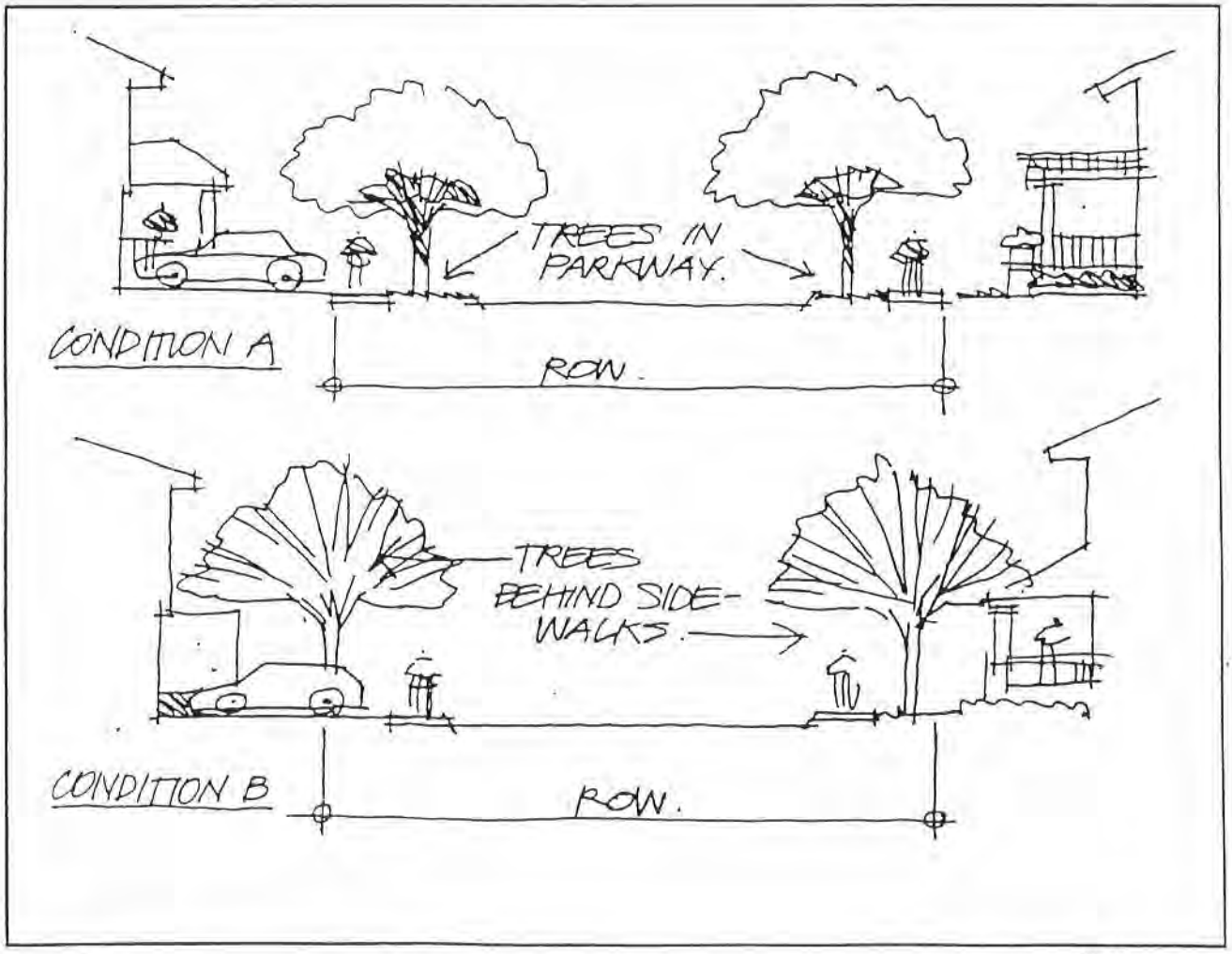
VILLAGE INTERIOR STREETSCAPES - VILLAGE FIVE

- Residential Street - Conditions A & B

Description: Two conditions exist in the residential area streets. Each condition provides a single row of street trees on each side of the street. The conditions are A) a parkway for the street trees between the curb and property line; and B) a sidewalk and a curb adjacent sidewalk where the street tree is planted behind the walk. The trees should be medium scale canopy trees spaced between 25' to 30' on center. Broadleaf evergreen and deciduous trees are permitted.

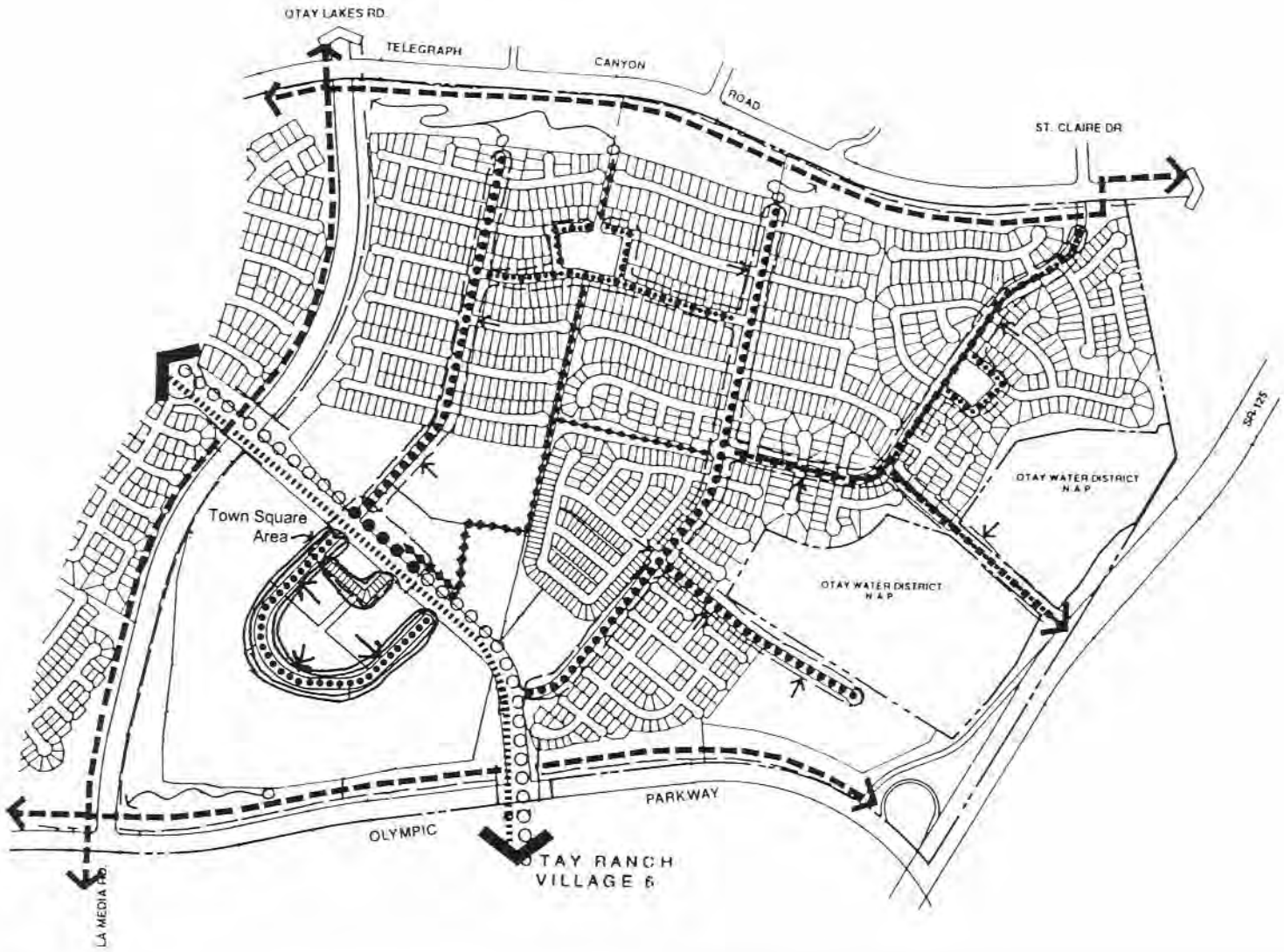
Plant Palette:

Trees: Bradford Pear (*Pyrus calleryana*), Tipu Tree (*Tipuana tipu*), Evergreen Pear (*Pyrus kawakami*), Evergreen Elm (*Ulmus parviofolia*), and *Podocarpus gracilior*.



D. Non-Vehicular Circulation Concept

The development of a non-vehicular circulation system is a key ingredient in the SPA One Plan. The circulation network allows residents to attend to most daily needs without having to drive a car.



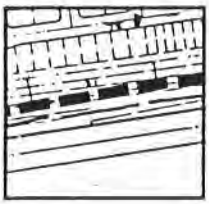
CIRCULATION - NON-VEHICULAR

Legend

- Light Rail Transit
- Transit Stop
- Regional Trails - Off Road Bike/Pedestrian
- Village Pathway - Golf Cart/ Pedestrian
- Promenade - Core Area
- Promenade - Residential Area
- Linkages between Village and Regional Trails
- Paseo
- Village Plaza Walkway
- Bikelane
- Residential Street Condition A
- Secondary Village Entry

Arrows indicate side of road with pedestrian promenade

Village Five

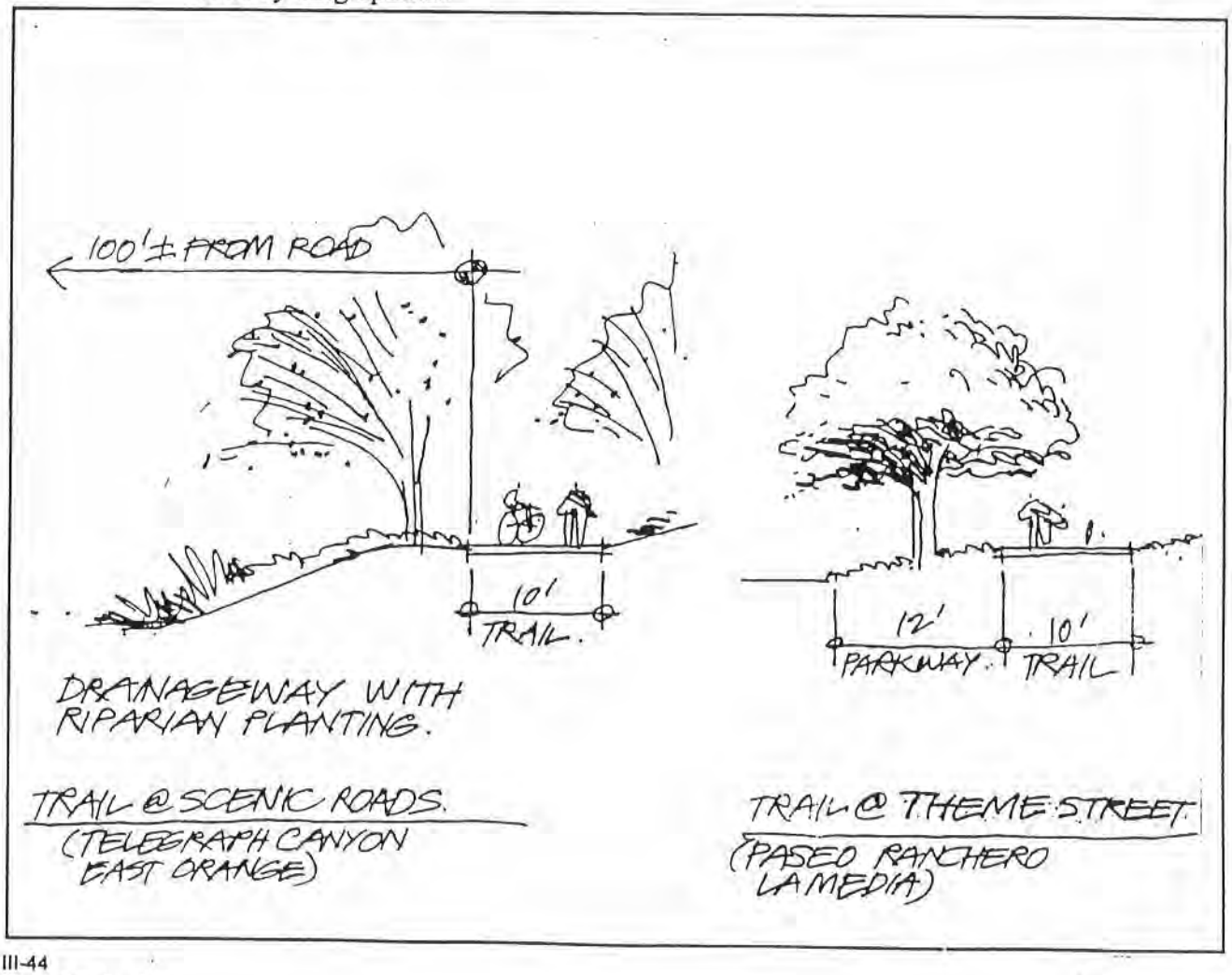


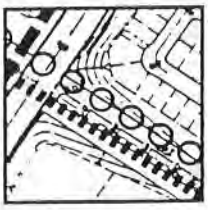
CIRCULATION - NON-VEHICULAR - VILLAGE FIVE

- Regional Trails Adjacent to Prime Arterials

Description: Regional trails are located on one side of prime arterials in landscaped buffer zones or adjacent to the riparian meander. Meandering walks located in the setback zones and regional pedestrian and cycling trails are located along the drainage channel access roads in East Orange Avenue and Telegraph Canyon Road. On Paseo Ranchero and La Media, a 10' wide trail (one side) parallels the roadways. Specific elements of the regional trail system include:

- 10' wide all-weather (gravel base with decomposed granite) trail (2' level, each side) adjacent to the drainage channel and parallel to Ranch Theme Streets (one side of road only.)
- 4' wide concrete walkways behind R.O.W. on opposite sides of street from trail.
- Class II Bike Lane on both sides within roadway to accommodate on-road cycling options.



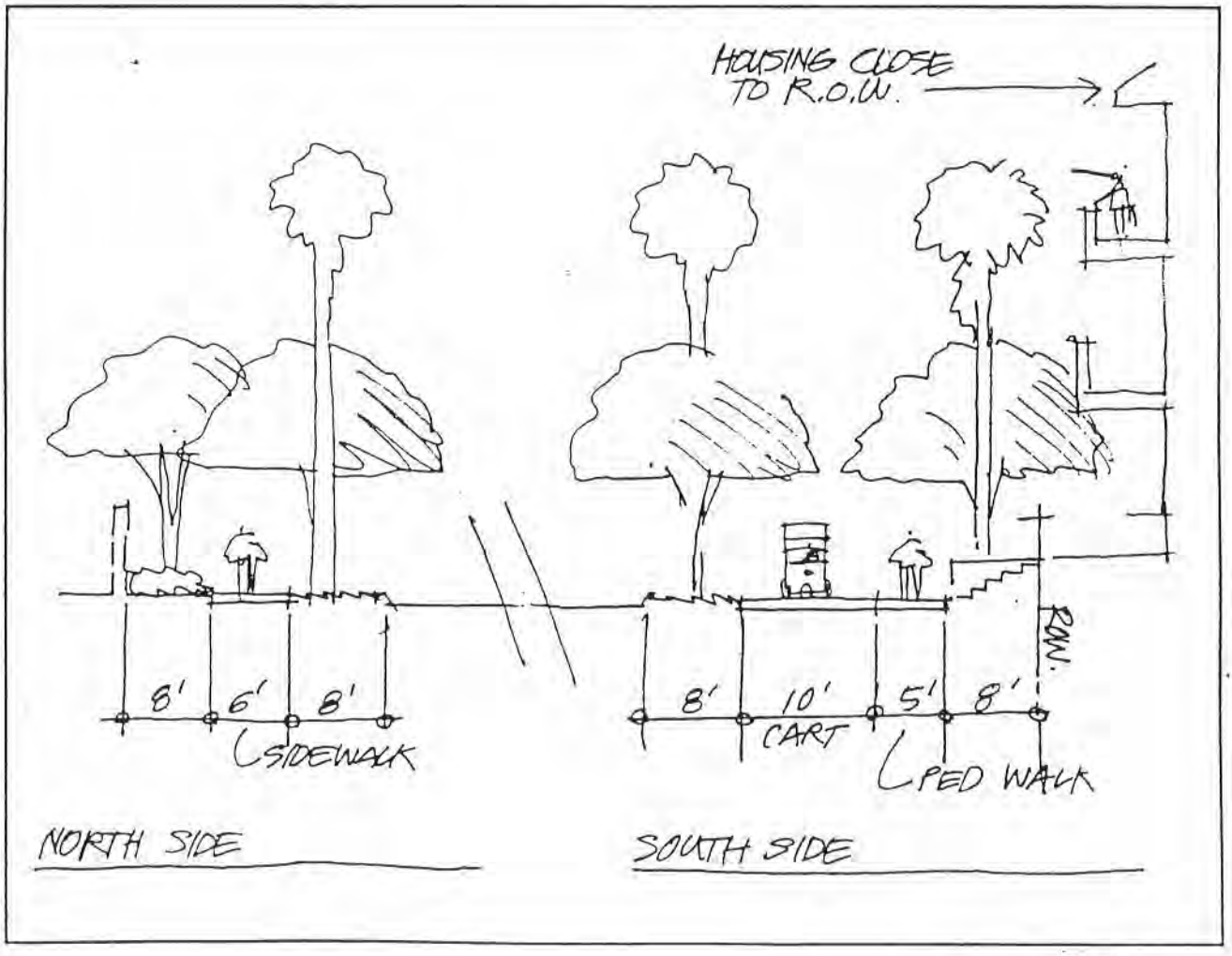


CIRCULATION - NON-VEHICULAR - VILLAGE FIVE

- Village Entry and Core Street with Transit and Village Pathway

Description: Within the Village, a light rail transit (LRT) alignment is incorporated into the circulation plan. Village Core Streets with LRT right-of-way coordinate transit oriented pedestrian activities and access to local and regional destinations. Pedestrian and cart access is provided on the south side of the LRT alignment. A six foot wide pedestrian walkway is provided on the north side. This corridor is expected to be most heavily used and active non-vehicular circulation space in the villages. Specific elements of the transit alignment include:

- 6' wide walkway (north side).
- 10' wide cart path with 5' wide sidewalk (south side),
- Bike Lanes (on the edges of the roadways).



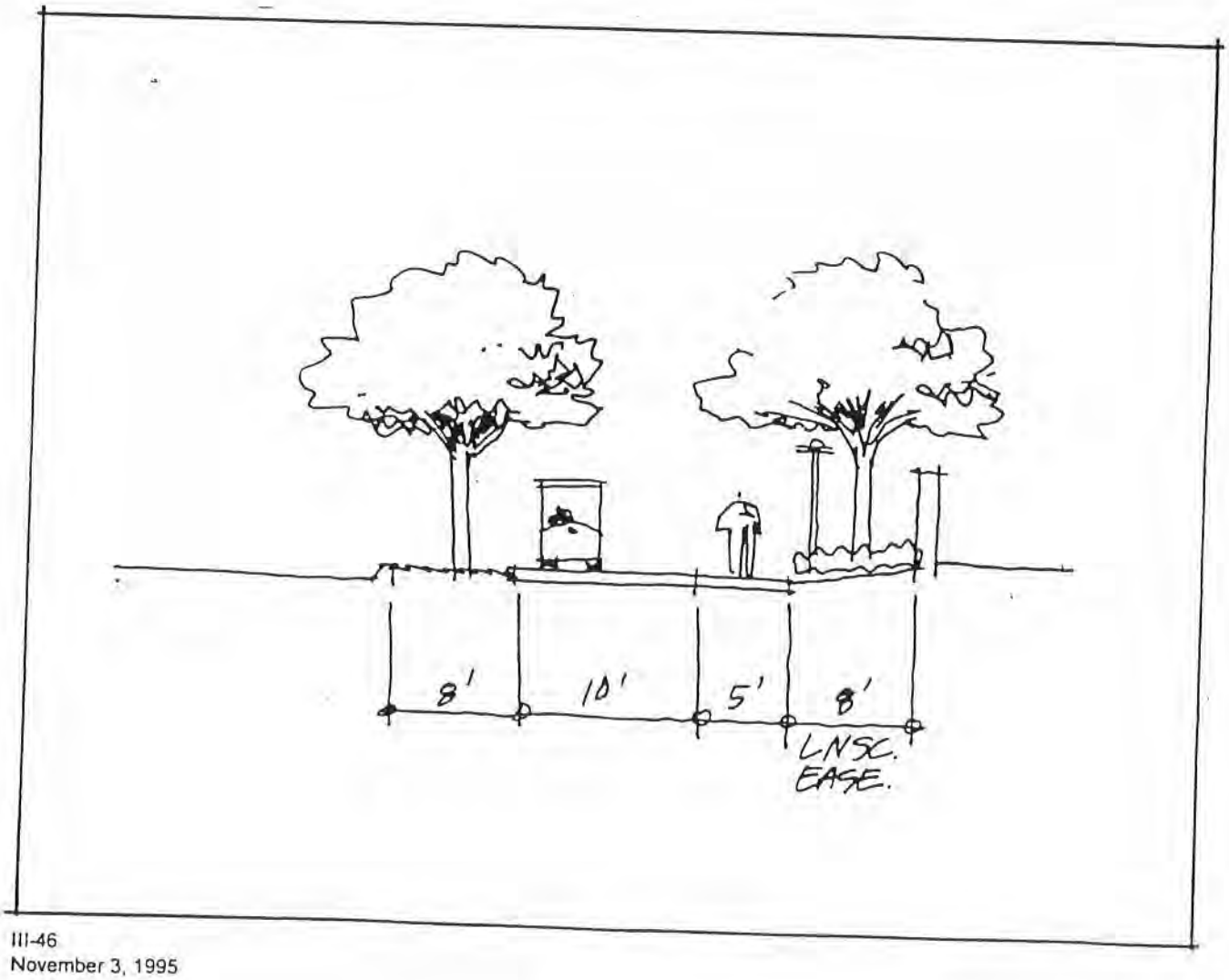


CIRCULATION - NON-VEHICULAR - VILLAGE FIVE

- Village Pathway

Description: The Village Pathway is the inter-village cart and pedestrian path. It overlays a portion of the Village Core Streets and a portion of the Promenade Streets in Village One. It is distinguished by consistent trees, paving, lighting and furnishings.

The 10' wide cart path will be a separate material and/or finish from the 5' wide pedestrian walk. The cart path will be more monolithic, while the pedestrian walk paving surface will have integral color, a special texture and more intricate scoring pattern.

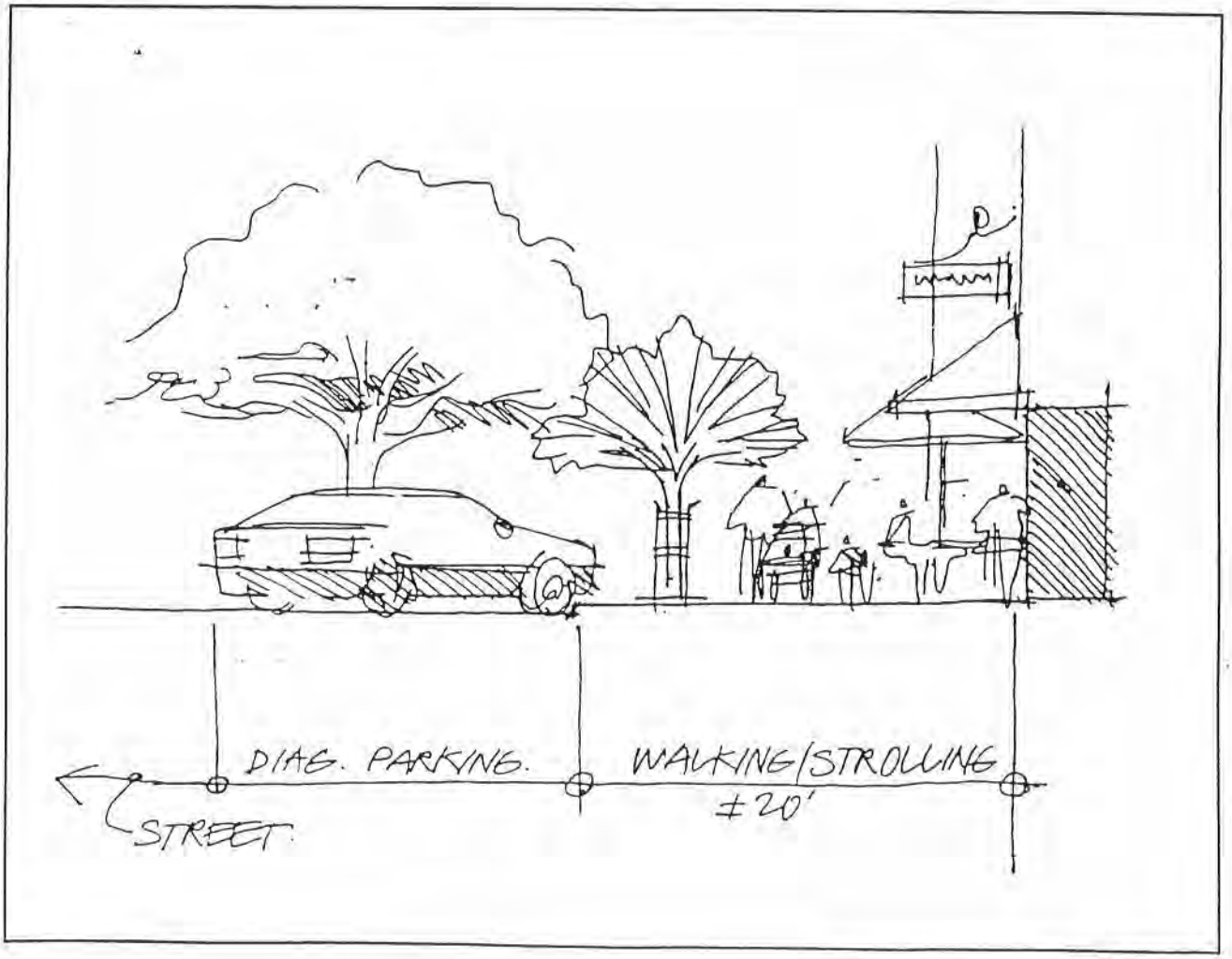


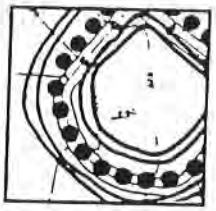


CIRCULATION - NON-VEHICULAR - VILLAGE FIVE

- Village Plaza Streets

Description: Village Plaza Streets to promote the urban village theme with on-street diagonal parking and pedestrian oriented store front businesses. Village Five has an urban core with a commercial component of restaurants and shops. The Village Plaza Street focuses the urban pedestrian atmosphere, as well as the adjacent Village Square. Broad pedestrian walks are located adjacent to diagonal on-street parking on the store front side of the street. Carts, bicycles and automobiles travel within the same lanes on Village Plaza Streets.



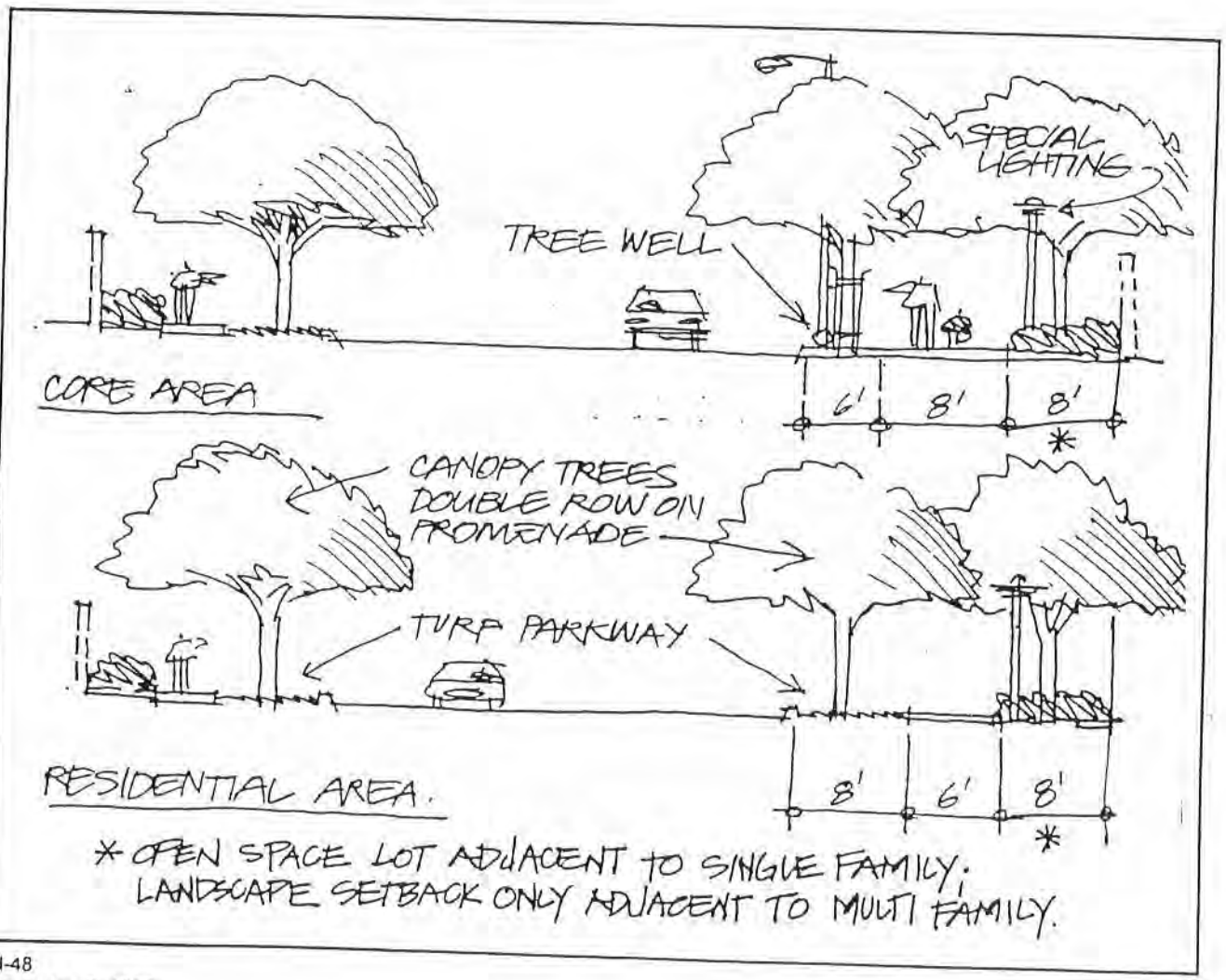


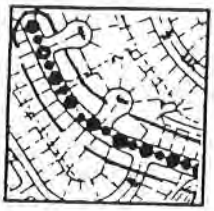


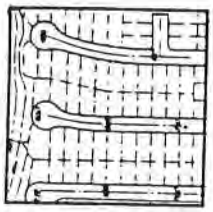
CIRCULATION - NON-VEHICULAR - VILLAGE FIVE

- Promenade Streets

Description: Promenade Streets occur in the urban core area and on some residential streets. The Residential Promenade Streets contain an 8' landscaped parkway and 6' sidewalk. The Core Promenade contains a 6' hardscape parkway (with tree well plantings and an 8' sidewalk. Both Promenade Streets incorporate a secondary 4' sidewalk and 8' parkway opposite the featured side. The primary difference between the two promenade streets is the treatment of the streetscape on the featured side of the promenade with the double line of street trees.



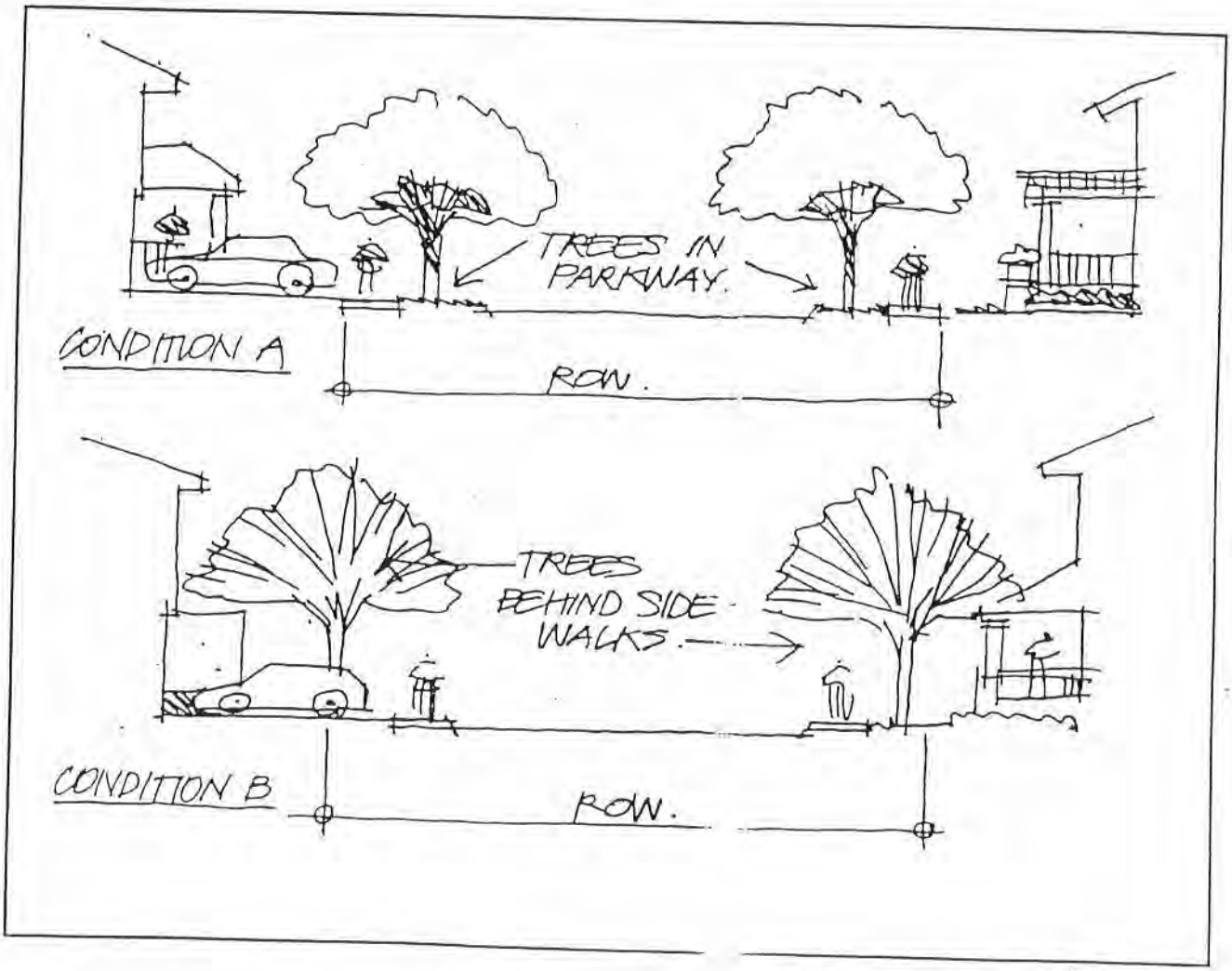




CIRCULATION - NON-VEHICULAR - VILLAGE FIVE

- Residential Streets

Description: Residential Streets are semi-urban with a pedestrian scale. SPA One contains Residential Streets with two walkway configurations. One walkway conditions provides an 8' parkway on each side of the street with 4' sidewalks. The other walkway condition provides 5' sidewalk adjacent to the street. Cart and bike travel is permitted in the roadway without specially designated lanes.

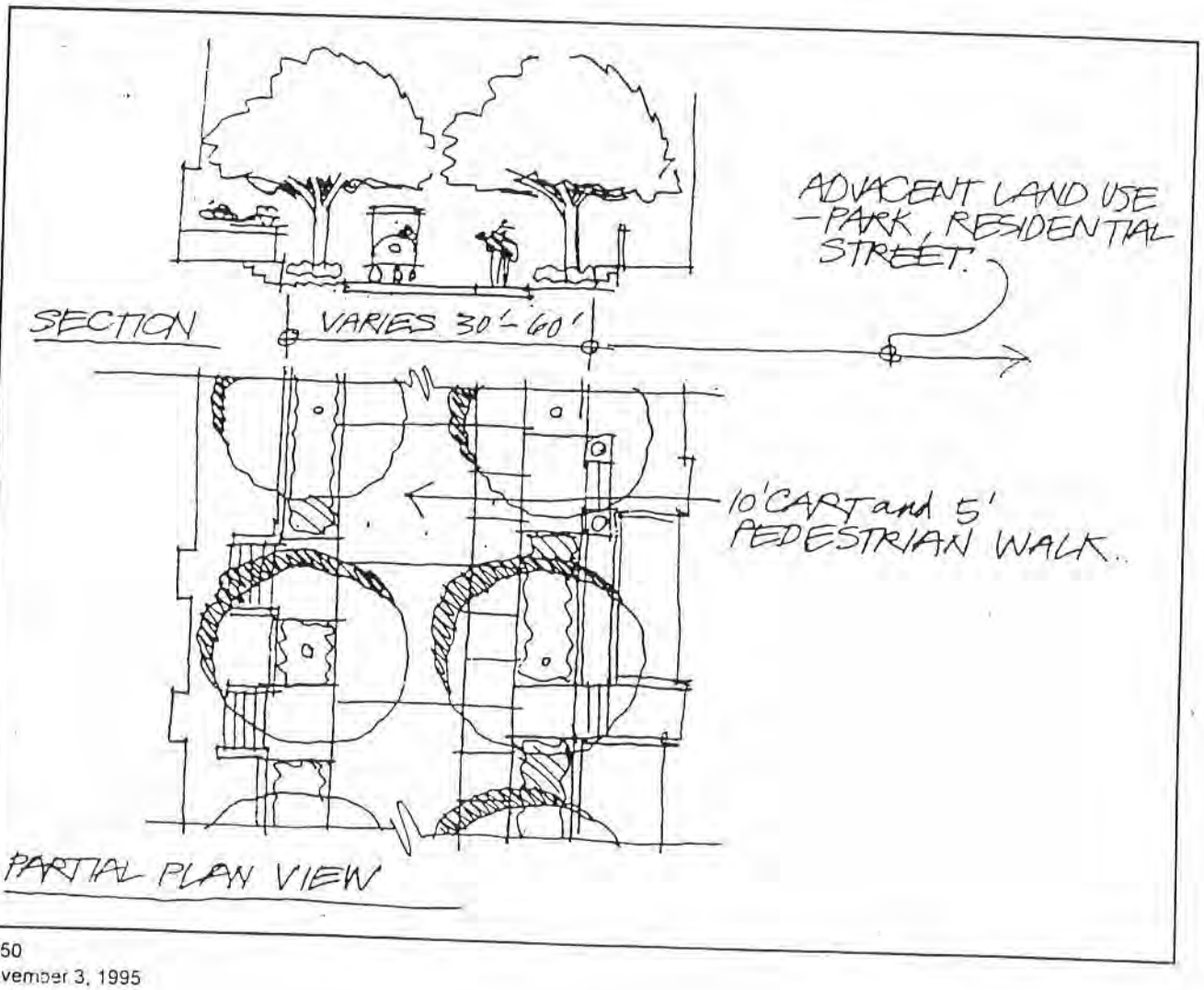




CIRCULATION - NON-VEHICULAR - VILLAGE FIVE

- Paseo Cart and Pedestrian Paths

Description: The Paseo cart path and pedestrian walk system links various neighborhood elements. The Paseo is an internal pathway network for carts, bicycles and pedestrians. The Paseo is a ten foot wide cart path with an adjacent five foot wide pedestrian walk. Paseos link with cul-de-sacs in residential areas. Along this pathway, a formal tree planting scheme is provided that reinforces the residential character of the neighborhood.

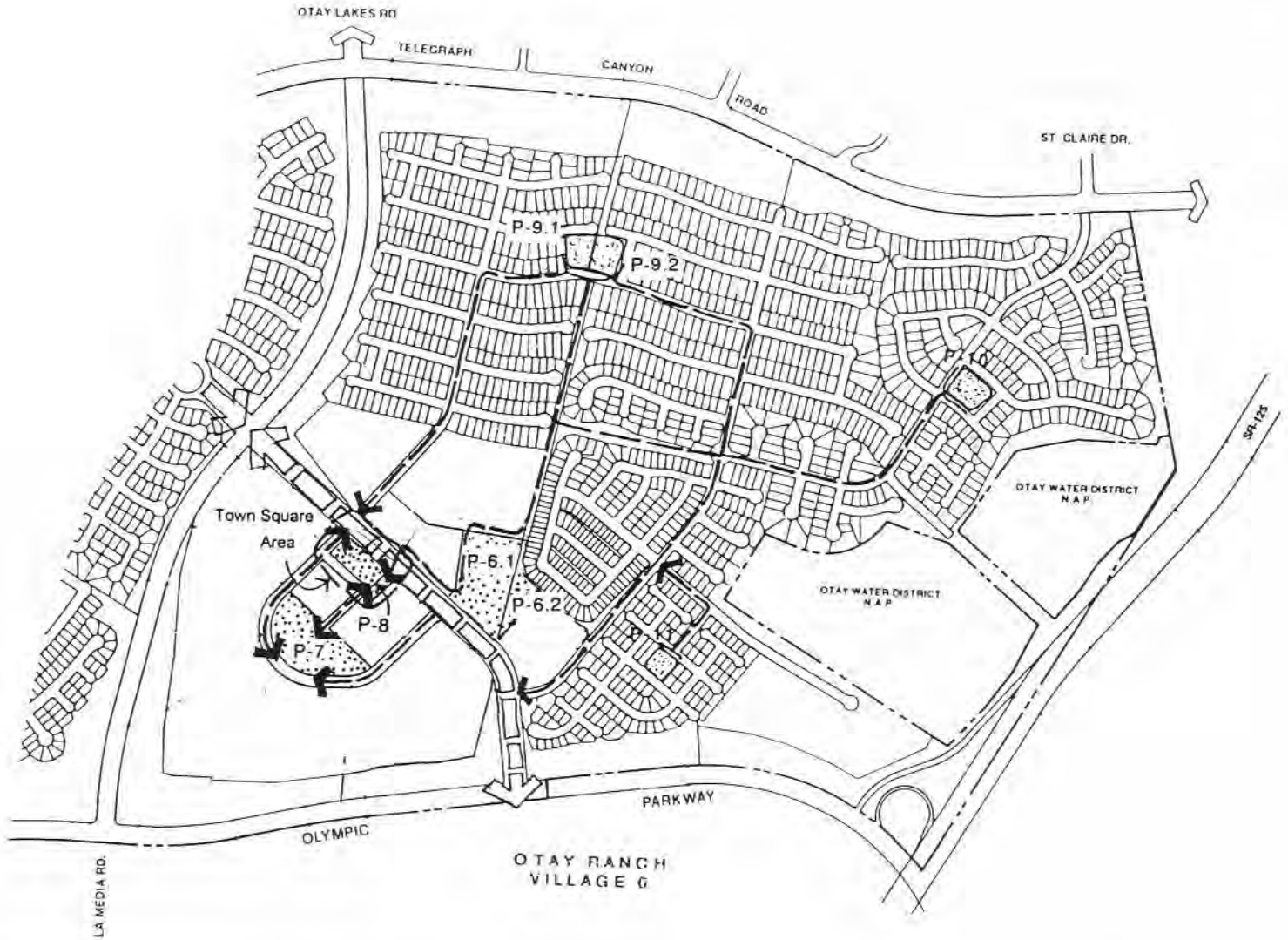


E. Village Parks Concept

The Village Park system is designed to provide diverse park and recreational opportunities within Otay Ranch which meet the recreational and open space needs of each village.

Because Villages One and Five each contain an active center and focus in their core areas, each of the parks may be designed to have a major theme or program activity. Rather than all the parks focusing on essentially the same activities, each park should be considered unique. This will ultimately encourage more pedestrian movement and interchange within and between the villages.

Park Master Plans will be developed for each park, in accordance with provisions in the Chula Vista Landscape Manual



VILLAGE PARKS

Legend

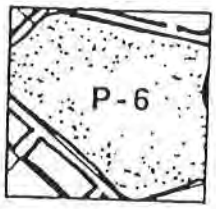
Village Core Street

Primary park linkages

Parks Program
P-6 Neighborhood Park
P-7 Neighborhood Park
P-8 Core Park/Village Square
P-9 Pedestrian Park
P-10 Pedestrian Park
P-11 Pedestrian Park

Village Five

0 175 350 700

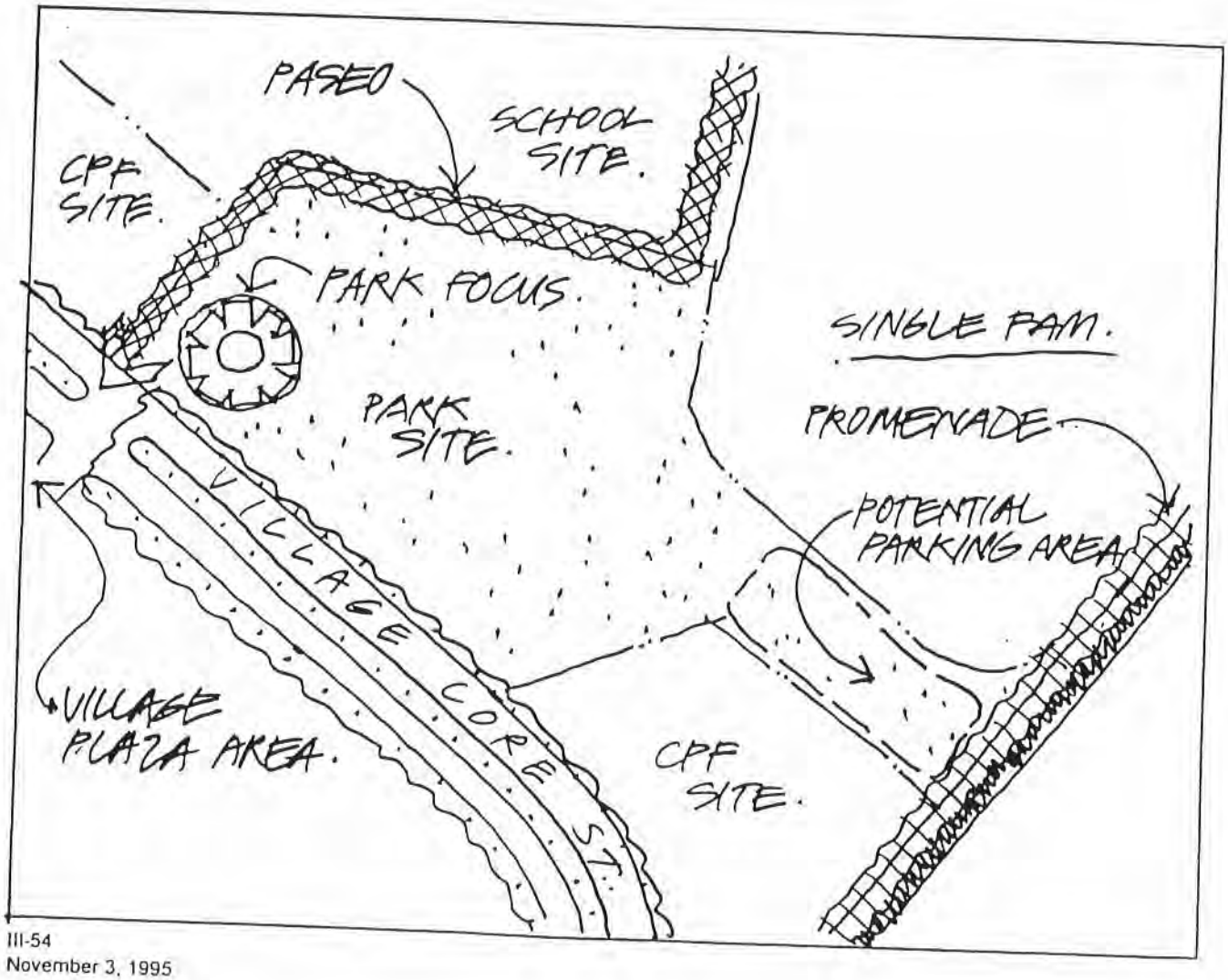


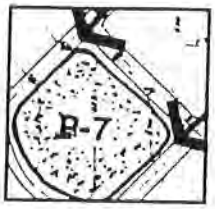
VILLAGE PARKS - VILLAGE FIVE

- Neighborhood Park P-6

Description: This park is designed to be an active recreation park with potential for adjacent community purpose facilities. The park site has a link to the village square and will have landscape characteristics that complement the urban core. The local promenade streetscape character will be maintained at the park perimeter with linkages to the paseo.

The school site, although separated from the park by the Paseo, will have the outdoor turf areas for practice and other sports during non-school activity.



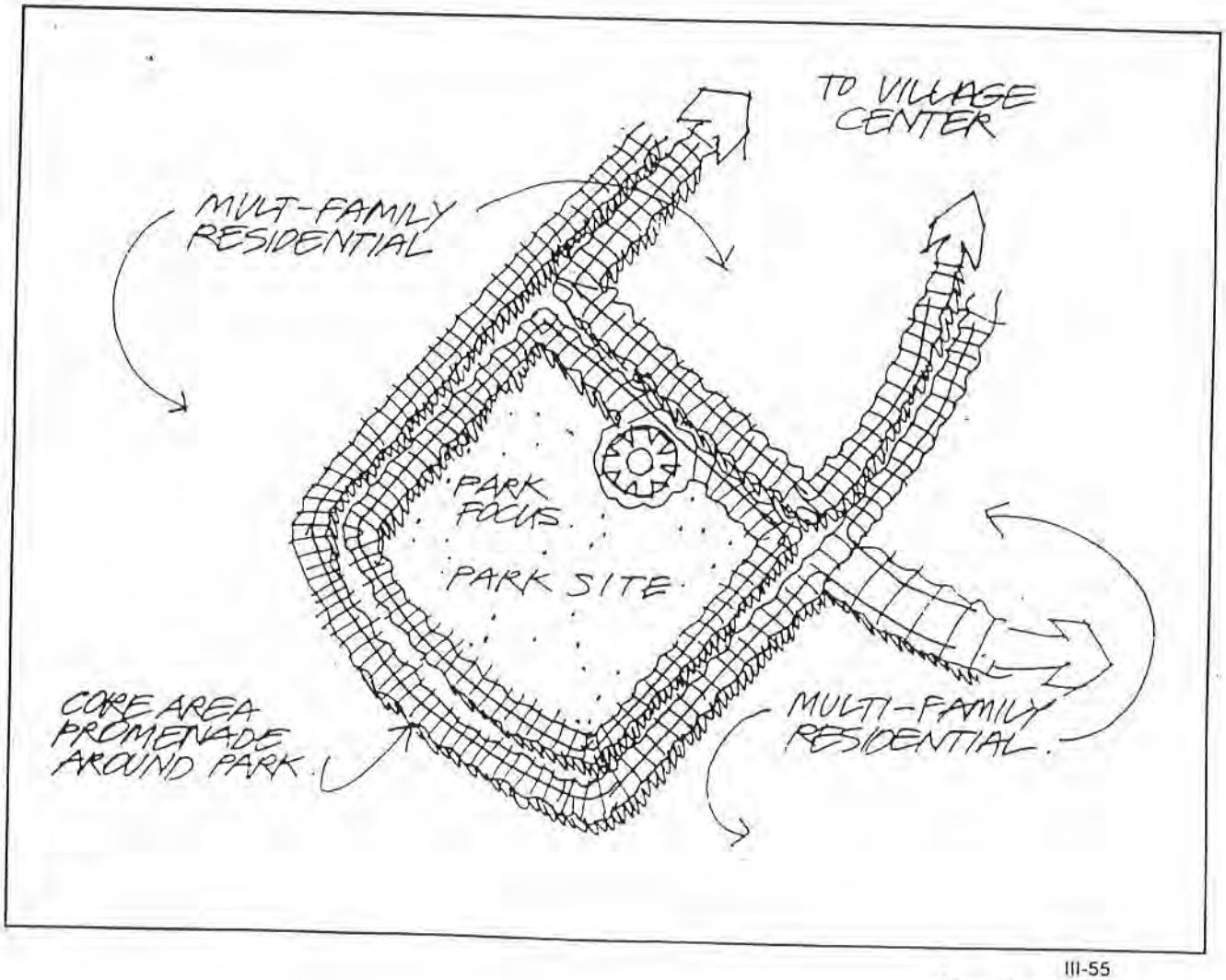


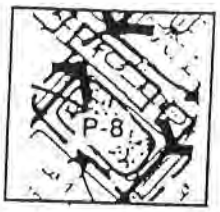
VILLAGE PARKS - VILLAGE FIVE

- Neighborhood Park P-7

Description: This park is designed to provide active recreation amenities intended for use by the nearby multi-family residents of the Village Five core area. The park will have open areas for casual play and activities. This park is surrounded by the promenade streetscape proposed for the adjacent streets.

Location: In the center of the multi-family complex, southwest of the core area.



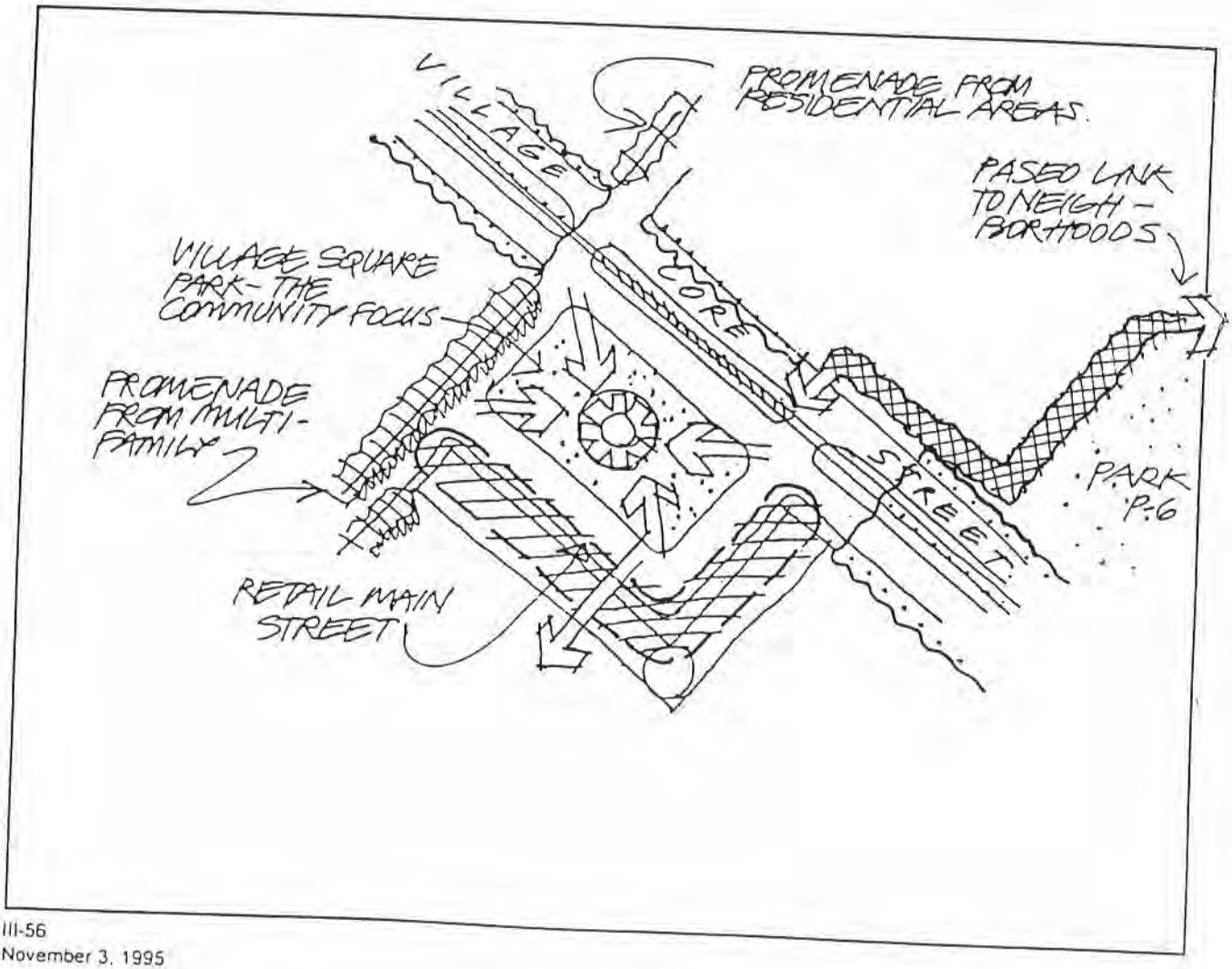


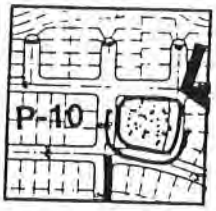
VILLAGE PARKS - VILLAGE FIVE

- Village Square P-8

Description: The Village Five Core area park is designated a town square in the Otay Ranch Parks, Recreation, Open Space and Trails Plan. The town square concept is emphasized by locating retail and commercial functions at the edges. The village core identity and form are based on a traditional town square character with village-serving retail around a village green. A transit station is proposed adjacent to the town square. Introduction of formal tree planting and pedestrian walks will reinforce the urban town square concept.

Location: The south side of the Village Core Street is surrounded on two sides by the commercial area.



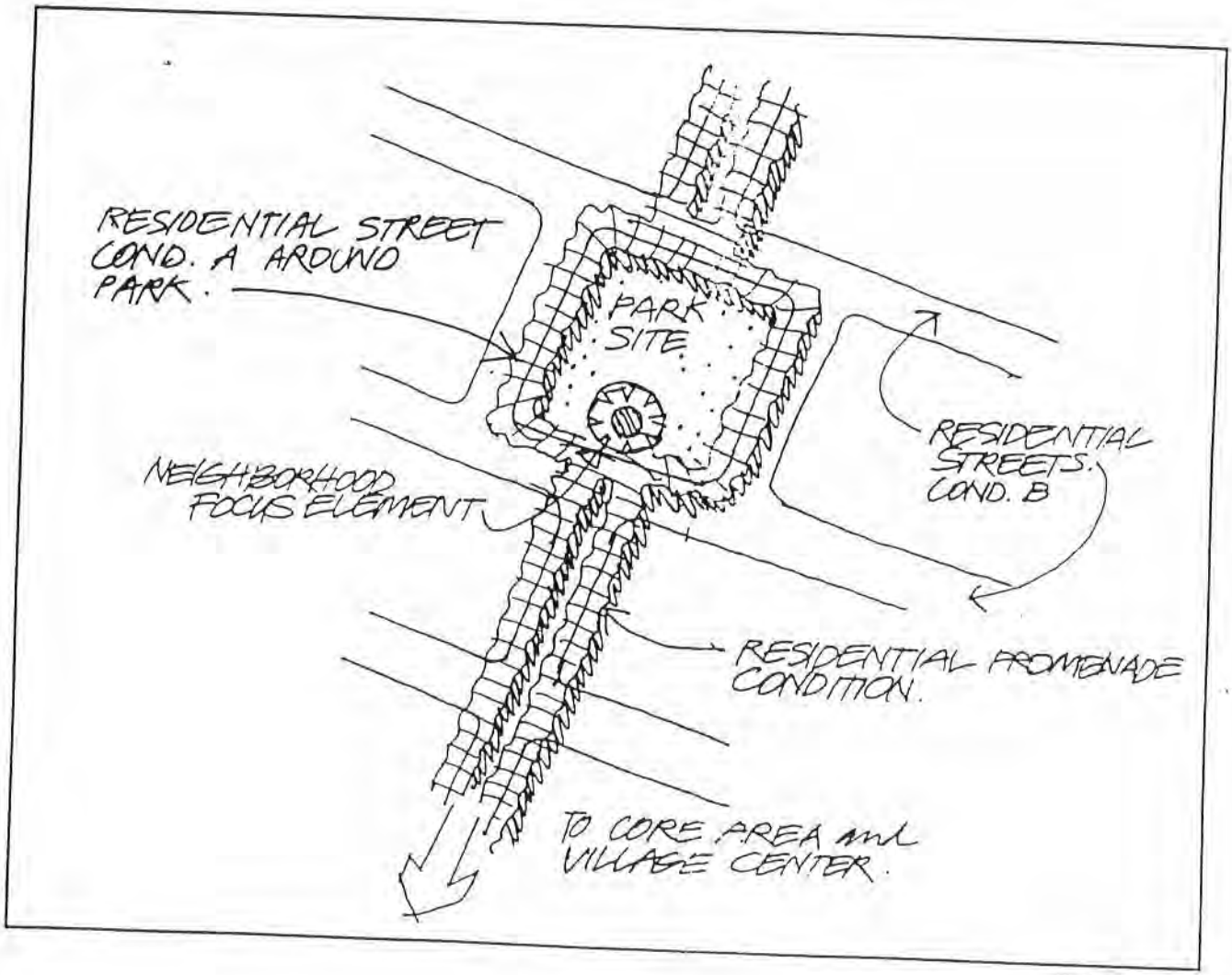


VILLAGE PARKS - VILLAGE FIVE

- Pedestrian Parks P-9 through P-11

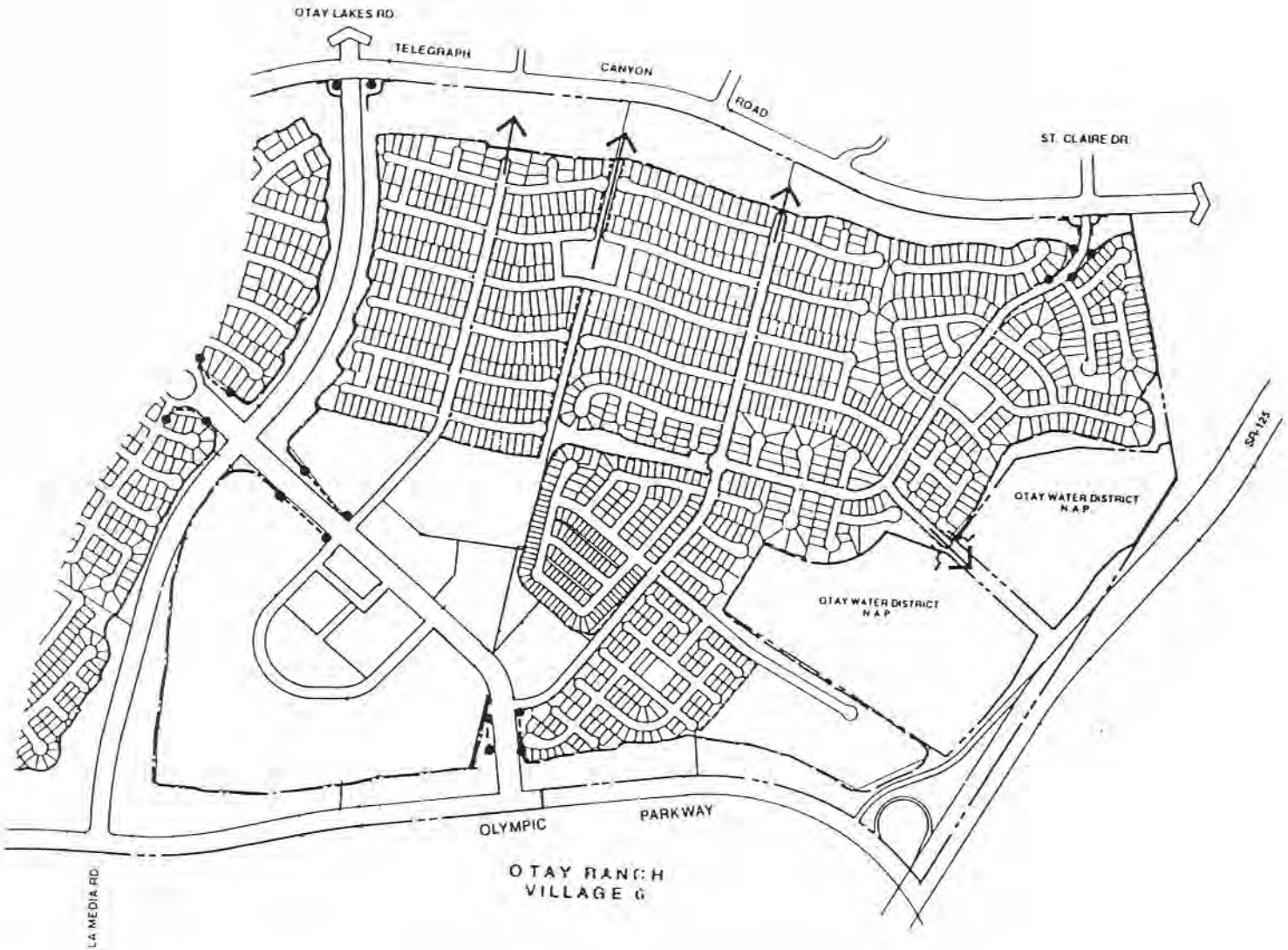
Description: Pedestrian parks are generally located for use by residents within a two to three block area. Each pedestrian park is planned with local informal social recreation activities in mind. Places for family or neighborhood gatherings is a fundamental function of the pedestrian park.

Location: The three parks are situated in neighborhoods throughout Village Five.



F. Fences and Walls Concept

The Ranch-wide theme will be maintained through a comprehensive system of walls and fences. Community theme walls provide screening, sound attenuation, security and neighborhood identity. The perimeter wall theme continues the ranch identity at project edges and entryways which will be carried throughout Otay Ranch.

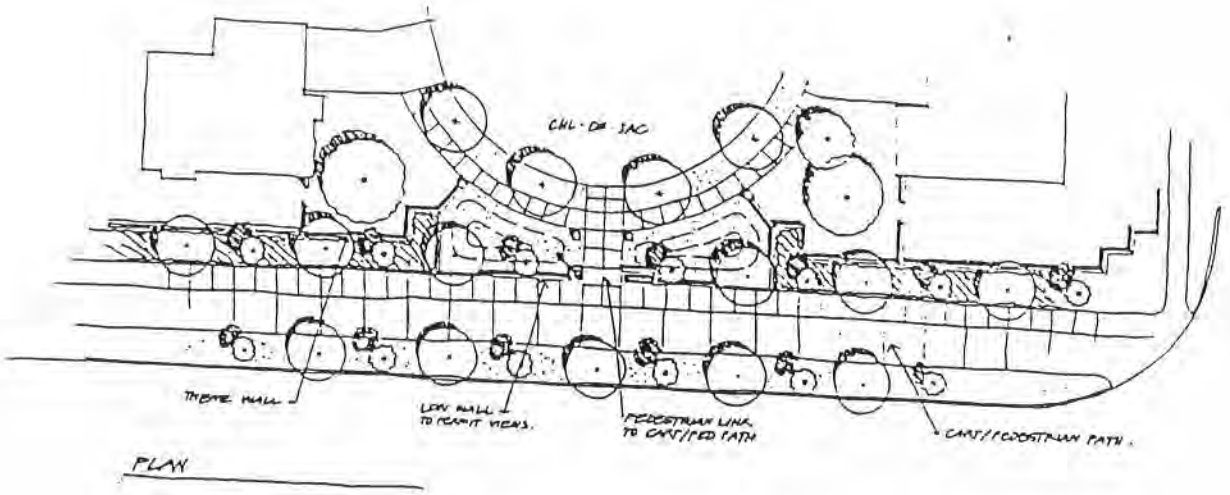


FENCES AND WALLS

Legend

- Theme Wall elements at entry
- Village Entry
- Perimeter Walls and Fences (at Single Family Areas)
- Perimeter Walls and Fences (at Multi-family Areas)
- Internal Walls and Fences
- Fence/Wall Terminus
- Visual and / or trail penetrations at wall

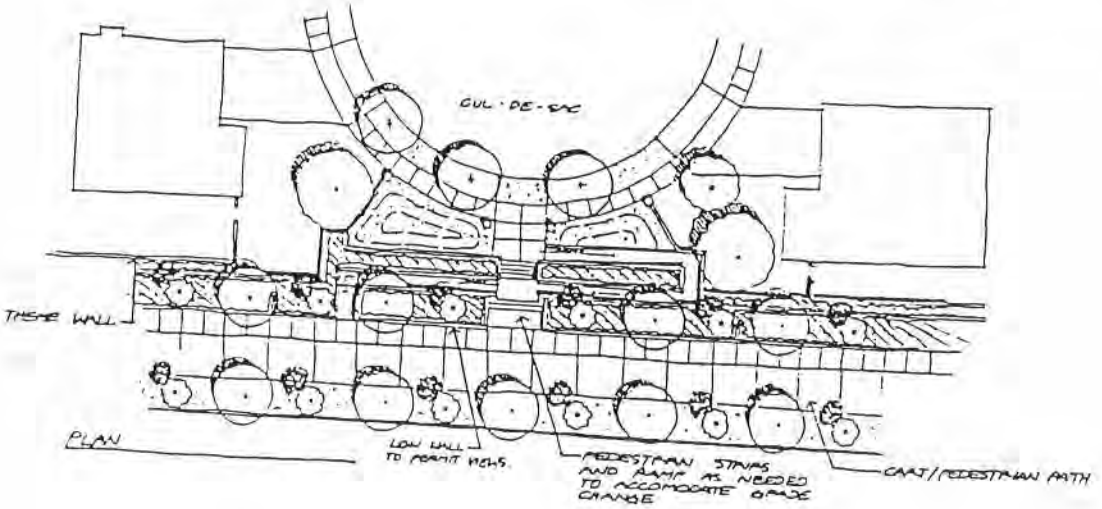
NOTE: All sideyard exposure to residential streets shall utilize theme wall. Where feasible, provide linkages to walks at cul-de-sac conditions.



PLAN



SECTION.



PLAN



SECTION

PALOMAR FRONTAGE CONDITION

BURTON ASSOCIATES

FENCES AND WALLS - VILLAGE FIVE

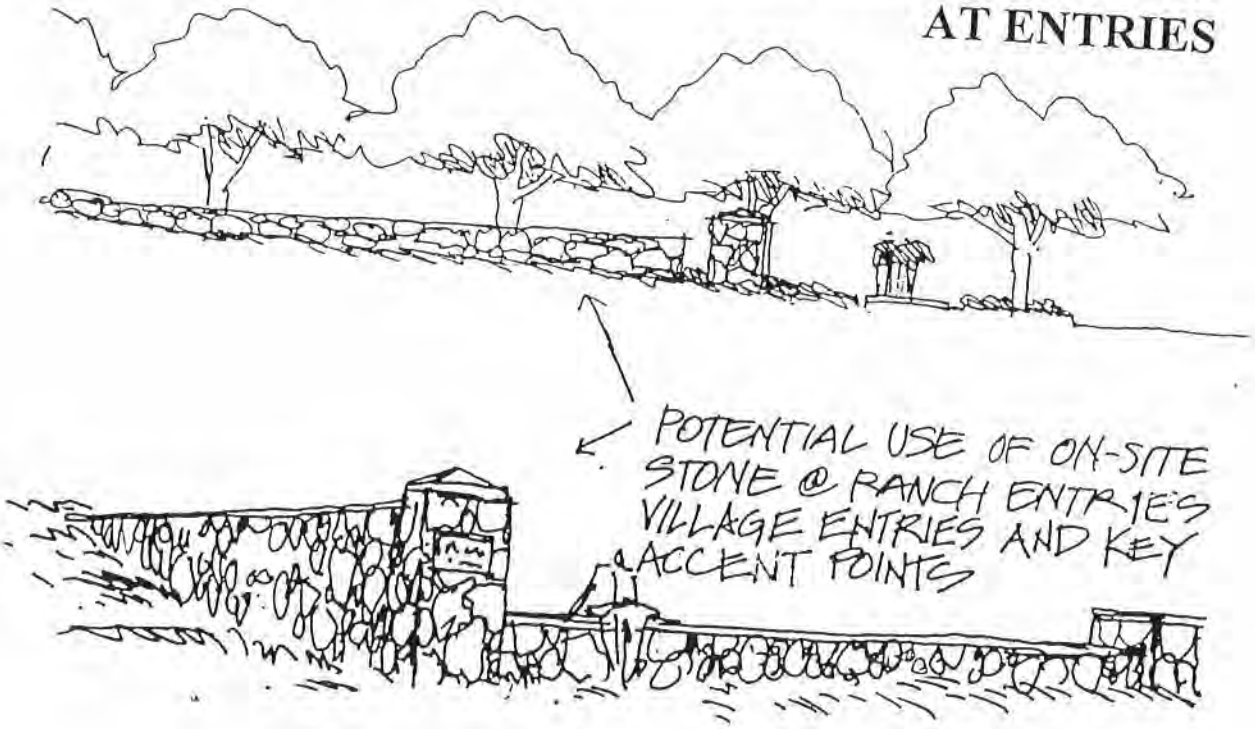
- Perimeter Walls

Description: The Otay Ranch community theme is maintained through a comprehensive system of walls and fences. Community theme walls provide screening, sound attenuation, security and neighborhood identity. The perimeter wall theme continues the ranch identity at project edges and entryways which will be carried throughout Otay Ranch. Perimeter walls, along with entry monuments, provide on the first built images depicting the character of the Village. The wall theme fosters the California heritage theme. Thematically, this design concept is carried throughout the project edge, however, the materials may change within a selected palette. The exact materials should be selected at the Tentative Map stage.

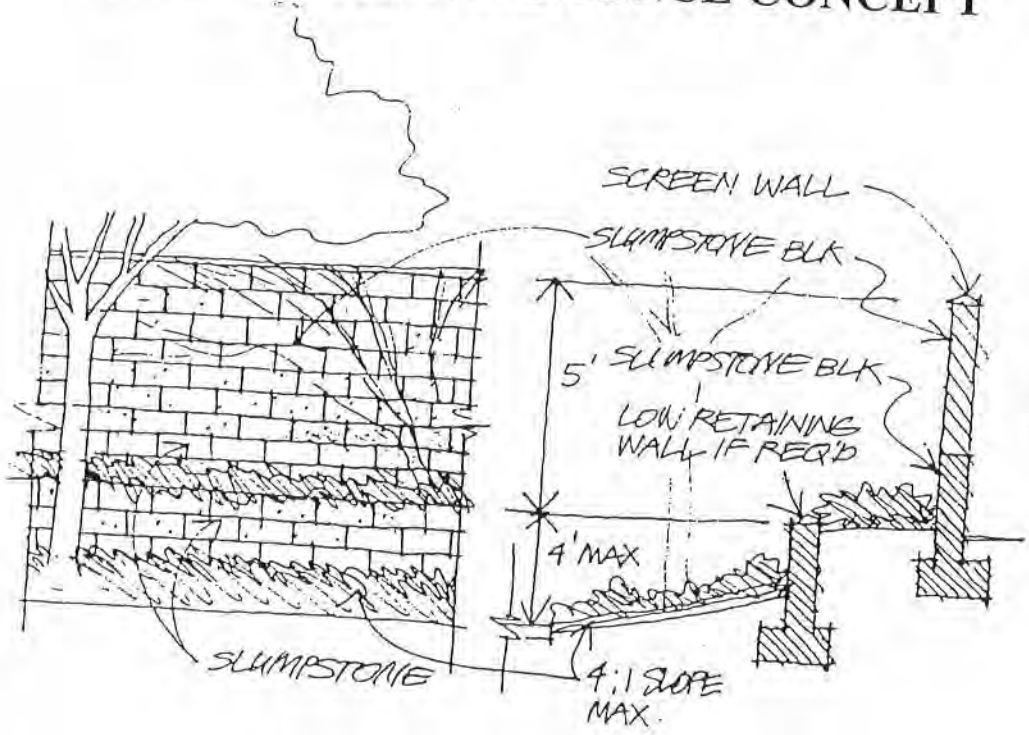
- Interior Walls

Description: Bring the theme wall and fence concept into the village on prominent interior streets. Theme walls and fences are used at exposed rear and side years as a visual barrier. Where used, the theme wall shall include the return to the dwelling unit. Typically, except occasionally in the core areas, they will have a shrub or goundcover layer at the base to soften the wall's appearance. Fences which are interior to the lot may be of a material and style appropriate to the project.

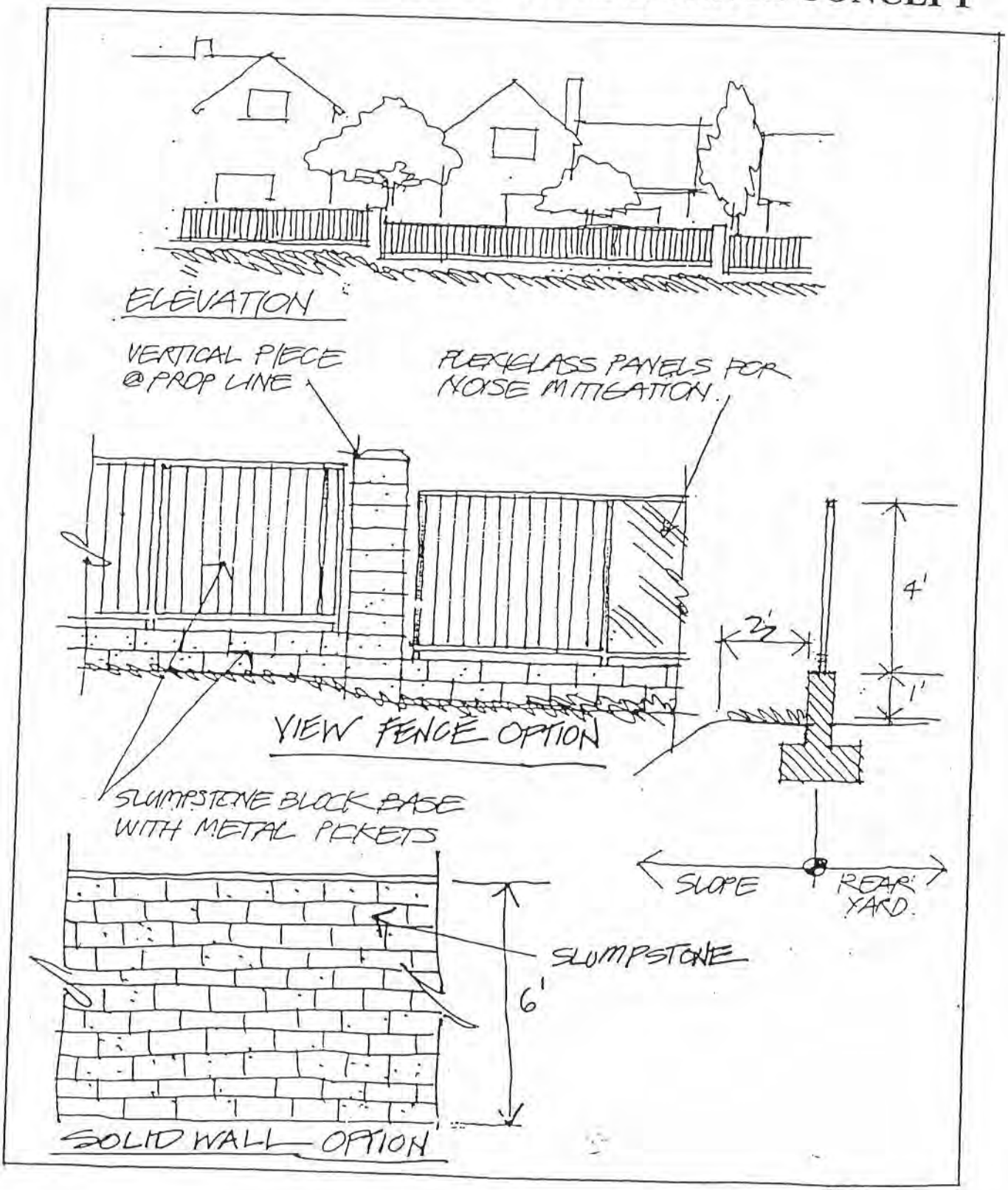
COMMUNITY THEME WALL ELEMENTS AT ENTRIES



THEME WALL AND FENCE CONCEPT



THEME WALL AND FENCE CONCEPT



G. Lighting Concept

The village lighting design guideline is geared to the quality of light along specific corridors and use areas. Light standards must have a distinctive character to relate to the corridors they serve. Lighting along pedestrian corridors must be more human in scale, closer spaced and lower than is typically found on an urban street. Light standards should be manufactured of high quality material which is visually pleasing. The base, pole and light fixture must be attractive and suitable to the design theme of each village and Otay Ranch as a whole.

Security Lighting

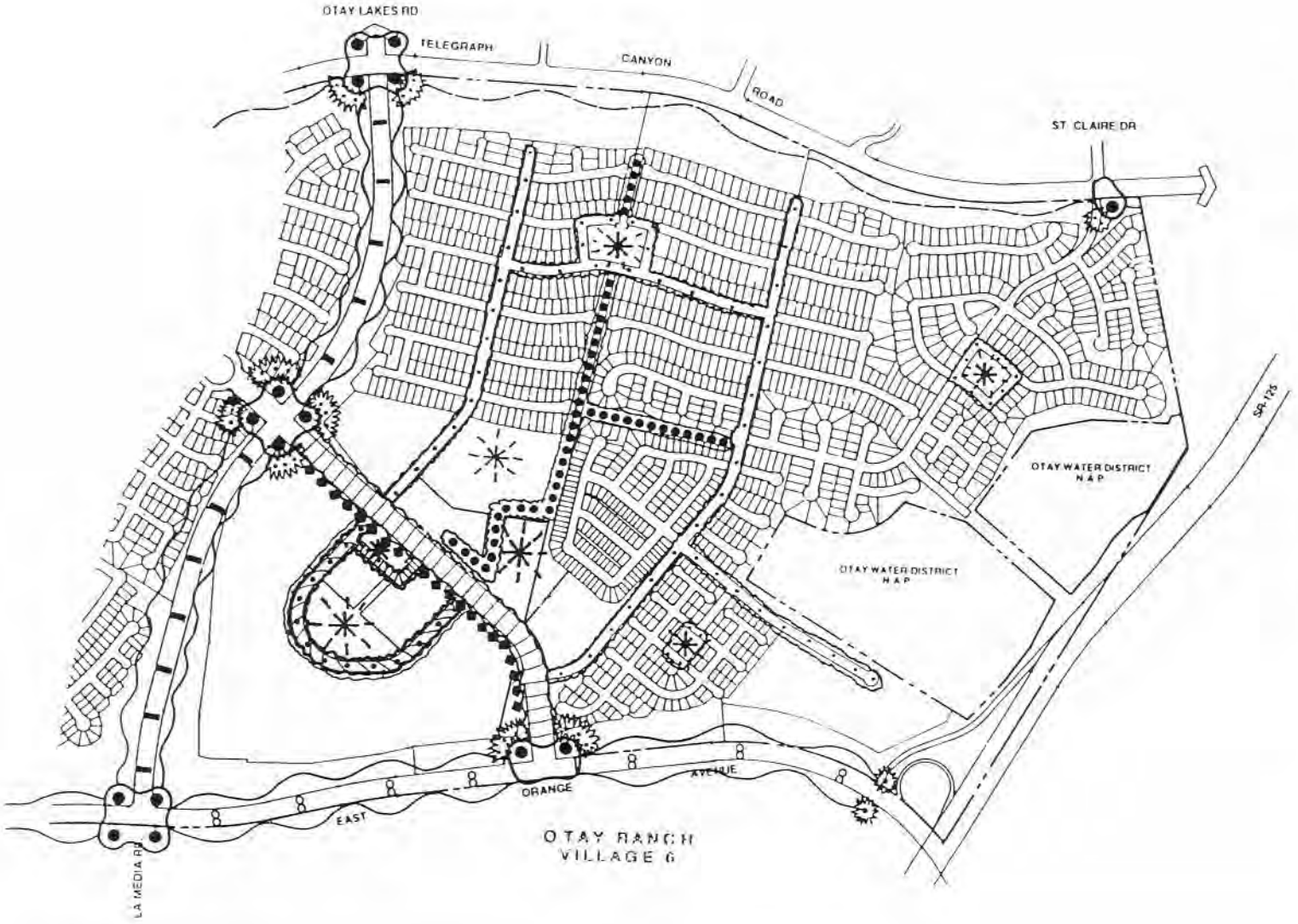
Parks and pedestrian oriented paths and open space should be adequately lighted to provide a sense of security in the community. Community centers, restrooms and support buildings should have vandal proof recessed lighting to illuminate building alcoves and other secluded portions of public spaces.

Park Lighting

The City of Chula Vista Landscape Manual includes lighting guidelines for park facilities. Coordination of park design with the City's Landscape Manual is essential to develop continuity within the Otay Ranch park system.

Ballfield and Tennis Court Lighting

Ballfield lighting is intended for field illumination for organized sports. Larger ballfields designated for lighting should be set back from residential areas and hours of operation should include an appropriate curfew.

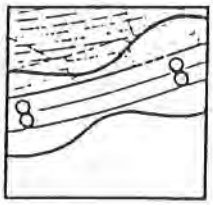


LIGHTING CONCEPT

Legend

- Existing street lighting (Telegraph Canyon Road)
- Arterial Intersection - Signalized, light standards at street corners
- Community (Ranch Wide) and Village Entry lighting associated with signage and monuments
- Village Plaza Street
- Scenic Arterial (East Orange)
- Ranch Theme Street (La Media)
- Village Entry Drive with Village Pathway (Cart/Ped. Path)
- Promenade - Core Area
- Promenade - Residential Area
- Paseo
- Special lighted areas i.e.: Parks, Schools, Community Facilities

Village Five

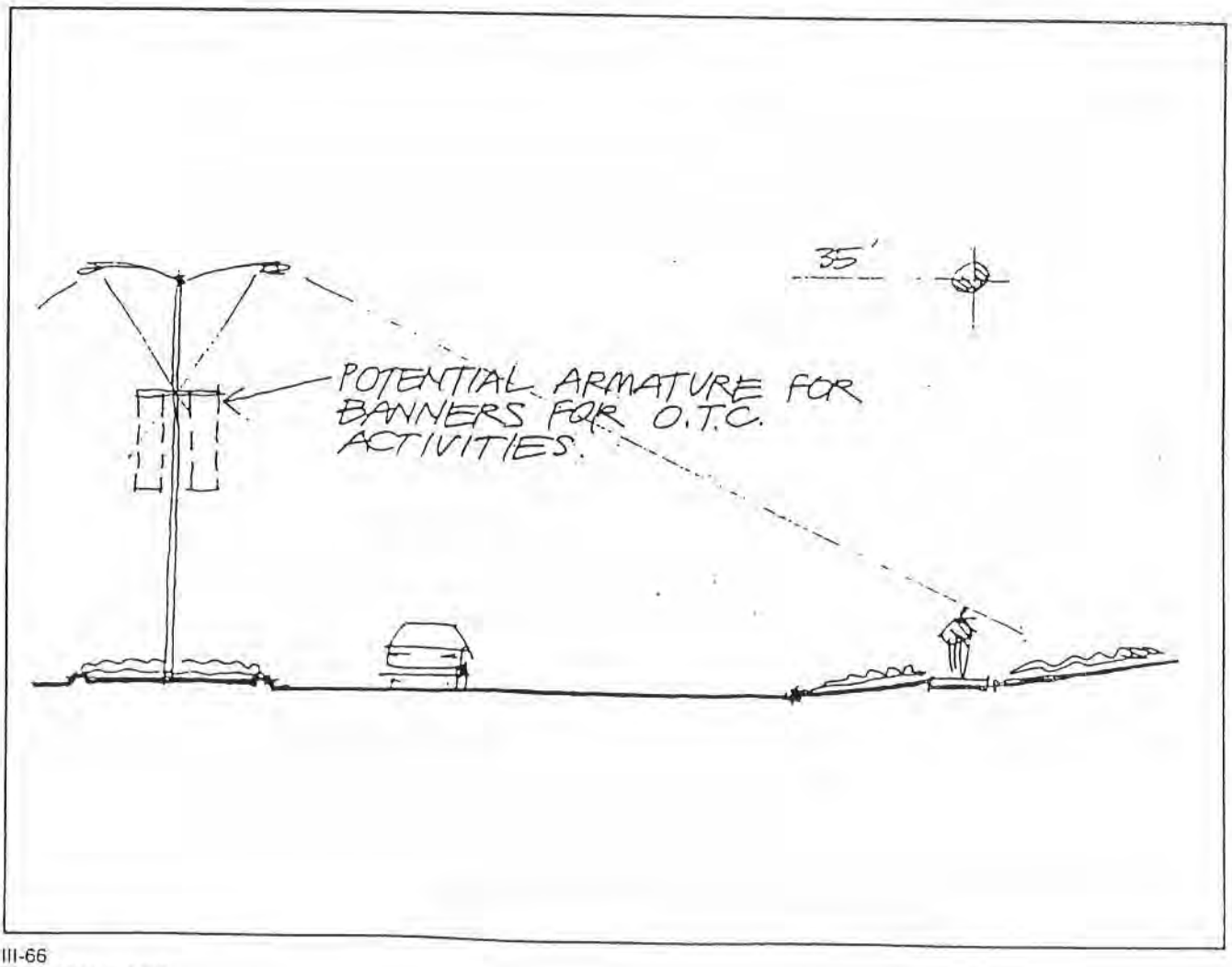


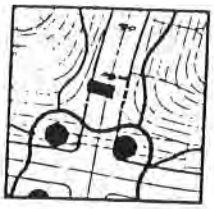
LIGHTING CONCEPT - VILLAGE FIVE

- *Olympic Parkway* ~~East Orange Avenue~~

Description: *Olympic Parkway* ~~East Orange Avenue~~ is a 6 lane major road through Otay Ranch. Lighting for this circulation corridor is provided through a single pole mounted with cobra style dual lights. The light standard should be placed in the center median, except at intersections.

Pole:	Integral color, cast concrete, 35' tall, maximum spacing to allow as low a light level as permissible.
Fixture Type:	Dual davit, "Cobra Style."
Lamp Type:	High Pressure Sodium.



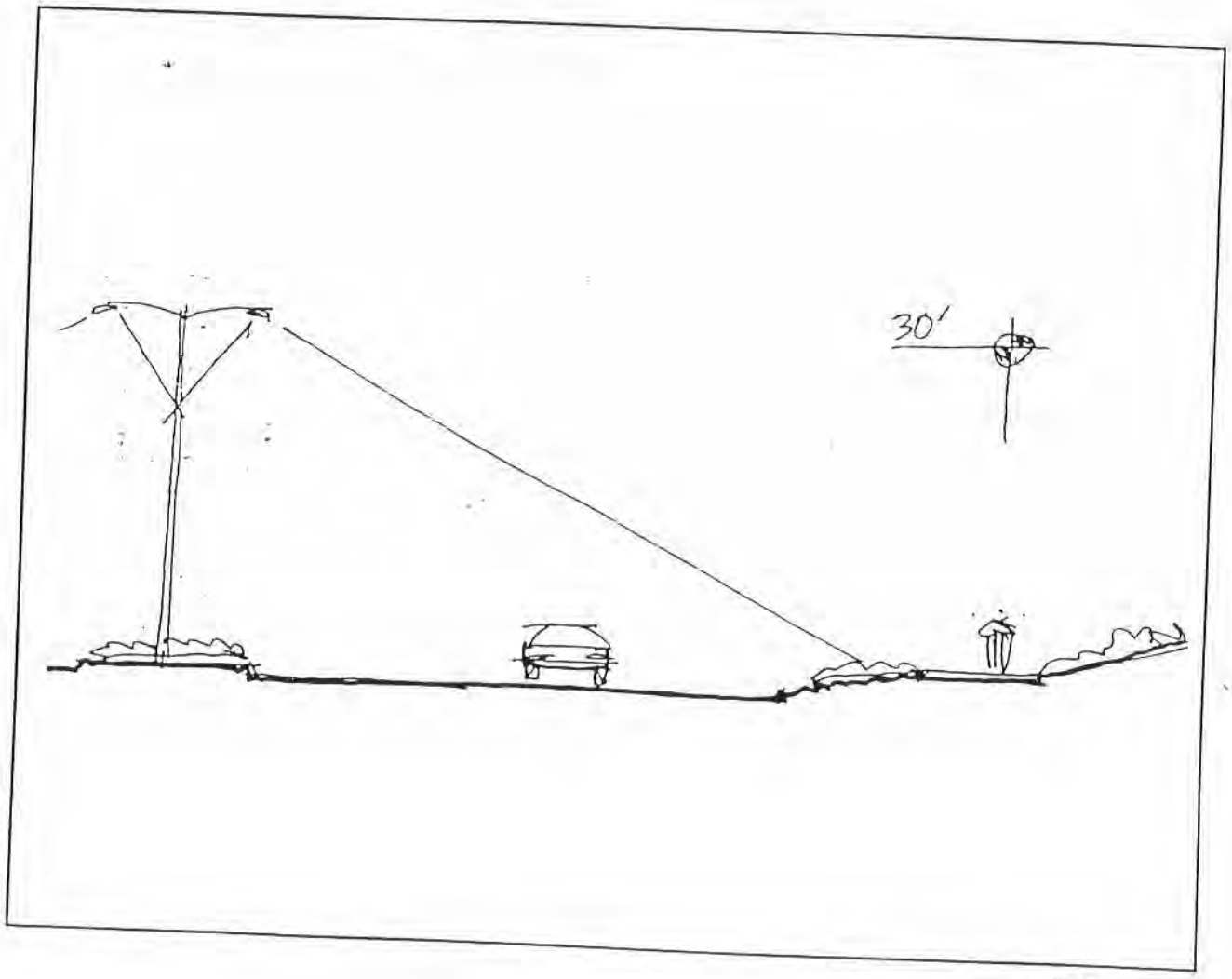


LIGHTING CONCEPT - VILLAGE FIVE

- Ranch Theme Street (Paseo Ranchero, La Media

Description: Ranch Theme Streets are located outside an open space corridor. The Ranch Theme Street has three travel lanes in each direction and an 8' bike lane. This street lighting has a suburban character with lower light poles and unique cross arm mounts for dual fixtures planned for the center median.

Pole:	Integral color, cast concrete, 30' tall, closer space to achieve higher illumination levels than on East Orange Avenue.
Fixture Type:	Double davit, "Cobra Style."
Lamp Type:	High Pressure Sodium



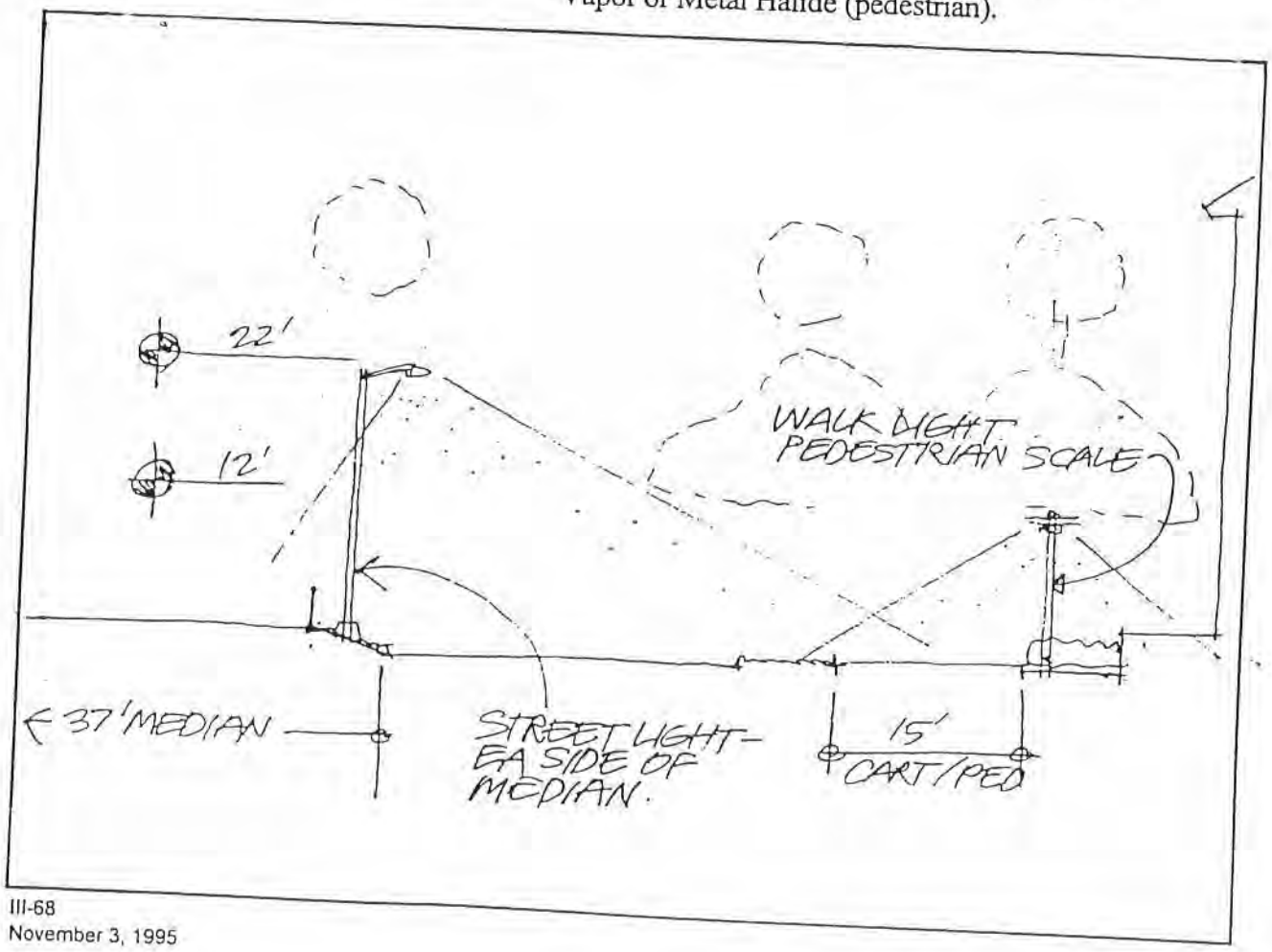


LIGHTING CONCEPT - VILLAGE FIVE

- Village Core Streets

Description: Village Core Streets provide two travel lanes in both directions with emergency parking. The Village Core Street includes the LRT right-of-way, paralleled on one side by a cart, pedestrian and bike path. This corridor is separated from the roadway by a landscaped parkway. Lighting originates from the edges of the LRT median, illuminating toward the outer edges. Village Core Street lighting has single cross arm mounted fixtures unique to Village Core Streets. Pedestrian walks are illuminated with lower lighting scaled and spaced to effectively light pedestrian circulation

Pole:	Street light; concrete or painted metal, 22' tall. Pedestrian light; Painted metal, 12' tall.
Fixture Type:	Cut-off feature for glare control for both lights. Standard "Cobra Style" with cut-off shields for street lights. Theme fixture pedestrian light for pedestrian/cart path.
Lamp Type:	High Pressure Sodium (street), Mercury Vapor or Metal Halide (pedestrian).



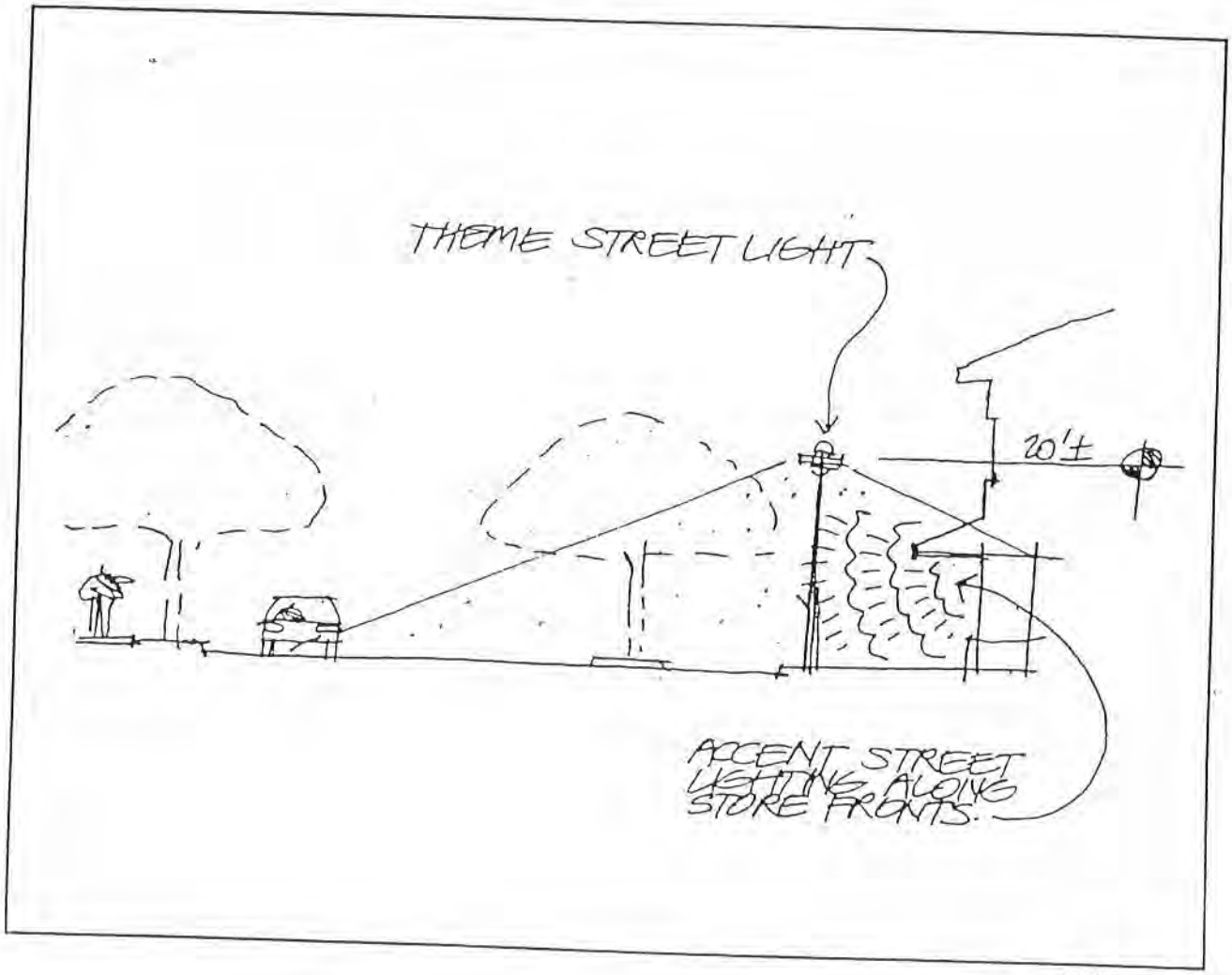


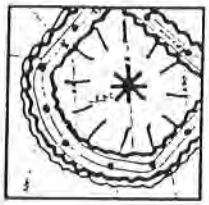
LIGHTING CONCEPT - VILLAGE FIVE

- Village Plaza Street

Description: Village Plaza Streets are characterized by two lane roads adjacent to pedestrian oriented commercial development on one side and a Village Square on the other side. Diagonal on-street parking is located along Village Plaza Streets adjacent to the commercial area. Parking is prohibited adjacent to the Village Square. Light standards have a pedestrian scale and spacing to reinforce an urban downtown character.

	Pole: Painted metal, 20'± tall, theme character.
Fixture Type:	Possible use of visible light source, accent light, in lieu of cut-off type.
	Lamp Type: Metal Halide.



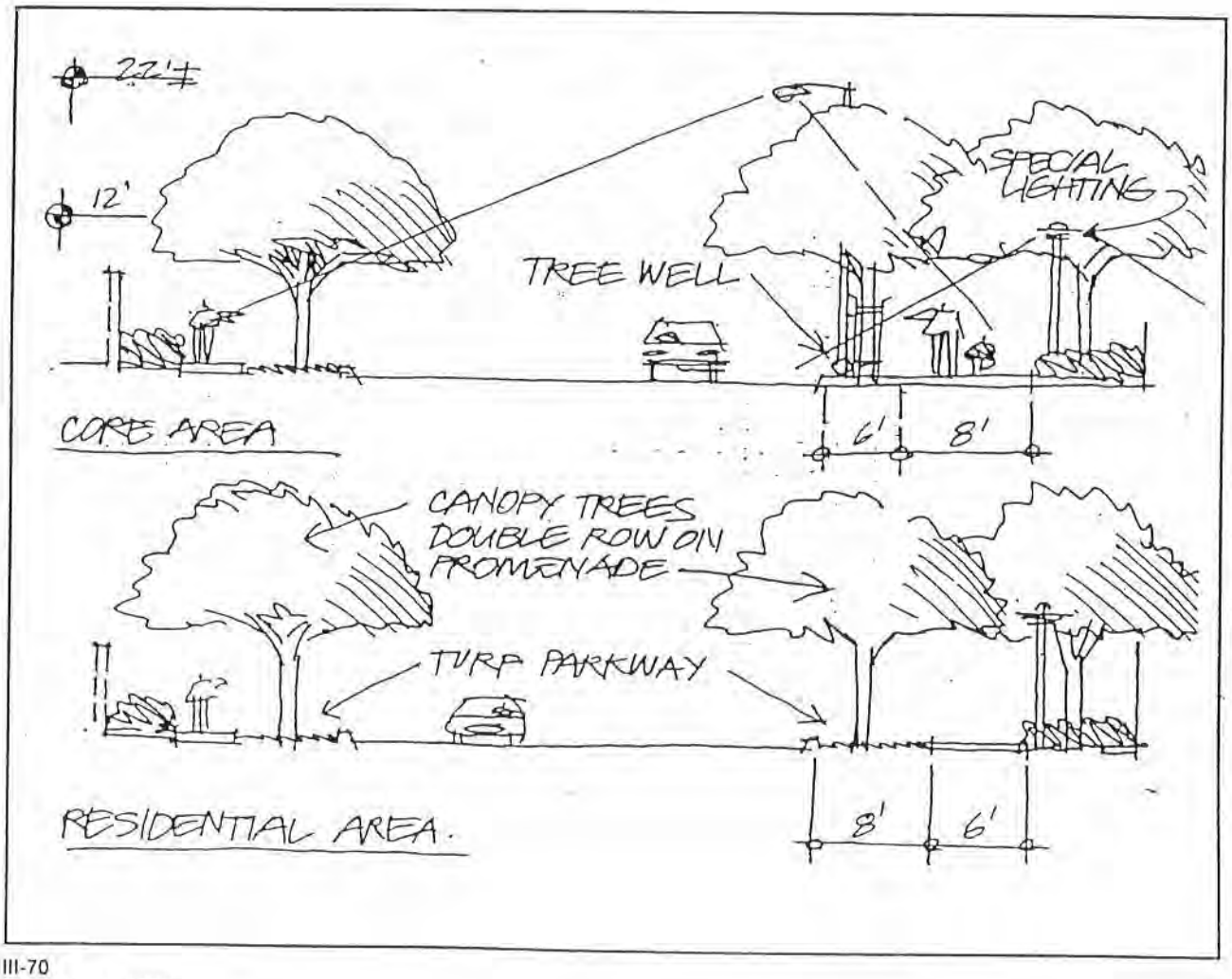


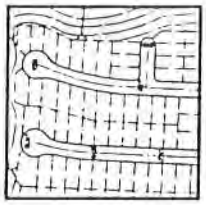
LIGHTING CONCEPT - VILLAGE FIVE

- Promenade Streets

Description: Promenade Streets serve automobile, pedestrian and/or bicycle traffic. The Promenade Streets create a suburban, semi-formal atmosphere contributing to a feeling of pedestrian comfort and security. Pedestrian scale, sidewalk oriented lighting is encouraged.

Pole:	Street light; concrete or painted metal, 22' tall. Pedestrian light; painted metal, 12' tall.
Fixture Type:	Cut-off feature for glare control for both lights. Standard "Cobra Style" with cut off shield for street lights. Theme fixture pedestrian light for pedestrian path.
Lamp Type:	High Pressure Sodium (street), Metal Halide (pedestrian).



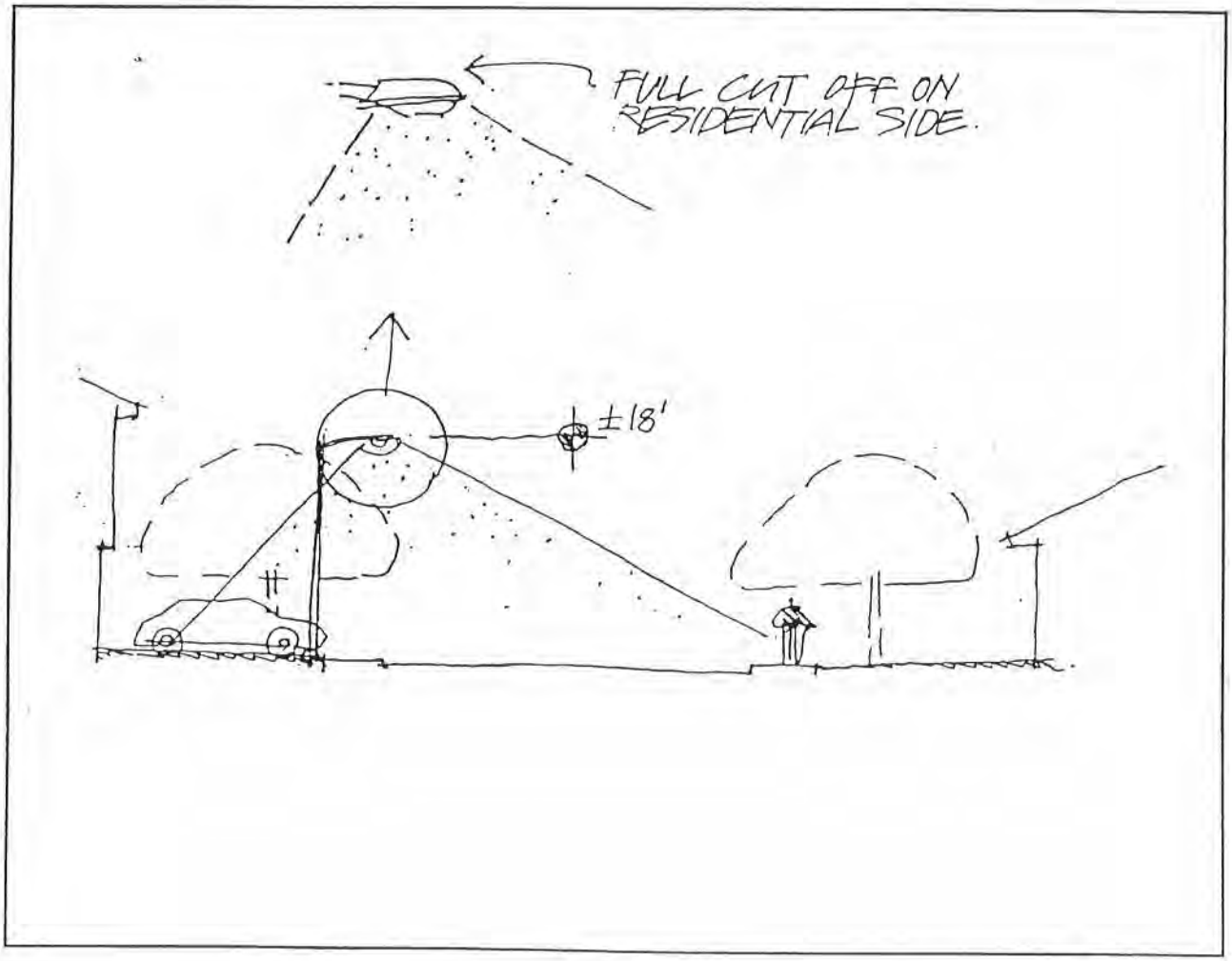


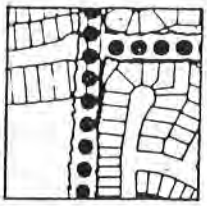
LIGHTING CONCEPT - VILLAGE FIVE

- Residential Streets

Description: Residential Streets are semi-urban roads with a pedestrian scale. The streets have homes or one or both sides, with pedestrian walks and on-street parallel parking.

Pole:	Precast concrete or painted metal approximately 18' tall.
Fixture Type:	Cut-off feature for glare control, either pole top or single davit mount.
Lamp Type:	High Pressure Sodium.



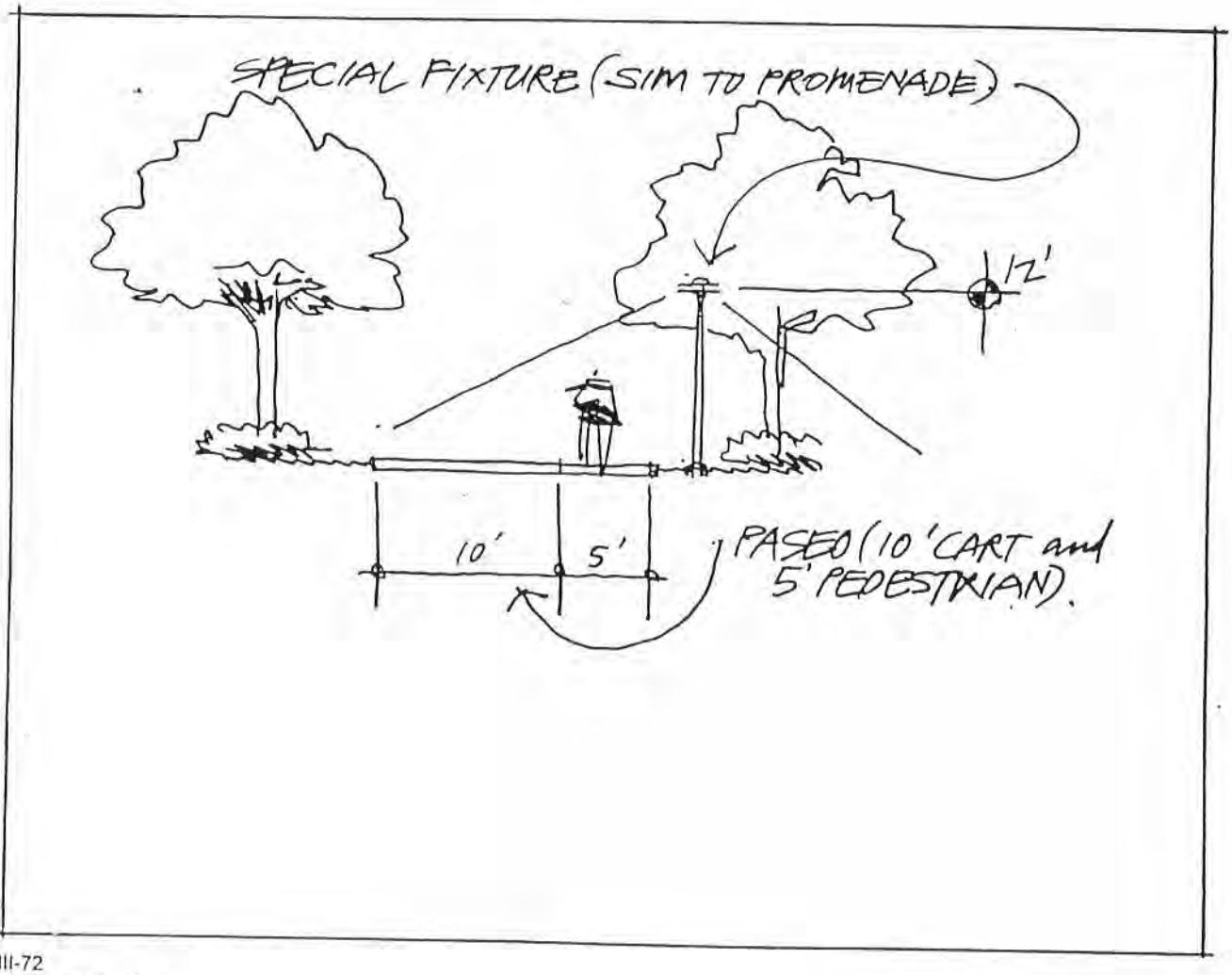


LIGHTING CONCEPT - VILLAGE FIVE

- Paseo

Description: Paseos serve cart and pedestrian use. Pedestrian scale, sidewalk oriented light is encouraged. The lighting should be similar to the Promenade Street lighting concept.

Pole:	Painted metal, 12' tall.
Fixture Type:	Cut-off feature for glare control. Theme fixture light for pedestrian side of path.
Lamp Type:	Metal Halide

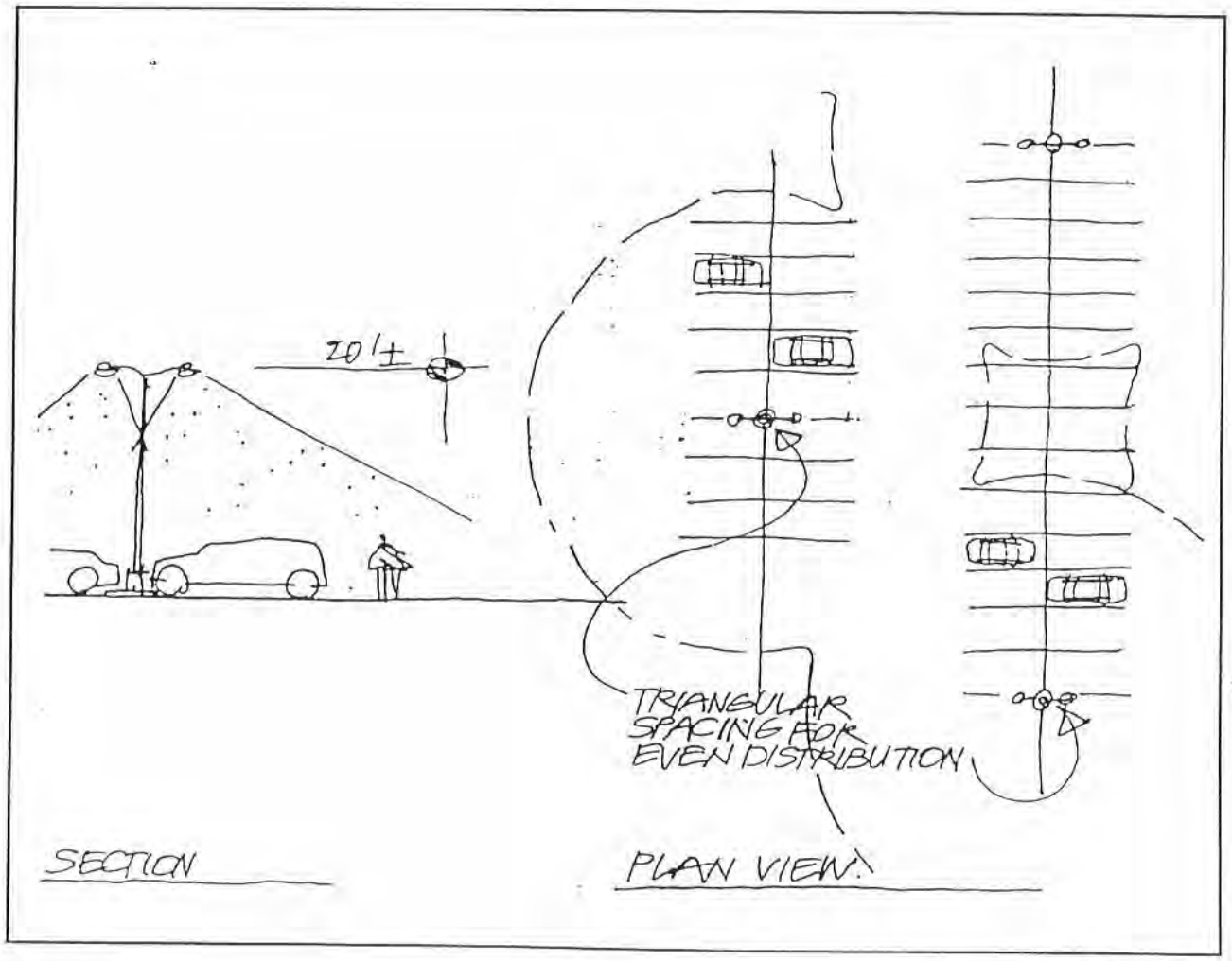


LIGHTING CONCEPT - VILLAGE FIVE

- Parking Lots

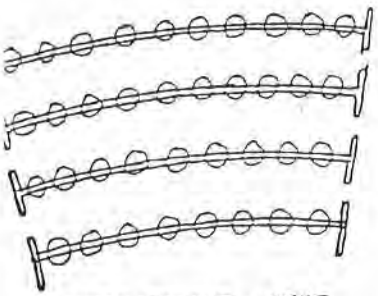
Description: Parking lot lighting is consistent throughout the Village, in terms of fixture height, spacing, light source and performance characteristics. Fixture style may differ between projects if necessary. Parking lots should be adequately lighted with pole mounted fixtures. Parking lot lighting adjacent to residential uses should be adequately shielded and set back.

Pole:	Painted metal, 20' tall, triangular spaced.
Fixture Type:	Single or double mount, full cut-off fixtures.
Lamp Type:	Metal Halide.

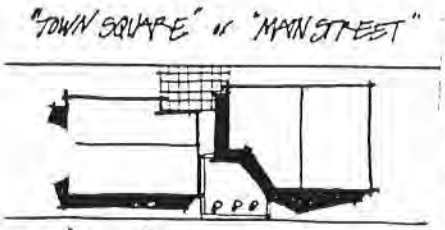


III-3. Village Core Concept

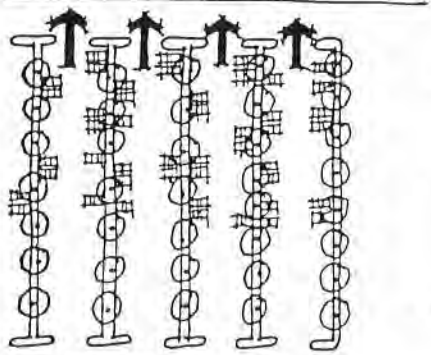
A. Character & Intensity



The Village Core is the commercial/social activity focal point for Otay Ranch Village Five. The Village Core is comprised of a variety of land uses and development intensities located close to one another. Certain parcels have the opportunity for multiple and/or mixed-use development. By providing the appropriate mix of uses and sufficient development intensity, the Village Core is a "transit node," encouraging the use of public transit and non-vehicular transportation modes by concentrating a number of "destinations" in a single location.



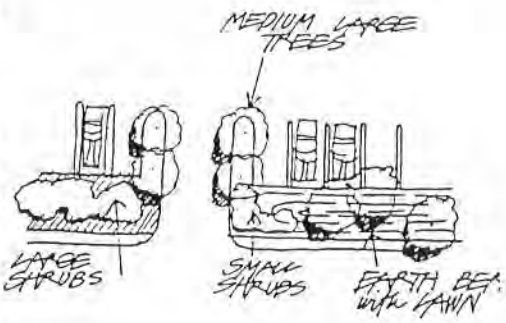
As the commercial and social activity center for the village, the Core is a major factor in the perceived community image. Because of its importance to the overall design character of the community and the activity focus within a predominately residential community, the following objectives are identified for the Village Core area:



- Create a sense of place with a highly identifiable character.
- Create a pedestrian friendly environment with activity, enclosure, and comfort in specific areas.
- Maximize connections to the Village Core from secondary area residential development with pedestrian and bicycle routes.
- Implement a "Town Square"/plaza concept for the commercial district.
- Balance parking and vehicle access needs of commercial uses with the pedestrian focus within the Village Core.
- Encourage a unified architectural style within the commercial core which can accommodate pedestrian

oriented urban design concepts and which is consistent with the community character.

In order to achieve these objectives, various design districts which group sites according to their relationship to the commercial core area and their function within the Village Core concept will be utilized.



PARKING AREAS, COMMON to all FACILITIES, SHALL be SCREENED from ADJACENT AREAS with SHRUBS and TREES, and the INTERIOR of the LOTS will also be SOFTENED with TREES.

Although many design details will be the product of future detailed design studies and precise plans, the basic framework for the Village Core has been delineated. The Village Core Concept Plan described in this chapter includes a Conceptual Village Plan which describes the important functional relationships/elements within the village core and connections to the secondary area. The Conceptual Core Master Plan addresses the arrangement and connection of uses in the Village Core and depicts building siting throughout the village core. A detailed Site Plan of the "Town Square" commercial area focuses on the critical design issues at the heart of the village core. An architectural style is also conceptualized for the core area, as illustrated in the Conceptual Building Elevations. The village structure landscape and hardscape palettes have also been established, creating the context within which the building design on each site must be formulated.

The unique character intended within the Village Core precludes the use of fixed or mandated design solutions. Instead, the various elements of the Village Core Concept Plan, general character statements and identification of important design/site planning features are utilized to convey a qualitative description of site design solutions in the Village Core and its critical component parts.

1. Village Core Concept Plan

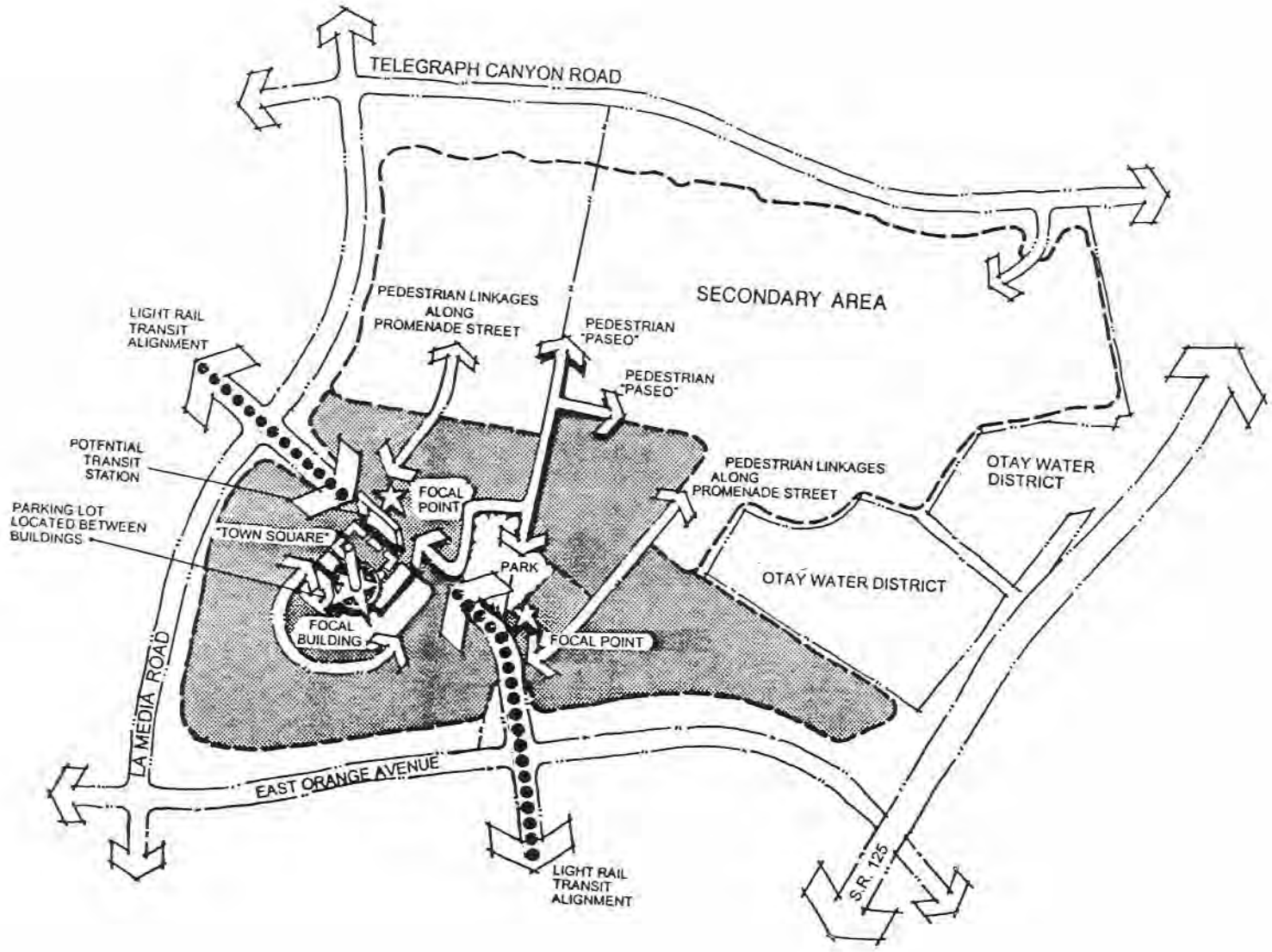
The Village Core Concept Plan, including the Conceptual Village Plan, Core Master Plan, and "Town Square" Plan are depicted in the following exhibits. In order to allow the Village Core to function as described in the Otay Ranch

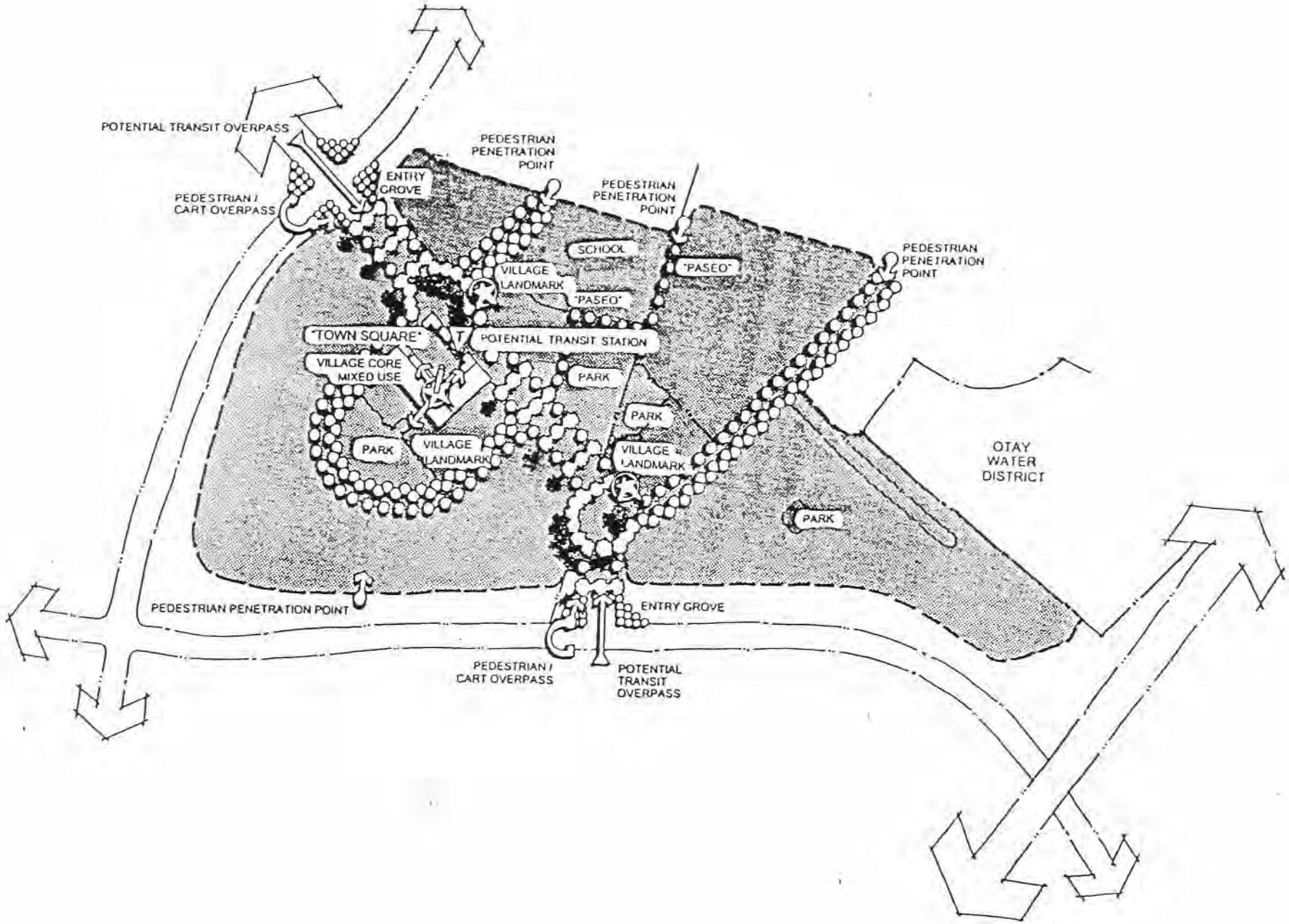
GDP and SPA One Plan, and permit development in response to changing market conditions, the need for adaptability with regard to the Concept Plan is recognized as essential. The Concept Plan conceptually describes the intended intensity, location and character of development. It also accommodates flexibility in the progression to final design and should not be viewed as the only acceptable core design.

A Master Precise Plan and/or subsequent individual precise plans will be prepared to analyze the detailed specifications for signage, lighting, street furnishings and architecture. Conceptual building elevations will be provided at the precise plan stage.

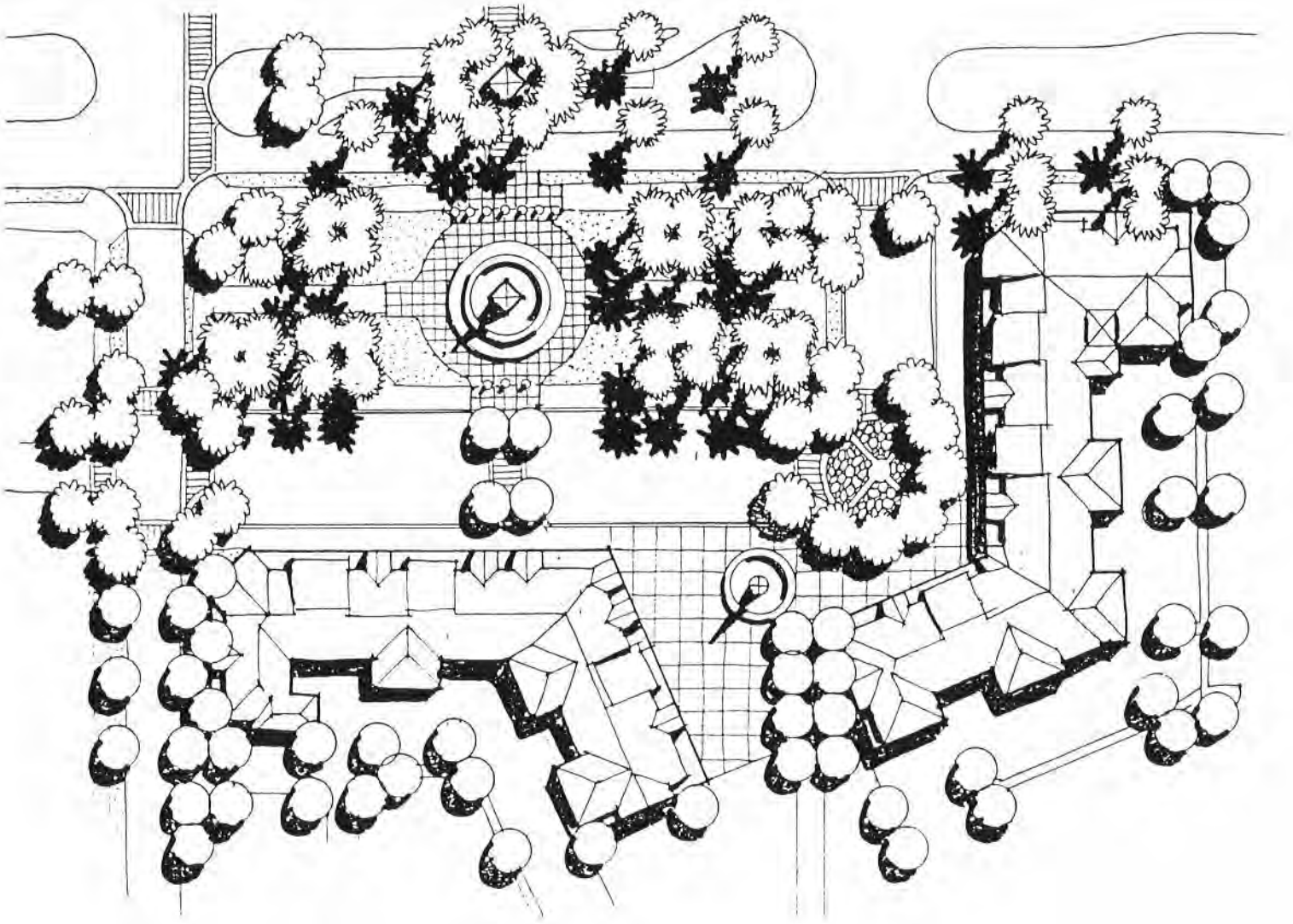
The Conceptual Site Plan must include the following elements:

- Implement the pedestrian-oriented "Town Square" commercial district concept - generally orient storefronts to sidewalk on frontage street and locate parking behind buildings

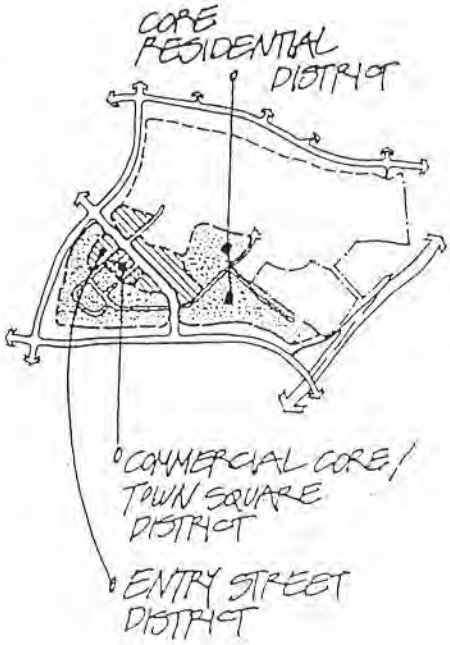

TELEGRAPH CANYON ROAD
SECONDARY AREA
PEDESTRIAN LINKAGES ALONG PROMENADE STREET
PEDESTRIAN "PASEO"
PEDESTRIAN "PASEO"
LIGHT RAIL TRANSIT ALIGNMENT
POTENTIAL TRANSIT STATION
PARKING LOT LOCATED BETWEEN BUILDINGS
FOCAL POINT
"TOWN SQUARE"
PARK
FOCAL BUILDING
FOCAL POINT
PEDESTRIAN LINKAGES ALONG PROMENADE STREET
OTAY WATER DISTRICT
OTAY WATER DISTRICT
LA MEDIA ROAD
EAST ORANGE AVENUE
LIGHT RAIL TRANSIT ALIGNMENT
S.R. 125


POTENTIAL TRANSIT OVERPASS
PEDESTRIAN PENETRATION POINT
ENTRY GROVE
PEDESTRIAN / CART OVERPASS
PEDESTRIAN PENETRATION POINT
SCHOOL
"PASEO"
PEDESTRIAN PENETRATION POINT
VILLAGE LANDMARK
"PASEO"
"TOWN SQUARE"
POTENTIAL TRANSIT STATION
VILLAGE CORE MIXED USE
PARK
PARK
PARK
VILLAGE LANDMARK
VILLAGE LANDMARK
OTAY WATER DISTRICT
PARK
PEDESTRIAN PENETRATION POINT
ENTRY GROVE
PEDESTRIAN / CART OVERPASS
POTENTIAL TRANSIT OVERPASS

CONCEPTUAL TOWN SQUARE PLAN



- Provide CPF, commercial district and neighborhood park synergy.
- Reserve light rail transit ROW and station site.
- Provide the "paseo" and other non-vehicular circulation connections to Secondary Area(s).
- Utilize formal landscape and hardscape schemes in the design for the Town Square commercial area.



2. Design Districts

The Village Core is divided into three design "districts" based on the proposed land uses and the level of pedestrian orientation. The most intense pedestrian orientation occurs at the commercial core or "Town Square" and decreases generally with distance from that focus area. A second district includes the park site/paseo terminus, multi-family residential and CPF sites immediately adjacent to the commercial district and along the Village Entry Street. The third district includes the remaining parcels within the Village Core which are ~~primarily~~ *single-family and* multi-family residential, *and* a park ~~and CPF~~ sites.

B. Design Features

This section highlights important features of the Village Core Concept Plan and provides guidelines by design district in four design areas: building/siting, pedestrian/vehicle/transit access, urban character (landscape and/or hardscape), and lighting/signing/street furnishings.

1. Commercial Core/Town Square District

The guidelines set forth in this section relate primarily to the "Town Square" pedestrian oriented plaza/commercial area which fronts on Parcels C-3 *R-45* ~~and C-4~~. In applying these guidelines, it should remembered that each of these parcels

also has one or more edges which have a somewhat or significantly reduced pedestrian orientation. Because these edges are less critical to the overall concept, less attention is given to them. Thus, these guidelines should be applied in a manner which takes into consideration the range of exposures and the need to integrate a variety of character/orientation criteria into a cohesive parcel plan.

The "Town Square" is the heart of the Village Core. It is intended to be the most urban area within the core. It is primarily oriented toward pedestrians, limiting vehicle speeds and parking areas on the fronting streets. These streets are intended to serve as traditional town square/plaza streets fronted by pedestrian scaled storefronts and shops. Limited volumes of slow moving through traffic and parallel or angled parking are to be accommodated in the frontage street. The character of these streets is to be defined by the subordinated vehicle activity and the pedestrian friendly urban environment.

Building Design/Siting

- In order to define and enclose this pedestrian shopping/activity area, buildings fronting on the plaza street should have reduced setbacks from the pedestrian right-of-way to encourage interaction between building activities and passers-by. Multiple story buildings, with retail at street level and office or residential uses above are allowed.

- Strong definition of building corners with vertical elements help to define public spaces and improve orientation within this pedestrian district.

- Building entrances should be located on the street/plaza building edge and should be closely spaced to increase articulation and interest along the pedestrian walk. Design emphasis on the entry improves the streetscene and helps distinguish individual shops in a multi-tenant building. Store fronts should incorporate display windows to create interest and encourage window

shopping along the pedestrian walk. Uses which are not conducive to such exposure should be located away from the street level shopping corridor.

- Shaded areas and a sense of enclosure which will encourage visitors to linger and enjoy the area are desirable aspects of the plaza and main street. Features such as canopies, arcades and roof overhangs can achieve these objectives and also provide weather protection when necessary.

In general the exterior elevations should incorporate a range of scale defining elements which relate larger building masses to the pedestrian. Examples include columns, archways, doorways, upper floor windows, and balconies.

Pedestrian/Vehicle/Transit Access

- Vehicle access should be clearly subordinated to pedestrian access in this area. Traffic should be limited along the street and single "back door" vehicle access to the rear should be allowed, potentially under a building bridge. Parking should be located behind buildings fronting the pedestrian street/plaza on these parcels.

- An expanded sidewalk should be provided along the pedestrian corridor to allow groups to comfortably pass each other. Frequent opportunities to sit, relax, and observe should be provided with the inclusion of benches, steps, planters, and short walls within and adjacent to the pedestrian walk.

- Pedestrian, bicycle and cart access routes to this area should be maximized. A paseo connection through the park on Parcel P-6 should be provided to link the commercial district to the Secondary Area(s). Similar routes should be provided via the two Promenade Streets. These routes should be well marked to encourage non-vehicular circulation.

- Pedestrian, bicycle and cart access routes should provide convenient access to the planned transit station site in the street median. The commercial area should have good exposure to the transit station site and well identified pedestrian routes should connect them.

Urban Character

- The pedestrian ground plane within the plaza and along the shopping street should be well defined with a hard surface that is textured or has other accents which create an interesting pattern and help to identify the focal area.

- Grade separations in this district should utilize structures rather than landscaped banks, to emphasize the urban character and provide sitting areas.

- Landscaping should reinforce the urban character of the area and reflect ordered, formal plantings rather than random, natural appearing materials. Trees should be incorporated into the pedestrian path, planted flush to ground level with overhead branches to create overhead canopies.

- Adjacent parking areas should be softened from the pedestrian paths.

Lighting/Signing/Street Furnishings

- The town square commercial area should be well lit to encourage evening use. Street lighting fixtures should relate to the pedestrian scale, and architectural accent lighting is encouraged.

- Illumination of walkway/trail connections should be provided by the use of low intensity fixtures for safety and comfort. The lighting pattern and intensity should become more intense at path intersections and vehicular crossings.

- Within building groups, architectural and accent lighting should be indirect and subtle. Increased lighting levels should highlight pedestrian areas to clearly define the pedestrian path. Service area lighting should be contained within the service area boundaries/enclosure. The actual light bulb for service area lighting should not be visible from adjacent properties.

- A Town Square Design Program should be formulated to establish specific design parameters for all signage, theme lighting, and street furnishings within the town square commercial area. Signs and fixtures in this district should be located and scaled for a pedestrian district. Signage should inform and direct but not dominate the visual character of the area.

2. *Entry Street District*

This district relates primarily to the Park, CPF and multi-family residential parcels found near the plaza commercial district and fronting on the Village Entry Street. Although not a part of the shopping street their visually prominent locations, proximity and potential roles in providing access to the commercial area set them apart from the other parcels in the Core. Because these parcels front on the most highly trafficked street in the village, the aesthetics and building design on these sites will generally be more important than pedestrian orientation.

Building Design/Siting

- Village landmark buildings should be sited in visually prominent locations along the Village Entry Street (parcels CPF-4, & CPF-5~~, & CPF-6~~). A landmark structure should be similarly sited in the park (P-6) across from the Town Square/Village Entry Street intersection.

- Building siting and design should recognize the important core corner locations with strong vertical elements and a "public building" appearance.

- Building entrances should be sited toward the entry street, with distinct pedestrian connections to the non-vehicular path along the entry street and the connecting paths along the intersecting Promenade Streets and Paseo (in the park).

Pedestrian/Vehicle/Transit Access

- Pedestrian access will be via designated off-street paths which should connect directly with the front entrance to buildings in this district. Along with the town square, these sites should function as major pedestrian/non-vehicular destinations within the Core.

- Parking and vehicle access should be located to the rear of each site and separated from the pedestrian-oriented frontage.

Urban Character

- The landscape design on these sites will be greatly influenced by the Village Entry Street landscaping which will create a strong design element along one edge. In general, these sites will be somewhat less formal than the town square commercial area. However, as landmark sites they should reflect the orderly and structured pattern of the Village Core. Sites located near the village entry will also introduce and announce the design character of the community so they should have a strong design and be well detailed.

Lighting/Signing/Street Furnishings

- A Village Core Design Program for lighting, signing, and street furnishings will be prepared to establish a single set of standards to be used throughout the Core.

This program should be compatible with the Town Square Design Program, but need not follow it exactly.

3. Core Residential District

This district relates primarily to the residential parcels located within the Village Core. This location distinguishes them from the residential uses in the Secondary Area, yet their distance and residential use distinguish then from the other uses on or near the plaza. ~~Two CPF sites are also included in this design district.~~

Building Design/Siting

- Residential buildings should be sited and design*ed* to increase interaction between living spaces and pedestrian paths along the Core streets. Provision of front doors, porches, balconies, and pedestrian scaled landscape/hardscape in the front yard is encouraged.

Pedestrian/Vehicle/Transit Access

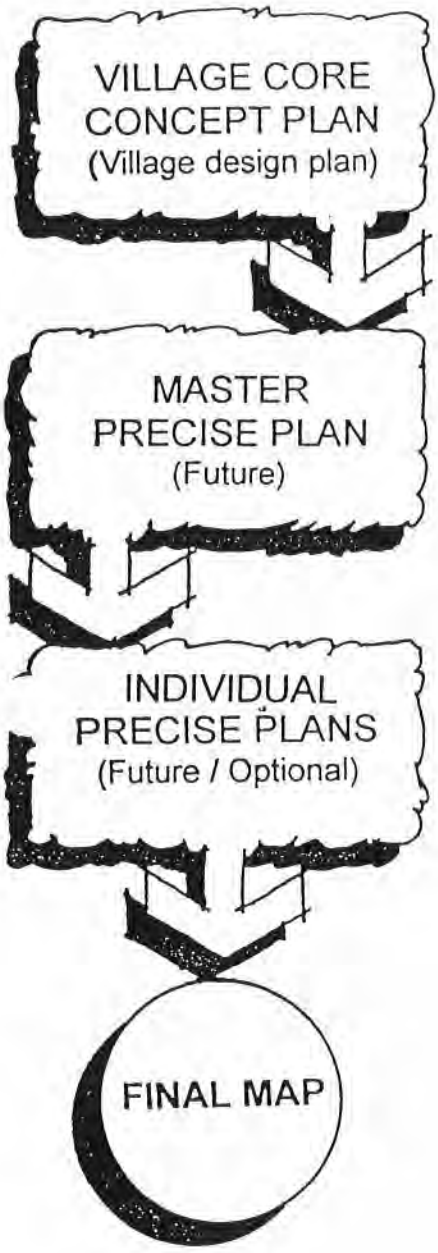
- Strong connections to pedestrian paths are provided from both the edges and interiors of multi-family sites.

Urban Character

- The landscape design on these sites will be greatly influenced by the Promenade Street landscaping which will create a strong design element along one edge. Along the street frontage, these sites will be somewhat less formal *than* the town square commercial area. The character of interior areas may be much less formal, consistent with providing a relaxing living environment.

Lighting/Signing/Street Furnishings

- Signs and fixtures should be consistent with the Village Core Design program.



C. Master Precise Plan

The Village Core area design involve a three tiered process. A Master Precise Plan shall be prepared concurrent with the development of the first neighborhood area within the Village Core (or later, as may be appropriate to project phasing). This master precise plan will establish a more detailed framework for implementation of the village core, taking into consideration the Village Core Concept Plan, yet allowing flexibility for subsequent individual precise plans. If necessary, the individual precise plans will provide an even greater level of specific detail.

The Master Precise Plan shall include the following:

- Building Design/Siting - Locations of proposed structures.
- Pedestrian/Vehicle/Transit Access - Identification of pedestrian, bike and vehicle access and circulation.
- Urban Character/Architecture - Identification of architectural style and key urban elements.
- Lighting/Signing/Street Furnishings - Specifications for lighting fixtures, signage and street furnishings.

III-4. GDP Policy Compliance

A. GDP Policy/Response Statements

The Otay Ranch GDP requires that each Village Design Plan include a discussion, by topic, of compliance with the village policies identified in the Land Use Section of the GDP. This chapter includes a re-statement of each village policy with an explanation/demonstration of the response provided in the Land Use Plan, SPA One Plan, or Village Design Plan, as appropriate. Village policies from the GDP are shown in *"italic"* type below, with responses in standard type.

Village Character Policies:

The village character should be guided by the following qualities:

- *Location between two scenic canyons/corridors with undulating edge conditions.*
- *Linkage and compatibility with Village One.*
- *Relationship with existing adjacent development, including EastLake.*
- *Views to the surrounding mountains to the northeast and east, and to the ocean to the west.*
- *Location along a proposed light rail transit line.*

Response: Village Five is located between two scenic canyons/corridors - Telegraph Canyon and Poggi Canyon. Village edges are designed to allow cul-de-sac penetrations and undulating slopes at the perimeter. Village Five is linked with Village One to the west by vehicular, pedestrian, electric cart and transit access. Village Five is linked to the east with the EastLake development by vehicular, electric cart and pedestrian access. Views to the surrounding mountains are captured through ridge line development and through cul-de-sac design allowing public access to passive viewing areas. The transit line traverses the village in a street median location.

Village Core Policies:

The village core identity and form are based upon a traditional "Village Square" character, with village-serving retail, higher density residential, office and public facilities around a town square or village green.

Response: A town square is provided in the village core. The town square is surrounded by retail, high density residential and public facilities, and is easily accessible by pedestrians from the entire core area.

The Village Five core shall be designed to accommodate transit line/transit stop.

Response: The transit line has been designed to occur in the median. A median transit station has been designed adjacent to the village square.

The number of homes identified for the village core represents an urban planning concept and goal. Reductions in the number of homes may be approved if the core maintains its vitality and ability to serve transit needs is ~~*a minimum and may not be reduced.*~~

Response: *The SPA Plan approved for Village Five describes the acceptable number of homes in the core, consistent with this policy. The design concepts of this Design Plan are consistent with the unit count provisions of the SPA One SPA Plan* ~~Village Five contains the minimum number of village core homes per the GDP~~.

Parks and Open & Space Policies:

Application of the 3 acres per 1,000 residents standard would result in development of 24.5 acres of local parks in Village Five. To satisfy this requirement, 16.6 acres of neighborhood parks/town square are planned. The remaining obligation is satisfied through provision of community parks in Villages 2, 10 and the EUC.

Response: Village Five meets the park standards through the provision of pedestrian parks, neighborhood parks and a community park located outside of the village, *as described in the park compliance calculations in the SPA One SPA Plan,* per *this* GDP policy.

The following policies shall guide the design of parks and open spaces in Village Five:

Setbacks and landscaping shall be provided along Telegraph Canyon Road/Poggi Canyon in keeping with the open space scenic corridor guidelines which will be developed in the Overall Ranch Design Plan.

Response: Setbacks are provided on Telegraph Canyon Road and *Olympic Parkway* ~~East Orange Avenue~~ (Poggi Canyon) varying from 100 feet to 700 feet. Development of the corridors will be consistent with the concepts in the Overall Ranch Design Plan.

The proposed underground water storage facility on the village's eastern edge may include open space/recreation uses on its surface, designed to include access from the village.

Response: Access is provided to the water storage facilities in the event future recreation uses are deemed to be feasible.

Other Village Five Policies:

A visual analysis with photo simulations shall be performed at the SPA level to assess the visual impacts of development adjacent to Poggi Canyon and Telegraph Canyon Road. Visual analysis requirements will be defined in the Overall Ranch Design Plan.

Response: A visual analysis at key points along the Telegraph Canyon and Poggi Canyon corridors is included in the SPA One Environmental Impact Report.

Right-of-way for a transit line shall be reserved at the SPA level and irrevocably offered for dedication at the Tentative Map level.

Response: The transit line is located within the median of East Palomar Street.

A transit stop shall be reserved at the SPA level and irrevocably offered for dedication at the Tentative Map level.

Response: A transit stop location is identified in the median adjacent to the village square.

Landform grading guidelines for the edge of Poggi Canyon and Telegraph Canyon Road shall be developed as part of the Village Design Plan at the SPA level. These guidelines shall be consistent with the definitions and standards established in the Overall Ranch Design Plan.

Response: The Village Design Plan includes grading guidelines consistent with the Overall Ranch Design Plan.

Pedestrian, bicycle and vehicular access should be provided to EastLake and adjacent villages.

Response: The Village Five plan includes vehicular, cart, pedestrian and bicycle access within a corridor adjacent to the proposed underground water storage facilities.

A golf cart overpass will be provided between Villages Five and One.

Response: A cart overpass has been identified linking the village entry streets of Village One and Village Five.

III-5. Site Design Summaries

A. Introduction

This chapter provides detailed guidance for the development of individual parcels within the Village Five project. Development is required to certain minimum property development standards established by the zoning applicable to each site. A summary of those standards are provided below. In addition to those minimum standards, each parcel is included in a "planning area" comprised of adjacent parcels with similar design issues. For each planning area, a design summary checklist along with a site design graphic is provided in this chapter.

B. Development Standards

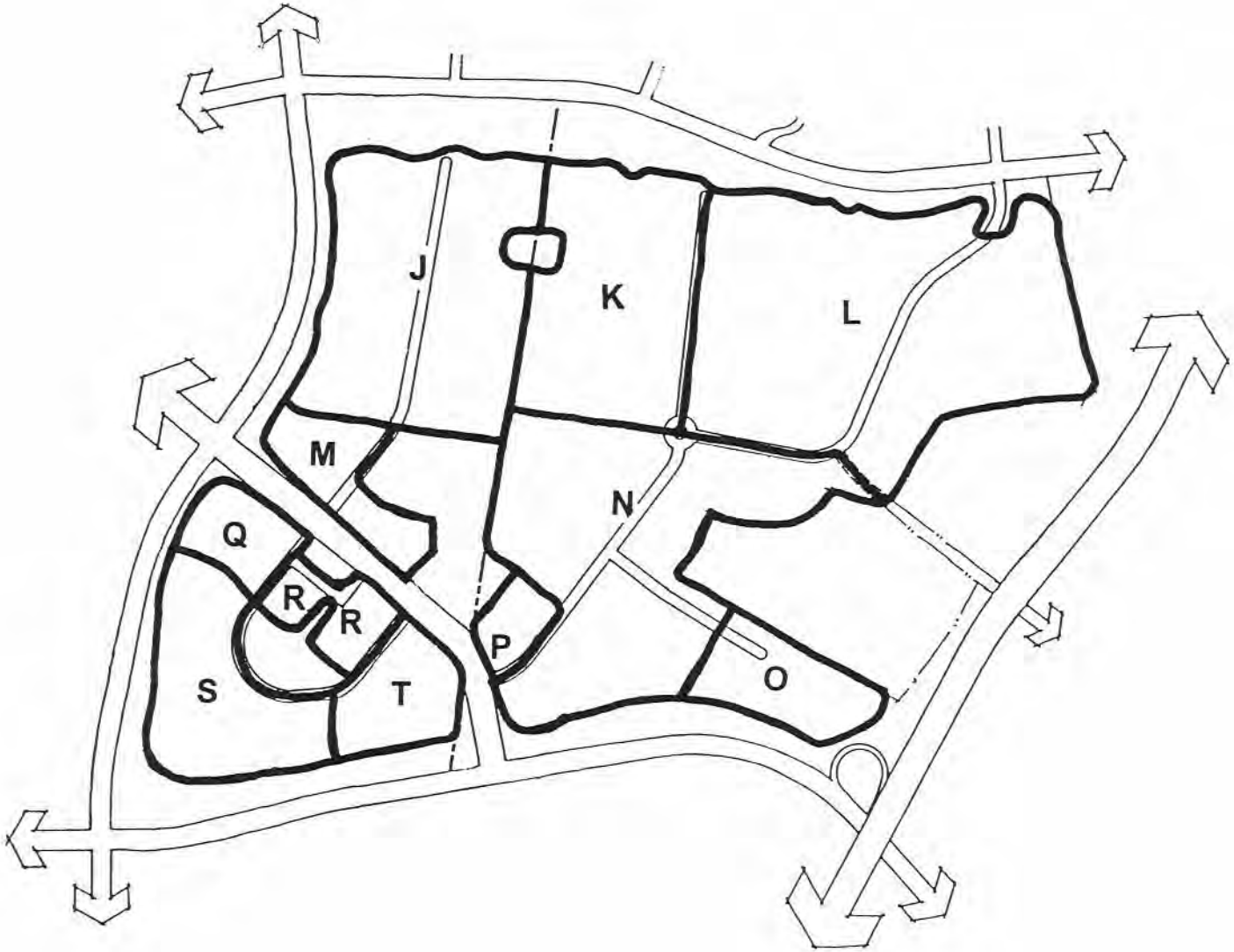
The SPA One Planned Community (PC) District Regulations establish certain minimum commercial and residential property development standards. Compliance with the adopted standards provide a design foundation, which is supplemented by these design guidelines in future precise plans, to establish a design framework with flexibility for creative and efficient site planning, and innovative architectural solutions.

C. Design Criteria Summary by Planning Area

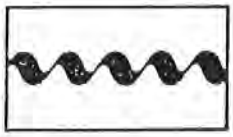
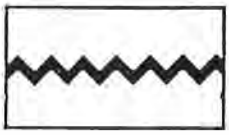
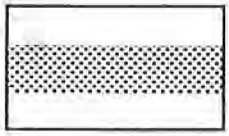
For purposes of design guidance, each parcel within the SPA One has been combined with adjacent parcels with similar design issues to create "planning areas." Each Planning Area is individually described in the following summary sheets. The design criteria summaries outline the relevant parameters for site planning within each planning area based on location, anticipated uses, overall community design issues, etc.

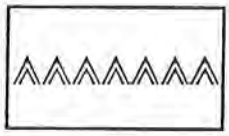
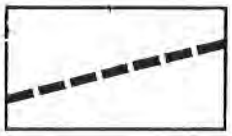
The intent of incorporating these guidelines, along with the PC Regulations is to allow a greater degree of flexibility in the timing, mix, and location of uses, as well as the design

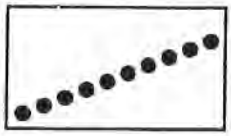
and siting of buildings. The PC District Regulations and these guidelines establish acceptable ranges for use mixes and development intensity, while clearly establishing the character of development and criteria for high quality design. Site plans for any portion of this project shall be consistent with the approved PC District Regulations and this Design Plan.


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Planning Area Design Summary Symbols

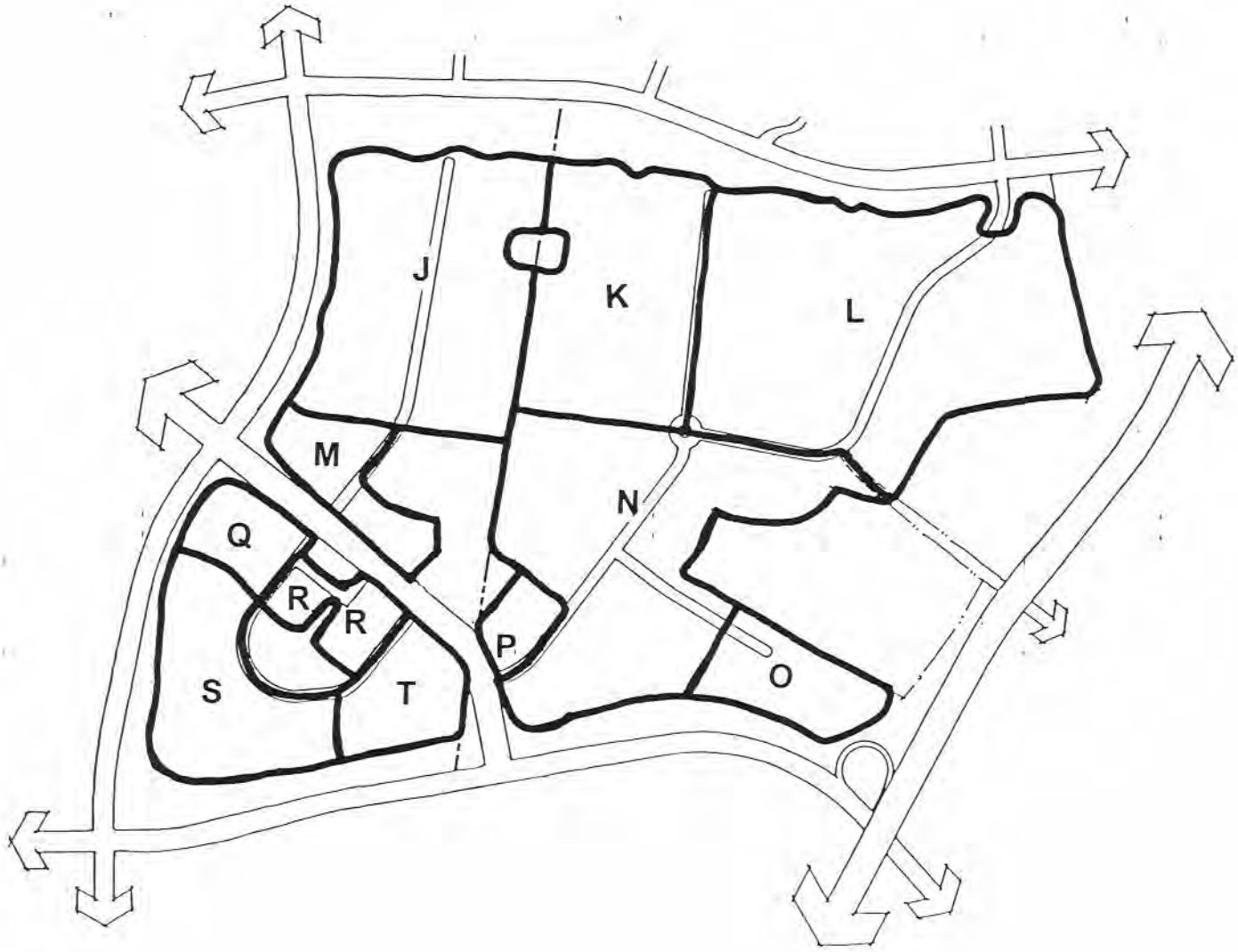
Symbol	Development Edges	
	**Scenic Edge**	Identifies development edge visible from a scenic corridor. Consider improving edge appearance with varied building setbacks, open cul-de-sacs, roof pitch toward slope, single story elements, upper story setback, increased rear or side elevation detailing, screening and transition landscaping, and/or reduce height and extent of visible walls.
	**Buffer Edge**	Identifies development edge where potential conflicts should be considered. Consider providing a buffer achieving increased separation with wall or fence, enhanced landscaping, grade separation, and/or increased setbacks or separation distance. Noise is often the primary issue at a buffer edge, where a sound attenuation wall is necessary.
	**Use Transition**	Identifies development edge where a smooth transition should be achieved where a change in use or ownership occurs. Consider utilizing landscaping to provide visual transition, placement of similar facilities (*e.g.*, parking) on both sides of edge, and/of placement of a "shared" facility (*e.g.*, pedestrian path) at or near the edge.

Symbol	Building Siting	
	**Preferred Building Orientation**	Identifies preferred direction for building orientation. The front of the building and primary entry should orient in the indicated direction to recognize a pedestrian way, a community feature, or complement an adjacent building or activity area.
	**Primary Building Edge**	Identifies multi-family or non-residential parcel edge which should be "built to" (*i.e.*, parking should be located elsewhere). Edge is selected to minimize potential conflicts or improve community appearance.
	**Secondary Building Edge**	Identifies multi-family or non-residential parcel edge which should be "built to" after Primary Building Edge has been achieved. Edge is selected to minimize potential conflicts or improve community appearance.

Symbol	Access/Pedestrian Orientation	
	**Pedestrian Edge**	Identifies parcel edge along which a pedestrian facility is located or increased pedestrian orientation should be encouraged. Consider increasing interaction between developed site and pedestrian edge by fronting buildings or building groups to this edge; reduce distance between active building areas and pedestrian way; provide more interesting and pedestrian scaled "front yard" improvements, enhanced "front door" appearance; include balconies and open porches; and/or reduce or eliminate vehicle oriented structures and facilities such as driveways, garages and parking areas. Open cul-de-sacs should be used to increase pedestrian and visual access from parcel interiors. These often create pedestrian edges which are "side-on" situations where consideration should be given to enhanced landscaping and/or decorative wall, reduced side yard fence length, and/or side entry product. Open cul-de-sacs which maximize pedestrian and visual access should implement side-on design. Rear yard/pedestrian edge situations should be avoided, if practical. When unavoidable, special attention should be given to the rear yard fencing and street-side landscaping. Sufficient rear yard privacy should be maintained while providing an attractive and pedestrian friendly streetscape. A small grade separation, with residential above the adjacent pedestrian edge, is encouraged.

Symbol		Access/Pedestrian Orientation
	**Preferred Vehicle Access**	Identifies preferred location for parcel access for automobiles. Access points are selected to minimize conflicts with pedestrian paths and to encourage shared vehicle entries, where appropriate.
	**Preferred Parking Area**	Identifies preferred location for automobile parking areas. Parking areas are selected to minimize conflicts with pedestrian paths and to encourage shared vehicle parking, where appropriate.
	**Trail Connection**	Identifies connection points for pedestrian and/or bicycle paths to community or regional paths. Consideration should be given to increased pedestrian traffic at these points and incorporation of the off-site connection into the parcel design.
	**Bridge Crossing**	Identifies connection points for pedestrian/bicycle/cart path to bridges providing inter-village non-vehicular circulation. Consideration should be given to increased non-vehicular traffic at these points and incorporation of the off-site connection into the parcel design.
		Focal Points
	**Potential Transit Station**	Identifies planned location for light rail transit station. Site design of nearby parcels should consider exposure and direct pedestrian connections to the station site.
	Town Center	Identifies design focal point and activity center for Village Core, and village as a whole. This center should be the most urbanized area of the Village with the highest level of community theme execution and structural detailing.

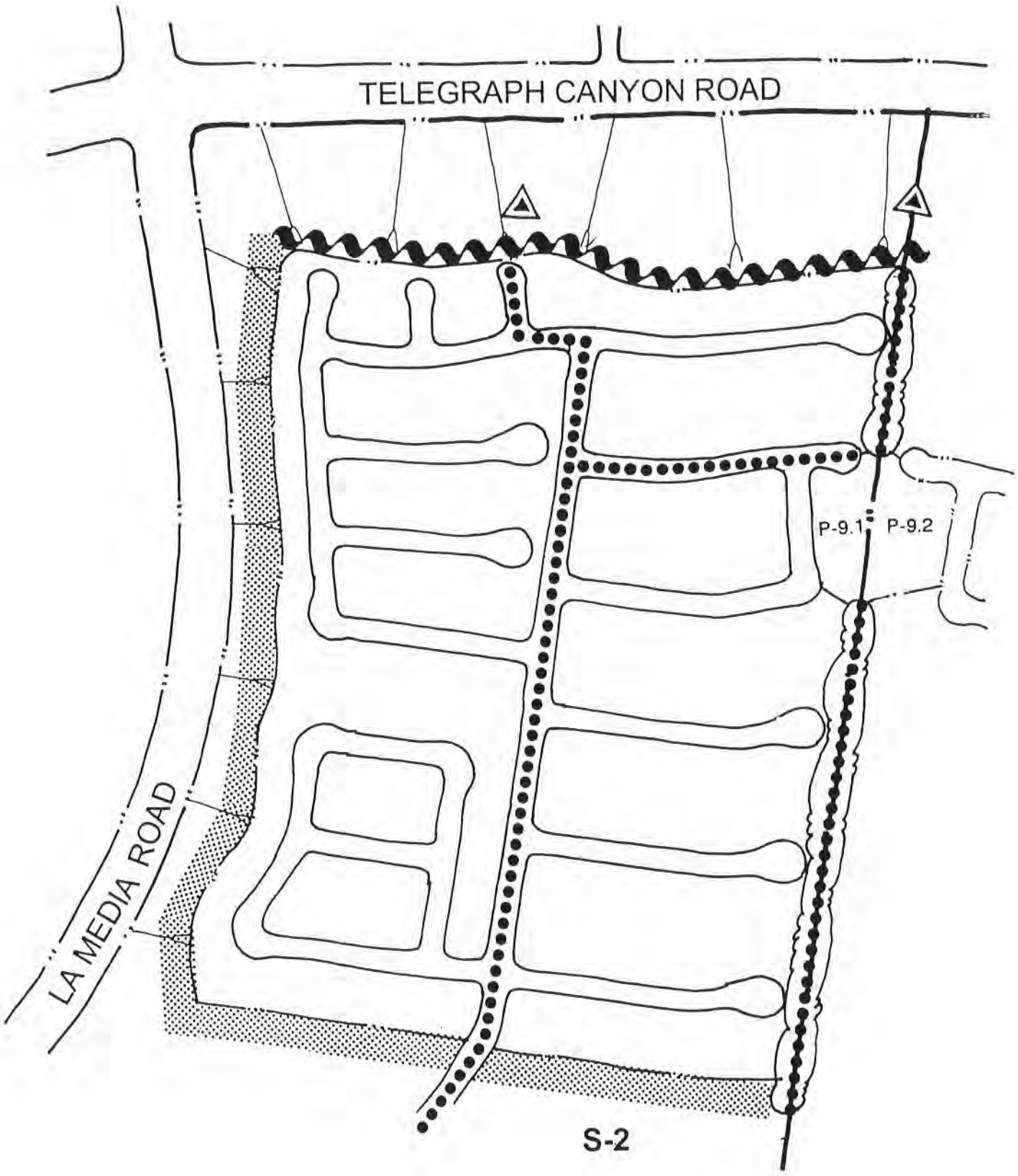
Symbol		Focal Points
	**Village Landmark**	Identifies the site for an important public, quasi-public, or civic presence building or use. The building or structure on the site should be sited to maximize visibility and should strongly exhibit the community theme architecture to establish itself as a village landmark.

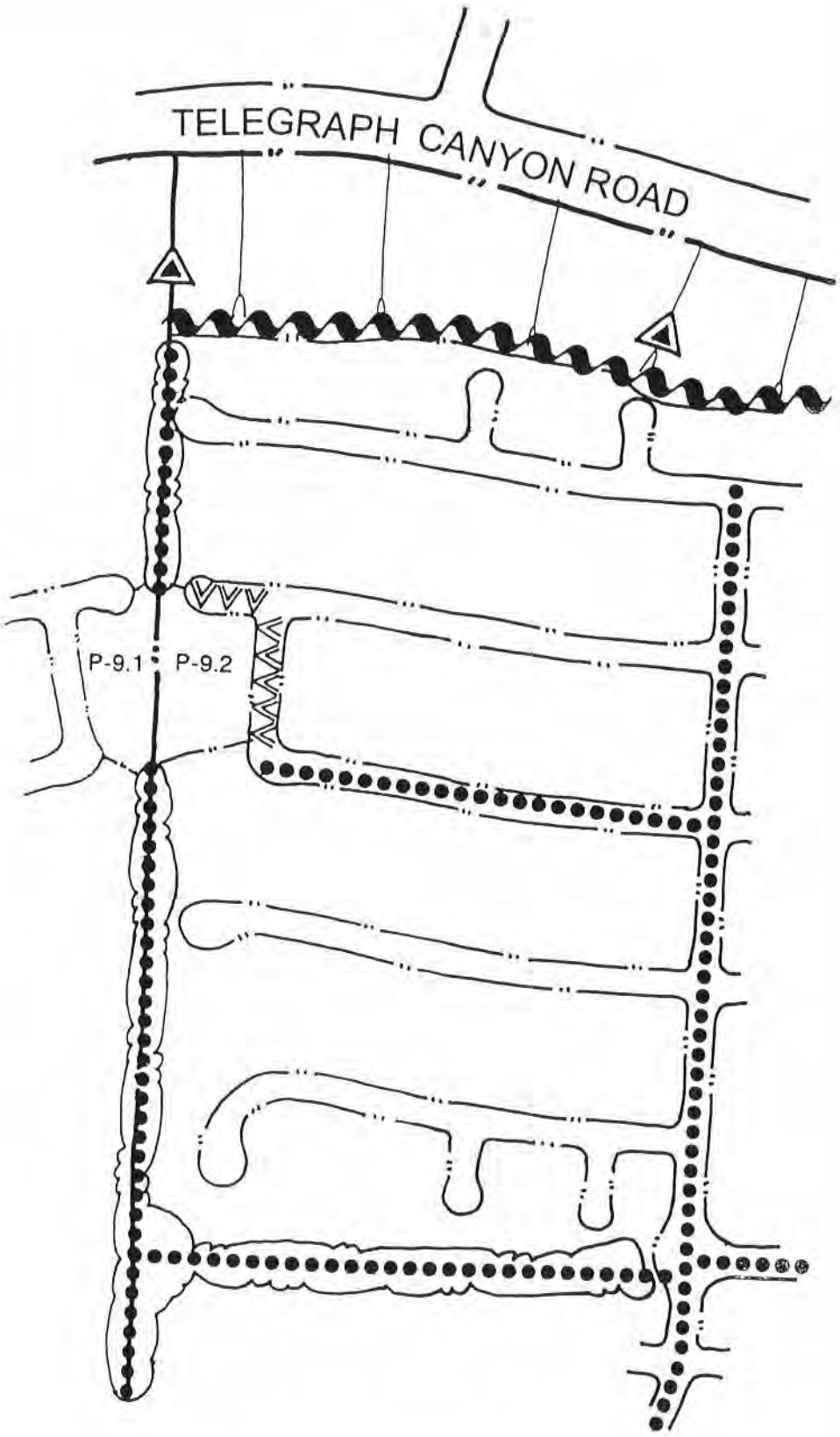

J
K
L
M
N
O
P
Q
R
R
S
T

PLANNING AREA "J"

PLANNING AREA DESIGN SUMMARY SHEET

Planning Area Description:	Parcels R-23, R-24, R-25, R-26 & R-27 Village Five Secondary Area
Allowable Uses/ Mix:	SF Residential / PC District SF3
SITE DESIGN ISSUES	
Special Criteria:	None
Building/Siting:	Adjacent lots and buildings should be oriented toward park site P-9.
Pedestrian Access:	Pedestrian edges along Promenade Streets. Trail connections to Telegraph Canyon Road at northern terminus of the Promenade Streets. Trail connection to Telegraph Canyon Road at the northern terminus of the pedestrian Paseo. Paseo between parcels R-22 and R-27, R-23 and R-26, R-24 and R-25 link Trail connection with park P-9 and school S-2. Paseo along the southern edge of parcel R-27.
Vehicle Access:	None
Parking:	None
Edges:	Scenic edge along Telegraph Canyon Road. Transition edge to Ranch Theme Street landscaping on the western edge. Transition edge to R-44 along southwestern edge of parcel R-22. Transition edge to S-2 along southeastern edge of parcel R-22
Signing:	None

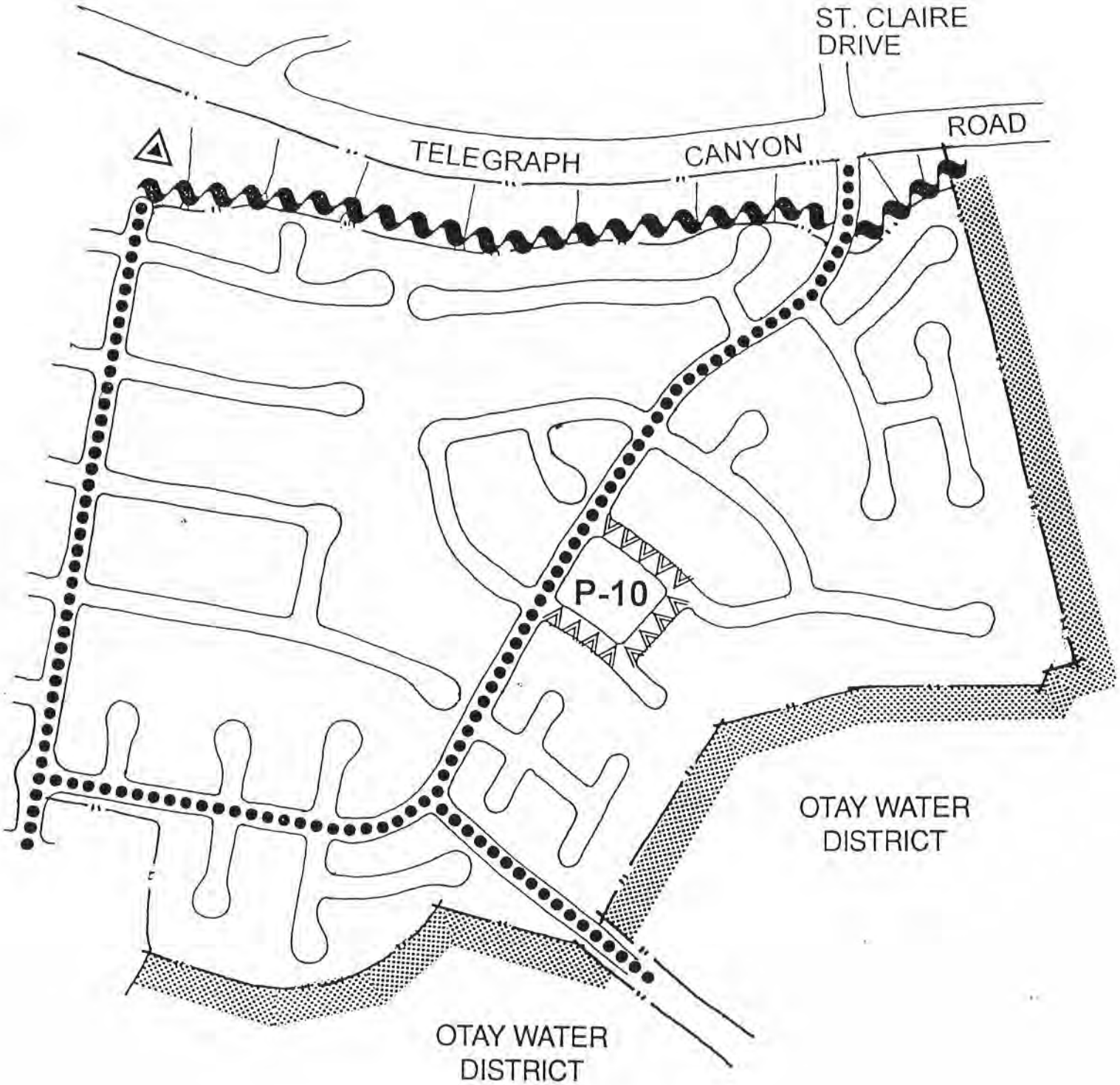

TELEGRAPH CANYON ROAD
LA MEDIA ROAD
P-9.1
P-9.2
S-2


TELEGRAPH CANYON ROAD
P-9.1
P-9.2

PLANNING AREA "K"

PLANNING AREA DESIGN SUMMARY SHEET

Planning Area Description:	Parcels R-31, R-32, R-33, R-34, R-35 & R-36 Village Five Secondary Area
Allowable Uses/ Mix:	SF Residential/PC District SF3
SITE DESIGN ISSUES	
Special Criteria:	None
Building/Siting:	Adjacent lots and buildings in parcel R-31 and R-35 should be oriented toward park site P-10
Pedestrian Access:	Pedestrian edges along Promenade Street and Secondary Village Entry Streets. Trail connection to Telegraph Canyon Road at northern terminus of the Promenade Street.
Vehicle Access:	None
Parking:	None
Edges:	Scenic edge along Telegraph Canyon Road. Transition edge to EastLake along the eastern edge of parcel R-36. Transition edge to Otay Water District along southern edges of parcels R-31 and R-35.
Signing:	None


ST. CLAIRE
DRIVE
TELEGRAPH
CANYON
ROAD
P-10
OTAY WATER
DISTRICT
OTAY WATER
DISTRICT

PLANNING AREA "M"

PLANNING AREA DESIGN SUMMARY SHEET

Planning Area Description: Parcels R-46 4 & CPF-4 Village Five Core Area

Allowable Uses/Mix: Multi-Family Residential/Community Purpose Facility/PC District RM2/CPF

SITE DESIGN ISSUES

Special Criteria: This planning area includes a Village Landmark building site at the southwest corner of CPF-4.

Building/Siting: Buildings in parcel R-464 should be located along and fronted on the Promenade Street. Other primary building edge is along the southwestern edge. Primary building edge for the CPF site is along the Village Entry Street.

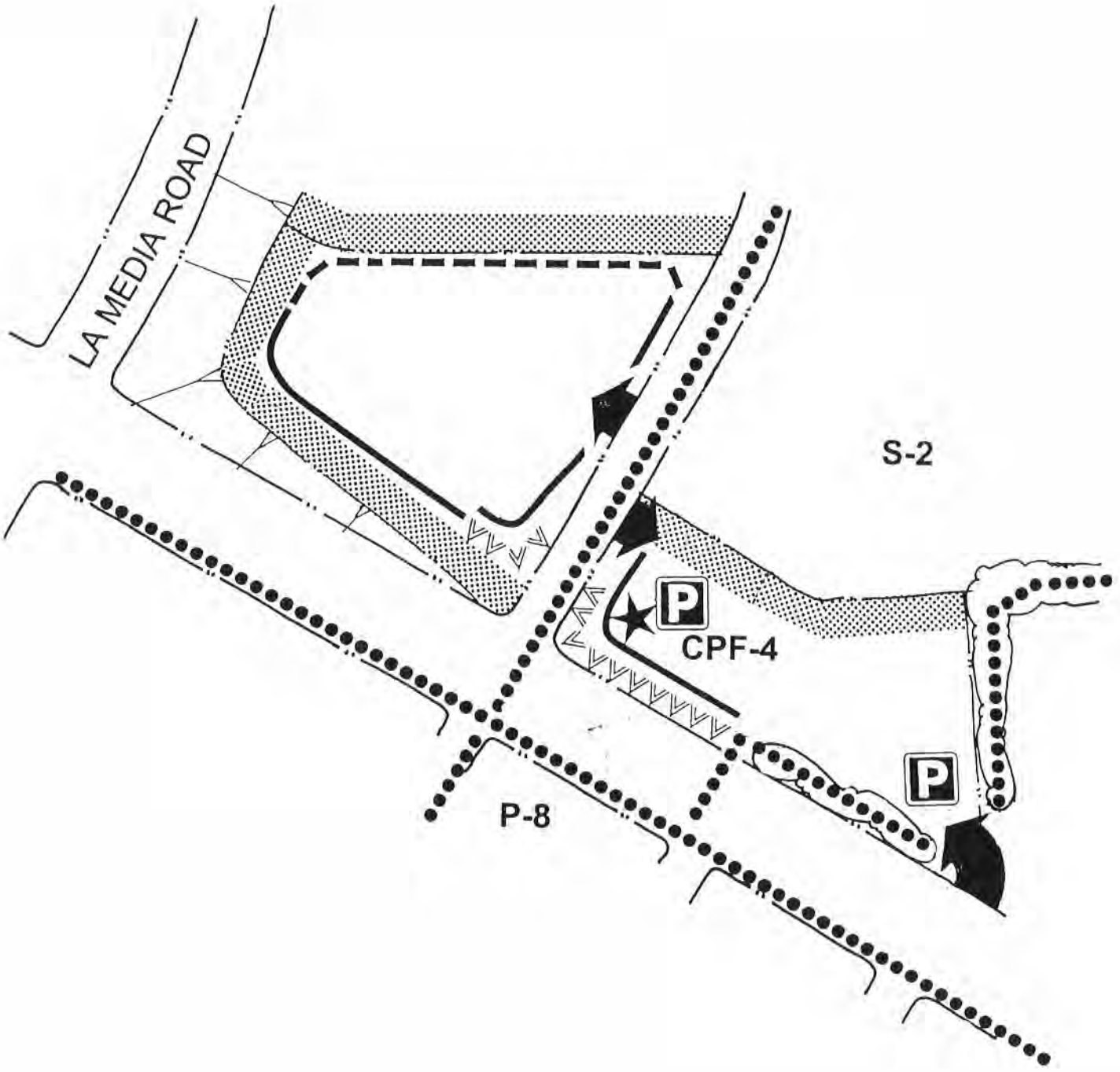
Pedestrian Access: Pedestrian edges along Promenade Street and Village Entry Street. Pedestrian Paseo along the southeastern edge of CPF-4.

Vehicle Access: Vehicle access should be limited along the Promenade Street.

Parking: Parking should be in the central portion of the multi-family site and behind the community purpose building, away from pedestrian edges.

Edges: Transition edge to Ranch Theme Street landscaping on the northwest edge of parcel R-46 4. Transition edge to single family parcel to the north of parcel R-464. Transition edge to Village Entry landscaping along the southwestern edge of parcel R-464. Transition edge to S-2 along the northeastern edge of CPF Parcel.

Signing: Village core sign program.


LA MEDIA ROAD
S-2
CPF-4
P-8

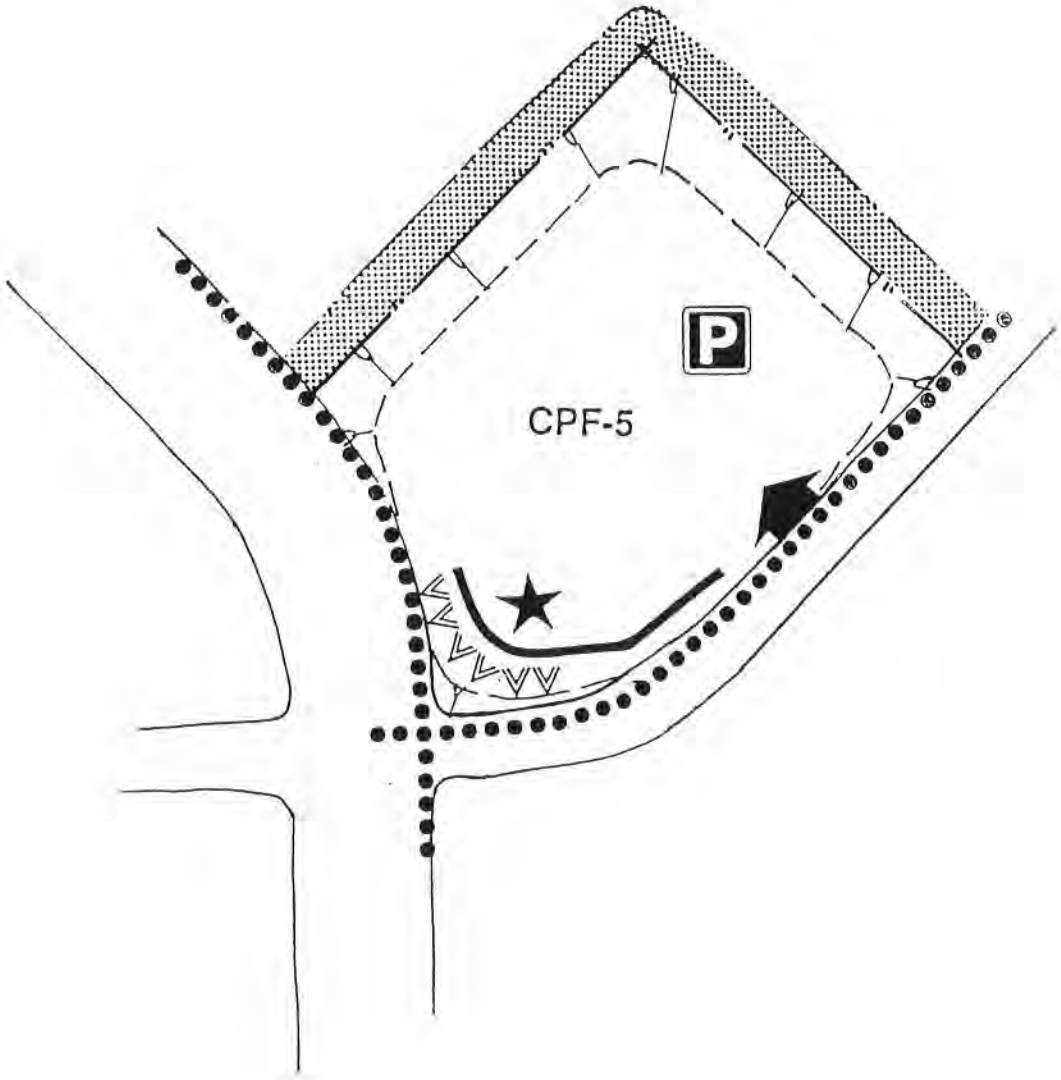
PLANNING AREA "M"

PLANNING AREA DESIGN SUMMARY SHEET

Planning Area Description:	Parcel CPF-7 Village Five Core Area
Allowable Uses/ Mix:	Community Purpose Facility/PC District CPF

SITE DESIGN ISSUES

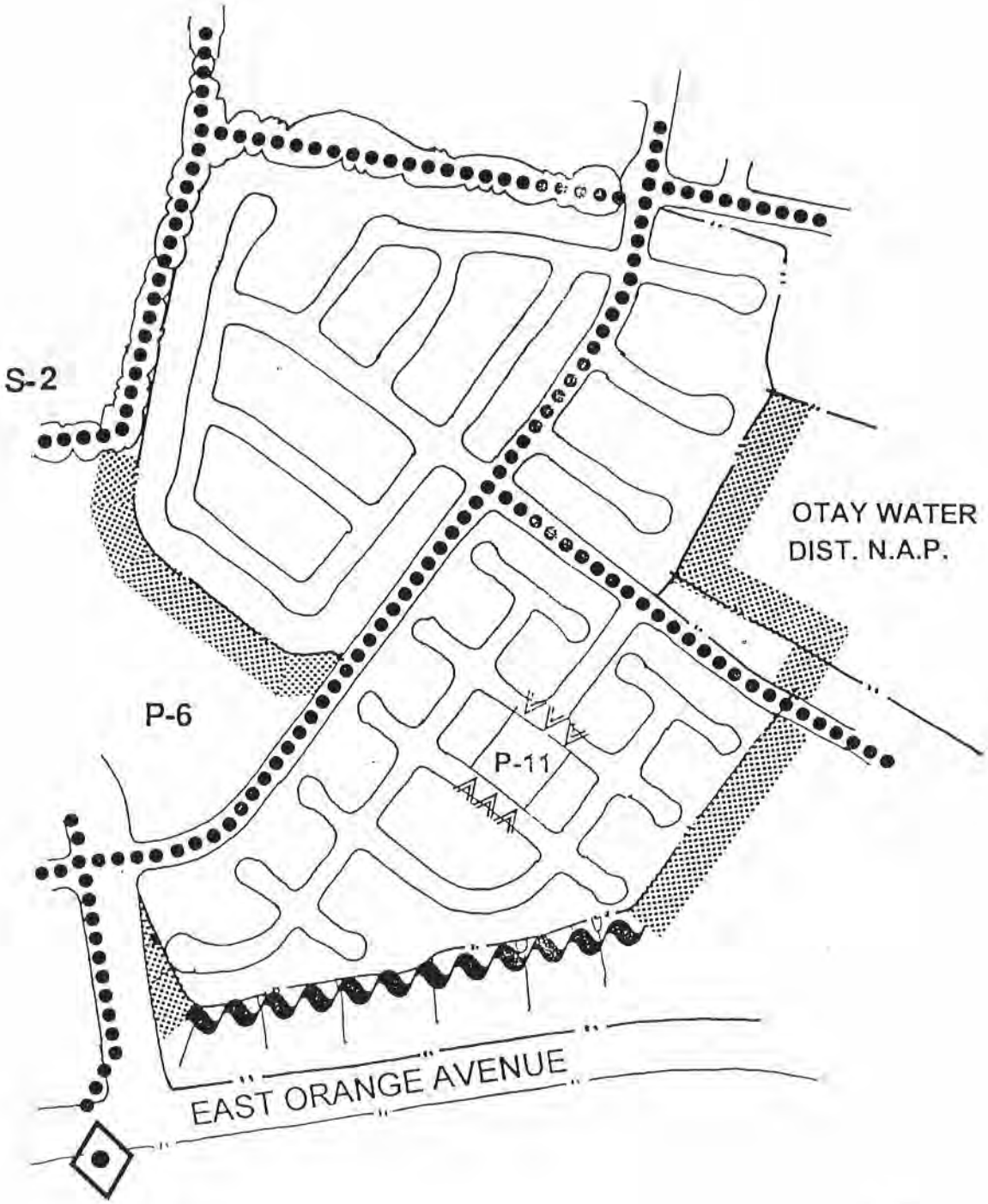
Special Criteria:	This planning area includes a Village Landmark building site at the southern corner of CPF-7.
Building/Siting:	Buildings should be located along and fronted on the Village Entry Street.
Pedestrian Access:	Pedestrian edges along Promenade Street and Village Entry Street.
Vehicle Access:	Vehicle access should be limited along the Promenade Street. Shared parking potential with park P-6.
Parking:	Parking should be behind the community purpose building, away from pedestrian edges. Shared parking potential with park P-6.
Edges:	Transition edgeof Park P-6 along the northern edges.
Signing:	Village core sign program.


P
CPF-5

PLANNING AREA "N"

PLANNING AREA DESIGN SUMMARY SHEET

Planning Area Description:	Parcel R-28, R-29 & R-30 Village Five Core Area
Allowable Uses/ Mix:	SF Residential/PC District SF4
SITE DESIGN ISSUES	
Special Criteria:	None
Building/Siting:	Lots and buildings across from P-11 should be oriented toward the park.
Pedestrian Access:	Pedestrian edges along Promenade Street.
Vehicle Access:	None
Parking:	None
Edges:	Scenic edge along East Orange Avenue. Transition edge to Village Entry landscaping. Transition edge to multi-family along the southeastern edge of parcel R-30. Transition edge to Otay Water District along a portion of the eastern and northeastern edges of parcel R-30.
Signing:	None


S-2
OTAY WATER
DIST. N.A.P.
P-6
P-11
EAST ORANGE AVENUE

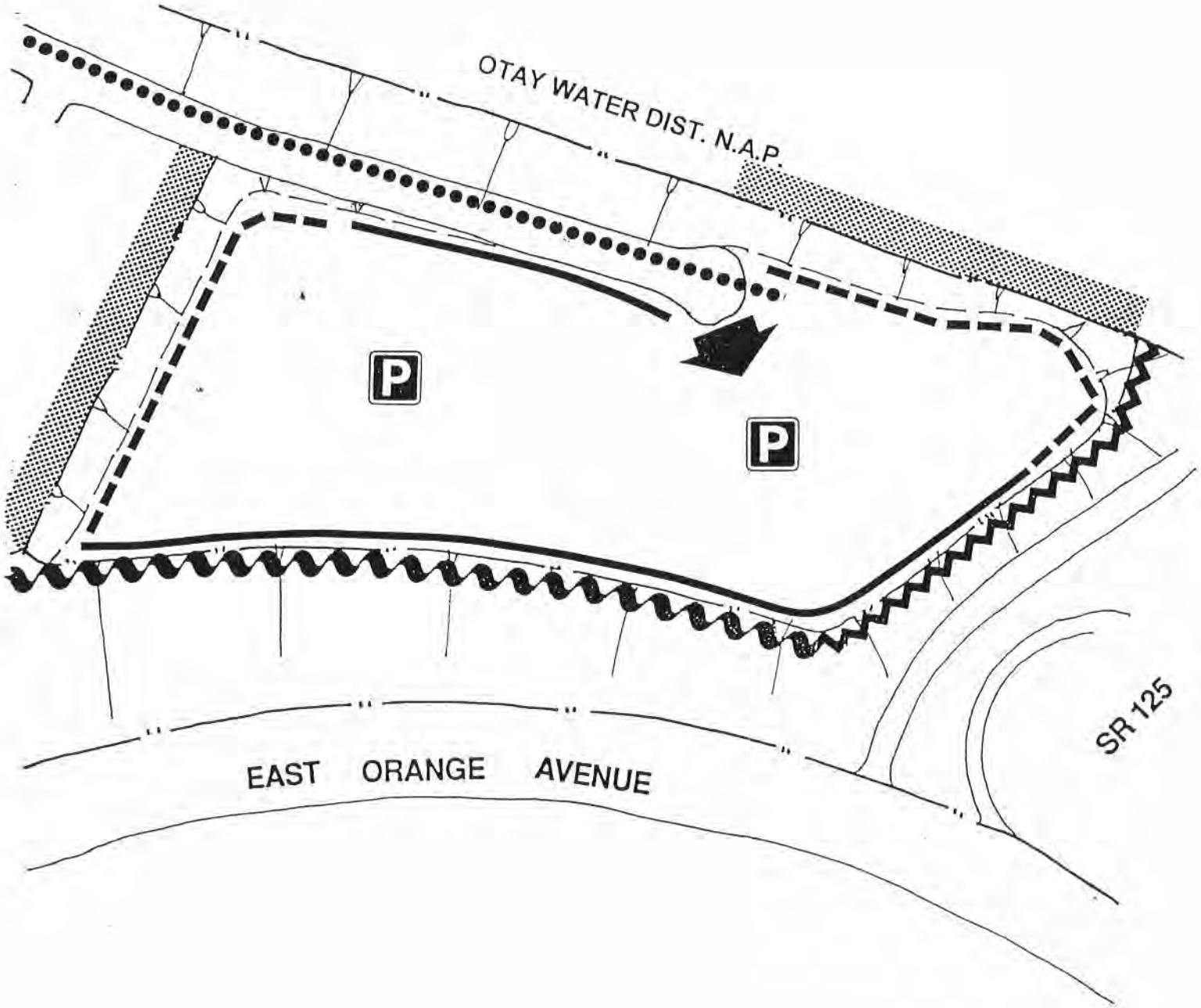
PLANNING AREA "O"

PLANNING AREA DESIGN SUMMARY SHEET

Planning Area Description:	Parcel R-39 Village Five Core Area
Allowable Uses/Mix:	Multi Family Residential/PC District RM1

SITE DESIGN ISSUES

Special Criteria:	None
Building/Siting:	Lots and buildings across from P-11 should be oriented toward the park, if feasible.
Pedestrian Access:	Pedestrian edges along Promenade Street.
Vehicle Access:	None
Parking:	None
Edges:	Scenic edge along East Orange Avenue. Transition edge to Village Entry landscaping. Transition edge to multi-family along the southeastern edge of parcel R-30. Transition edge to Otay Water District along a portion of the eastern and northeastern edges of parcel R-30.
Signing:	None


OTAY WATER DIST. N.A.P.
P
P
SR 125
EAST ORANGE AVENUE

PLANNING AREA "Q"

PLANNING AREA DESIGN SUMMARY SHEET

Planning Area Description: Parcels ~~R-42,~~ R-43 ~~& CPF-6~~ Village Five Core Area

Allowable Uses/Mix: Multi-Family Residential/~~Community Purpose Facility~~/PC Districts RM2/~~CPF~~

SITE DESIGN ISSUES

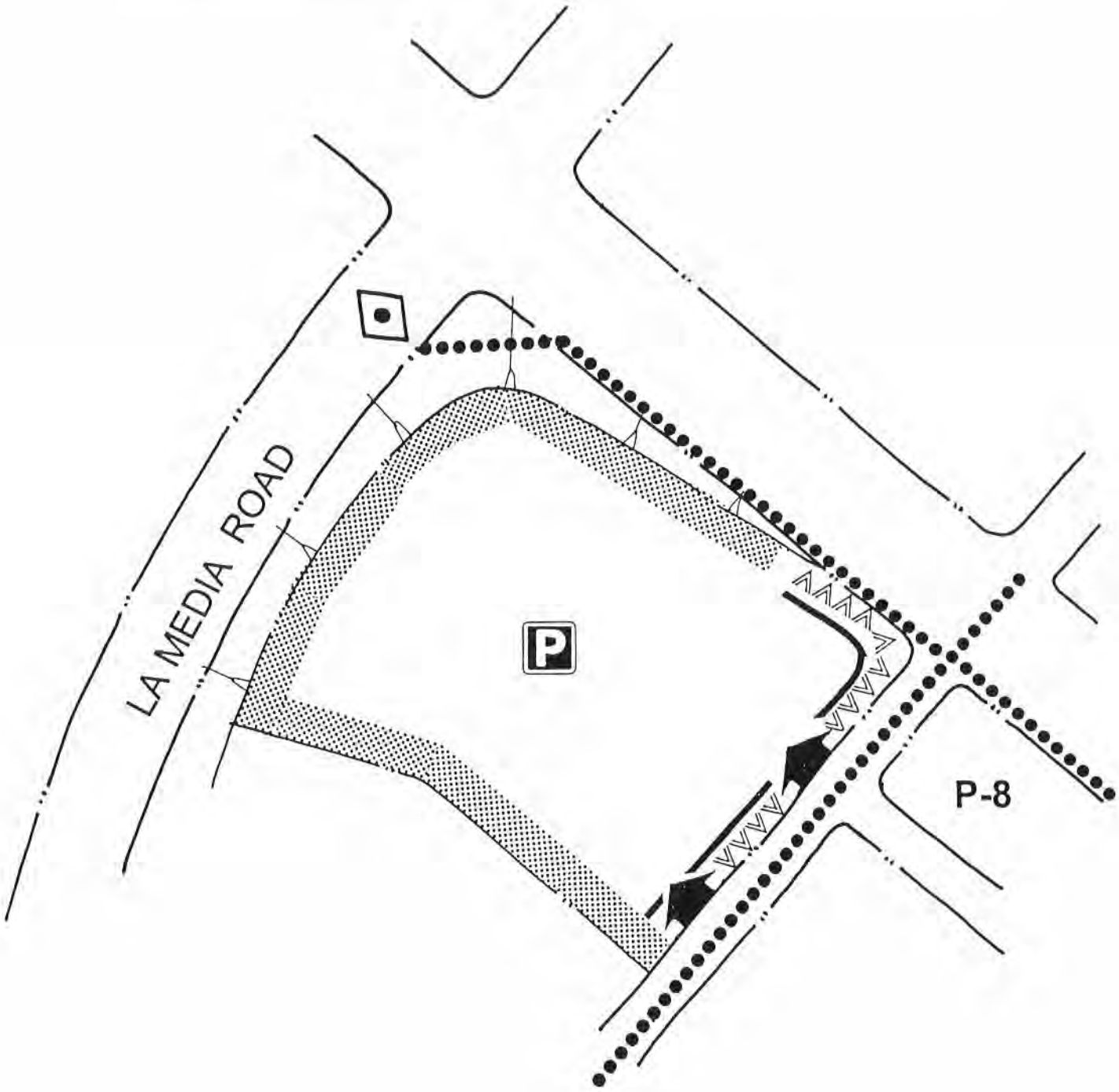
Special Criteria: ~~This planning area includes a Village Landmark building site at the southwestern edge of the CPF-6~~*None*.

Building/Siting: Buildings in parcels ~~R-42~~ and R-43 should be located along and fronted on the Promenade Street, especially on the parks ~~P-7 and~~ P-8 edges to the southeast. Other primary building edge in parcel R-42*3* is along the slope above La Media Road and turning the corner above the Village Entry. Other primary building edge in parcel R-43 is along the Village Entry Street. ~~Primary building edge for the CPF parcel is the southwestern edge facing onto park P-7.~~

Pedestrian Access: Pedestrian access along Promenade Streets and Village Entry Street. Paseo ~~connection between parcel R-42 and~~ *from* R-43 leading ~~creating~~ *to* pedestrian trail linkage along *Olympic Parkway*~~East Orange Avenue~~.

Vehicle Access: Vehicle access should be limited to Promenade Streets.

Parking:	Parking should be in the central portion of the site, away from pedestrian edges and Ranch Theme Street. ~~Parking for the CPF parcel should be behind the Community purpose building.~~
Edges:	Transition edge to Ranch Theme Street landscaping on the western edge of parcel R-42. Transition edge to "Town Square" parcel along the northeastern edge of CPF-6 parcel.
Signing:	Village core sign program.


LA MEDIA ROAD
P
P-8

PLANNING AREA "R"

PLANNING AREA DESIGN SUMMARY SHEET

Planning Area Description: Parcels C-3/*R-45* & *R-44*~~C~~-4 Village Five Core Area

Allowable Uses/Mix: Mixed Use/PC Districts C/RM2

SITE DESIGN ISSUES

Special Criteria: This planning area defines two sides of the "Town Square" and will be the focal point for the Village Core. The planned transit station is located in the Village Entry Street median adjacent to the "Town Square" parcel P-8. Good exposure and pedestrian connections to the transit station, through the park parcel should be provided. *Pedestrian connection from park P-7 through R-44 multi-family to town square area should be provided.*

Building/Siting: Building fronts should be oriented toward the square with a well articulated, pedestrian friendly sidewalk experience. The rear of the buildings should provide secondary access to the parking areas. Sidewalk along "Town Square" is the primary building edge. *Central pedestrian path and promenade street are primary building edges for multi-family area.*

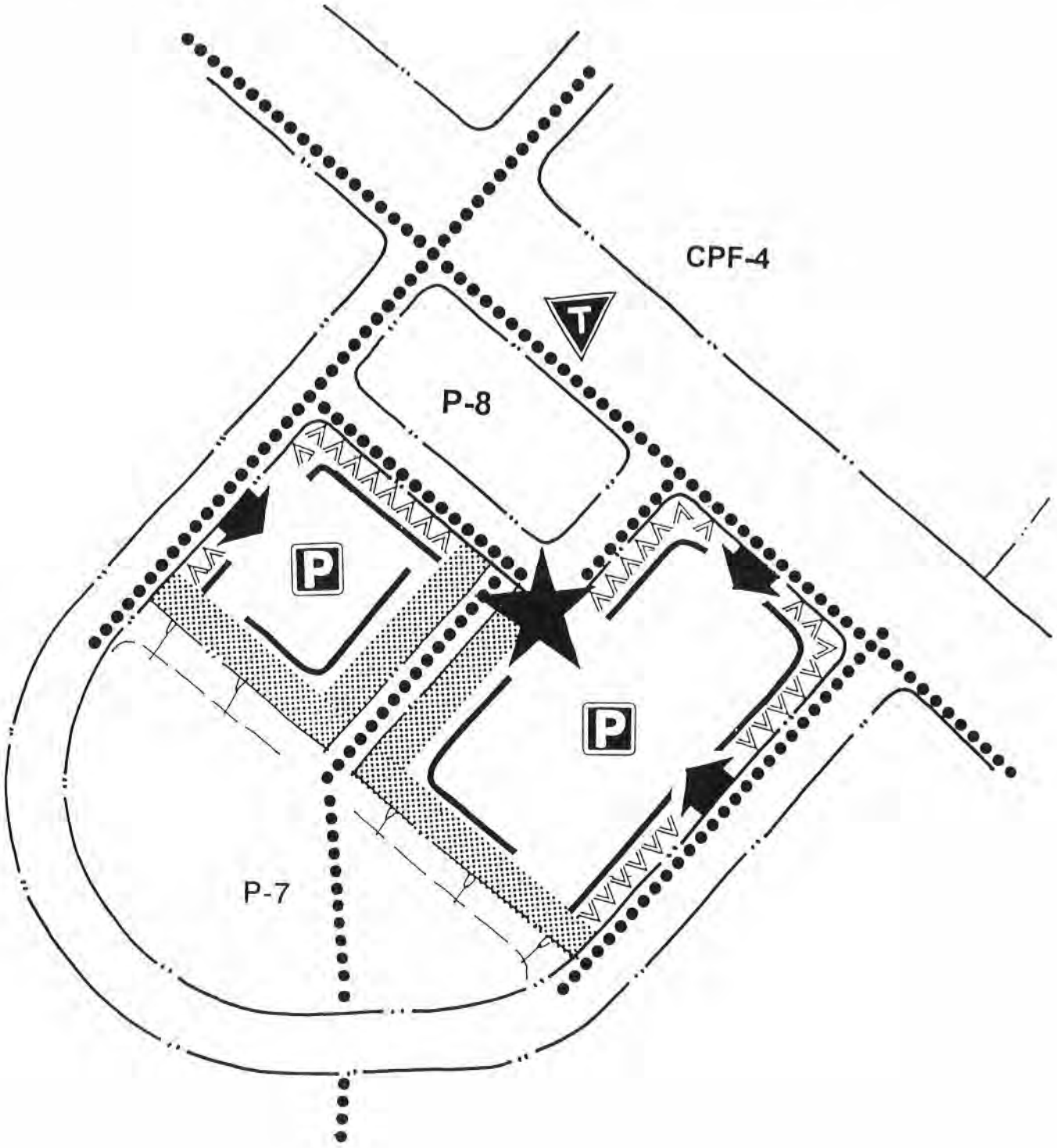
Pedestrian Access: Strong pedestrian edge along "Town Square" perimeter. Strong pedestrian access should be provided across Village Entry Street to median transit station and on to park/paseo pedestrian path. *Also through multi-family area from park P-7 and inter-village connections to the south.*

Vehicle Access: Vehicle access should be to the rear of the buildings and separated from pedestrian oriented "Town Square".

Parking: Parking should be in the rear *of the mixed-use area and central areas of multi-family development,* separated by the buildings from pedestrian oriented "Town Square" *and promenade street.*

Edges: Transition edge along the south*er*west edge of parcel *R-44*~~C~~-4 to the *park*~~multi-family residential parcel R-38~~. Transition edges *also* along the *public pedestrian way bisecting the multi-family project* ~~southwest edge of parcel C-3 to CPF-6 parcel and along the southeast edge of parcel C-4 to CPF-7.~~

Signing: "Town Square" design program for signs, lighting and street furnishings.


CPF-4
P-8
P
P
P-7

PLANNING AREA "T"

PLANNING AREA DESIGN SUMMARY SHEET

Planning Area Description: Parcels R-40~~, R-41 & CPF-7~~ Village Five Core Area

Allowable Uses/Mix: Multi-Family Residential/~~Community Purpose Facility~~/PC Districts RM2/~~CPF~~

SITE DESIGN ISSUES

Special Criteria: ~~This planning area includes a Village Landmark Building site in parcel CPF-7 along the Village Entry Street~~*None*.

Building/Siting: Building*s* should be located along and facing ~~on~~ the Promenade Streets~~, especially in parcel R-38 overlooking the park P-7. The primary building edge for the CPF parcel is along the Village Entry Street~~.

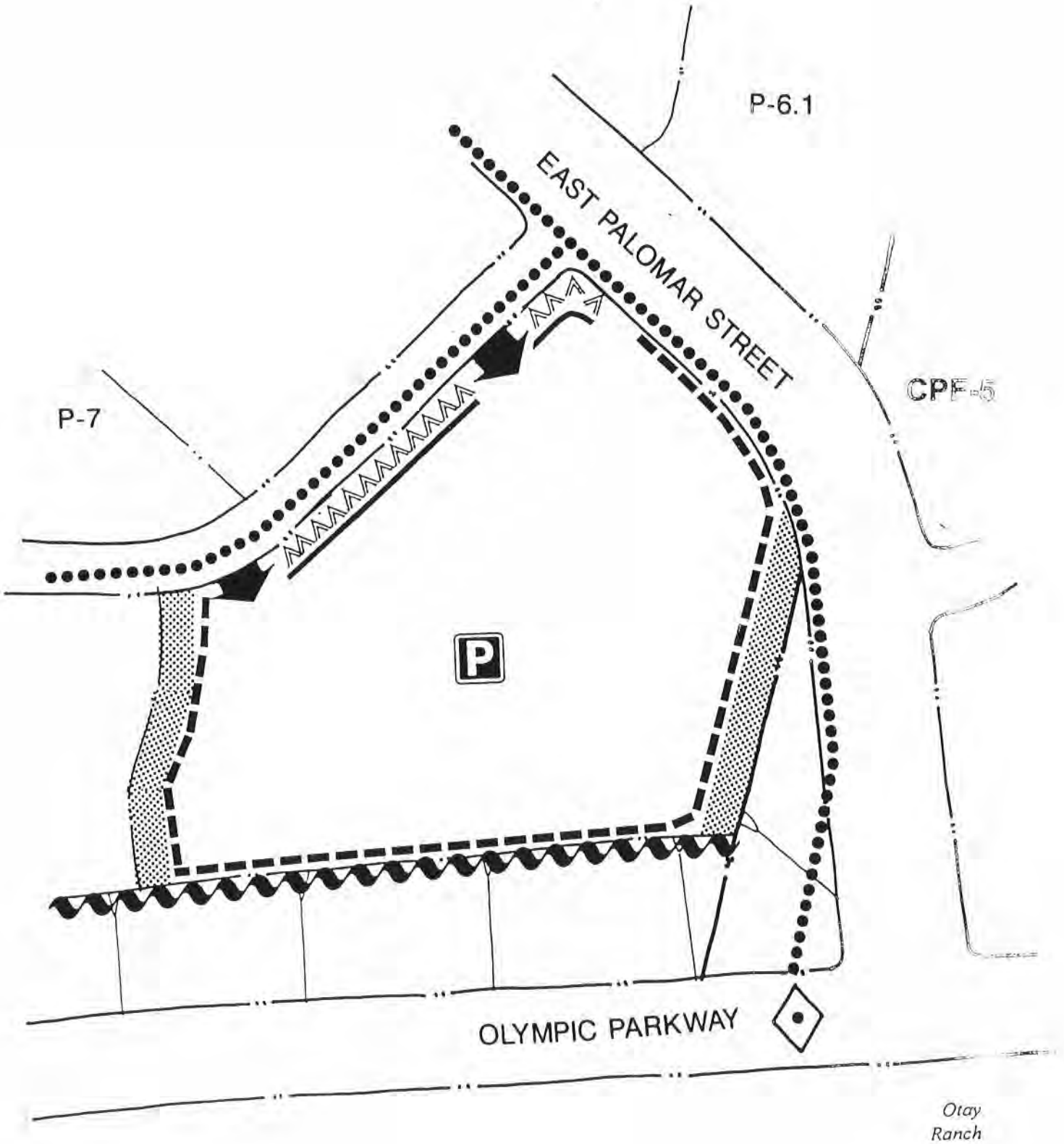
Pedestrian Access: Pedestrian edge along Promenade Streets and the Village Entry Street. ~~Pedestrian trail connection in the southeast corner of parcel R-39 leading to Village Pathway pedestrian/cart overpass to Village Six, below the development site.~~

Vehicle Access: Vehicle access should be limited along Promenade Street and possibly grouped at parcel boundaries. ~~Vehicle access to the CPF parcel should be limited along the Village Entry Street.~~

Parking: Parking should be in the central portion of the multi-family sites~~, and behind the community purpose building~~, away from the pedestrian edges.

Edges: Scenic edge along *Olympic Parkway* ~~East Orange Avenue~~. Transition edge to Village Entry Street landscaping on the eastern edge ~~of parcel R-39~~. Transition edge *to single-family residential to the west* ~~in CPF parcel to "Town Square" commercial parcel along the northwest edge and the multi-family R-38 parcel along the southern edge~~.

Signing: Village core sign program.


P-6.1
EAST PALOMAR STREET
P-7
CPF-5
P
OLYMPIC PARKWAY

PLANNING AREA "S"

PLANNING AREA DESIGN SUMMARY SHEET

Planning Area Description: Parcels R-4~~1~~2 & R-423 Village Five Core Area

Allowable Uses/Mix: *Single-family attached and detached* ~~Multi-Family Residential/PC Districts~~ *SF4* ~~RM2~~

SITE DESIGN ISSUES

Special Criteria: *Pedestrian trail connection from park P-6 through the planning area to connect with Olympic Parkway crossing to Village Six to the south* ~~None~~.

Building/Siting: Building*s* should be located along and facing on the Promenade Streets~~, especially along the park P-7 edge. The other primary building edge is along the southwest corner of the parcels~~.

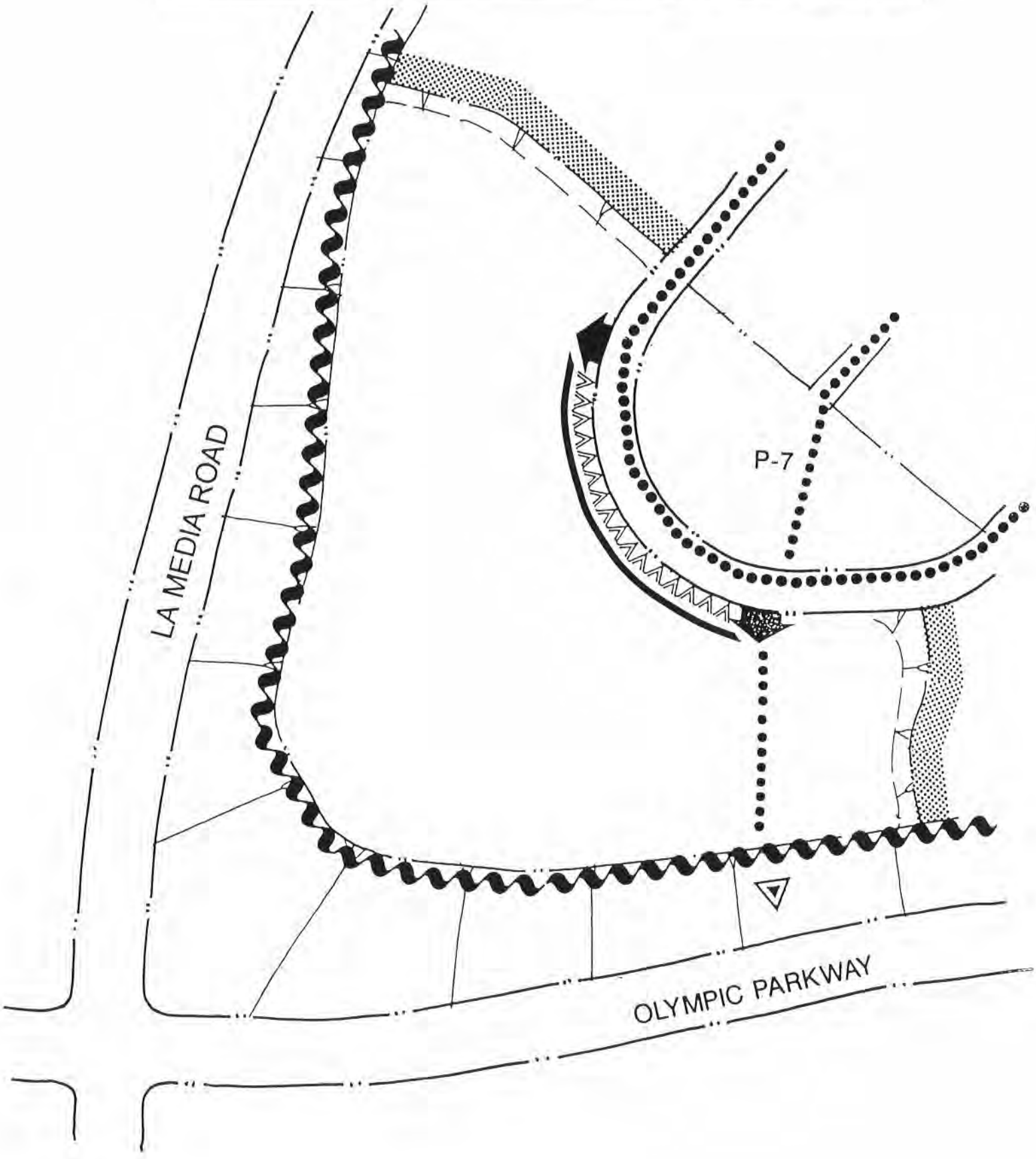
Pedestrian Access: Pedestrian edge along Promenade Streets. Pedestrian trail connection between *park P-7* Parcels ~~R-42~~ and *southern edge of R-41* ~~R-43~~ leading to *Olympic Parkway crossing* East ~~Orange Avenue along the slope~~ to the south, below the development site.

Vehicle Access: *None* ~~Vehicle access should be limited along Promenade Street and possibly grouped at parcel boundaries~~.

Parking: *None* ~~Parking should be in the central portion of the multi-family sites, away from the pedestrian edges~~.

Edges: Scenic edges along *Olympic Parkway* ~~East Orange Avenue~~. Transition edge*s* to *multi-family residential* ~~Ranch Theme Street landscaping~~ on *both sides* ~~the western edge of parcel R-42~~.

Signing: Village core sign program.


LA MEDIA ROAD
P-7
OLYMPIC PARKWAY

PART FOUR

VILLAGE ONE WEST DESIGN PLAN

Original Approval February 16, 1999

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IV-1. Village Identity and Character

A. Village Setting

The SPA One project area is located within the Otay Valley Parcel of the Otay Ranch and roughly in the center of the Eastern Territories Planning Area described in the Chula Vista General Plan. SPA One includes Villages One, Five, One West and Two West as depicted by the GDP Land Use Plan.

Village One West is located within the Otay Valley Parcel, south of Telegraph Canyon Road between Paseo Ranchero and the Sunbow community. The project site is approximately 308 acres of gently rolling terrain and the northern slopes of Poggi Canyon. Telegraph Canyon is a broad, flat canyon to the north and Poggi Canyon is a steeper canyon to the south. There are areas of remnant habitat patches throughout the Village One West area.

SPA One designates the Village One West area for urban development with 845 single family homes, a 5.1 acre neighborhood park, a 10.2 acre elementary school and right-of-way for the future light rail transit line.

The southern edge of Village One West consists of the undulating slopes of Poggi Canyon. Due to farming on the Otay Valley Parcel, the natural habitat of the canyon contains varying levels of sensitivity, with areas of significant coastal sage scrub habitat on the western edges of the canyon. The remaining portion of the canyon is largely disturbed after decades of farming.

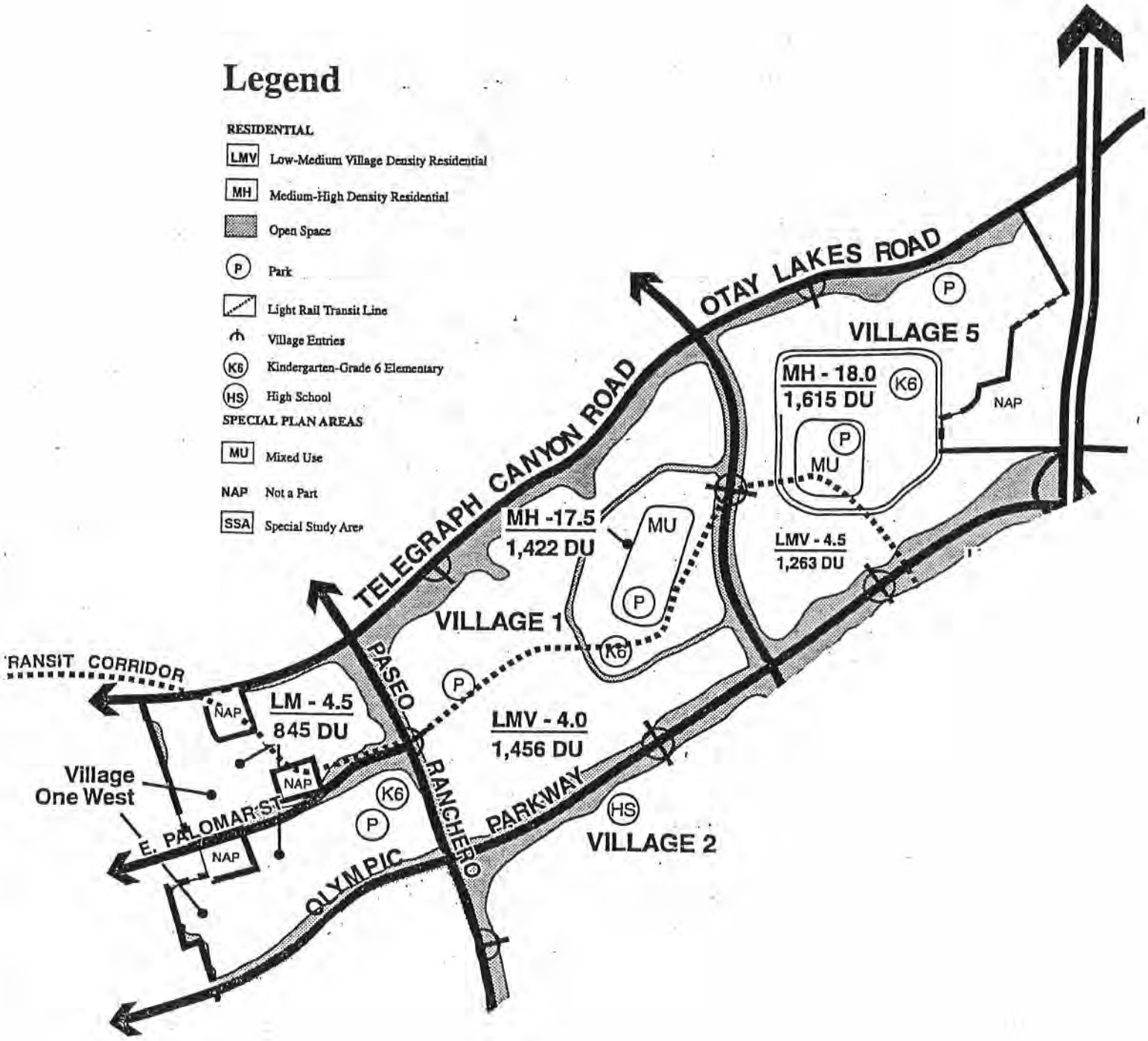
The project has views to the surrounding mountains to the northeast and east. Limited scenic views to Village One West extend from along Telegraph Canyon Road and Poggi Canyon/Olympic Parkway. These east-west routes are defined as scenic corridors by the Otay Ranch GDP. Scenic considerations for Village One West is displayed in the Opportunities Map.

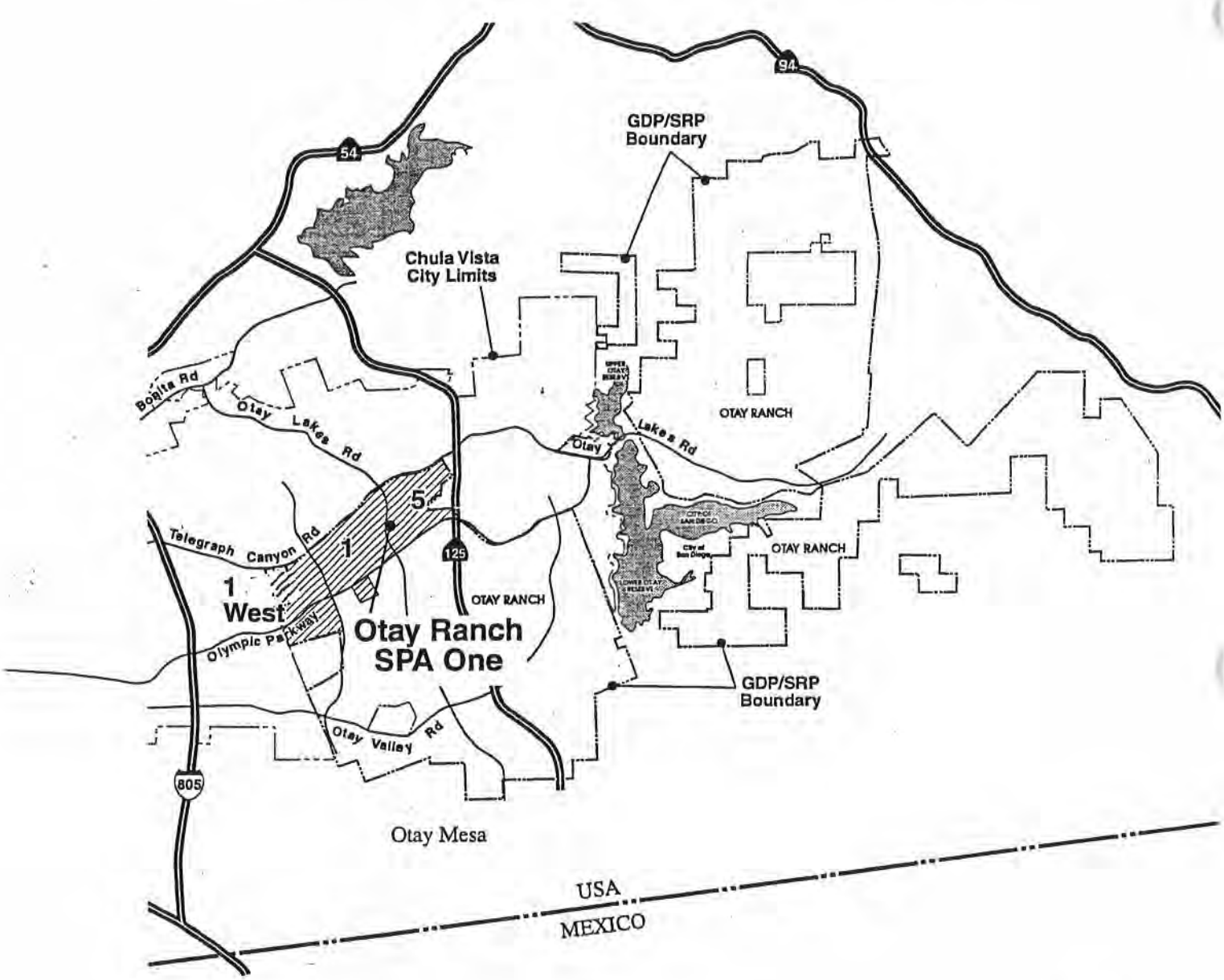
B. Design Influences

A number of factors influence the design of the Otay Ranch Village One West Plan. The primary design influences are the future right-of-way for the light rail transit, slopes along Telegraph Canyon Road and Olympic Parkway, proximity to the Sunbow development and Paseo Ranchero. Other influences reflect on-site conditions and characteristics, such as landforms, biological resources, drainage patterns, aesthetics, land use relationships and circulation. Village One West serves as a transition between the pedestrian oriented design concept in Village One and the typical suburban development patterns in the Sunbow community. These influences are depicted in the Opportunities Map on page IV-5.

Consideration of site conditions also contributed to the site design that locates development within suitable areas defined by the GDP. The GDP designated Village One West as a neighborhood with single family detached homes compatible with the adjacent Sunbow development and Otay Ranch Village One. The development area is surrounded by an open space system that will eventually be part of a ranch-wide system of open space and trails.

Landscaped buffers along Village One West's edge direct neighborhoods, public improvements and amenities into a well-defined community. There are 63.1 acres of open space within Village One West. The largest open space area includes the slopes of Poggi Canyon and Telegraph Canyon. Graded slopes will be contoured and landscaped with transition plantings to make them visually compatible with the surrounding areas, as well as conform to the landform grading policies of the general plan.


Legend
RESIDENTIAL
LMV Low-Medium Village Density Residential
MH Medium-High Density Residential
Open Space
P Park
Light Rail Transit Line
Village Entries
K6 Kindergarten-Grade 6 Elementary
HS High School
SPECIAL PLAN AREAS
MU Mixed Use
NAP Not a Part
SSA Special Study Area
OTAY LAKES ROAD
VILLAGE 5
MH - 18.0
1,615 DU
K6
NAP
P
MU
TELEGRAPH CANYON ROAD
MH -17.5
1,422 DU
MU
P
LMV - 4.5
1,263 DU
VILLAGE 1
K6
RANSIT CORRIDOR
PASEO RANCHERO
LM - 4.5
845 DU
NAP
P
LMV - 4.0
1,456 DU
Village
One West
NAP
K6
P
E. PALOMAR ST
NAP
OLYMPIC PARKWAY
HS
VILLAGE 2



NORTH

0 2 Miles 4 Miles

Vicinity Map

December 2, 1998

LEGEND
DEVELOPMENT ACCESS
NATURALIZED DRAINAGE CHANNEL
PROMINENT 25% SLOPES
CANDIDATE DEVELOPMENT AREAS
MAJOR DISTANT VIEWS (MOUNTAINS)
VIEWS (CANYONS)
AREA OF POTENTIAL SENSITIVE BIOLOGICAL RESOURCES
PREVAILING WINDS
OPPORTUNITIES MAP
7-11-94
OTAY LAKES RD.
NAVY HOUSING
MULTIFAMILY
APACHE DR.
ROAD
RUTGERS AV.
MOBILE HOME PARK
SINGLE FAMILY
EASTLAKE
SR-125
OTAY WATER DIST. MAP
OTAY WATER DIST. MAP
OTAY RANCH VILLAGE 6
LA MEDIA RD.
VACANT
CANYON
SINGLE FAMILY
BUENA VISTA RD.
AVENUE
DRIVE
EAST
OTAY RANCH VILLAGE 2
VACANT
TELEGRAPH
PASEO RANCHERO
PASEO RANCHERO
SUNBOW
EL TECOMATE ROAD

C. Village Type and Orientation

As defined in the GDP, Village One West is a traditional suburban development. Single family detached homes are arranged in neighborhoods along tree-lined streets. Cul-de-sac designs are incorporated into the community to provide variety along the perimeter of the community and to minimize long looped circulation streets.

D. Character

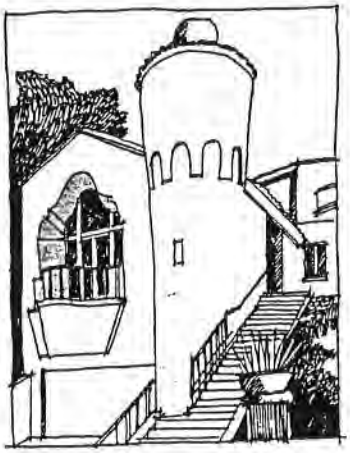
To accentuate the relationship of Otay Ranch with its natural setting and the character of the region, a community design theme of "California Heritage" has been identified for SPA One, including Village One West. The theme is consistent with the Overall Design Plan. As detailed below, this design theme is not a specific style of architecture that can be strictly interpreted. Rather, it is more a character statement that encompasses a wide range of styles appropriate for the Otay Ranch setting.

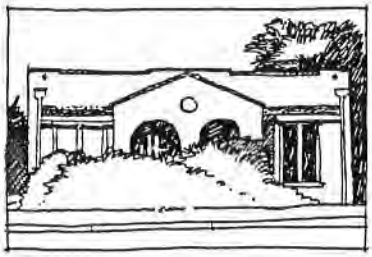
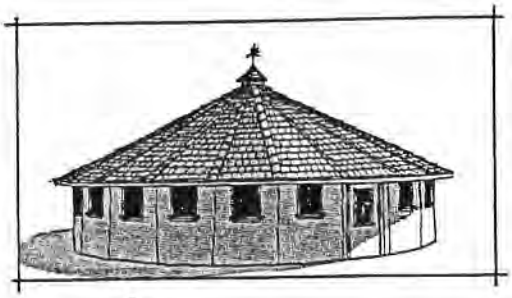
The California Heritage theme is based on several presumptions. First, California, and specifically Southern California, has a unique historical context which can be expressed in building design and is worth reiterating. This theme will embrace the past and adopt basic principles from successfully built examples in the region, historic Southern California communities such as portions of Los Angeles, Santa Barbara and San Diego. This theme can provide flexibility in design, while allowing the community to age gracefully and accommodate changing land uses. Lastly, this design theme builds on the setting, landscape and other community framework elements from the Overall Design Plan, and allows for a synergy of aesthetic elements - location, landscape, and high visibility buildings to make a combined statement greater than the individual elements.

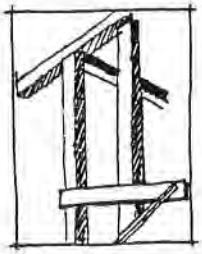
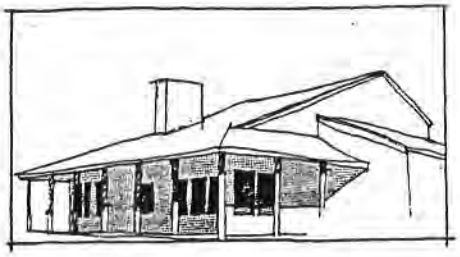
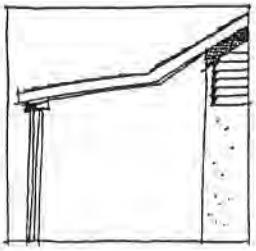
Throughout Village One West, there will be a range in design theme interpretation. Residential uses would complement the theme but be less restrictive, especially for smaller buildings and lower density product types.

While not a specific architectural style, the California Heritage design theme can embrace a variety of specific styles and combinations, such as: Spanish Colonial, Mission, Ranch House, Bungalow, Moorish, Agrarian, etc. In general, California Heritage architecture will reflect the climate and materials indigenous to Southern California. The architectural feeling should be relaxed, simple and somewhat rustic. The accompanying sketches depict various images that inspire the community design theme.

ARCHITECTURAL IMAGES

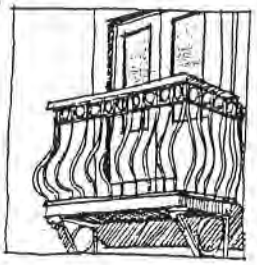
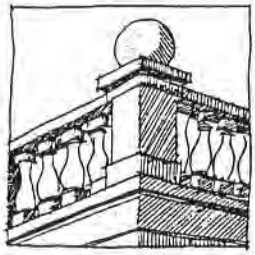



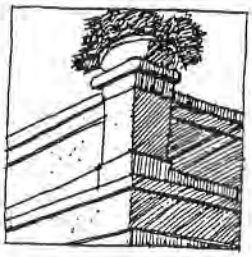
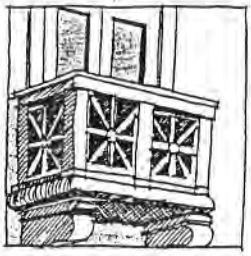
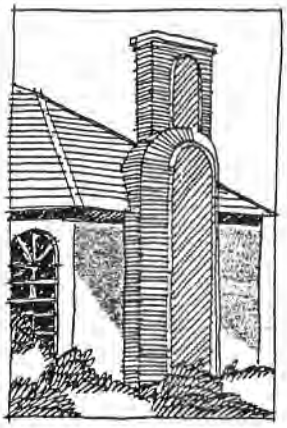





ARCHITECTURAL IMAGES

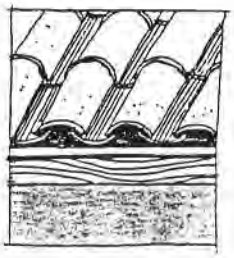





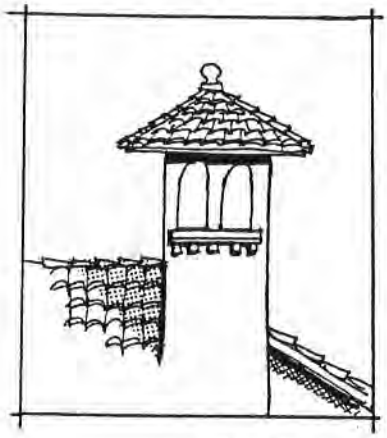






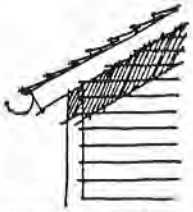
ARCHITECTURAL IMAGES





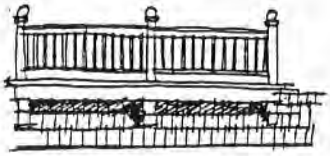


EAVES and RAKES with no OVERHANG. GUTTERS OPTIONAL



EAVES and RAKES with MINIMAL OVERHANG.

CUPOLAS can be used as ACCENT FEATURES and have the ADDED BENEFIT of also SERVING as EXHAUST FAN or GRAVITY VENT FEATURES

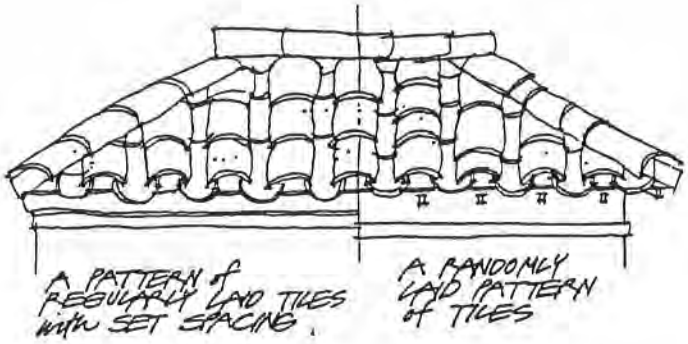


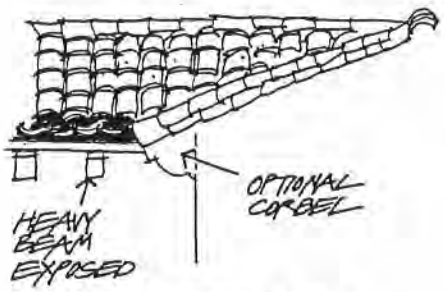
"WINDOW WALKS" and BALUSTRADED PARAPETS can be used for FLAT ROOF PORTIONS of the STRUCTURES to RELIEVE LONG STRETCHES of GABLED AREAS and to SHIELD FLAT ROOF AREAS where SOLAR PANELS are EMPLOYED.



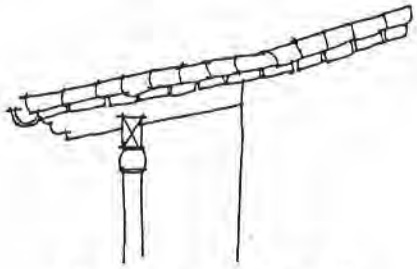
GARDEN STRUCTURES and PERGOLAS can be used in the HIGHER DENSITY DEVELOPMENTS WHERE they can be EMPLOYED to IDENTIFY INDIVIDUAL ENTRANCES to UNITS.

ARCHITECTURAL IMAGES



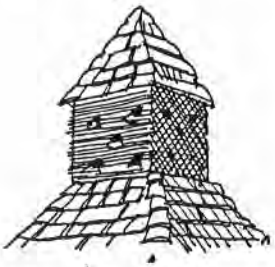


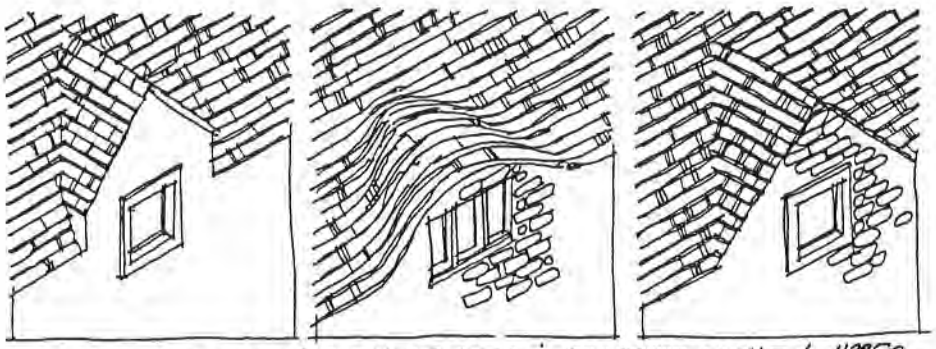
TYPICAL CLIPPED EAVE



DEEP OVERHAND of BEAMS SHAVED at the END

CUPOLAS can be used as DESIGN FEATURES and "SOLAR CHIMNEYS"





THE VARIOUS TYPES of DORMERS USED in PROVIDING LIGHT to UPPER STORIES are SHOWN ABOVE.

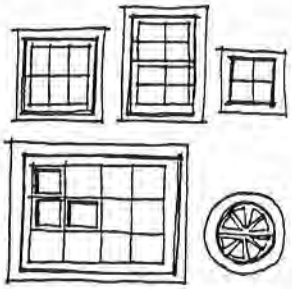
ARCHITECTURAL IMAGES



DOUBLE HUNG WINDOW in a DORMER



VARIOUS FORMS of DOUBLE HUNG, DIVIDED LIGHT WINDOWS



DOUBLE HUNG and DORMER WINDOWS GROUPED VERTICALLY



OVERSIZED CASEMENT with SHUTTERS



COURTYARD ENTRY & ARCHED WOODEN WINDOWS



COURTYARD ENTRY DOORS SET IN BRICK CAPPED WALL

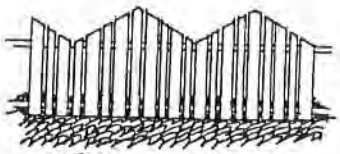
ARCHITECTURAL IMAGES



A GATE of HEAVY TURNED WOOD with ELABORATE BRICK WORK



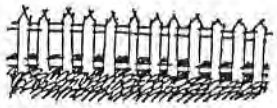
TRUNCATED PYRAMID CAP on a MASONRY WALL.



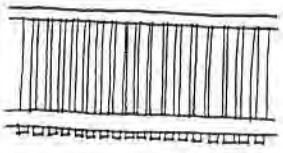
GEOMETRIC SHAPED PICKET FENCE



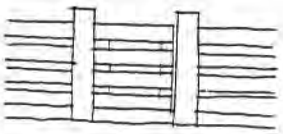
A VARIEGATED HEIGHT PICKET FENCE with MASONRY PILASTERS.



SIMPLE, TRADITIONAL PICKET FENCE.



HORIZONTAL RAIL FENCING PAINTED to MATCH the TRIM of the MAIN STRUCTURE

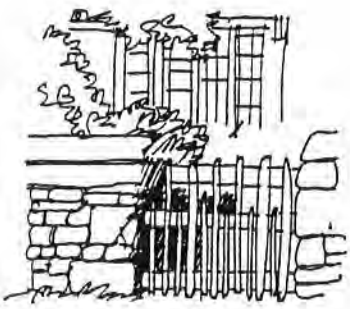


LOW FORMAL PICKETS with a HORIZONTAL CAP RAIL

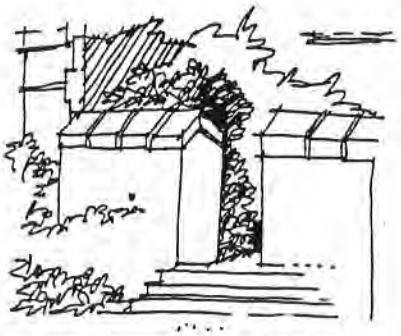


LOW ROCK WALLS may be USED to DEFINE IMPORTANT AREAS.

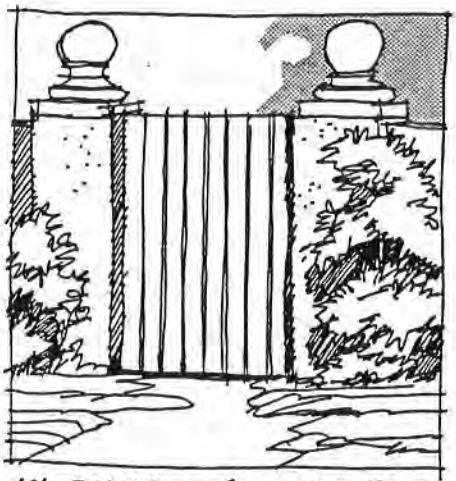
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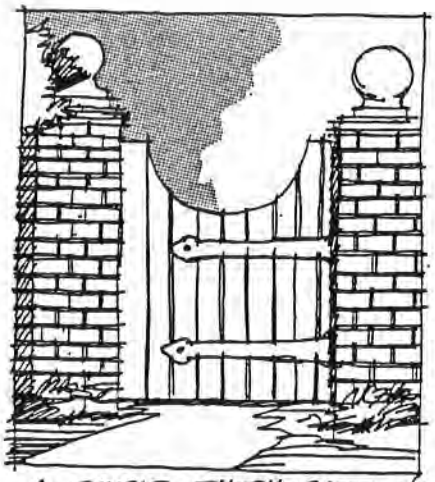
SIMPLE WOOD GATE SET in a STONE FENCE.



A STUCCO FENCE with BRICK CAP.

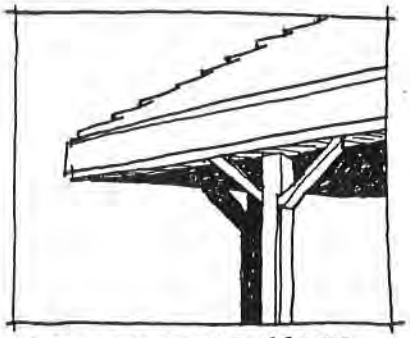


AN EXAMPLE of a SIDE YARD GATE of STUCCO, CAST STONE and WOOD

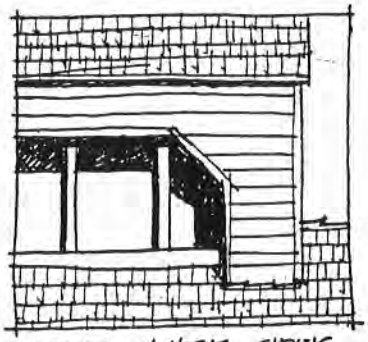


A SIMPLE ENTRY GATE of BRICK, WOOD and CAST STONE

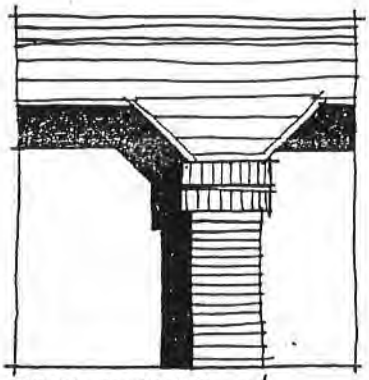
ARCHITECTURAL IMAGES



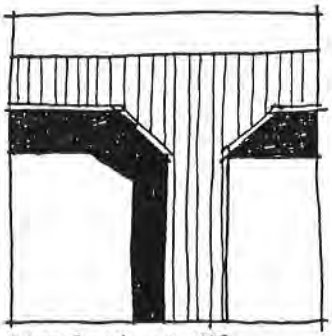
POST WITH ANGLE BRACE



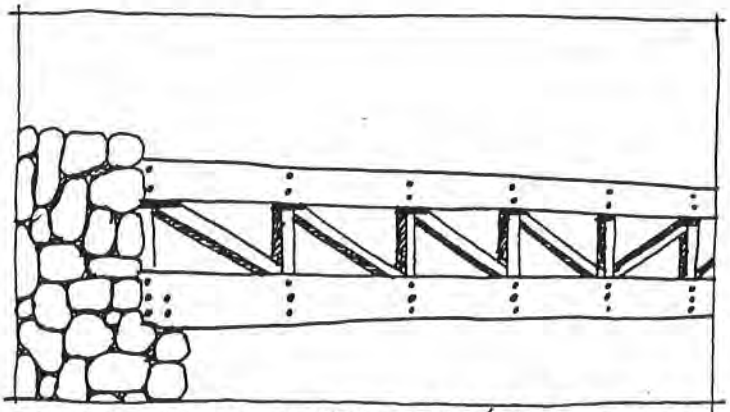
DORMER W/ HORIZ. SIDING



BRICK PILASTER and HORIZ. SIDING

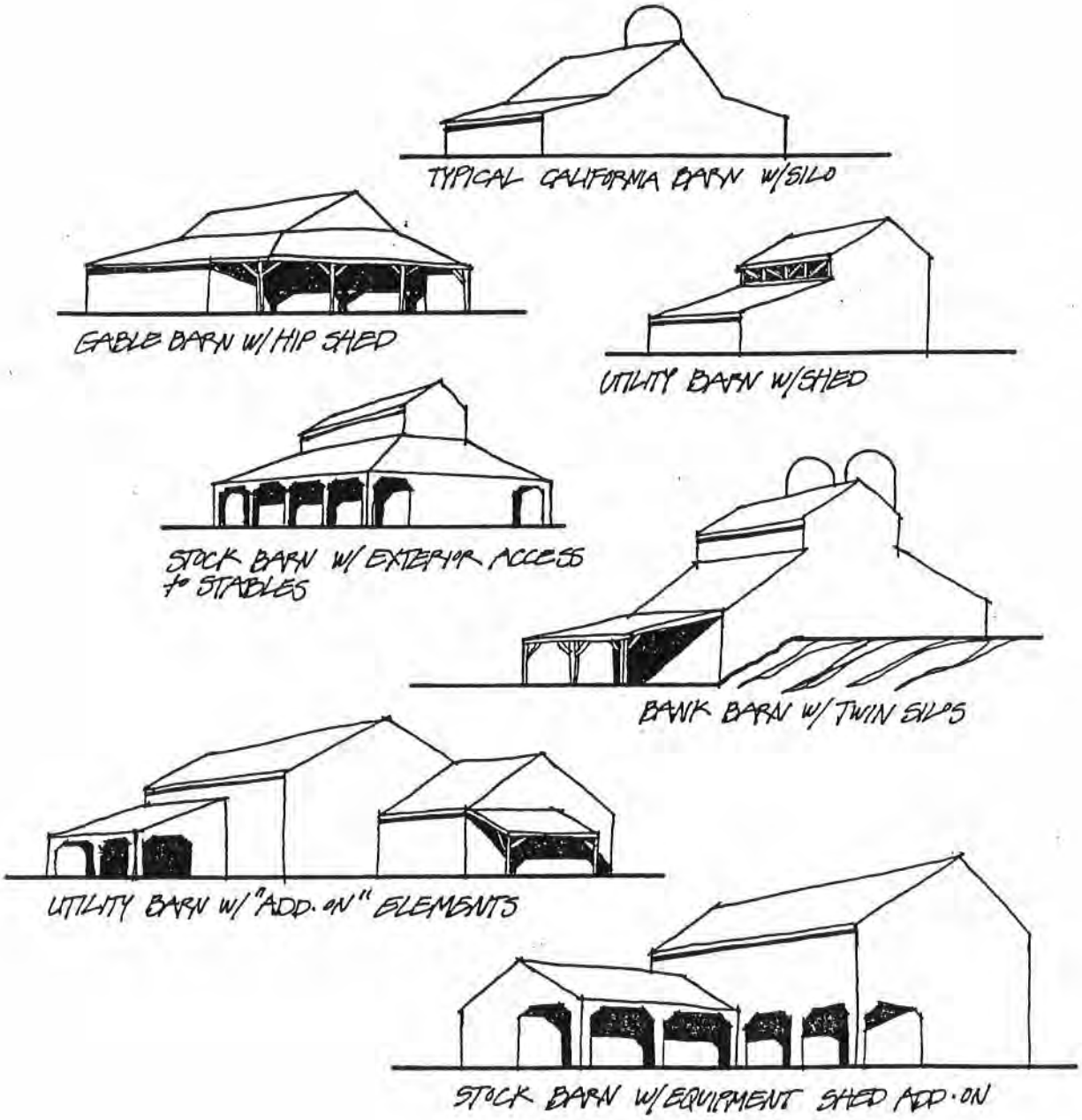


VERTICAL SIDING



TRUSSED BRIDGE at PEDESTRIAN/CART CROSSING

ARCHITECTURAL IMAGES

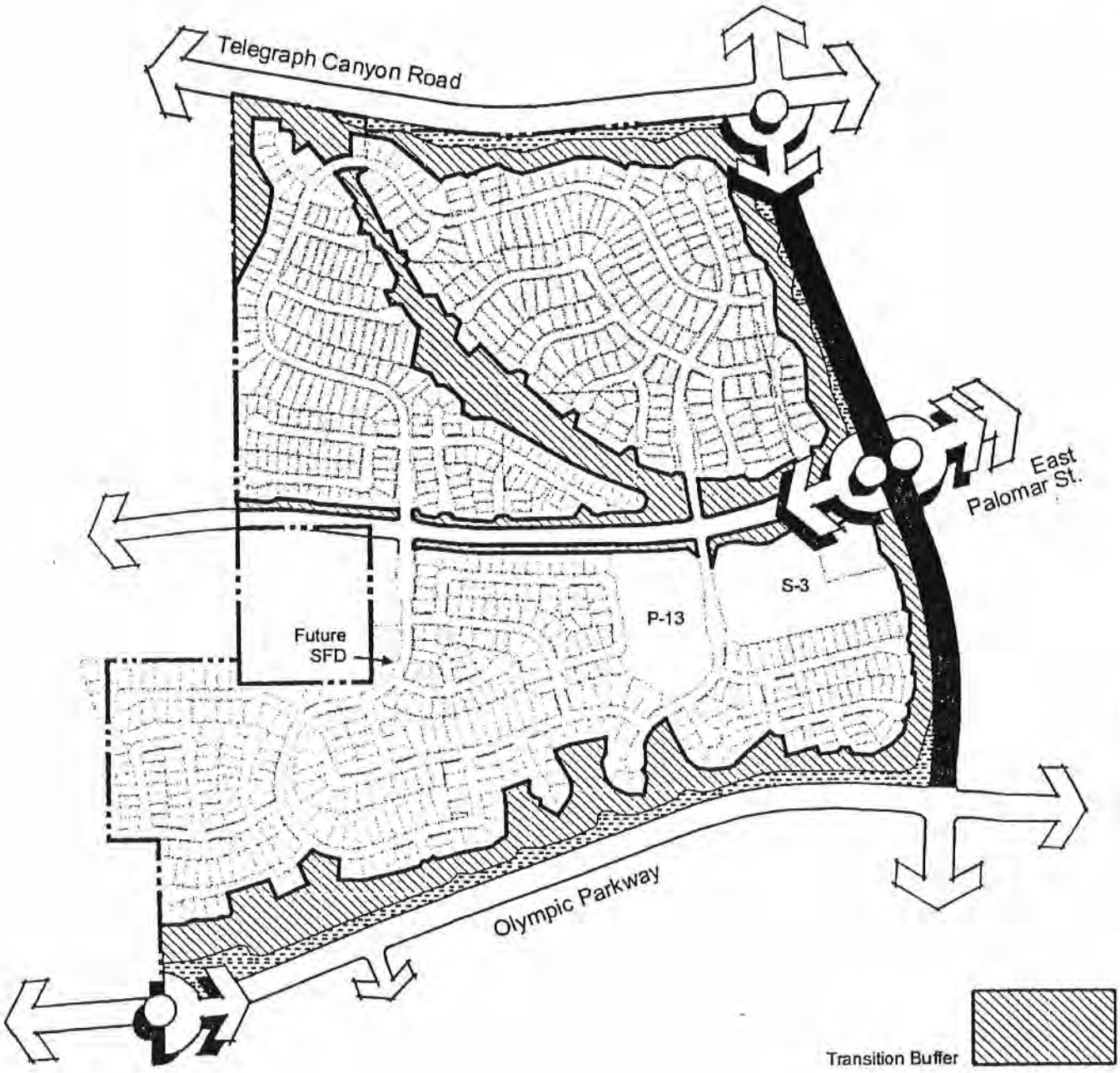


IV-2. Village Structure Guidelines

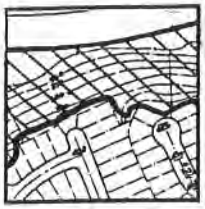
A. Perimeter Landscape Concept

The Village One West perimeter landscape, while forming a scenic buffer of informal transitional planting, will create a visual link with the greater open space areas within and near Otay Ranch. These massive areas of planting will bring a sense of open space and transition from the character and setting of the region into the urbanized Village areas.

Village Perimeter Landscape Zones



OTAY RANCH
Village One West



VILLAGE PERIMETER LANDSCAPE ZONES - VILLAGE ONE WEST

- Transition Buffer - Indigenous Character

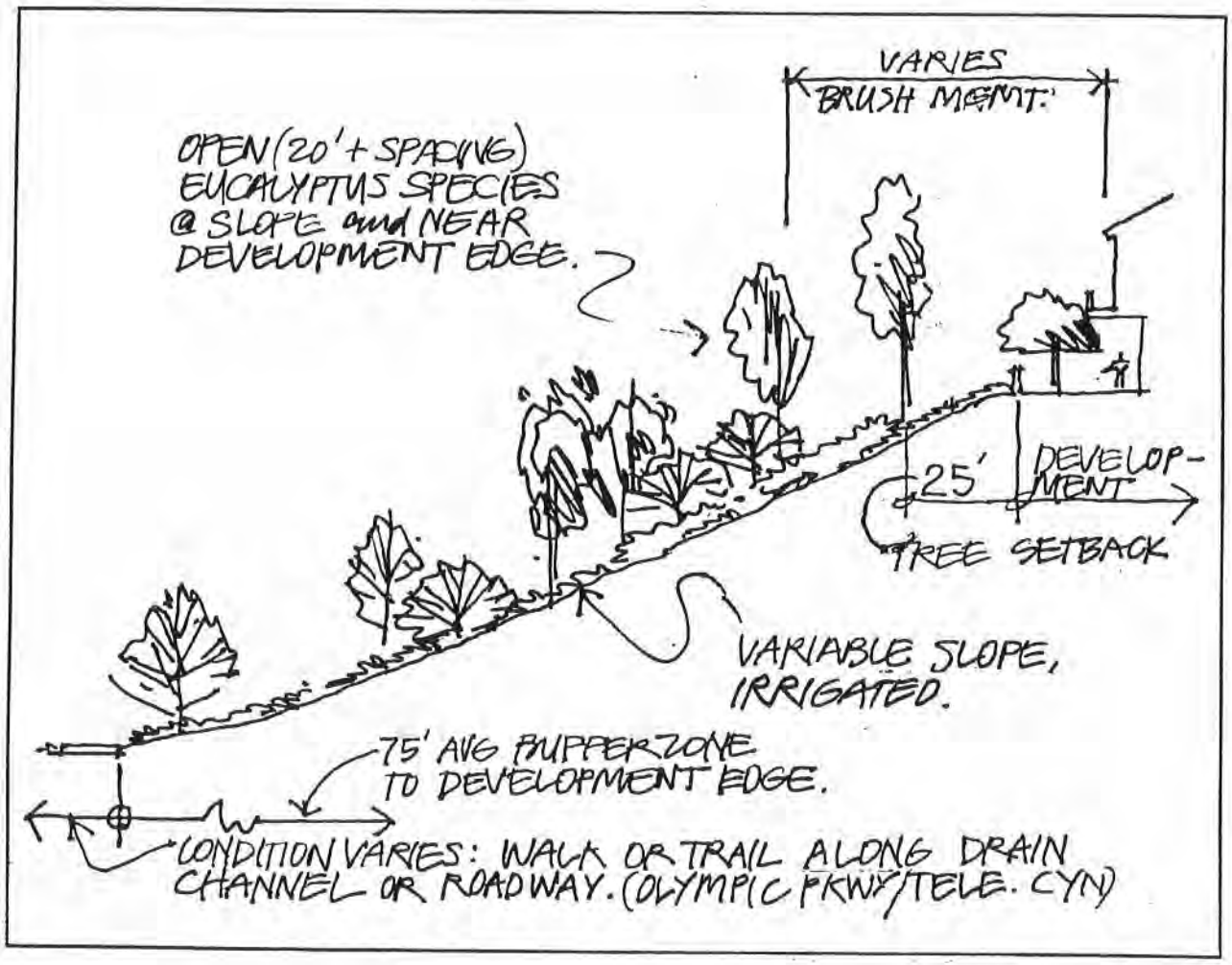
Description: Transition planting on irrigated/manufactured slopes with an indigenous landscape, with taller, open trees at the top of slopes and lower trees and shrubs at mid slope.

Plant Palette

Trees: Eucalyptus species (*camaldulensis [40%], cladocalyx [40%], sideroxlyn rosea[20%]*) at mid-slope and near top of slope. Live Oak (*quercus agrifolia*), Toyon (*Heteromeles arbutifolia*) in groves at mid slope. Trees shall be planted 25' minimum from property lines. Note: Final Eucalyptus selection subject to Fire Marshal approval.

Shrubs: Lemonade Berry (*Rhus integrifolia*), Surgarbush *(Rhus ovata)* Rockrose (*Cistus species), Artemesia "Canyon Grey."*

Groundcover: *Acacia Redolens* (30% of area), Coyote Brush (*pilularis prostrata*), Trailing Gazania (*Gazania rigens*), Prostrate Rosemary (*Rosmarinus officinalis*), and Salvia "Dara's choice and *Myoporun parvifolium prostrata.*





VILLAGE PERIMETER LANDSCAPE ZONES - VILLAGE ONE WEST

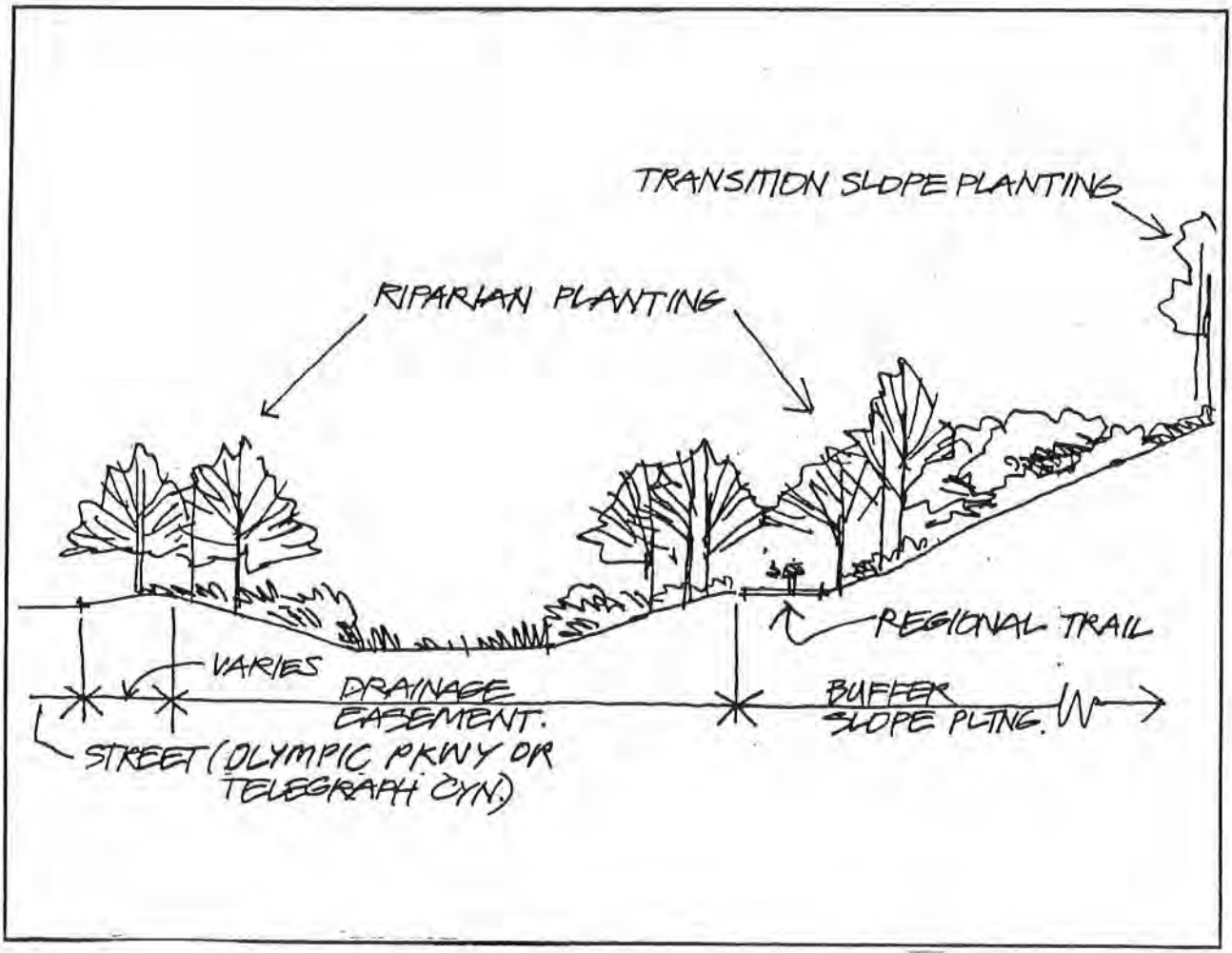
- Riparian Meander

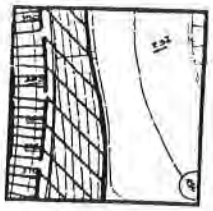
Description: A planting zone adjacent to and incorporating the manufactured drainage channel. Landscape to reflect the natural riparian character of the regional valley bottom.

Location: Along south side of Telegraph Canyon Road and north side of Olympic Parkway.

Plant Palette

Trees:	California Sycamore (*Plantanus racemosa*) - primary tree. Freemont Cottonwood (*Populus fremontii*), Coastal Live Oak (*Quercus agrifolia*) and Toyon (*Heteromeles arbutifolia*).
Shrubs:	Fuschia Flowered Gooseberry (*Ribes speciosum*), Mexican Elderberry (*Sambucas mexicana*), Blue Eyed Grass (*Sisyrinchium bellum*), Rhus species.
Ground Cover:	Periwinkle (*Vinca major*), Hall's Honeysuckle (*Lonicera japonica 'Halliana'*), Moss Verbena (*Verbena tenulsecta*), Rush (*Scripus species*)





VILLAGE PERIMETER LANDSCAPE ZONES - VILLAGE ONE WEST

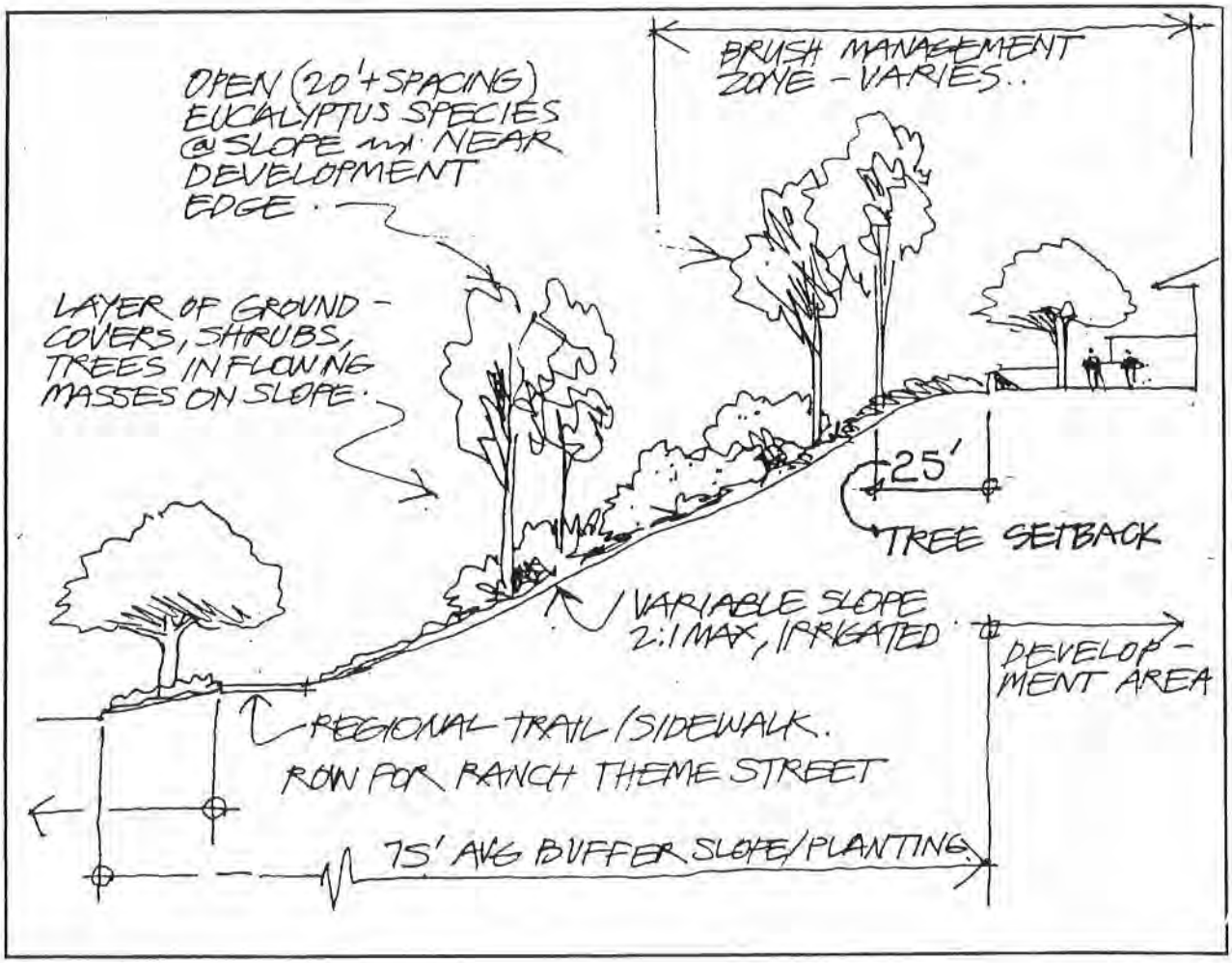
- Transition Buffer - Ornamental Indigenous at Ranch Theme Streets

Description: Transition planting on irrigated/manufactured slopes to blend and transition from indigenous slope planting to a more ornamental character.

Location: On west slopes adjacent to Paseo Ranchero.

Plant Palette

Trees:	Eucalyptus species (*camaldulensis [40%], cladocalyx [40%], sideroxylon rosea [20%]*) at mid-slope and near top of slope. Live Oak (*Quercus agrifolia*), and Toyon (*Heteromeles arbutifolia*) in grove at mid-slope. Trees shall be planted 25' minimum from property lines.
Shrubs:	African Sumac (*Rhus lancea*), Rockrose (*Cistus species*).
Groundcover:	Prostrate Acacia (*Acacia 'Pecoff Verde'*), *Myoporum parvifolium, Myoporum pacificum and Salvia species.*



VILLAGE PERIMETER LANDSCAPE ZONES - VILLAGE ONE WEST

- Ranch Theme Street



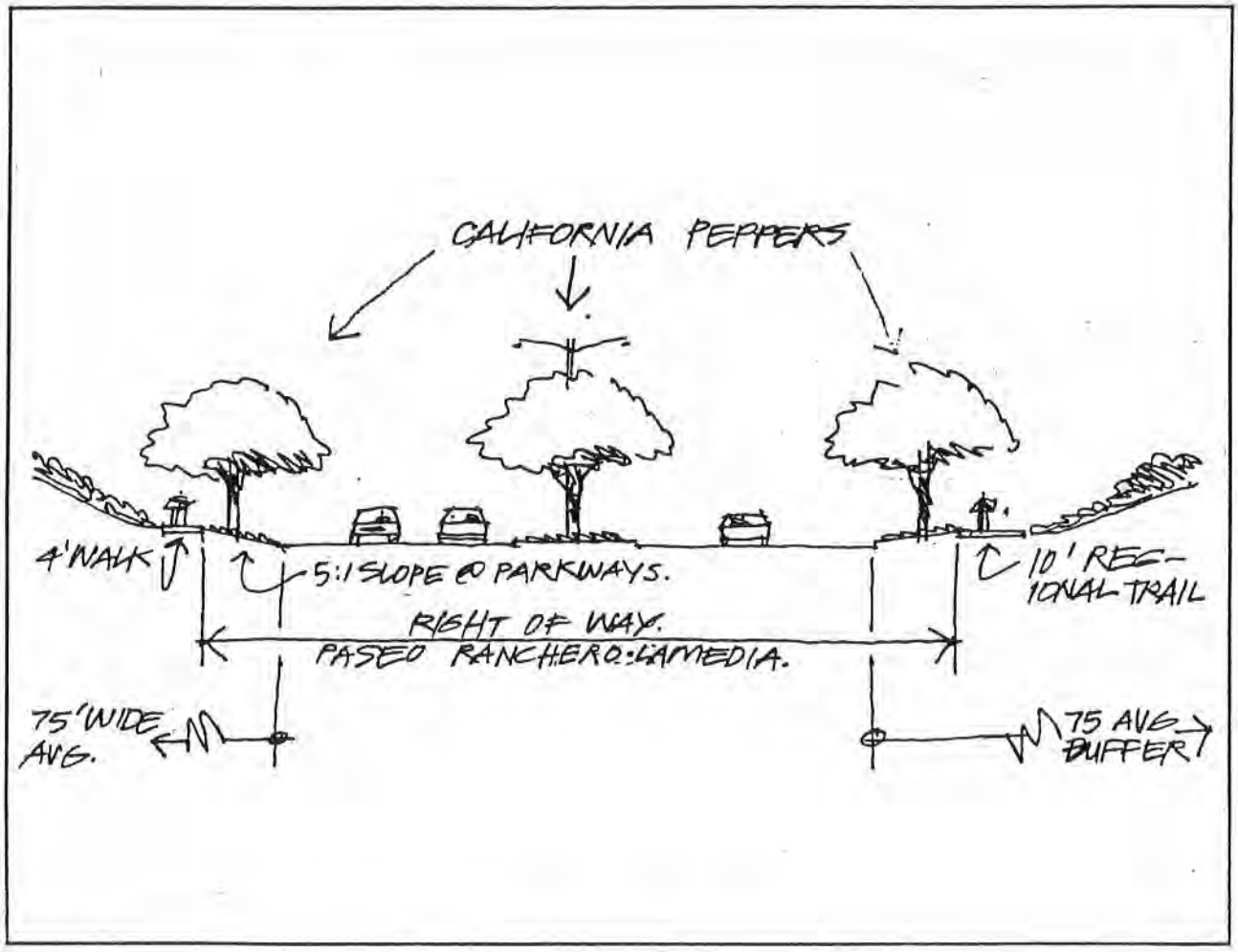
Description: Major roads with evenly spaced rows of trees on the edge and at the median.

Location: Paseo Ranchero

Plant Palette

Trees: California Peppers (Schinus molle) 40' on center. (Pepper trees will be pruned to encourage taller and more upright branch growth to minimize conflict with tall vehicles.)

Groundcover: Prostrate Rosemary (Rosmarinus officinalis) in parkways.



VILLAGE PERIMETER LANDSCAPE ZONES - VILLAGE ONE WEST

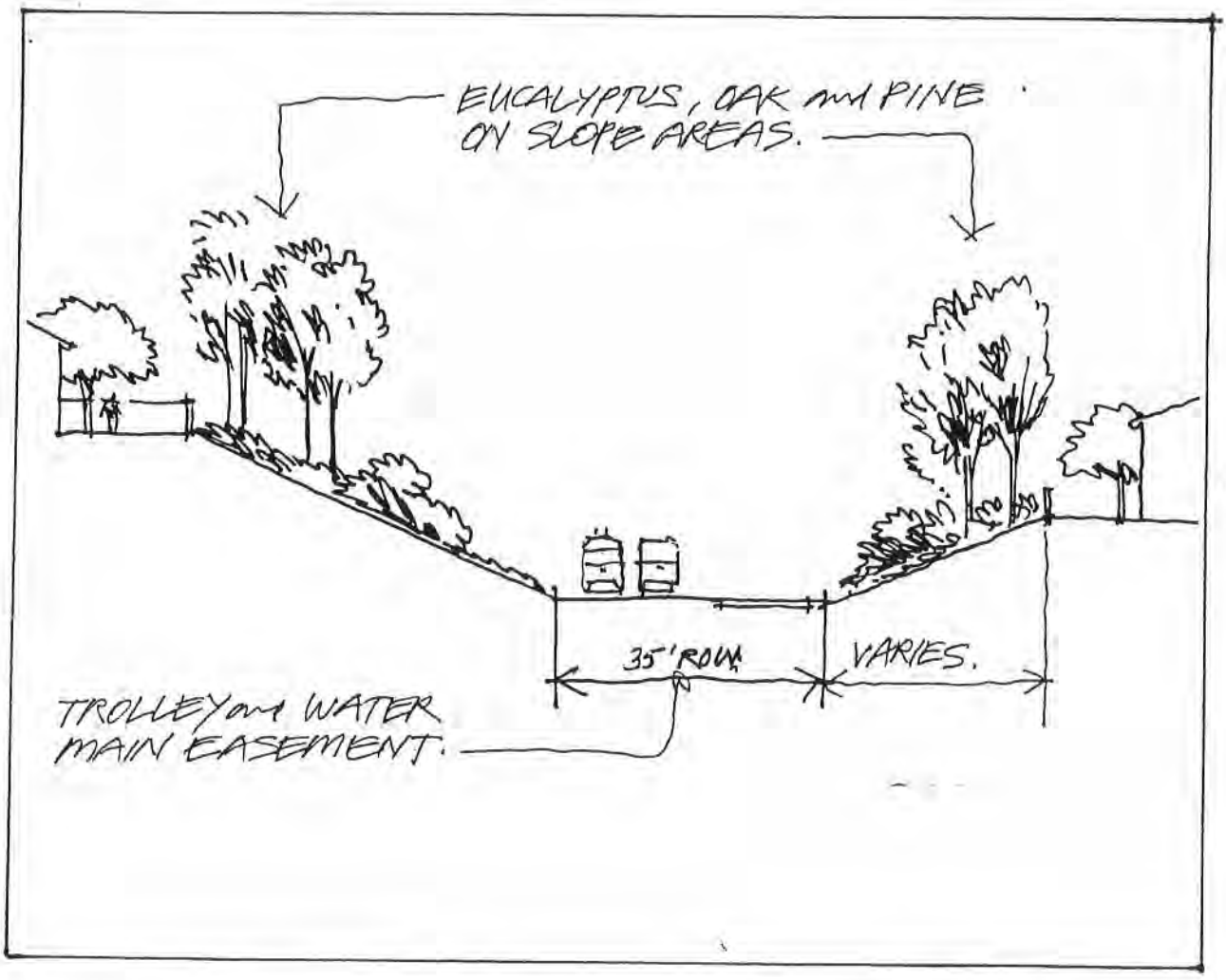
- Transition Buffer – at Light Rail Transit Corridor

Description: Transition planting on irrigated/manufactured slopes to buffer residential homes from the light rail transit corridor.

Location: Traversing the northern portion of Village One West.

Plant Palette

Trees:	Eucalyptus species (*camaldulensis [40%], cladocalyx [40%], sideroxylon rosea [20%]*) at mid-slope and near top of slope. Live Oak (*Quercus agrifolia*), and Toyon (*Heteromeles arbutifolia*) in grove at mid-slope. At tight locations, utlize Aleppo Pine (*Pinus halepensis*) to maximize screening Trees shall be planted 25' minimum from property lines.
Shrubs:	African Sumac (*Rhus lancea*), Rockrose (*Cistus species*).
Groundcover:	Prostrate Acacia (*Acacia 'Pecoff Verde'*), *Myoporum parvifolium, Myoporum pacificum and Salvia species.*

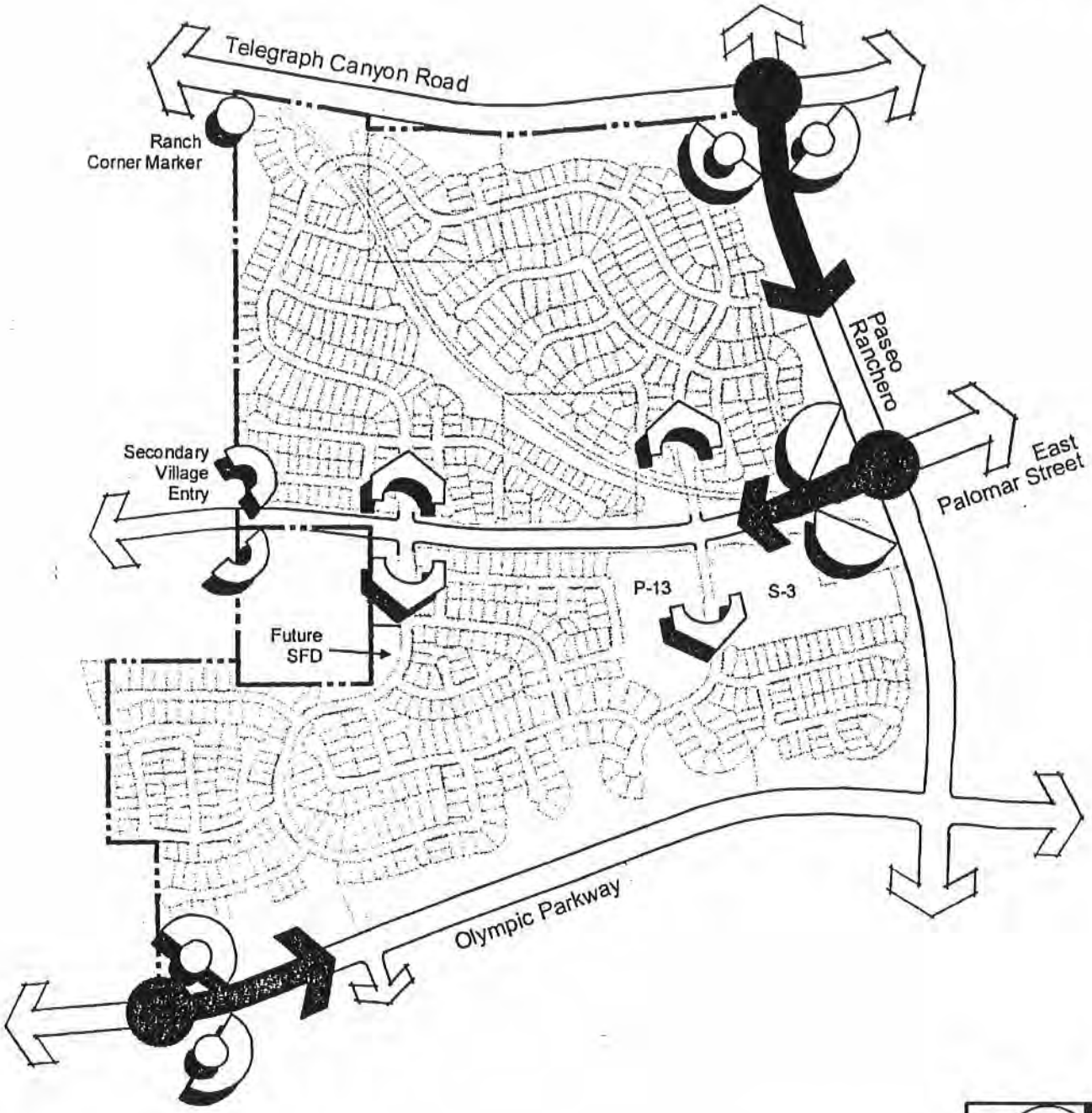


B. Entryways/Identity Concept

Village One West contains several Ranch-wide entries as well as the Village Entry. In addition, a Secondary Village Entry and Ranch Corner Marker are included in Village One West area. The entry concept is one of hierarchy and subtle changes in style. The concept also recalls the simple elegance of the landscape and the agrarian heritage of the region.

Stone markers, low walls and orderly landscape patterns provide identity at Ranch-wide entries. For example, trees reflecting a "Ranch" or more rustic quality will be planted in large orchard or grove patterns. The Village Entry, with the use of flowering trees, is more formal and ornamental suggesting entry into a more urbanized area.

Entryways / Identity



Arterial Community Entry

Primary Village Entry

Entry Cottage

OTAY RANCH
Village One West

Otay Ranch
IV-25
February 16, 1999

north

ENTRYWAYS/IDENTITY – VILLAGE ONE WEST

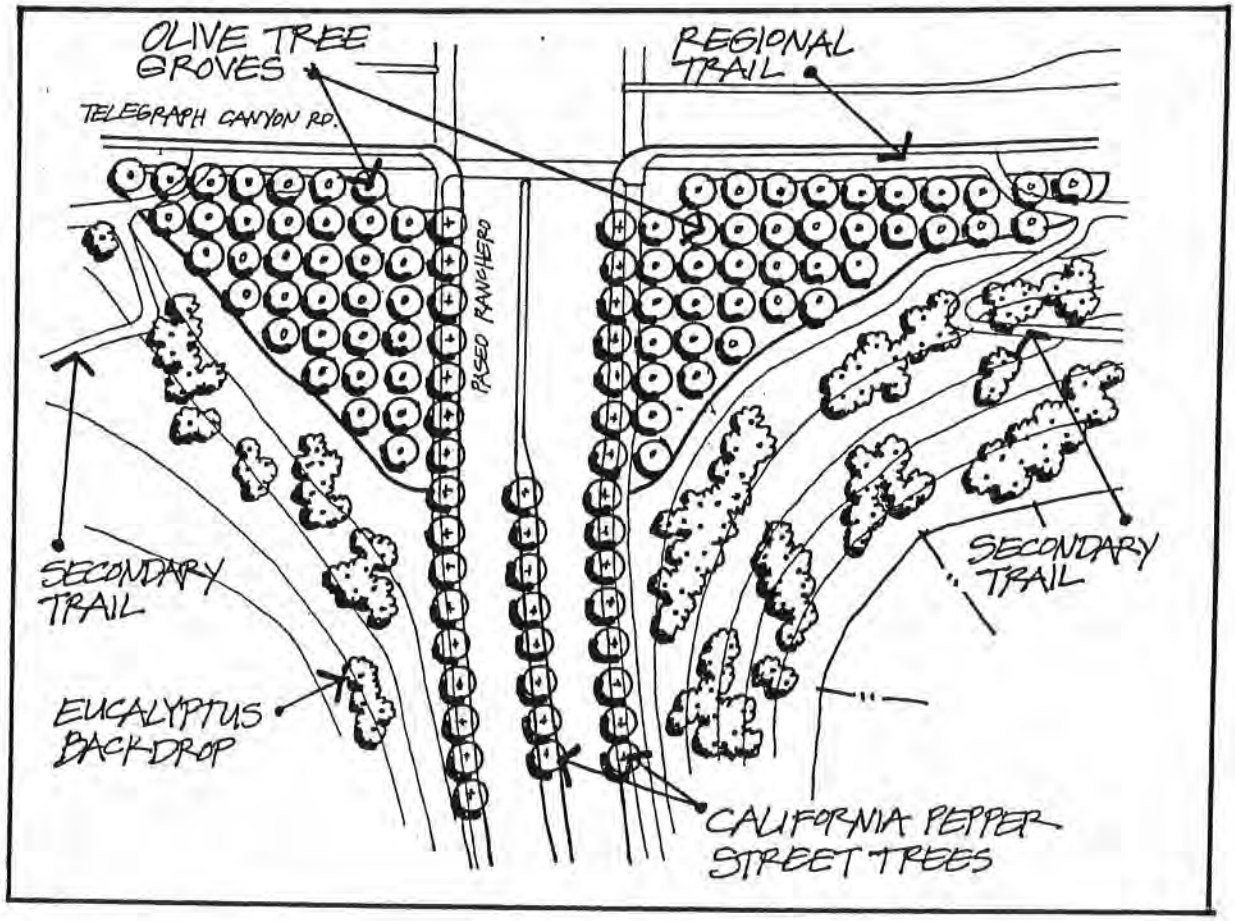
- Ranch-Wide Entry at Telegraph Canyon Road and Olympic Parkway



Description: Stone monuments and low walls form a "Gateway" into Village One West, with a backdrop of a tree orchard carried through the median. The orchard trees shrink and blend to become the street pattern per the ranch theme standards.

Plant Pallette

Trees: Olive Trees (*Olea europea "Wilsoni"*) at 30' maximum square grid. Backdrop on slope will be primarily Eucalyptus species. (See Transition Buffer/Ornamental Indigenous)





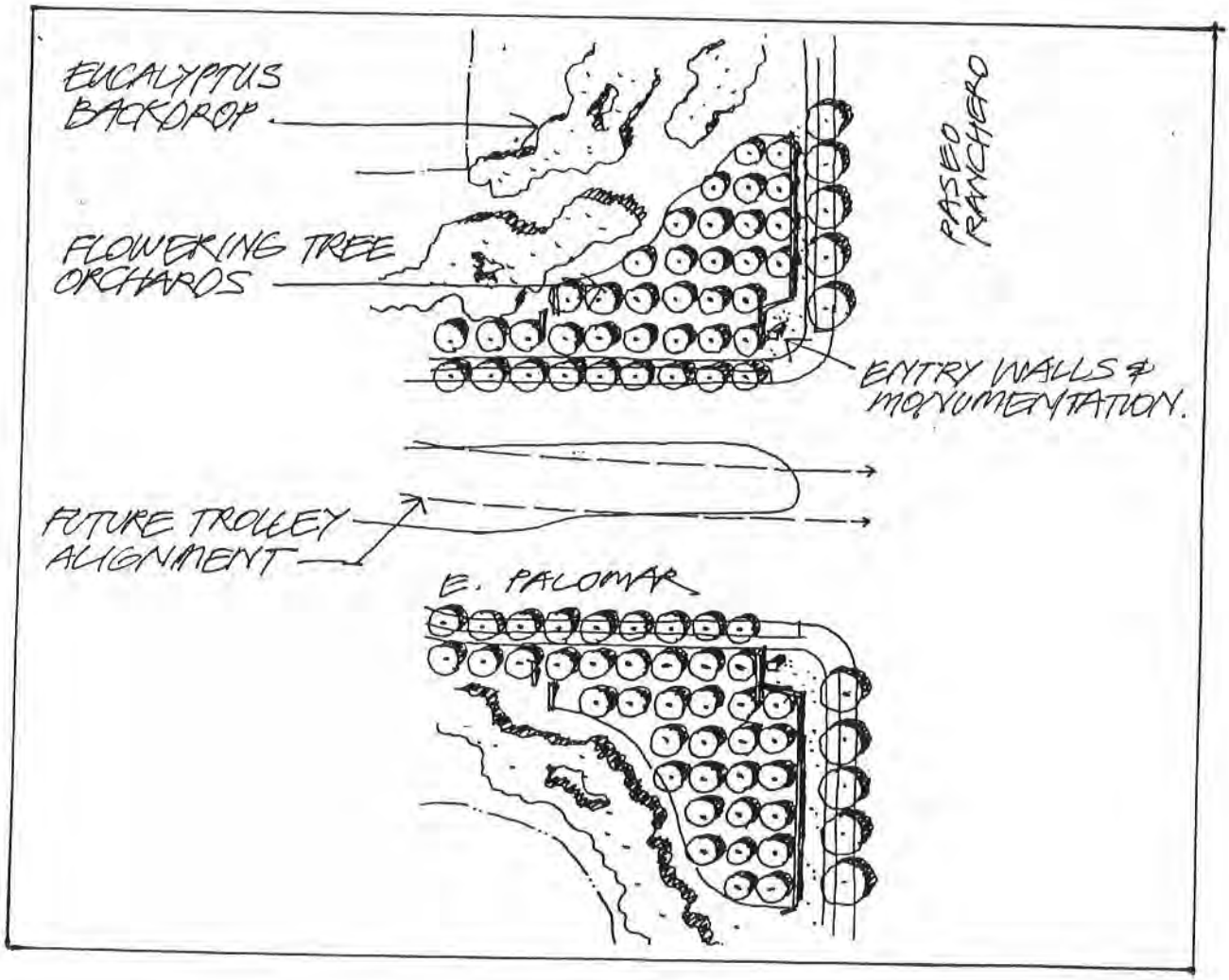
ENTRYWAYS/IDENTITY - VILLAGE ONE WEST

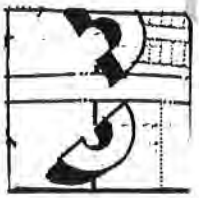
- Village Entry at Paseo Ranchero and E. Palomar Street

Description: To form the Village entries, the 4-Lane Major Road landscape (Aristocrat Pear) extends to the prime arterials, along with monumentation announcing the Village Entry. The small, flowering canopy tree extends laterally forming an orchard based on the spacing and geometry of the street trees.

Plant Palette

Trees: Eucalyptus (See Village Perimeter Landscape), Aristocrat Pear (*Pyrus calleryana "aristocrat"*).



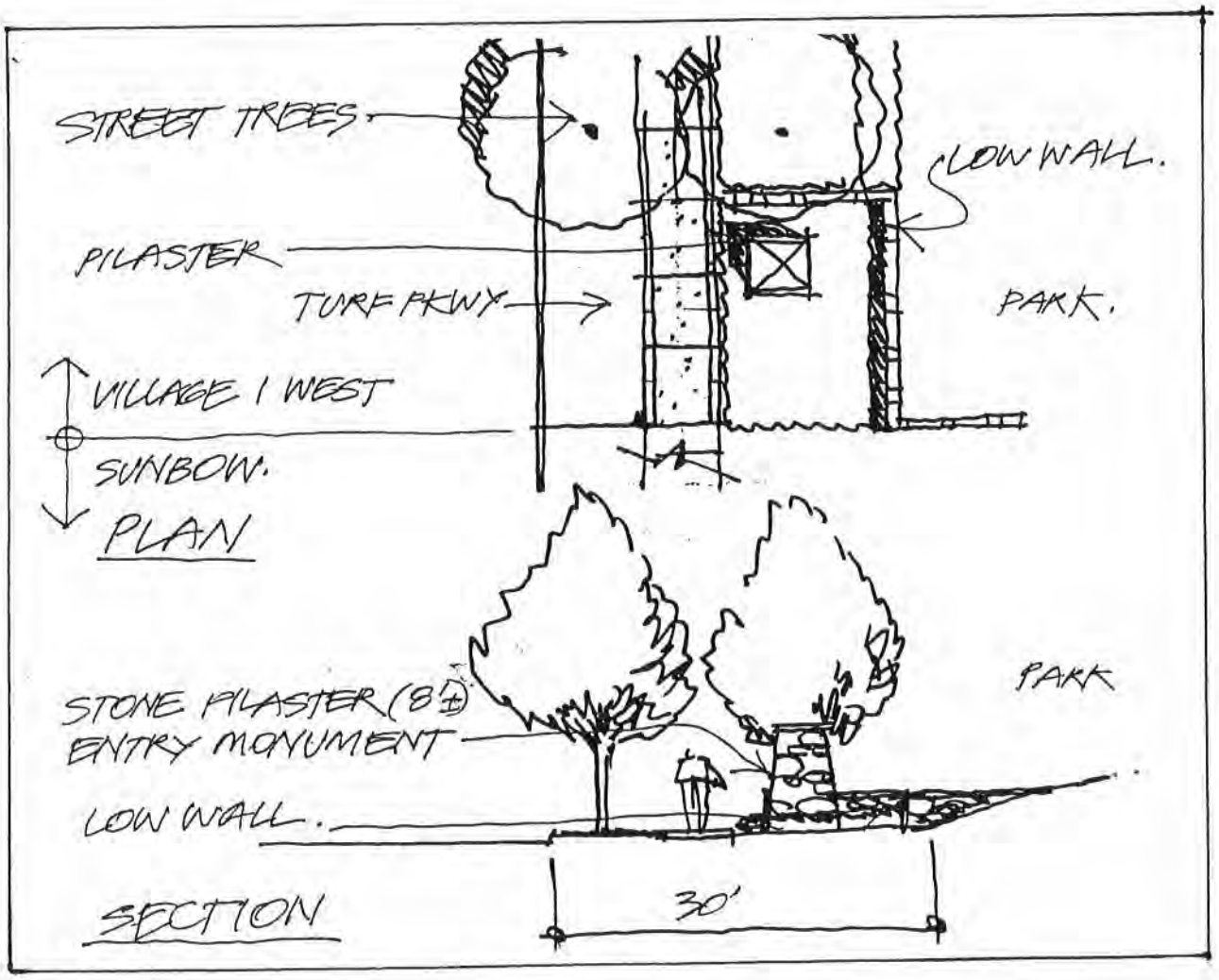


ENTRYWAYS/IDENTITY - VILLAGE ONE WEST

- Secondary Village Entry at E. Palomar Street

Description: To announce entry into Otay Ranch from the Sunbow development to the west, a Secondary Village Entry is located along E. Palomar Street at the western Otay Ranch property boundary. Landscape (Eucalyptus) is located in the median and extends to the prime arterial. A low stone monumentation wall, along with a stone pilaster announce arrival into Otay Ranch. The small, flowering canopy trees extend laterally along the parkways, aligned across E. Palomar Street.

Plant Palette
Trees: Eucalyptus, Artistocrat Pear (*Pyrus calleyana "aristocrat"*).





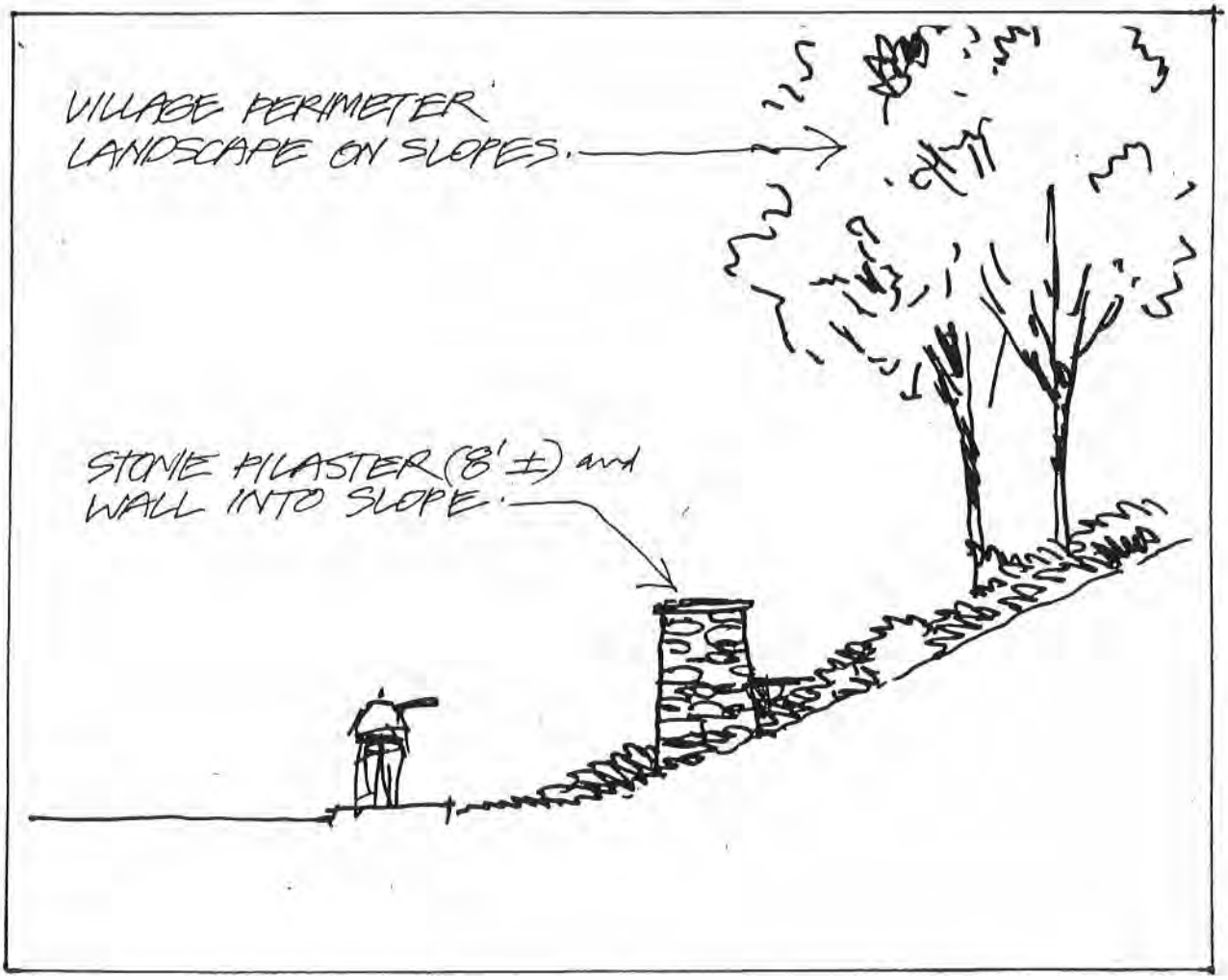
ENTRYWAYS/IDENTITY - VILLAGE ONE WEST

- Ranch Corner Marker at Telegraph Canyon Road

Description: A large scale stone pilaster marks the western edge of Otay Ranch. This vertical element provides a subtle statement as to the extent of Otay Ranch.

Plant Palette

Trees: See Transition Buffer - Indigenous Character.



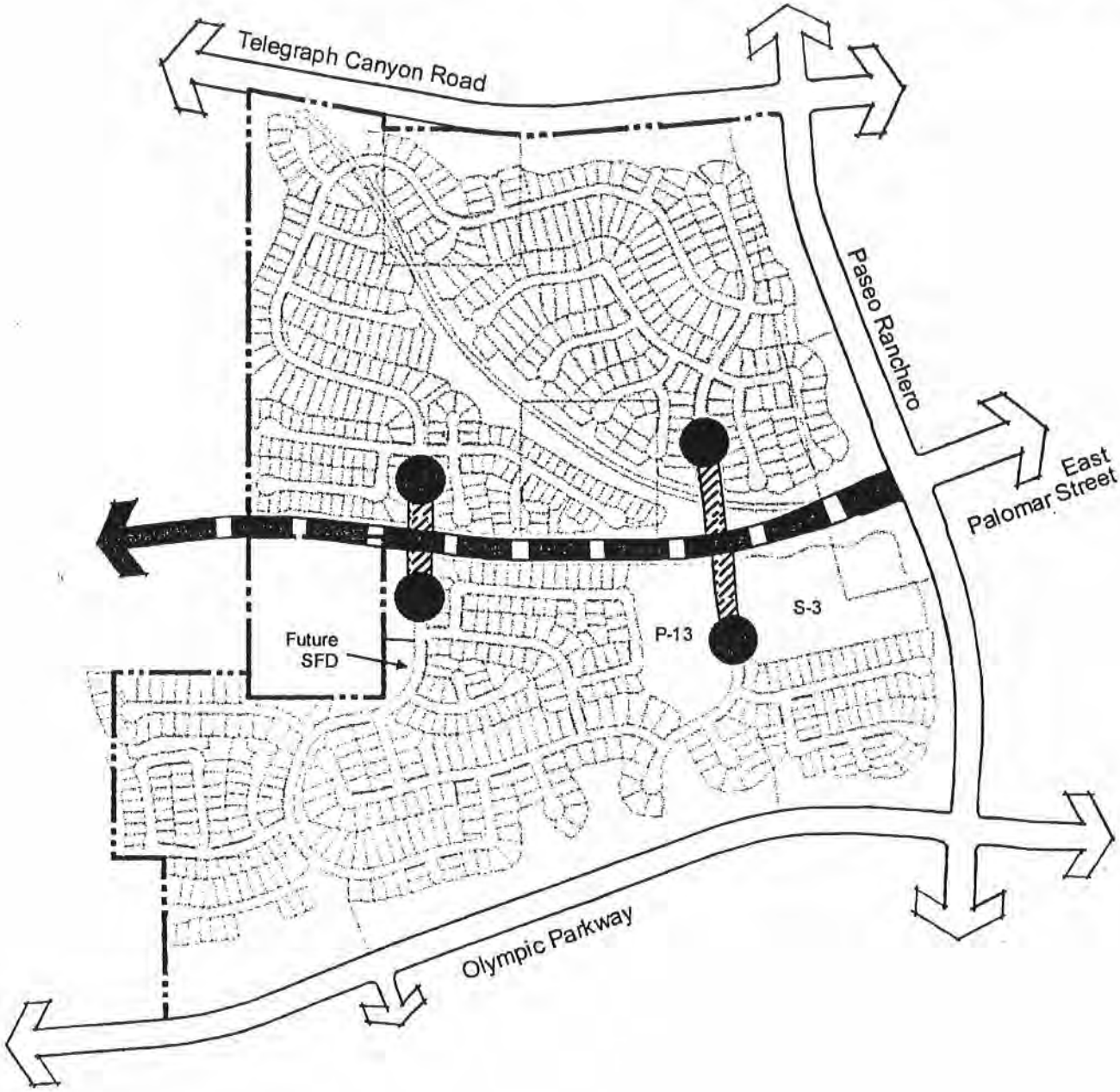
C. Interior Streetscapes Concept

Inside Village One West, the 4-Lane Major Road sets the initial tone for the village character and is a linear focal element. Major public facilities, parks, schools and residential development line this roadway. Lower canopy trees provide a less formal setting, providing a transition between Village One to the east and the Sunbow II development to the west.

Moving away from the 4-Lane Major Road, canopy shade trees line the Secondary Village Entry Streets up to the Entry Cottages. The trees vary to create identity for individual streets and neighborhoods.

Parks and open areas will be more informally planted to create contrast with the streetscape and establish a more passive character.

Village Interior Streetscapes



4 Lane Major Road
East PAlomar Street



Secondary Village
Entry Street



OTAY RANCH
Village One West

north

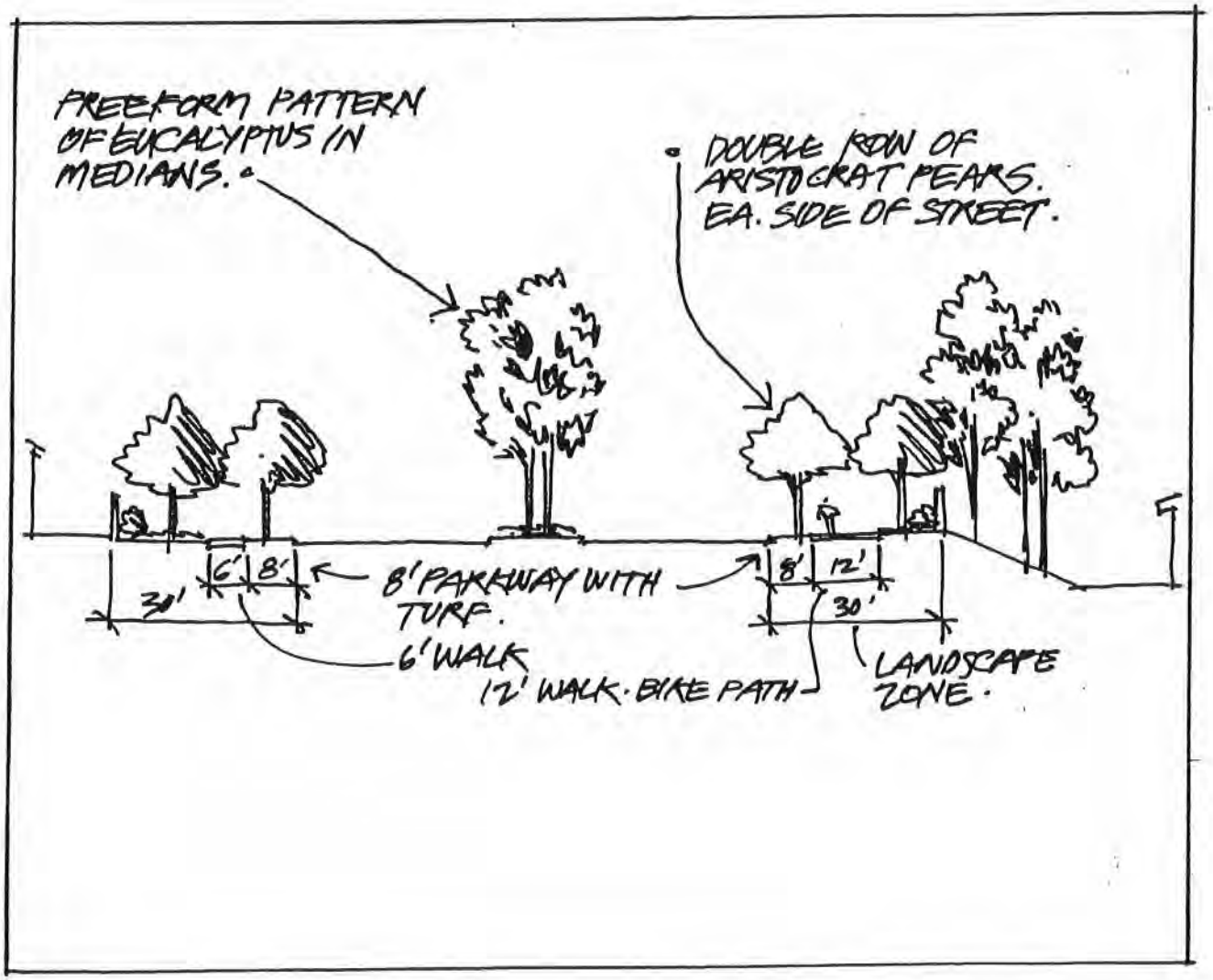
VILLAGE INTERIOR STREETSCAPES - VILLAGE ONE WEST

- 4-Lane Major Road

Description: The 4-Lane Major Road is a primary theme street within the Village One West area. It is a linear focal element. Sidewalks behind parkways follow both the north and south sides. The street is lined with lower canopy trees for shade and pedestrian scale. Eucalyptus trees line the median, forming a transition between Sunbow II to the west and the more formal median planting within Village One to the east.

Plant Palette

Trees: Aristocrat Pear (*Pyrus calleyana "artistocrat"*), Eucalyptus





VILLAGE INTERIOR STREETSCAPES - VILLAGE ONE WEST

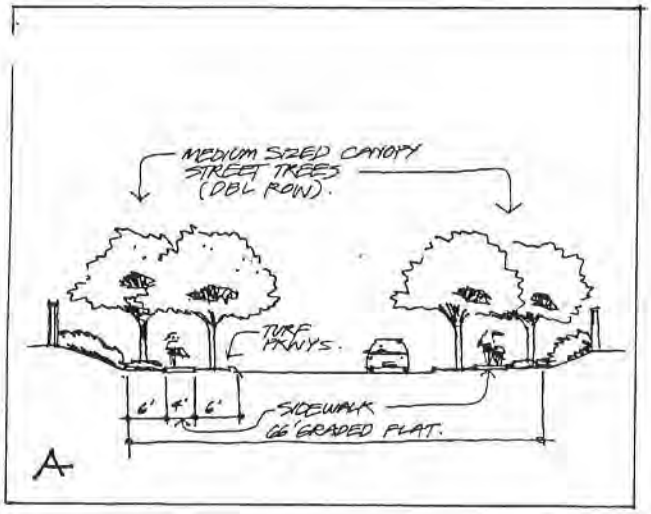
- Secondary Village Entry Street

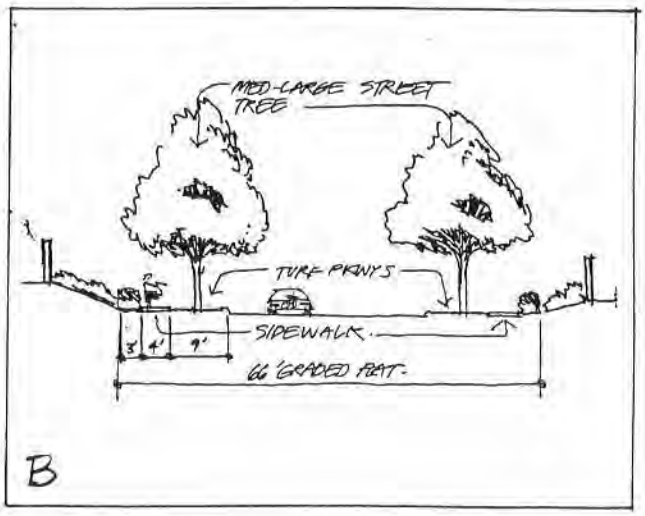
Description: The Secondary Village Entry Street is the gateway into the Village One West residential neighborhoods. Two conditions are proposed for this street. Condition A has a double row of canopy trees on both sides, transitioning to a single row of trees adjacent to homes. Condition B has a wider parkway and walkway, lined with a single row of trees. Trees should be spaced 20' to 25' on center, depending on the species selected.

Plant Palette

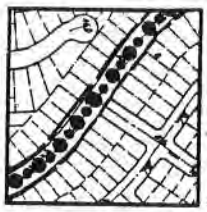
Trees: Condition A – (Double row) Silk Tree *(Albizia julibrissen)*, Purple Orchid Tree *(Bauhinia variegata)*, Chinese Flame Tree *(Koilreuteria bipinnata)*, Glossy Privet *(Ligustrum lucidum)*, New Zealand Christmas Tree *(Metrosideros excelsus)*, Long Leaf Yellow Wood *(Podocarpus henkelii)*, Bradford Pear *(Pyrus calleryana 'Bradford')*, Carrotwood *(Cupaniopsis anacardioides)*.

Condition B – (Single row) Flame Tree (*Brachychiton acerifolius*), Bottle Tree (*Brachychiton populneus)*, Carrotwood (*Cupaniopsis anacardiodes*), Jacaranda (*Jacaranda acutifolia*), Tipu Tree (*Tipuana tipu*).





VILLAGE INTERIOR STREETSCAPES - VILLAGE ONE WEST

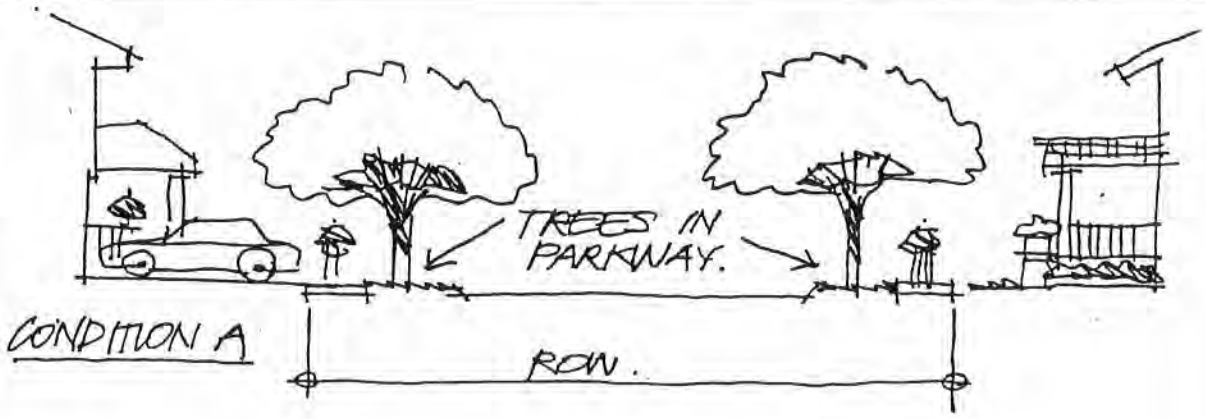

A

- Residential Street - Condition A

Description: Residential Street Condition A is implemented throughout Village One West. A 6' parkway for the street trees between the curb and property line is provided. The trees should be medium scale canopy trees spaced between 25' to 30' on center.

Plant Palette

Trees: Residential Condition A - Silk Tree *(Albizia julibrissen)*, Purple Orchid Tree *(Bauhinia variegata)*, Sweetshade *(Hymenosporium flavum)*, Chinese Flame Tree *(Koilreuteria bipinnata)*, Glossy Privet *(Ligustrum lucidum)*, New Zealand Christmas Tree *(Metrosideros excelsus)*, Long Leaf Yellow Wood *(Podocarpus henkelii)*, Bradford Pear *(Pyrus calleryana 'Bradford')*, Carrotwood (*Cupaniopsis anacardioides)*.

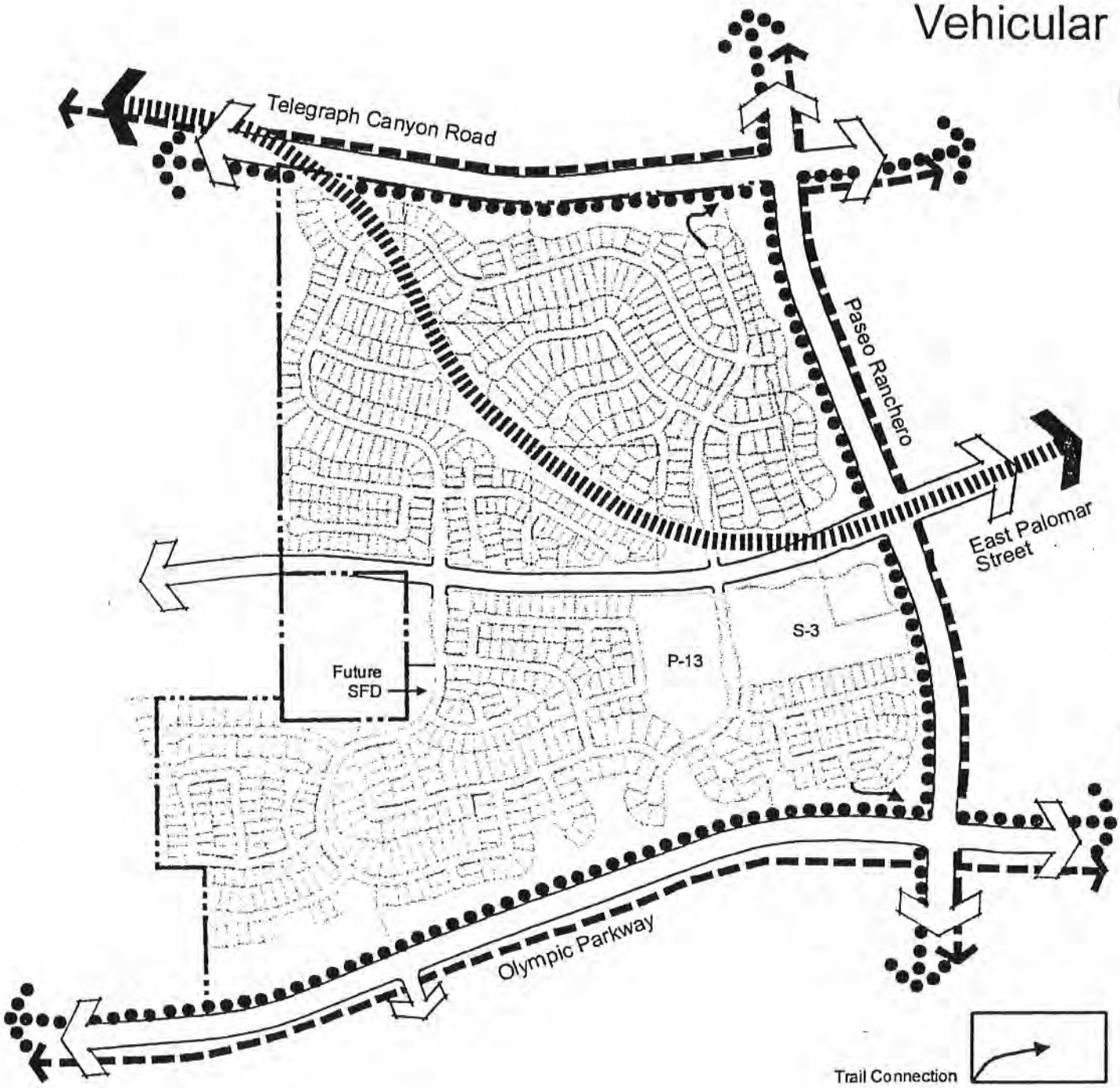


Note: Final tree selection and use of appropriate root barrier products to be based on local soil and horticultural conditions.

D. Non-Vehicular Circulation Concept

The development of a non-vehicular circulation system is a key component of the SPA One Plan. The circulation network allows residents to access the regional trail network from their neighborhood.

Circulation - Non - Vehicular



OTAY RANCH
Village One West

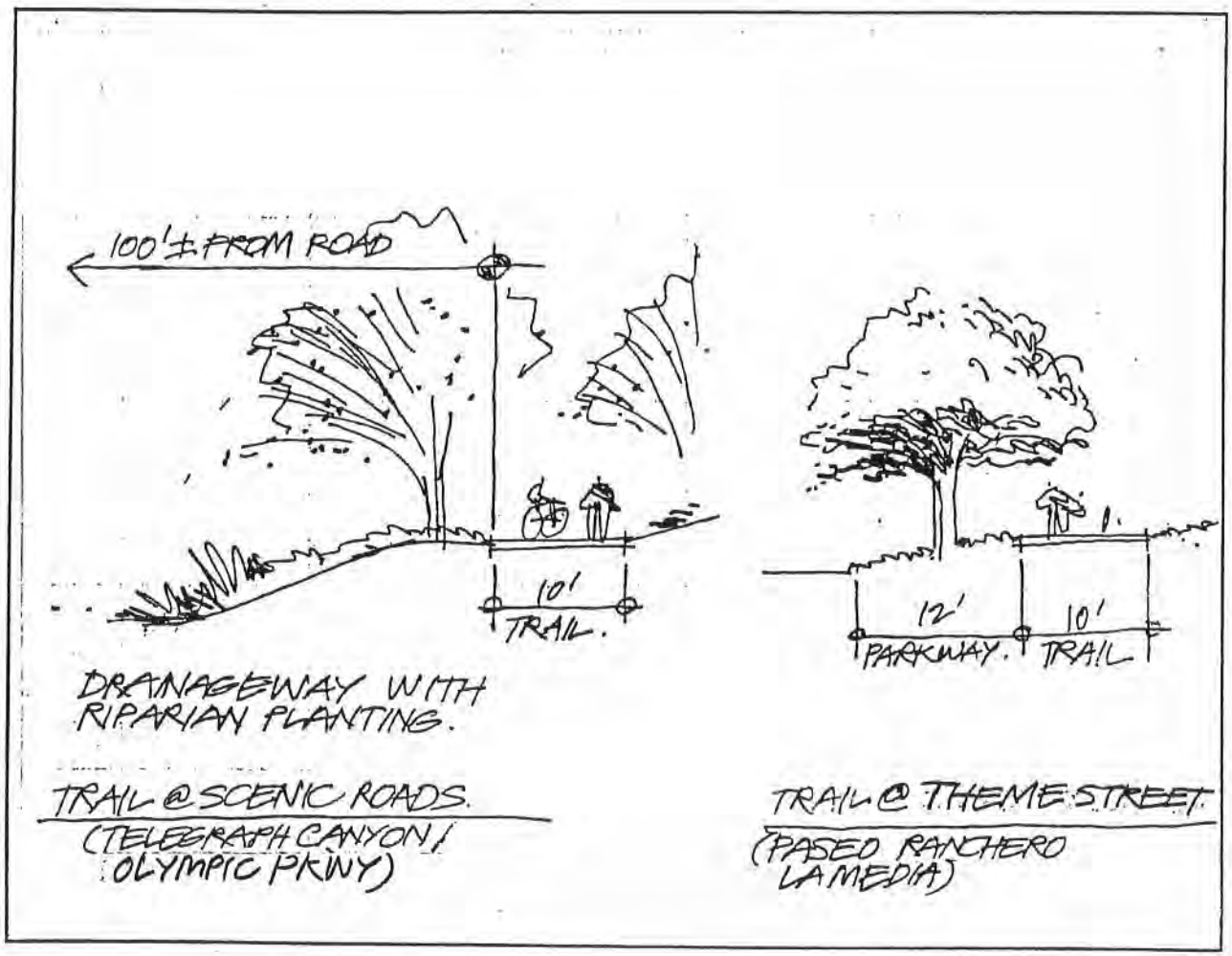


CIRCULATION - NON-VEHICULAR - VILLAGE ONE WEST

- Regional Trails Adjacent to Prime Arterials

Description: Regional trails are located on one side of prime arterials in landscaped buffer zones or adjacent to the riparian meander. Meandering walks located in the setback zones and regional pedestrian and cycling trails are located along the drainage channel access roads in Olympic Parkway and Telegraph Canyon Road. On Paseo Ranchero, a 10' wide trail (one side) parallels the roadways. Specific elements of the regional trail system include:

- 10' wide all-weather (gravel base with decomposed granite) trail (2' level, each side) adjacent to the drainage channel and parallel to Ranch Theme Streets (one side of road only.)
- 4' wide concrete walkways behind R.O.W. on opposite sides of street from trail.
- Class II Bike Lane on both sides within roadway to accommodate on-road cycling options.

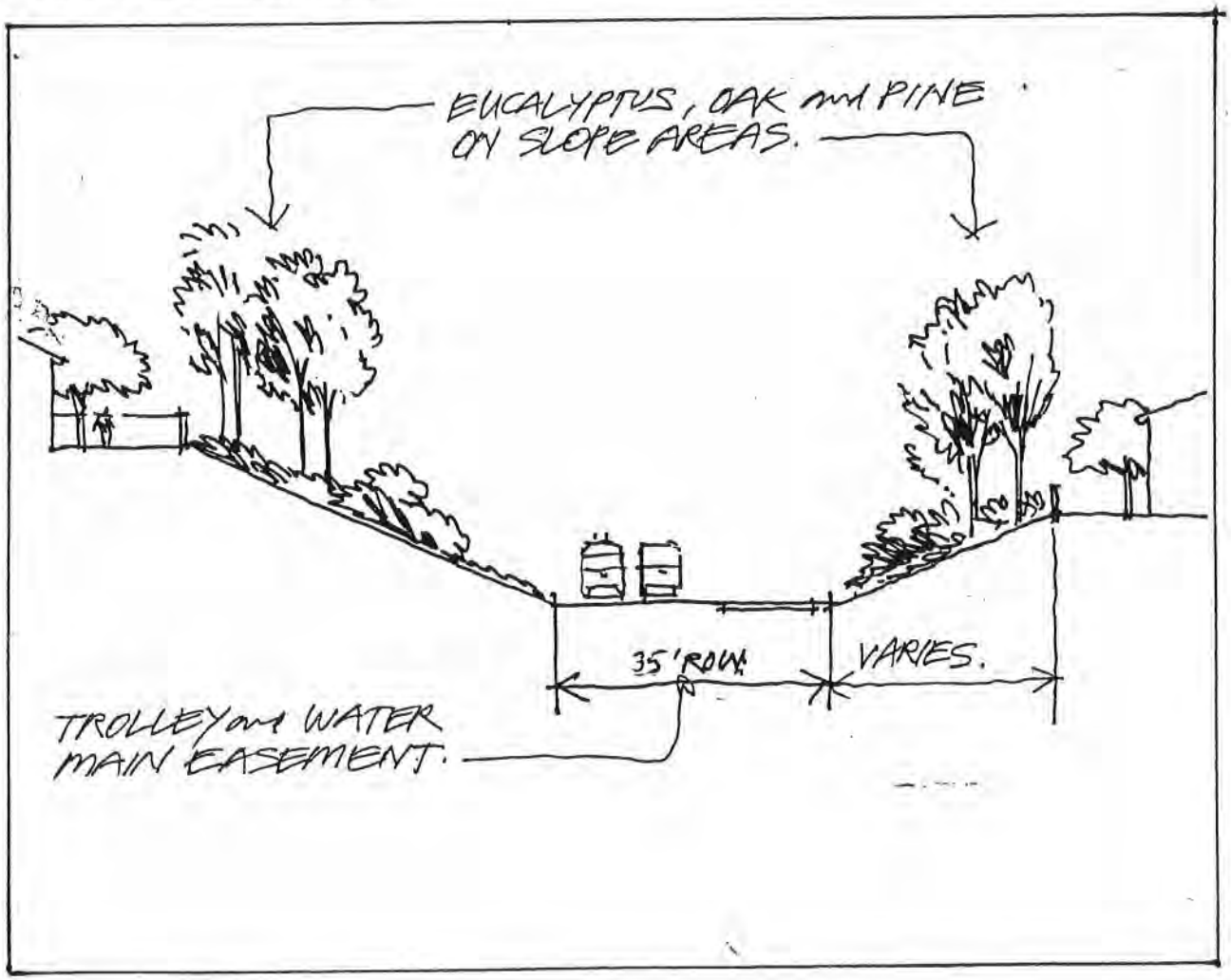


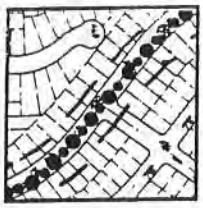
CIRCULATION - NON-VEHICULAR - VILLAGE ONE WEST

- Transit Corridor

Description: Light rail transit (LRT) right-of-way is reserved within the northern portion of the Village One West area. The LRT alignment enters Village One West from Telegraph Canyon Road at the northwest corner of the property. The LRT traverses the northern portion of Village One West and continues east through Village One within the E. Palomar Street median. The light rail transit corridor incorporates a maintenance access road.

- 60' wide light rail transit corridor.
- 30' wide light rail transit right-of-way.
- 30' wide maintenance access road

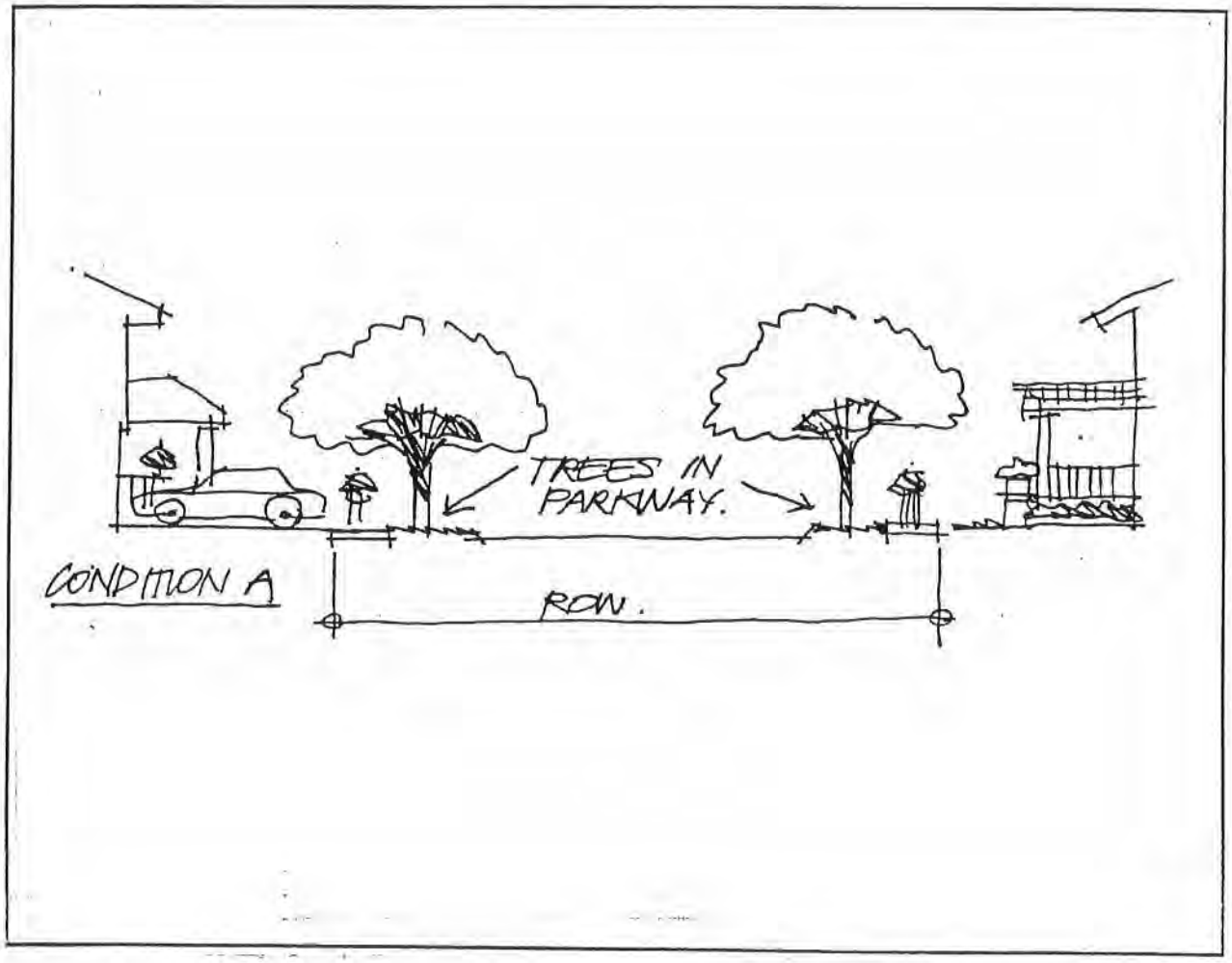




CIRCULATION - NON-VEHICULAR - VILLAGE ONE WEST

- Residential Streets

Description: Residential Streets are semi-urban with a pedestrian scale. A 6' parkway is provided on each side of the street with 4' sidewalks. Cart and bike travel is permitted in the roadway without specially designated lanes.

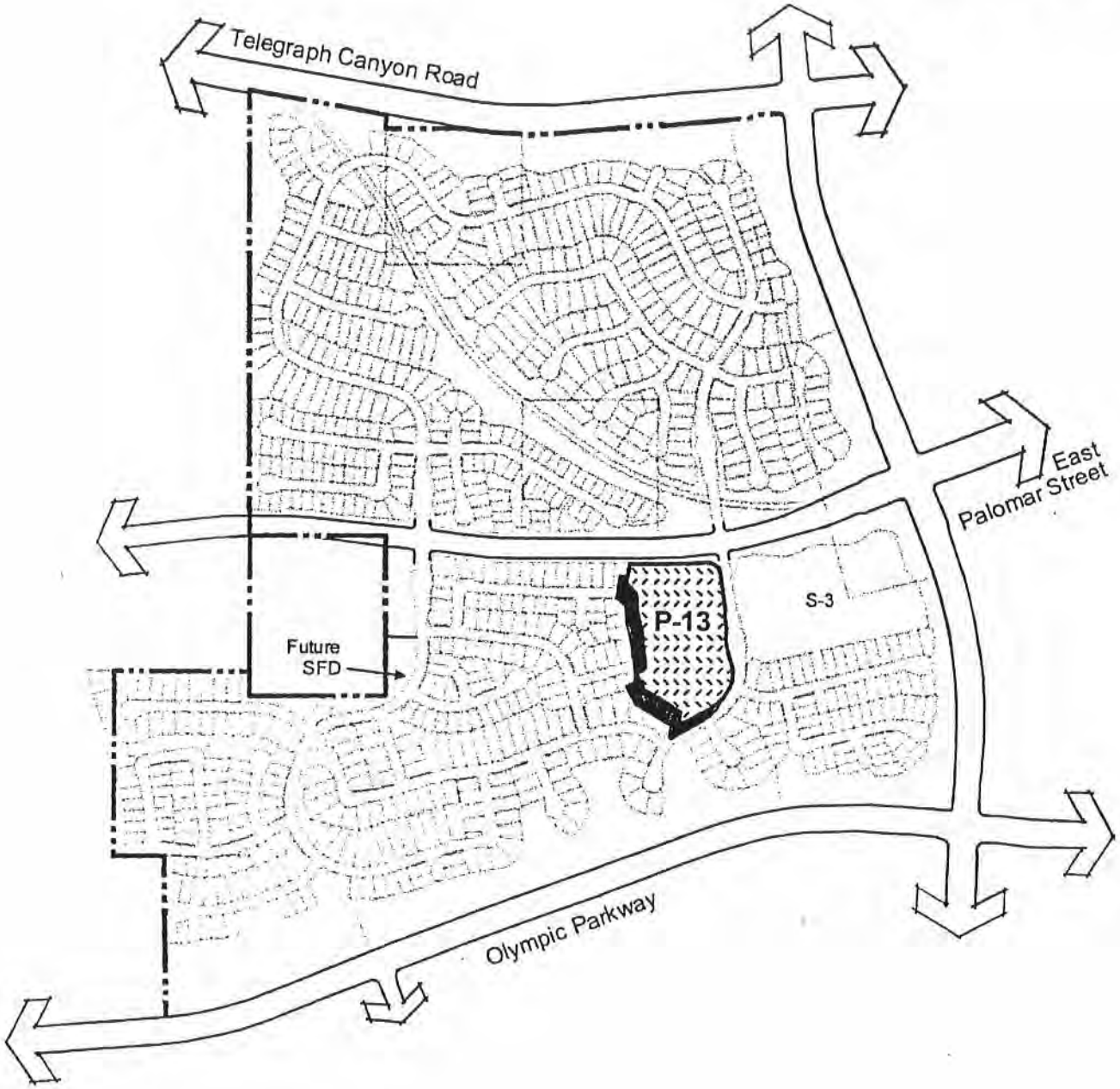


E. Village Parks Concept

The Village Park system is designed to provide diverse park and recreational opportunities within Otay Ranch which meet the recreational and open space needs of each village.

Park Master Plans will be developed for each park, in accordance with provisions in the Chula Vista Landscape Manual and the City's Park's Master Plan.

Village Parks



OTAY RANCH
Village One West

north

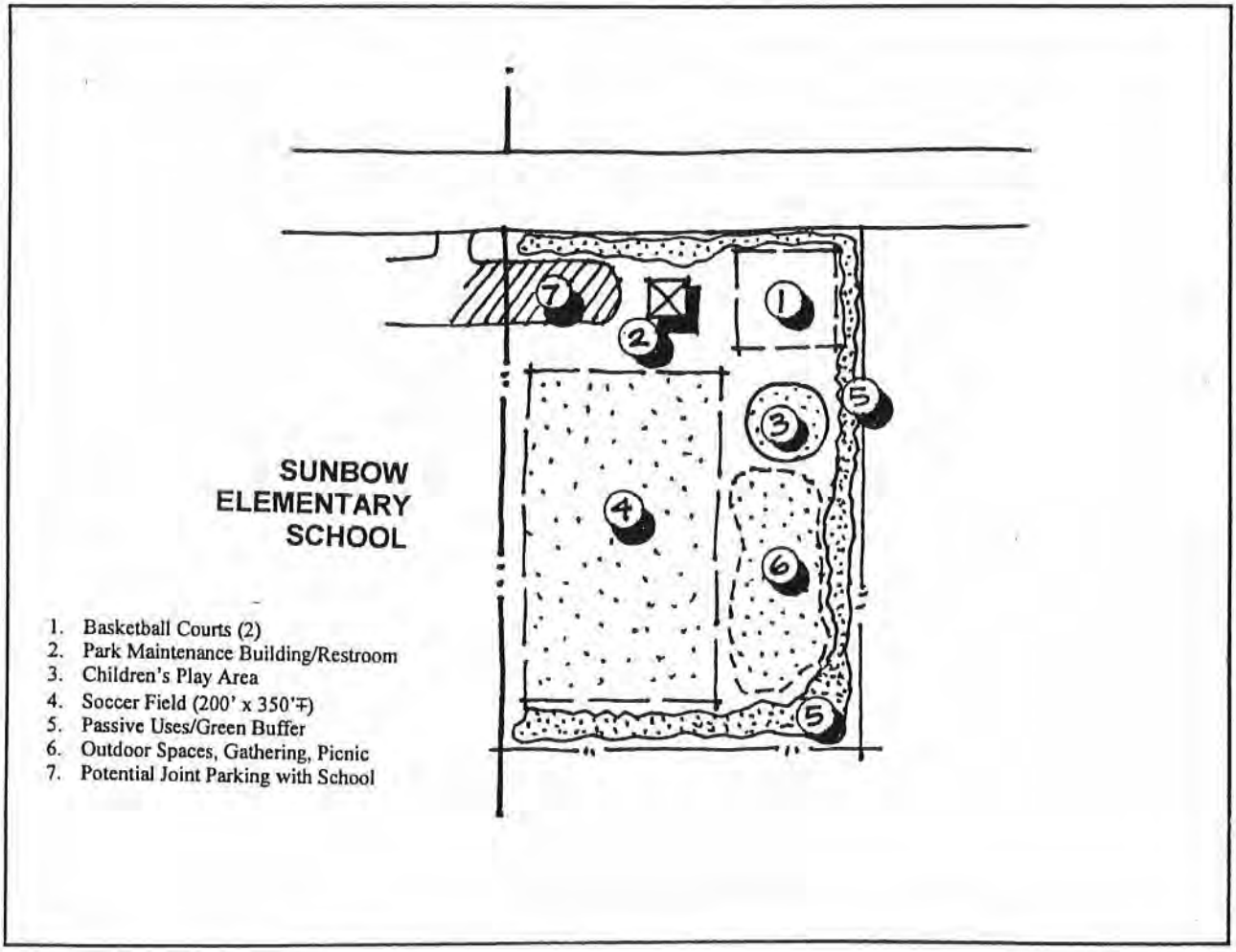
VILLAGE PARKS - VILLAGE ONE WEST

- Neighborhood Park P-13



Description: This neighborhood park is designed to provide active recreation facilities near homes in the Village One West area. The park's location along the 4-Lane Major Road provides easy pedestrian access. In addition, the P-13 park is located adjacent to the future Sunbow II elementary school, providing an opportunity for shared facilities and parking.

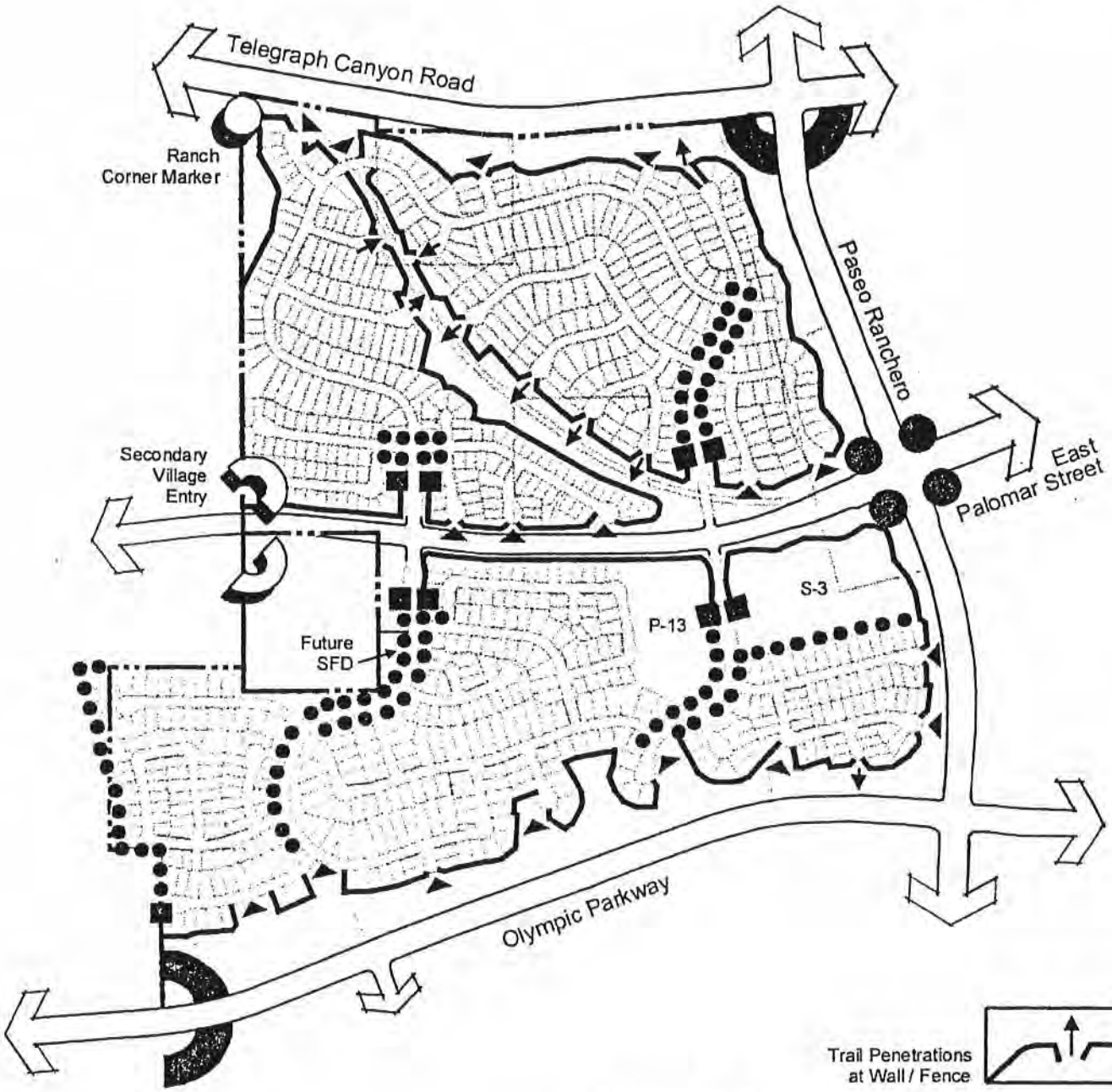
Location: Conveniently located along East Palomar Street.



F. Walls and Fences Concept

The Ranch-wide theme will be maintained through a comprehensive system of walls and fences. Community theme walls provide screening, sound attenuation, security and neighborhood identity. The perimeter wall theme continues the ranch identity at project edges and entryways that will be carried throughout Otay Ranch.

Fences and Walls



Trail Penetrations at Wall / Fence

Fence / Wall Terminus

Visual Penetrations at Wall / Fence

Perimeter Walls and Fences

Village Entry

Interior Walls and Fences

Theme Wall Elements at Entry

north

OTAY RANCH
Village One West

FENCES AND WALLS - VILLAGE ONE WEST

- Perimeter Walls

Description: The Otay Ranch community theme is maintained through a comprehensive system of walls and fences. Community theme walls provide screening, sound attenuation, security and neighborhood identity. The perimeter wall theme continues the ranch identity at project edges and entryways which will be carried throughout Otay Ranch. Perimeter walls, along with entry monuments, provide the first built images depicting the character of the village. The wall theme fosters the California heritage theme. Thematically, this design concept is carried throughout the project edge, however, the materials may change within a selected palette. The exact materials should be selected at the Tentative Map stage.

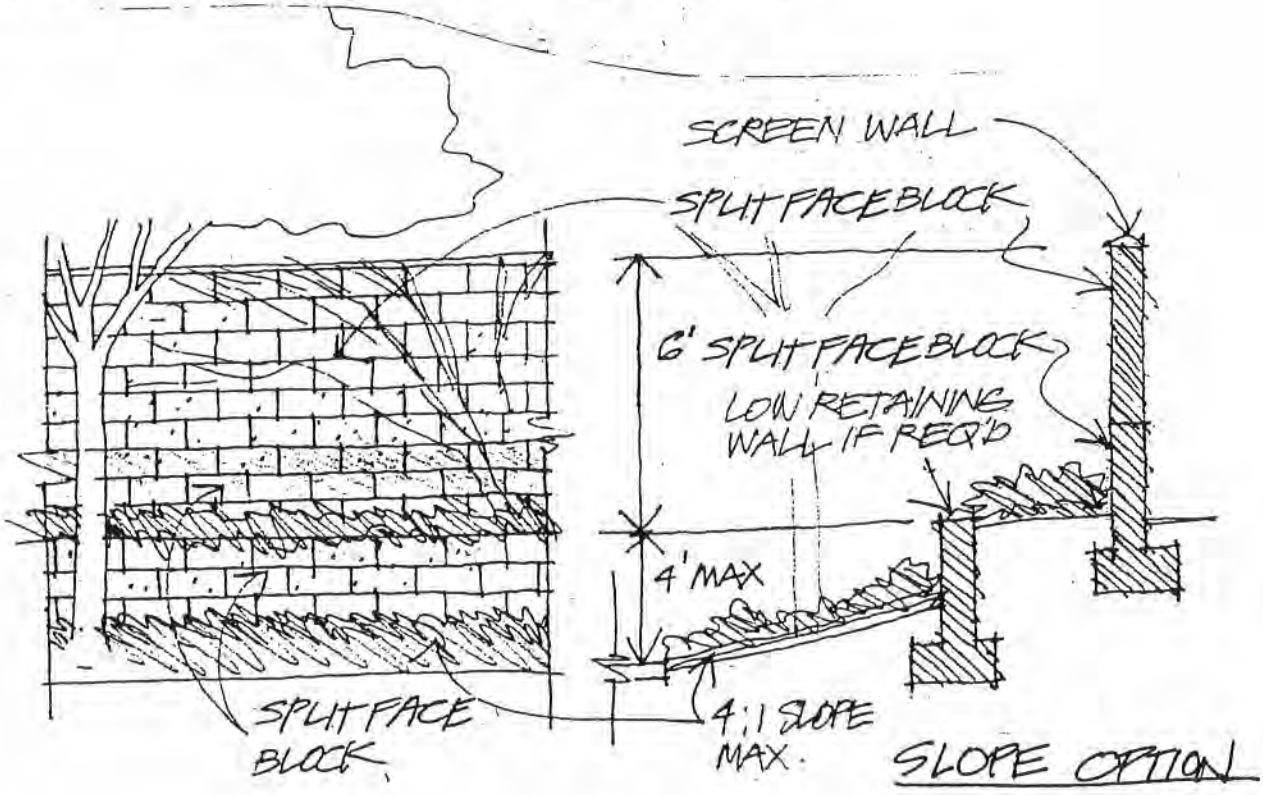
- Interior Walls

Description: Bring the theme wall and fence concept into the village on prominent interior streets. Theme walls and fences are used at exposed rear and side yards as a visual barrier. Where used, the theme wall shall include the return to the dwelling unit. Typically, except occasionally in the core areas, they will have a shrub or goundcover layer at the base to soften the wall's appearance. Fences which are interior to the lot may be of a material and style appropriate to the project.

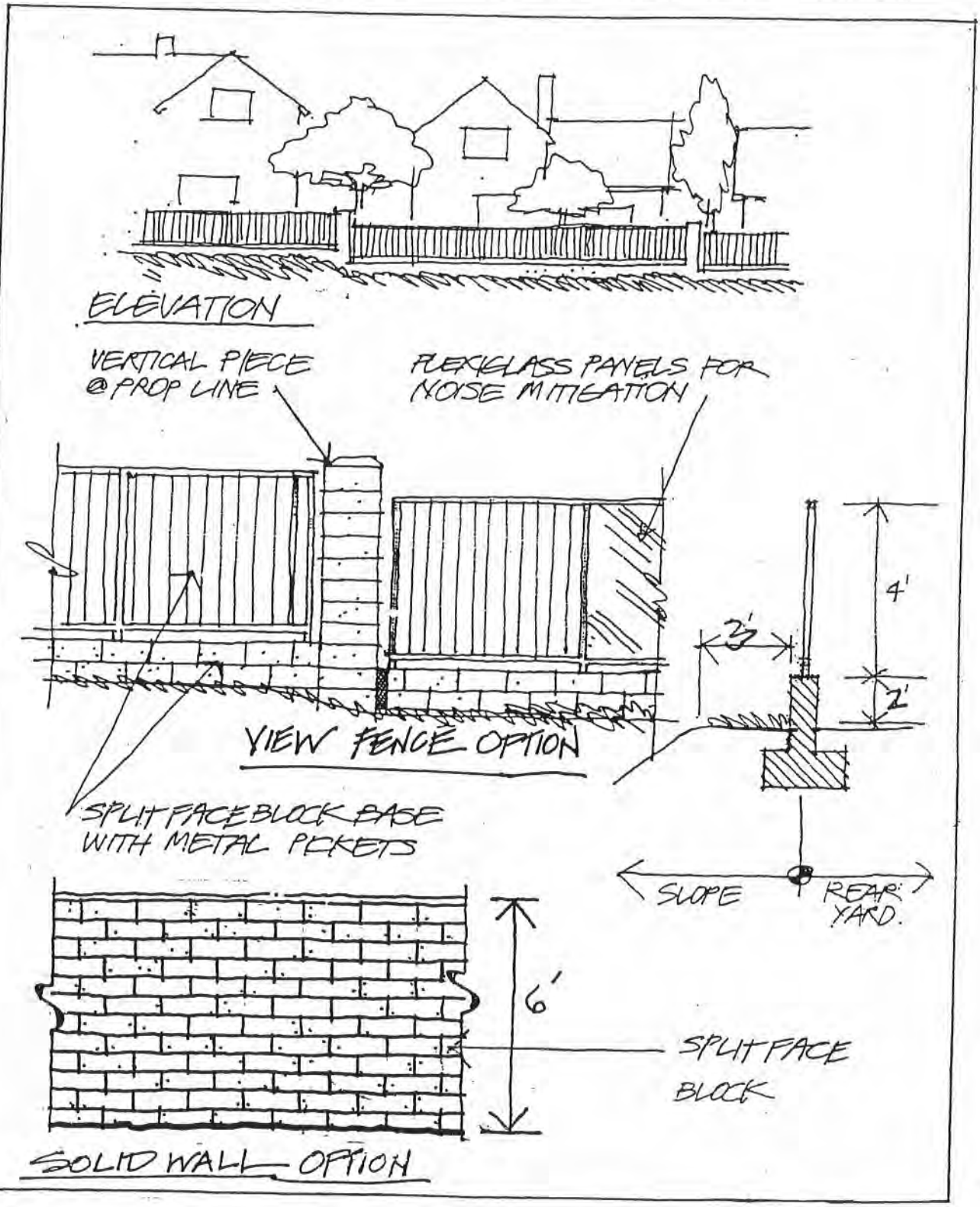
COMMUNITY THEME WALL ELEMENTS AT ENTRIES



THEME WALL AND FENCE CONCEPT



THEME WALL AND FENCE CONCEPT



G. Lighting Concept

The village lighting concept focuses on the quality of light along specific corridors and use areas. Light standards must have a distinctive character to relate to the corridors they serve. Light standards should be manufactured of high quality materials that are visually pleasing. The base, pole and light fixture must be attractive and suitable to the design theme of each village and Otay Ranch as a whole.

Security Lighting

Parks and pedestrian oriented paths and open space should be adequately lighted to provide a sense of security. Community centers, restrooms and support buildings should have vandal proof recessed lighting to illuminate building alcoves and other secluded portions of public spaces.

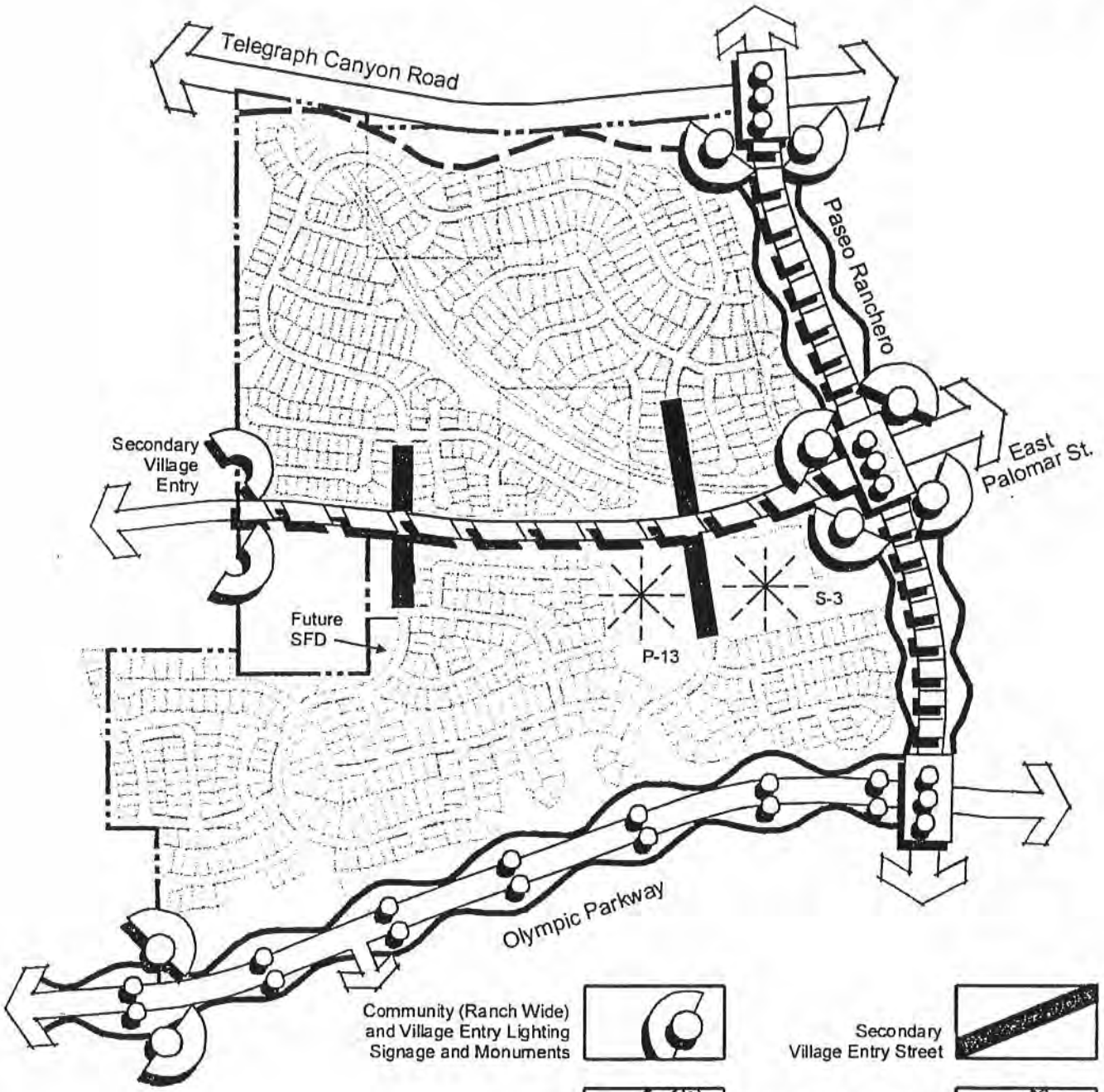
Park Lighting

The City of Chula Vista Landscape Manual includes lighting guidelines for park facilities. Coordination of park design with the City's Landscape Manual is essential to develop continuity within the Otay Ranch park system.

Ballfield and Tennis Court Lighting

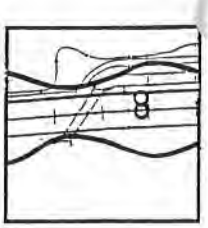
Ballfield and tennis court lighting is intended for field/court illumination to facilitate night time use of facilities. Larger ballfields designated for lighting should be set back from residential areas and hours of operation should include an appropriate curfew.

Lighting Concept



OTAY RANCH
Village One West

north

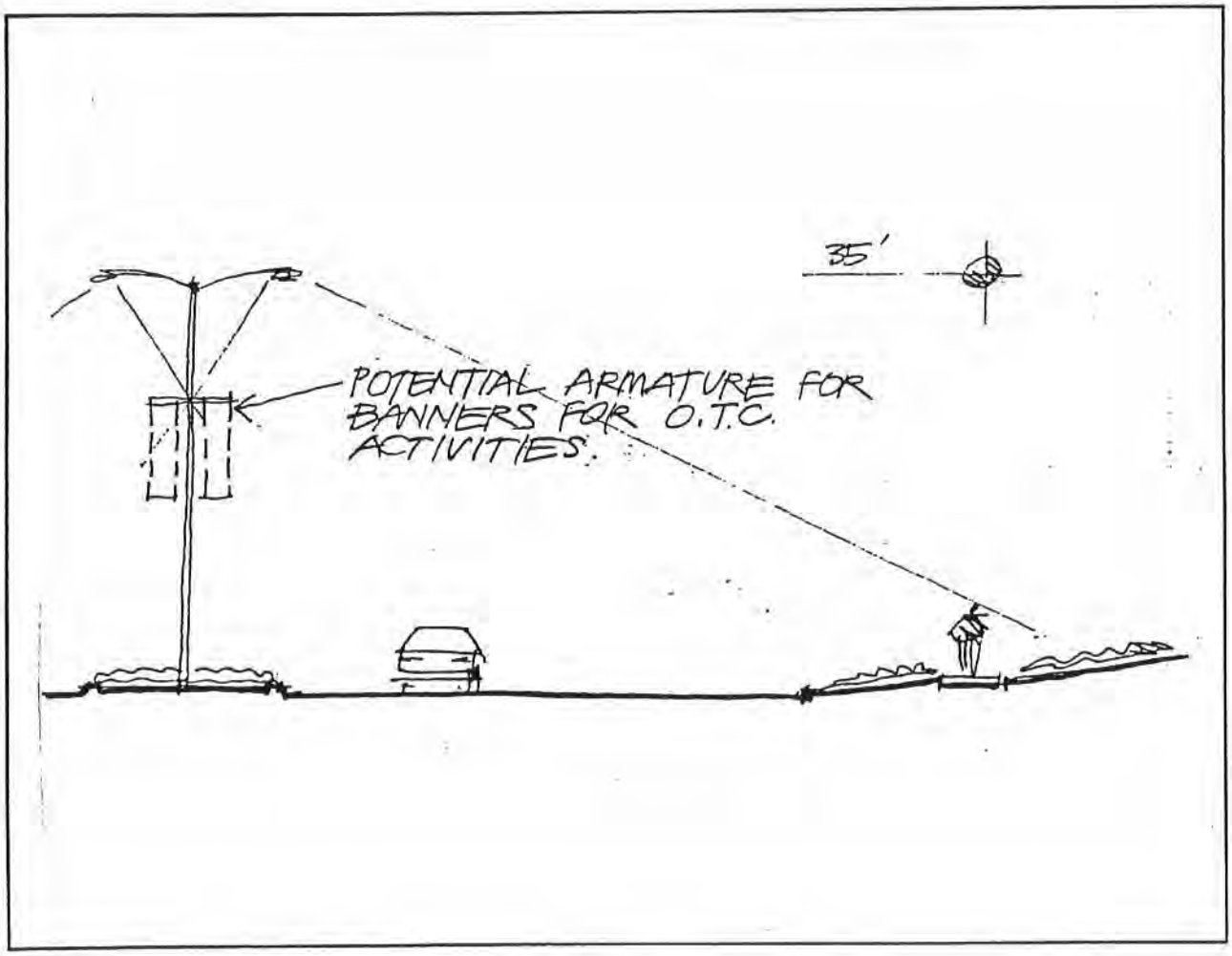


LIGHTING CONCEPT - VILLAGE ONE WEST

- Olympic Parkway

Description: Olympic Parkway is 6 lane major roads located along the southern edge of Village One West. Lighting for this circulation corridor is provided through a single pole mounted with cobra style dual lights. The light standard should be placed in the center median, except at intersections.

Pole:	Integral color, cast concrete, 35' tall, maximum spacing to allow as low a light level as permissible.
Fixture Type:	Dual davit, "Cobra Style."
Lamp Type:	High Pressure Sodium.



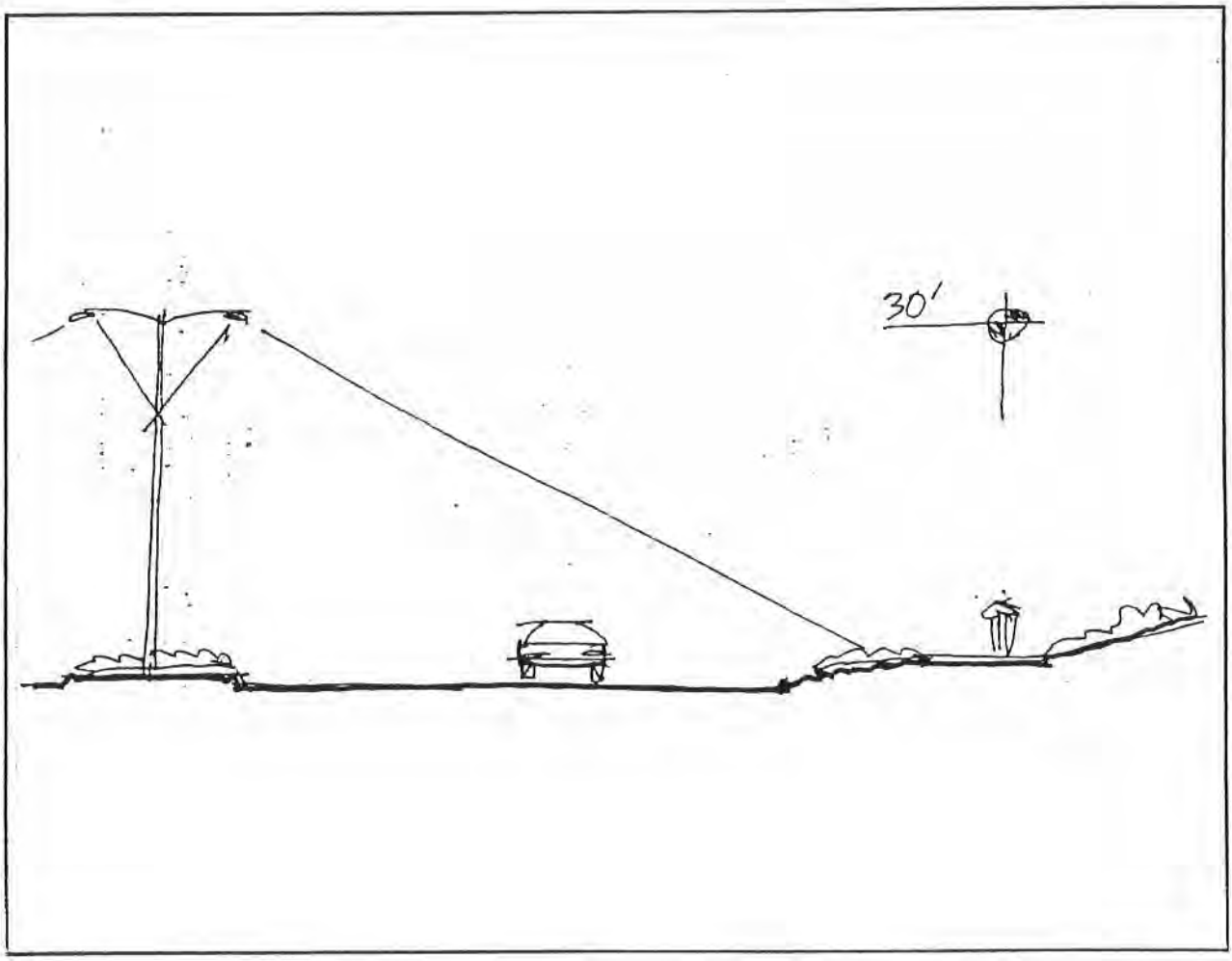


LIGHTING CONCEPT - VILLAGE ONE WEST

- Ranch Theme Street (Paseo Ranchero)

Description: Ranch Theme Streets are located outside an open space corridor. The Ranch Theme Street has three travel lanes in each direction and an 8' bike lane. This street lighting has a suburban character with lower light poles and unique cross arm mounts for dual fixtures planned for the center median.

Pole:	Integral color, cast concrete, 30' tall, closer space to achieve higher illumination levels than on Olympic Parkway.
Fixture Type:	Double davit, "Cobra Style."
Lamp Type:	High Pressure Sodium.

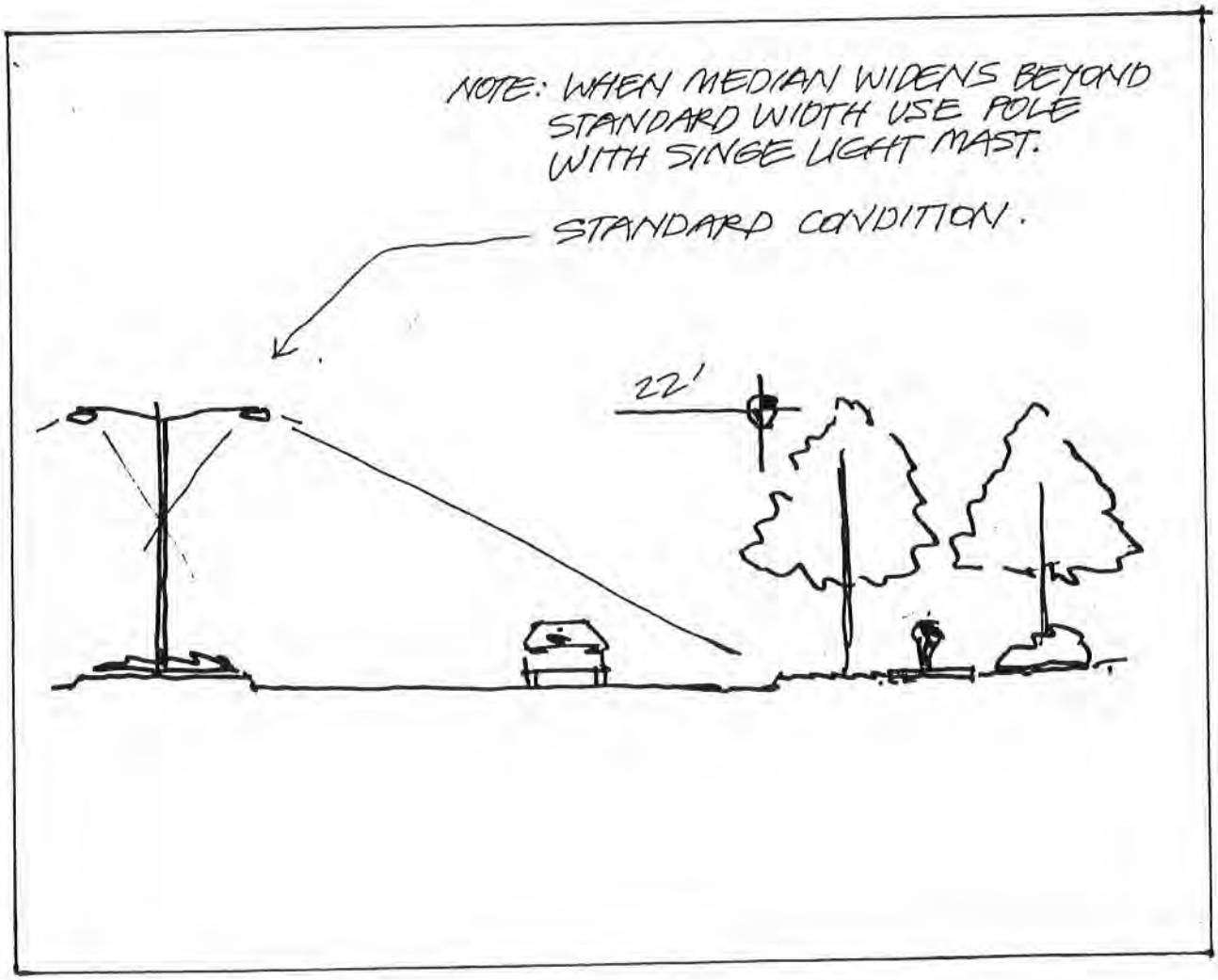


LIGHTING CONCEPT - VILLAGE ONE WEST

- 4-Lane Major Road

Description: 4-Lane Major Roads provide two travel lanes in both directions with emergency parking. Lighting originates from the median, illuminating toward the outer edges. 4-Lane Major Road lighting has double cross arm mounted fixtures at standard median width, single mounted fixtures at wider medians.

Pole:	Street light; concrete or painted metal, 22' tall.
Fixture Type:	Cut-off feature for glare control for both lights. Standard "Cobra Style" with cut-off shields for street lights.
Lamp Type:	High Pressure Sodium (street).

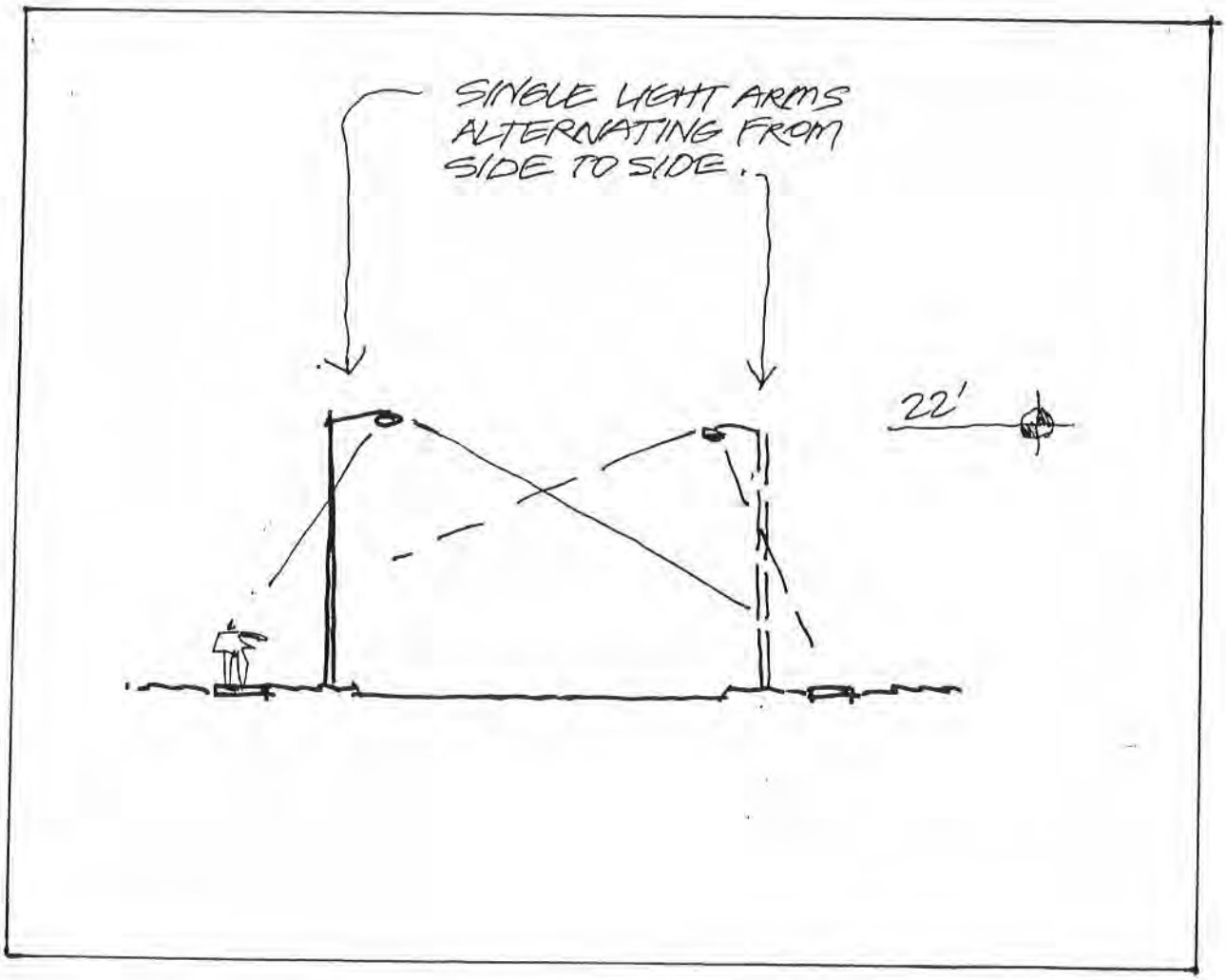


LIGHTING CONCEPT - VILLAGE ONE WEST

- Secondary Village Entry Street

Description: Secondary Village Entry Streets serve automobile, pedestrian and/or bicycle traffic. The Secondary Village Entry Street creates a semi-formal atmosphere contributing to a feeling of pedestrian comfort and security. Pedestrian scale sidewalks are encouraged.

Pole:	Street light; concrete or painted metal, 22' tall.
Fixture Type:	Cut-off feature for glare control for both lights. Standard "Cobra Style" with cut off shield for street lights.
Lamp Type:	High Pressure Sodium (street



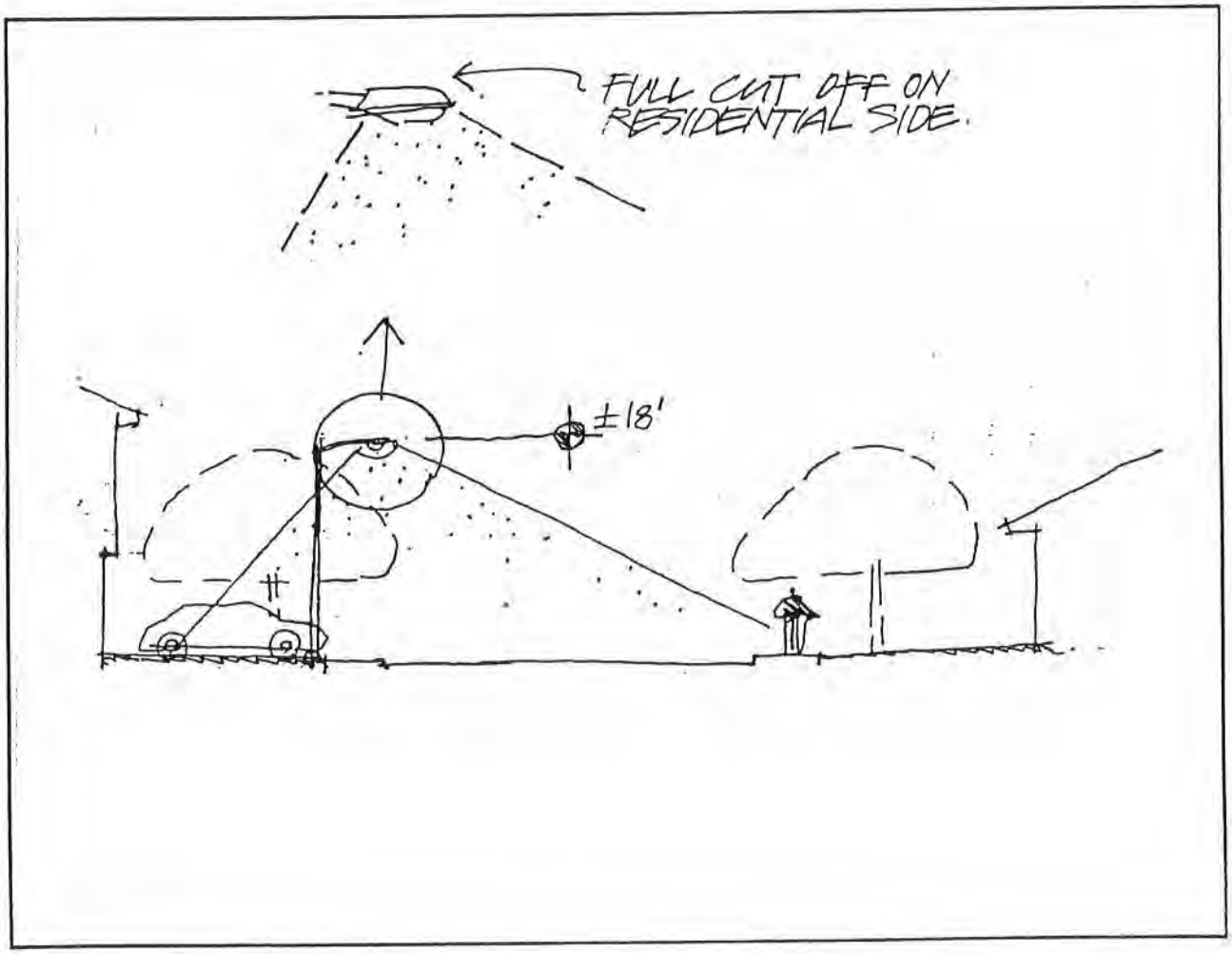
LIGHTING CONCEPT - VILLAGE ONE WEST

- Residential Streets



Description: Residential Streets are semi-urban roads with a pedestrian scale. The streets have homes or one or both sides, with pedestrian walks and on-street parallel parking.

Pole:	Precast concrete or painted metal approximately 18' tall.
Fixture Type:	Cut-off feature for glare control, either pole top or single davit mount.
Lamp Type:	High Pressure Sodium.

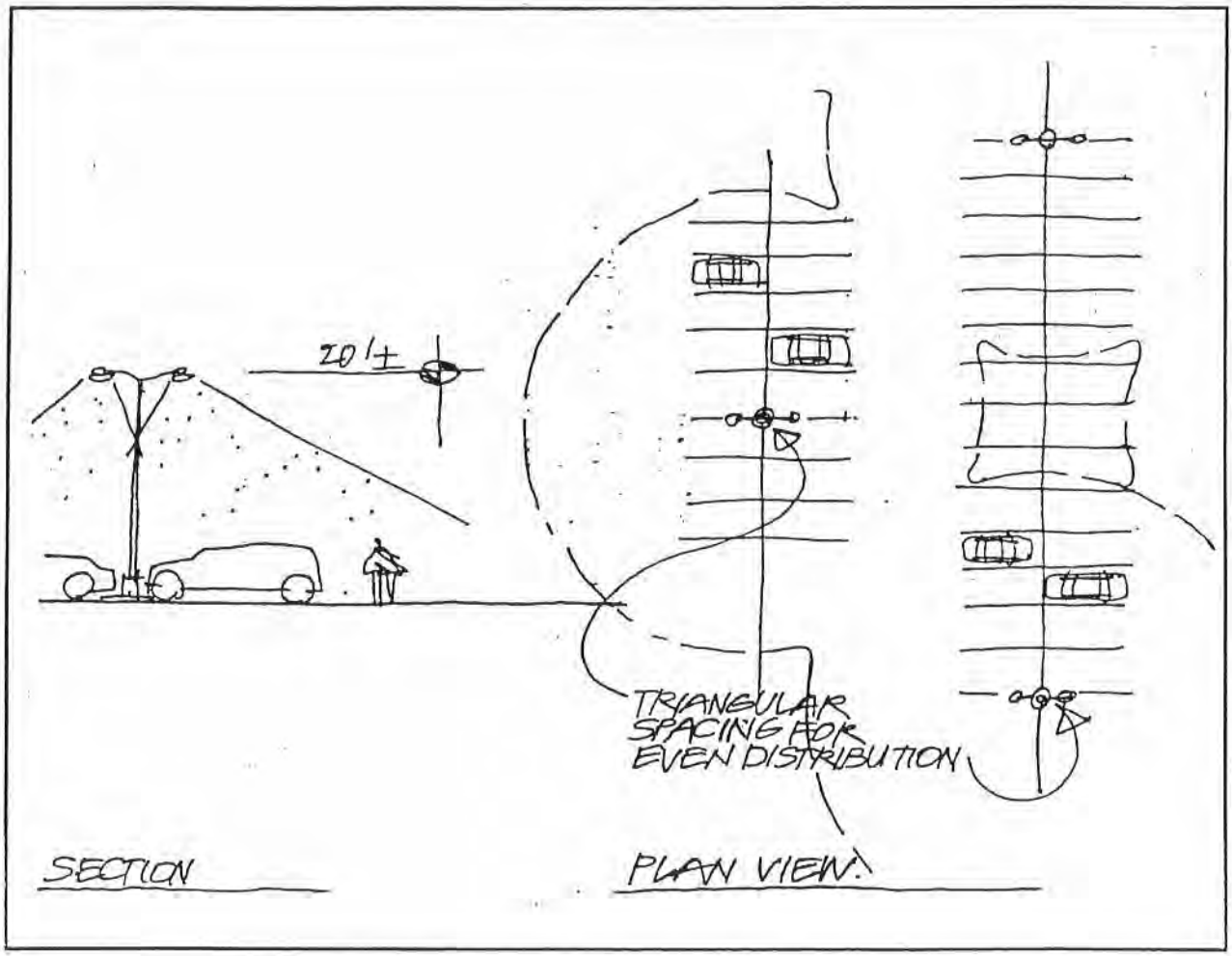


LIGHTING CONCEPT - VILLAGE ONE WEST

- Parking Lots

Description: Parking lot lighting is consistent throughout the Village, in terms of fixture height, spacing, light source and performance characteristics. Fixture style may differ between projects if necessary. Parking lots should be adequately lighted with pole mounted fixtures. Parking lot lighting adjacent to residential uses should be adequately shielded and set back.

Pole:	Painted metal, 20' tall, triangular spaced.
Fixture Type:	Single or double mount, full cut-off fixtures.
Lamp Type:	Metal Halide.



IV-3. GDP Policy Compliance

A. GDP Policy/Response Statements

The Otay Ranch GDP requires that each Village Design Plan include a discussion, by topic, of compliance with the village policies identified in the Land Use Section of the GDP. This chapter includes a re-statement of each village policy with an explanation/demonstration of the response provided in the Land Use Plan, SPA One Plan, or Village Design Plan, as appropriate. Village policies from the GDP are shown in "*italic*" type below, with responses in standard type.

Village Character Policies:

The village character should be guided by the following qualities:

- *Location between two scenic canyons/corridors with undulating edge conditions.*
- *Views of the surrounding mountains to the northeast and east.*
- *Location along a proposed light rail transit line.*

Response: Village One is located between two scenic canyons, Telegraph Canyon and Poggi Canyon. Undulating edge conditions are provided through the use of perimeter cul-de-sac designs. Significant setbacks are proposed to provide undulating graded slopes. Village One West is linked to Villages One Five via East Palomar Street and the Village Pathway. Views of the mountains to the northeast and east are enhanced by providing passive viewing areas at the ends of the cul-de-sacs along the ridge lines. The light rail transit line is sensitively integrated into the community through its placement within a 30' transit corridor in the northern portion of Village One West.

The area west of Paseo Ranchero Road shall be compatible with the adjacent Sunbow development. The identity of this

area should reflect the proximity to Sunbow, and may differ from the identity of the remainder of the village.

Response: Village One West is a traditional suburban development with single-family homes arranged along tree-line streets. Even though Village One West is not a transit, pedestrian oriented village, many of the design techniques implemented in Village One are included in the Village One West area. This land use design provides a transition between the Sunbow II development to the west and the transit, pedestrian oriented Village One to the east.

Parks and Open Space Policies:

Application of the 3 acres per 1,000 residents local park standard would result in development of 7.7 acres of local parks in Village One. To satisfy this requirement, 5.1 acres of neighborhood park/town square are planned. The remaining obligation is satisfied through provision of community parks in Villages 2, 10 and the EUC.

Response: Village One West park requirements will be met through a combination of neighborhood parks and a community park located outside of the village per the GDP policy.

The open space character along Olympic Parkway shall be based upon the concept developed in the Overall Ranch Design Plan and refined in the Village Design Plan for this village.

Response: The open space character is maintained along Poggi Canyon consistent with the GDP and the concepts in the Overall Ranch Design Plan. Significant setbacks are provided to implement the riparian meander character of the scenic corridor.

Setbacks and landscaping shall be provided along Telegraph Canyon Road/Poggi Canyon in keeping with open space scenic corridor guidelines which will be developed in the Overall Ranch Design Plan.

Response: One hundred to 250 foot setbacks are provided along Telegraph Canyon Road and 120 to 450 foot setbacks are provided along Olympic Parkway to assure consistency with the GDP and Overall Design Plan.

Other Village One Policies:

A visual analysis with photo simulations shall be performed at the SPA level to assess visual impacts of development adjacent to Telegraph Canyon Road to the western portion of Poggi Canyon. The analysis shall show the natural grade of the area and the topography after grading.

Response: A visual analysis at key points along the Telegraph Canyon Road corridor is included in the SPA One Environmental Impact Report.

Landform grading guidelines for the area along Poggi Canyon and Telegraph Canyon Road shall be developed as part of the Village Design Plan at the SPA level.

Response: The Village Design Plan incorporates landform grading guidelines, consistent with the GDP and Overall Design Plan.

An alignment study shall be prepared prior to or concurrent with the SPA Plan for Village One, delineating the Light Rail Transit routs from I-805 through Villages One and Five.

Response: A Transit Alignment Study is included in the SPA One Land Use Plan.

IV-4. Site Design Summaries

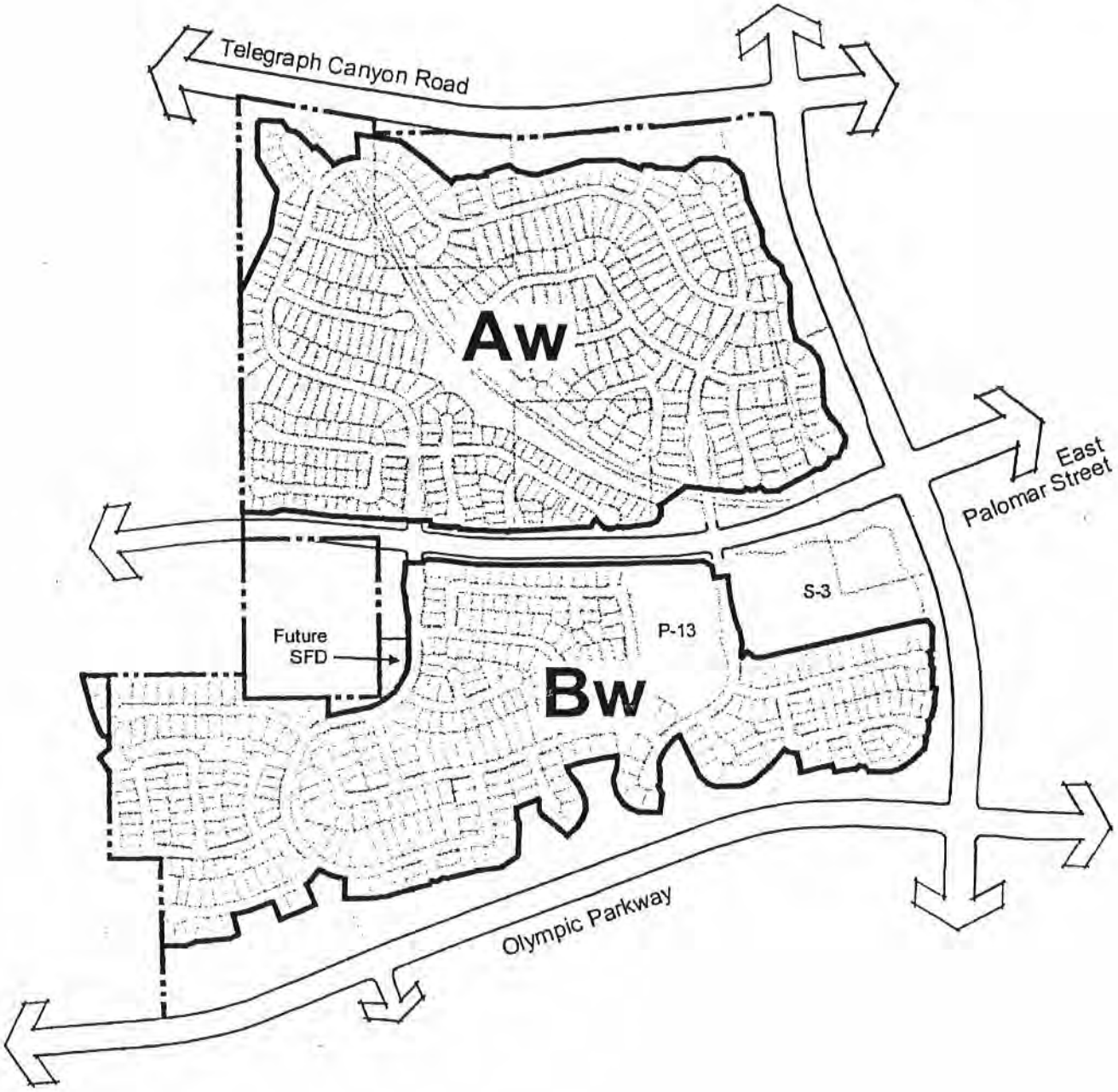
A. Introduction

This chapter provides detailed guidelines for the development of parcels within the Village One West project. Development is required to conform to minimum property development standards established by the zoning applicable to each site. A summary of those standards is provided below. In addition to those minimum standards, each parcel is included in a "planning area" comprised of adjacent parcels with similar design issues. A design summary checklist along with a site design graphic for each planning area is provided in this chapter.

B. Development Standards

The SPA One Planned Community (PC) District Regulations establish certain minimum residential property development standards. Compliance with the adopted standards provides a design foundation, which is supplemented by these design guidelines, to establish a design framework with flexibility for creative and efficient site planning, and innovative architectural solutions.

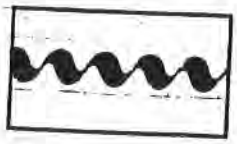
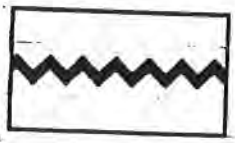
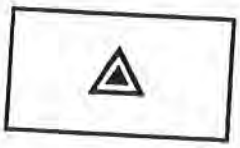
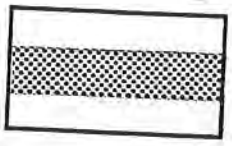
Planning Areas



OTAY RANCH
Village One West

north

Planning Area Design Summary Symbols

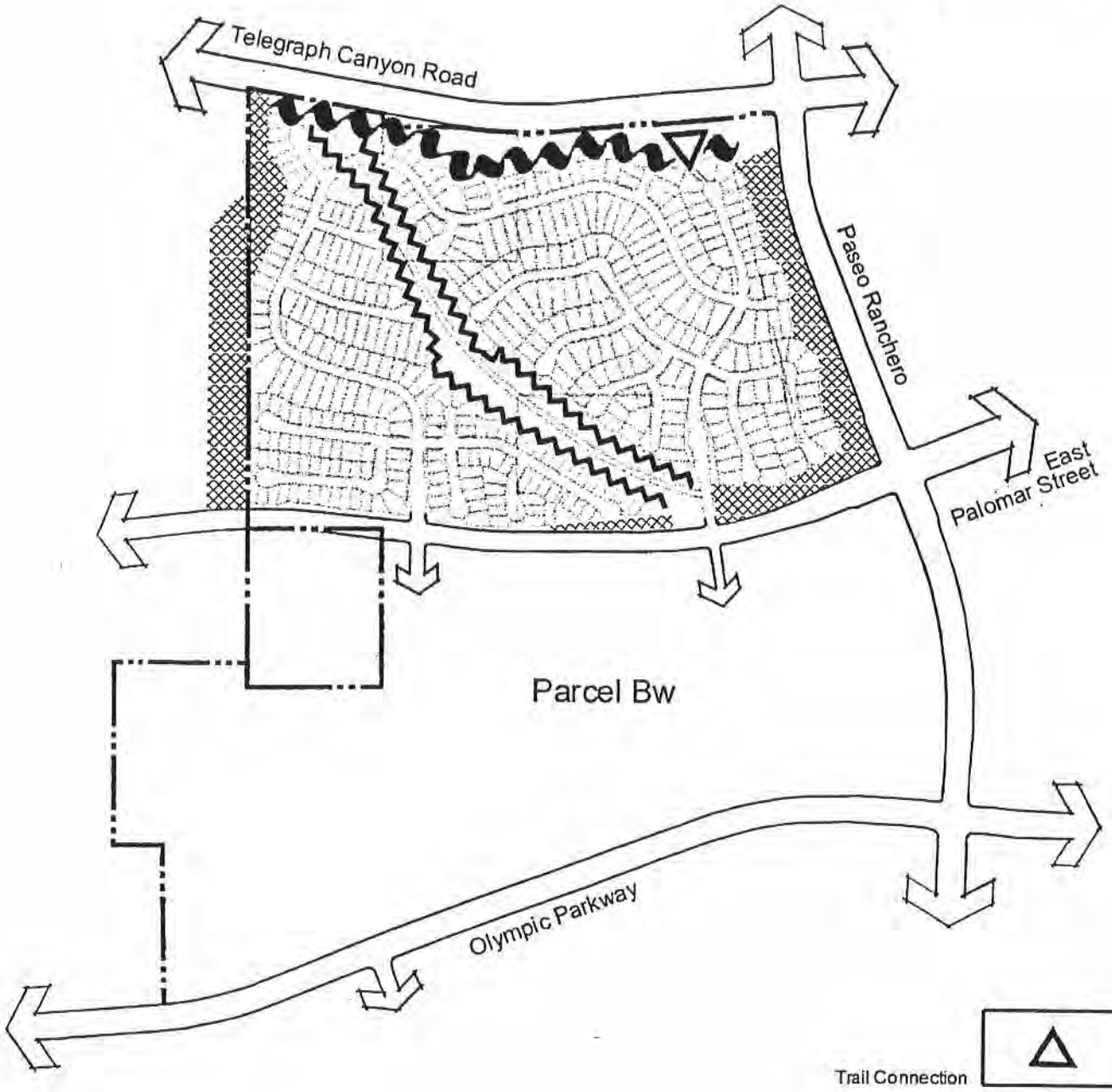
Symbol		
	**Scenic Edge**	Identifies development edge visible from a scenic corridor. Consider improving edge appearance with varied building setbacks, open cul-de-sacs, roof pitch toward slope, single story elements, upper story setback, increased rear or side elevation detailing, screening and transition landscaping, and/or reduce height and extent of visible walls.
	**Buffer Edge**	Identifies development edge where potential conflicts should be considered. Consider providing a buffer achieving increased separation with wall or fence, enhanced landscaping, grade separation, and/or increased setbacks or separation distance. Noise is often the primary issue at a buffer edge, where a sound attenuation wall is necessary.
	**Trail Connection**	Identifies connection points for pedestrian and/or bicycle paths to community or regional trails. Consideration should be given to increased pedestrian traffic at these points and incorporation of the off-site connection into the parcel design.
	**Use Transition**	Identifies development edge where a smooth transition should be achieved in response to a change in use or ownership. Consider utilizing landscaping to provide visual transition, placement of similar facilities (*e.g.*, parking) on both sides of edge, and/or placement of a "shared" facility (*e.g.*, pedestrian path) at or near the edge.

PLANNING AREA – A(w)

PLANNING AREA DESIGN SUMMARY SHEET

Planning Area Description:	Parcels R-49, R-50, R-52, R-53
Allowable Uses/ Mix:	SF Residential / PC Districts SF3 & SF4
SITE DESIGN ISSUES	
Special Criteria:	Lots adjacent to light rail transit corridor should be buffered with dense landscaping.
Building/Siting:	None
Pedestrian Access:	Pedestrian access to the regional trail along Telegraph Canyon Road is provided at the north east portion of this planning area. Additional pedestrian walkways are provided along E. Palomar Street and the Secondary Village Entry Streets.
Vehicle Access:	None
Parking:	None
Edges:	Scenic edge along Telegraph Canyon Road. Transition edge to Ranch Theme Street landscaping on eastern edge of Parcels R-51 and R-53. Transition edge to 4-Lane Major Road landscaping on south edge of Parcel R-49 and R-53.
Signing:	None

Parcel Aw



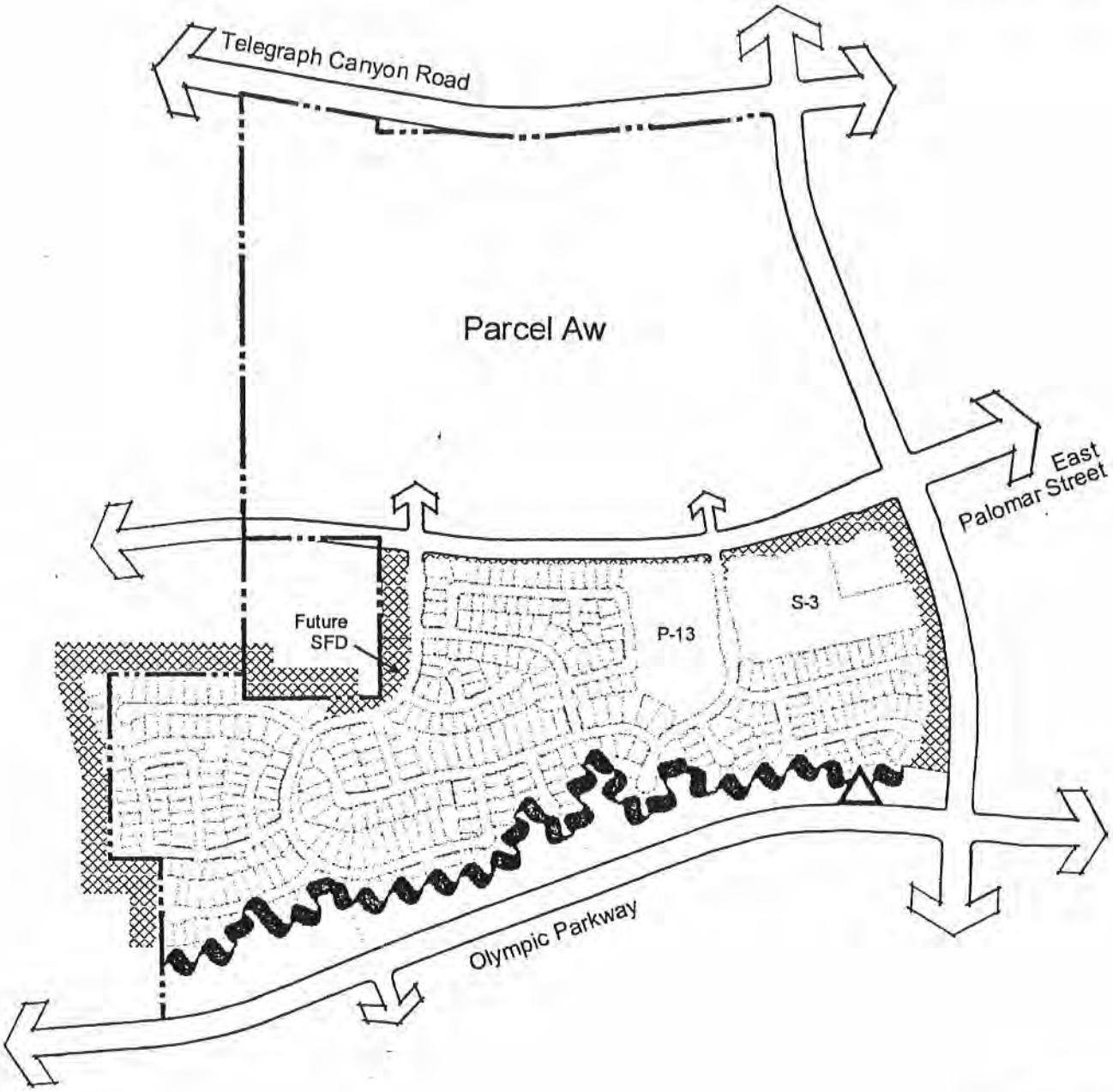
OTAY RANCH
Village One West

PLANNING AREA – B(w)

PLANNING AREA DESIGN SUMMARY SHEET

Planning Area Description:	Parcels R-54, R-55, R-56, R-57, R-58, R-59, R-60
Allowable Uses/ Mix:	SF Residential / PC Districts SF3 & SF4
SITE DESIGN ISSUES	
Special Criteria:	None
Building/Siting:	None
Pedestrian Access:	Pedestrian access to the regional trail along Olympic Parkway is provided at the southeast portion of this planning area. Additional pedestrian walkways are provided along E. Palomar Street and the Secondary Village Entry Streets.
Vehicle Access:	None
Parking:	Potential shared parking with P-13 neighborhood park and Sunbow elementary school site.
Edges:	Scenic edge along Olympic Parkway. Transition edge to Ranch Theme Street landscaping on eastern edge of parcels the S-3 school site and R-60. Transition edge to 4-Lane Major Road landscaping on south edge of Parcel R-56 and R-60.
Signing:	None

Parcel Bw



Trail Connection

Use Transition

Scenic Edge

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north