
COMMUNITY DEVELOPMENT

Community Development deals with the physical development of the City. Its purpose is to ensure the organization of the City into a functional, aesthetic pattern and to establish design policies to guide development to provide an attractive environment which preserves the unique character of the community. It will influence the image of the City more than any other element.

In recent years Poway has been experiencing pressures from mid-county growth which has brought intense development to the City's western borders. Traffic congestion is increasing as more and more regional travelers use Poway's streets to move from SR-67 to I-15 and vice versa. Likewise, growth pressures in Poway have been increasing as people "discover" the rural/open space nature of the City, which is so conveniently located to employment centers and recreational opportunities. While regional and local growth pressures mount, the preservation of Poway's character seems even more important.

LEGAL BASIS

Section 65302(a) of the Government Code requires preparation of a land use element which designates the proposed general distribution and general location of land for housing, business, industry, open space, education, public buildings and grounds, and other categories of public and private uses of land. The required Land Use Element is included in this Community Development master element which also contains the Community Design and Energy

Conservation Elements as encouraged by Section 65303(g) of the Government Code.

IMPLEMENTATION

The Development Code is the primary means of implementing the Community Development master element. Each of the residential, commercial, industrial and special land use designations established in the Land Use Plan relate to one specific zone established in the Development Code which will list permitted uses, conditional uses and development standards for each zone.

Another tool to implement Community Development policies is the specific plan, which is authorized by Government Code Section 65450. Specific plans are required for all Planned Community areas and for all properties carrying the Affordable Housing designator. They are permitted and may be used, for other areas. Prepared by the local government, specific plans are regulatory in effect and replace the prescribed land use ordinances for the affected area.

Moderate


LAND USE ELEMENT

HISTORICAL CONTEXT

The nature of land use in the City of Poway today is linked to Poway's rural origins. Poway began as a small, isolated farming community over a century ago. Only minimal growth and change occurred until the mid-1950s when the Poway Municipal Water District was formed and a community water system developed. Since then, Poway has experienced several significant growth periods. Between 1970 and 1980 Poway's population increased by 139 percent from 13,971 to 33,436. The following decade resulted in an additional 30 percent increase leading up to a population of 43,516 in 1990.

INTENT

The Land Use Element is designed to provide a policy framework within which decisions, both private and public, can be made concerning the physical development of the City. As such, it is the critical backbone of the General Plan. The City seeks to accomplish the following with the implementation of this element:

- The establishment of a balanced compatible and functional mix of development consistent with the long-range goals, objectives and values of the City;
- The provision of guidance for public and private investments, indicating where new development is permitted and the nature, density and intensity of that development;

- The identification of opportunities for redevelopment and new development in the City, as well as any constraints that would affect this development;
- The reduction of loss of life, injury, and property damage that might result from flood, fire, earthquake and other natural or man-made hazards;
- The preservation of those undeveloped portions of the city that are of value to the residents and the protection of the natural and cultural resources found there;
- The preservation and maintenance of the existing rural character of the City; and
- This element shall provide the essential basis for planning for adequate sewers, roads, schools, water treatment, recreation facilities and other infrastructure necessary for the welfare of the residents.

Through the use of text and diagrams, the Land Use Element establishes clear and logical patterns of land use as well as standards for new development. The single most important feature of this element is the Land Use Map which indicates the location, density and intensity of development for all land uses City-wide. In addition, the goals, objectives and strategies contained in the element provide a constitutional framework for future land use planning and decision making in the City.

RELATIONSHIP TO OTHER ELEMENTS

The Land Use Element affects a number of key issues that are addressed in the remaining elements. For example, land use policies have a direct bearing on the local system of streets and roadways which are covered in the Transportation Element. Housing issues and needs identified in the Housing Element are linked to land use policies for both existing and future residential development. Even issues concerning safety, noise and the environment are directly related to the policies contained in this element.

In turn, the ability to allow development anticipated by the Land Use Element is related to the Public Services Element which provides for the planning of essential infrastructure.

EXISTING LAND USE

As a foothill community, Poway contains large areas of steep hillsides and deep canyons much of which is unbuildable. Regions of major environmental value cover much of the southern, eastern, and northern parts of the City and the vicinity of Twin Peaks/Boulder Mountain. To protect these resources, and in recognition of this topography, over 2,600 acres is designated Open Space/Resource Management and about 8,800 acres is developed with large lots under the Rural Residential A and Rural Residential B categories.

The City of Poway maintains a strong commitment to the preservation of open space by encouraging in-fill development projects and redevelopment, while scrutinizing proposed projects in the City outskirts to ensure that the rural and open space areas are conserved and that environmental concerns are mitigated. It is important that adjacent land uses be compatible with each other. Compatibility is analyzed in Table III-1.

The developed areas of Poway comprise 50 percent of the City's total land area. Of this, 63 percent is residential. The residential uses in Poway are overwhelmingly dominated by single-family residential homes which comprise 80 percent of the dwelling units in the City. There is a broad spectrum of single-family residential dwelling units, including suburban subdivisions on 6,000 to 10,000 square-foot lots, semi-rural subdivisions on one-half to one-acre lots, and residential agricultural home sites of between two and five acres. The rural character of Poway is enhanced by the diversity of large lot home sites throughout the City.

Multiple-family development, including traditional apartment complexes and new attached condominium complexes, comprise only 16 percent of the City's residential dwelling units. Most of the multiple-family housing is located in the southern portion of the City. Mobile homes comprise 4 percent of the dwellings in Poway. They are located in five mobile home parks located in the mid and southern portions of the City.

TABLE III-1

LAND USE COMPATIBILITY MATRIX

	RURAL RESIDENTIAL	SINGLE- FAMILY RESIDENTIAL	MULTI- FAMILY RESIDENTIAL	COMMERCIAL	INDUSTRIAL	PUBLIC
RURAL RESIDENTIAL	S	S	M	M	I	M
SINGLE-FAMILY RESIDENTIAL	S	S	M	M	M	M
MULTI-FAMILY RESIDENTIAL	M	M	S	M	M	S
COMMERCIAL	M	M	M	S	S	S
INDUSTRIAL	I	M	M	S	S	S
PUBLIC	M	M	S	S	S	S

S = COMPATIBLE, SUITABLE

I = INCOMPATIBLE, NOT SUITABLE

M = MAY OR MAY NOT BE FOUND COMPATIBLE/SUITABLE BASED UPON PROVISIONS ESTABLISHED THROUGH A CONDITIONAL USE PERMIT OR DEVELOPMENT REVIEW

Other land uses in Poway include public uses (1.2 percent) and commercial/industrial areas (2.1 percent). Public uses include the facilities of the City of Poway, the Poway Unified School

District, the Dearborn Cemetery, the County of San Diego, the State of California and the Pomerado Hospital.

Commercial areas comprise only 1.9 percent of the total land area and are located mostly along Poway Road and Pomerado Road, with a few on Twin Peaks Road and along Midland Road. Commercial uses include shopping centers, free-standing retail shops and offices. The South Poway Business Park is approximately 30 percent complete and

is the primary location for manufacturing and warehousing uses in the community. One surface mining operation is located in the southerly portion of the industrial park.

FUTURE LAND USE

Land use policy in Poway is guided by the ideals of the City, including preservation of open space, maintenance of the rural character, compatibility of adjacent uses, provision of a variety of housing types to serve all segments of the community, provision of quality public institutions and provision of commercial and industrial areas for satisfaction of employment and

personal needs. Guidelines for private developments are designed to ensure high quality development while maintaining these goals.

Poway's motto, "The City in the Country," will become obsolete unless open space

and the rural character are preserved. Thus, future development in Poway should be concentrated in parts of the City other than the rural hillside areas and existing open space areas should be protected.

A significant feature of the land use plan is the enhancement of existing developed and developing areas. This will principally be directed at the areas adjacent to major circulation corridors and to major urban areas adjacent to the City's western border. Land use changes will be required to be consistent with available public services and facilities, in order to avoid the potential for growth in undeveloped areas. To the extent the Affordable Housing Overlay is used to increase density, it is understood that it will diminish the rural character of the City.

LAND USE PLAN

The Land Use and Zoning Plan defines the arrangement of land uses at buildout. It does not establish specific time frames for the phasing of future development.

The Land Use and Zoning Plan also depicts the boundaries of the adopted Poway Sphere of Influence and Planning Area. These areas are within the jurisdiction of San Diego County,

however, the land use designators shown are those proposed under the Poway General Plan. Section 8 of the MEA discusses these areas in more detail.

The following 24 land use categories are established. There are 12 residential, five commercial, one manufacturing, three open space, one public facilities, one hospital campus and one planned community categories. Each land use category corresponds to one zoning category of the same name. Specific densities allowed in the Rural Residential categories depend on the average slope of the property and are described in Table III-3. A summary of the distribution of land uses is included as Table III-2. (Amended per GPA 93-01A)

~~As of January 1, 1991 Poway had 14,568 dwelling units (according to the Department of Finance, San Diego County Regional Housing Estimates). Remaining vacant residentially zoned property is estimated to have a maximum potential to hold an additional 2,796 dwelling units (see Table VIII-15) for a total of 17,364. In addition, meeting the Regional Share requirement for affordable housing could result in an additional 777 units through mixed use development, dormitories and the Affordable Housing Overlay (see Table VIII-19).~~



In November 1988, the voters of Poway adopted initiative Proposition FF, which requires voter approval of any changes to land use designations, slope criteria, parcel size or zoning in the Rural Residential and Open Space categories.

The 1991 General Plan update created two new categories: Open Space-Resource Management and Public Facilities. In 1992, a third new category was created – Hospital Campus. These categories are intended to further categorize uses which were allowed under the OS category in November 1988 and may not be amended to include uses not allowed under the OS category in November 1988 without voter approval. (Amended per GPA 93-01A)

Residential

RURAL RESIDENTIAL A (RR-A): The Rural Residential A category includes more total land area than any other. It is primarily located in the northern and eastern areas of the City, which are dominated by the mountains that surround Poway. It also includes the Twin Peaks and Boulder Mountain areas. Very low density residential uses are allowed in the level areas or foothills near existing development. The minimum lot size ranges from 4 acres to 40 acres, based upon the slope and the availability of community water. The rural road standards of the City, as found in the Circulation Element would apply.

RURAL RESIDENTIAL B (RR-B): The Rural Residential B category is an intermediate rural residential category. The minimum parcel sizes are 2, 4, and 8 acres, based upon slopes that are 0-15 percent, 15-25 percent or 25-45 percent, respectively. A special sub-category of this land use (RR-B²) is applied to the High Valley area and allows lots there to be two acres in size

regardless of their slope and including areas over 45 percent slope.

Rural Residential B areas generally will be served by the City water system, but not sewer. Rural road standards apply. The uses allowed are primarily single-family dwelling units. The keeping of farm animals is allowed in these areas.

RURAL RESIDENTIAL C (RR-C): The Rural Residential C classification includes the custom home subdivisions that predominate in Poway's northern area. The parcel sizes begin at one net acre minimum for slopes up to 15 percent, and progress to two net acres between 15 percent and 25 percent and four net acres in areas above 25 percent. The uses are primarily single-family dwelling units. While the keeping of farm animals is allowed in these areas, it should not constitute the sole use of the property.

The Rural Residential C areas must be on the City water system and should be provided with sewers. Rural road standards apply.

RESIDENTIAL SINGLE-FAMILY 1 (RS-1): The Residential Single-Family 1 classification applies generally within the fringe areas of the major floodplains which contain no perceptible slopes. The minimum lot size is one acre. RS-1 areas must/shall be served by the City water and sewer system and semi-rural road standards apply. The uses are primarily single-family dwelling units, agriculture and the keeping of farm animals for personal use.

RESIDENTIAL SINGLE-FAMILY 2 (RS-2): The Residential Single-Family 2 classification is a transitional category between the urban and rural land uses in the City. A density of one and two dwelling units per net acre will be achieved by lot sizes that range between one acre and 20,000 square feet. Single-family housing is the primary use and the keeping of animals for personal use is permitted. These areas should be served by both City water and sewer and the semi-rural road standards apply.

RESIDENTIAL SINGLE-FAMILY 3 (RS-3): The Residential Single-Family 3 category is characterized by low density urban residential development. The lot sizes range between 15,000 and 20,000 square feet, with an overall density of two to three dwelling units per net acre. Single-family homes are the primary use, along with the limited keeping of animals for personal use. These areas must be served by both City water and sewer and the urban road standards apply.

RESIDENTIAL SINGLE-FAMILY 4 (RS-4): The Residential Single-Family 4 classification is also a low density residential category allowing three to four dwelling units per net acre. The lot sizes range between 10,000 and 15,000 square feet and development is primarily single-family homes. The limited keeping of animals is also allowed. RS-4 areas must have City water and sewer service and the urban road standards apply.

RESIDENTIAL SINGLE-FAMILY 7 (RS-7): The Residential Single-Family 7 classification is for single-family homes on lots with a

minimum of 4,500 square feet (up to eight dwelling units per acre). These areas are served by City water and sewer and urban road standards apply.

PLANNED RESIDENTIAL DEVELOPMENT (PRD): The Planned Residential Development classification is limited to areas of the City where traditional development methods will not work because of topography, natural hazards or man-made hazards. All development proposals require a specific plan which will establish the density for the individual site; however, 12 dwelling units per net acre is the maximum allowable. The specific plan will outline the public services, utilities and facilities necessary, but City water and sewer will generally be required. Appropriate road standards will be established by the specific plan.

MOBILE HOME PARK (MHP): This classification is designed for planned residential developments that consist exclusively of manufactured housing. Density should not exceed eight dwelling units per acre. City water and sewer are required and urban road standards apply.

RESIDENTIAL CONDOMINIUM (RC): The Residential Condominium classification is for attached or detached multiple-family dwellings with densities between 7 and 12 dwelling units per net acre. The category allows units for either sale or rental. The intent of the use and density is to provide aesthetic multiple-family dwellings that include garages, open space and recreational facilities and activities. Developments should generally be clustered, with buildings having six or

fewer units. Urban services such as City water and sewer are required and urban road standards apply.

RESIDENTIAL APARTMENT (RA):
Residential Apartment is the most dense residential classification with a maximum of 20 units per net acre allowed. Residential apartment complexes in this classification may not be converted to condominiums for sale. Urban services such as City water and sewer are required and urban road standards apply.

TABLE III-2
DISTRIBUTION OF LAND USES

LAND USE CATEGORY	ACRES	PERCENT	LAND USE CATEGORY	ACRES	PERCENT
<u>1. INCORPORATED CITY</u>			<u>2. SPHERE OF INFLUENCE</u>		
<u>Residential</u>			<u>Residential</u>		
RR-A	7,483	29.8	RR-A	2,136	100.0
RR-B	1,319	5.3			
RR-C	3,207	12.8	SUBTOTAL	2,136	100.0
RS-1	33	0.1			
RS-2	431	1.7	<u>3. PLANNING AREA</u>		
RS-3	64	0.3	<u>Residential</u>		
RS-4	583	2.3	RR-A	542	34.8
RS-7	1,315	5.2	<u>Open Space</u>		
PRD	723	2.9	OS-RM	1,017	65.2
MHP	99	0.4			
RC	143	0.6	SUBTOTAL	1,559	100.00
RA	81	0.3			
<u>Commercial</u>			GRAND TOTAL	28,807	1 0 0 . 0
CO	79	0.3			
CN	3	-			
CG	217	0.9			
CC	109	0.4			
<u>Manufacturing</u>					
MS	36	0.2			
<u>Open Space</u>					
OS	50	0.2			
OS-R	418 301	1.6 1.2			
OS-RM	2,598	10.3			
<u>Special Purpose</u>					
PF	271	1.1			
PC	3,632 3,749	14.5 14.9			
<u>Transportation Corridors</u>					
	2,218	8.8			

TABLE III-3
RURAL RESIDENTIAL DENSITIES

LAND USE CATEGORY	SLOPE			
	0-15%	15-25%	25-45%	45+%
RR-A				
<u>With</u> City Water Available	1 du per 4 net acres	1 du per 8 net acres	1 du per 20 net acres	No credit
<u>Without</u> City Water Available	1 du per 20 net acres	1 du per 20 net acres	1 du per 40 net acres	No credit
RR-B With City Water Available	1 du per 2 net acres	1 du per 4 net acres	1 du per 8 net acres	No credit
RR-C With City Water Available	1 du per 1 net acre	1 du per two net acres	1 du per 4 net acres	No credit

Commercial

COMMERCIAL OFFICE (CO): Office complexes are encouraged in order to provide areas where related office uses can be assembled and to avoid the proliferation of individual, isolated offices. Office complexes can serve as a transitional land use between more intense commercial or manufacturing uses and single- or multiple-family housing. Mixed-use projects incorporating housing with commercial uses may be appropriate in these areas.

Mixed Use (MU): The opportunity for a mix of commercial and residential land uses that could exist separately or in combination on the same site is provided in the Mixed Use District. Land uses applicable to this area include single or multiple family residential units, retail, professional services, financial and other office related uses. (Amended per GPA 96-02A)

Commercial Neighborhood (CN): Commercial Neighborhood areas are intended to provide limited retail business, service, and office facilities for the convenience of residents in adjacent neighborhoods and to be compatible with a residential environment. They are not designed to supplant the Commercial General uses, which are located primarily along Poway Road. Mixed-use projects incorporating housing with commercial uses may be appropriate in these areas.

COMMUNITY BUSINESS (CB): The Community Business District is a classification intended to accommodate

local and community-wide commercial centers that typically serve large areas of the City. Land uses in this area would include a wide range of less intensive retail and service type use such as junior department stores, medical and financial office complexes, food chains, restaurants and specialty stores. (Amended per GPA 96-02A)

Town Center (TC): The Town Center District is intended to enhance the pedestrian and architectural characteristics of the commercial town center of the City. Commercial businesses encouraged for this area include various forms of general and specialty retail, dining and entertainment establishments. This District also encompasses civic functions such as City Hall, the Library, Fire Stations, parks and State of California offices. (Amended per GPA 96-02A)

Commercial General (CG): The Commercial General classification is characterized by a broad range of uses and provides locations for major retail and service businesses. Mixed-use projects incorporating housing with commercial uses may be appropriate in these areas.

Automotive and General Commercial (AGC): The District is intended to accommodate a full range of service or roadway-oriented retail service and wholesale commercial activities. Land uses in this area are designed to accommodate the more intensive retail, service and automotive businesses. Other uses would include general retail, print shops, gasoline stations and

automotive, motorcycle and boat sales and service. (Amended per GPA 96-02A)

Commercial Recreation (CR): The Commercial Recreation designation is intended to provide for relatively high-intensity recreational opportunities that may be privately owned and operated for profit. Examples of land uses which could be allowed under this category are miniature golf and family fun centers.

Hospital Campus (HC)

The Hospital Campus designation is intended to provide for various types of medical services and facilities in an integrated complex which is designed to intensively service the medical and health needs of the residents of the community. The existing inpatient hospital provides the most significant principal use. Other uses under this designation may include doctors' offices, laboratories, outpatient surgery centers, imaging centers, medical training and research facilities, mental health clinics, continuing care facilities, outpatient clinics, rehabilitation clinics, pharmacies, and other outpatient service facilities.

The area comprising a Hospital Campus may consist of one or more legal lots. The aggregate lot area of the Hospital Campus must contain a minimum of 40 acres. The legal lots contained within the Hospital Campus may be owned by separate entities. If there is a reconfiguration of the boundaries of the lots within the Hospital Campus, which may result in a decrease or increase in the number of lots, then each of the lots

shall remain part of the Hospital Campus. The Hospital Campus shall remain an integrated complex providing a variety of medical facilities and services. (Amended per GPA 93-01A)

OPEN SPACE-RECREATION (OS-R): The Open Space-Recreation land use category is intended for relatively low-intensity active-recreational and ancillary commercial opportunities which could be compatible with residential land uses. Examples of land uses allowed under this category are: golf courses, soccer parks, baseball fields, riding academies and stables, public and private swim and tennis facilities, and public parks.

OPEN SPACE-RESOURCE MANAGEMENT (OS-RM): The Open Space-Resource Management designation is intended for lands where valuable natural resources are located. The mountainous areas, prominent ridges, riparian areas, biological corridors, areas with geologic hazards and agricultural lands are included in this category. Limited activity, such as agriculture and non-commercial, low-impact recreation, may be allowed on lands carrying this designation with the approval of the City Council.

Planned Community

PLANNED COMMUNITY (PC): The Planned Community designation allows a variety of land uses to occur based upon the adoption by the City Council of a specific plan. The purpose of this designation is to encourage comprehensive land planning of large contiguous areas so that

RESOLUTION NO. 05-091

A RESOLUTION OF THE CITY COUNCIL
OF THE CITY OF POWAY, CALIFORNIA
INITIATING GENERAL PLAN AMENDMENT 05-04

WHEREAS, the City Council of the City of Poway recognizes that the need may arise to amend the City's General Plan; and

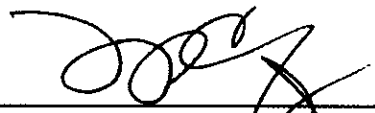
WHEREAS, Section 65350, et seq., of the California Government Code describes the procedures for amending General Plans; and

WHEREAS, Section 17.46.020B of the Poway Municipal Code provides that any change to City regulations may be initiated by Resolution of the City Council.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Poway as follows:

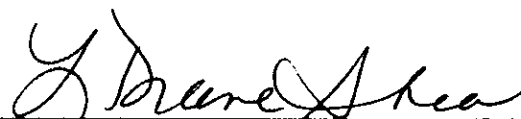
Section 1: The City Council does hereby initiate General Plan Amendment 05-04 to Amend the Community Development Element of the General Plan regarding 3-story parking garages in the Hospital Campus (HC) zone.

PASSED, ADOPTED and APPROVED by the City Council of the City of Poway, State of California, this 25th day of October 2005.



Michael P. Cafagna, Mayor

ATTEST:

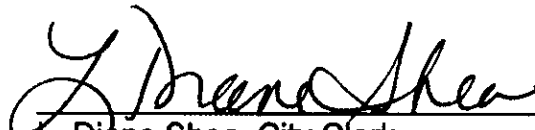


L. Diane Shea, City Clerk

STATE OF CALIFORNIA)
) SS
COUNTY OF SAN DIEGO)

I, L. Diane Shea, City Clerk of the City of Poway, do hereby certify, under the penalty of perjury, that the foregoing Resolution No. 05-091, was duly adopted by the City Council at a meeting of said City Council held on the 25th day of October 2005, and that it was so adopted by the following vote:

AYES:	BOYACK, EMERY, HIGGINSON, REXFORD, CAFAGNA
NOES:	NONE
ABSENT:	NONE
DISQUALIFIED:	NONE



L. Diane Shea, City Clerk
City of Poway

parcel-specific issues can be addressed with creative solutions.

~~These~~ areas are currently designated Planned Community. ~~They~~ are Rancho Arbolitos, South Poway and Old Coach. Rancho Arbolitos includes only single-family homes. The Old Coach area has been approved for estate single-family homes and a 27-hole golf course with club house. The distribution of land uses in South Poway is shown on Figure III-1.

Public Facilities

Public Facilities (PF): The Public Facilities designation is intended for lands containing privately and publicly owned facilities serving the needs of the general community. These include the schools, school district headquarters, fire stations, water treatment facility, City Hall and other similar uses. (Amended per GPA 93-01A)

Overlays

AFFORDABLE HOUSING OVERLAY DESIGNATION (AH): In order to provide for adequate affordable housing sites in the community, the AH overlay designation is established and may be attached to property within any land use category, including non-residential categories, but not including the Open Space Resource-Management category.

A specific plan must be prepared for each area carrying the AH designator. ~~These specific plans may allow residential development at residential densities up to 25 dwelling units per acre and must~~

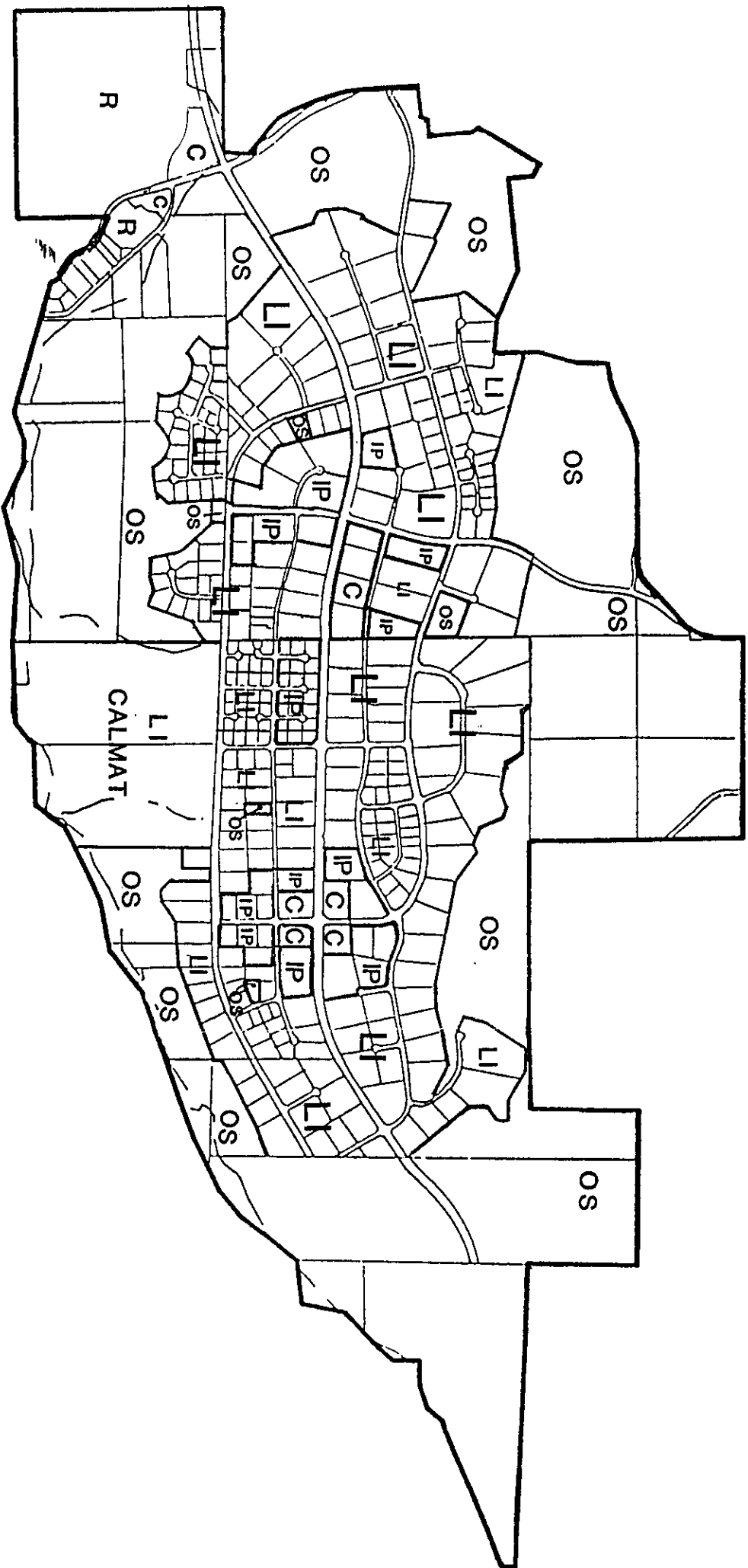
specify the income group or groups being targeted by each allowed density. The specific plan must also include conditions under which the parcel may be developed at the higher densities, including guarantees of affordability to the specified income categories and any design criteria necessary to ensure compatibility with surrounding development.

Properties carrying the AH designator may be developed either according to the underlying zoning or ~~once the specific plan is adopted~~, as affordable housing according to the criteria set out in the specific plan. ~~Development at the higher density may only occur after the specific plan is adopted.~~

PROMINENT RIDGELINE (PR): This overlay is established for the protection of ridgelines with special significance to the community. Development is not permitted on these areas.

...the case of properties designated AH-M or the Development Code in the case of properties designated AH-L.
(Amendment per GPA 08-01 approved by Resolution 08-072 adopted 08/19/2008.)

AH-M designator for moderate income housing. These Specific Plans shall allow residential development at residential densities up to 30 dwelling units...
(Amendment per GPA 08-01 approved by Resolution 08-072 adopted 08/19/2008.)



LEGEND

R	Residential
OS	Open Space
IP	Industrial Park
LI	Light Industrial
C	South Poway Commercial

South Poway Planned Community Land Use Map

Figure III-1



COMMUNITY DESIGN ELEMENT

Poway is a rural community that has never lost sight of its beginnings and history. Upon incorporation, the City adopted as its official theme, "The City in the Country." Results of community surveys in 1981 and 1988, as well as public forums in 1990 and 1991 soliciting input for the general plan update, have indicated a desire on the part of an overwhelming majority of the City residents to retain the rural, country-like atmosphere.

The past physical development of Poway has not always supported the residents' rural image. As an unincorporated community, Poway had no consistent design theme and therefore, became a mixture of different and often conflicting architectural, aesthetic and planning styles. Many of the unique natural resources were destroyed by uncoordinated development. With the advent of local control, the City has now established community design guidelines to ensure that new development and redevelopment will support and complement the rural image of Poway.

The primary purpose of the Community Design Element is to promote ways in which the planning, design and construction of the built environment can be compatible with the community's desire to maintain a rural image, character and atmosphere. The underlying premise is that, as development alters the physical

environment, these alterations should be made with community goals in mind. It becomes the community's role, through the City government, to require the consideration of local standards for harmonious design. Community design is the synergistic effect of the needs of the developer for a financial reward for his efforts, the social satisfaction of the buyer or user, and the implementation of community-supported design programs.

The Community Design Element outlines a standard to be achieved and a preferred method of achieving that standard; however, other methods may be found acceptable so long as the defined goals and policies are met.

COMMUNITY CHARACTER

Over a span of many years, Poway has progressed through several periods of physical growth and change. Beginning as a relatively isolated farming community, the population remained virtually static from the 1880's until the early 1950's; however, after 1960 there was a rapid increase in growth that leveled off about 44,000 in 1990.

During the last 30 years the physical appearance of Poway has been dramatically altered. This is particularly true of Poway Road, which is the major thoroughfare and business district. Even

with all the physical changes, the strong desire of the community to retain the rural character has remained constant over the years.

While Poway Road may be described as Poway's spine, its heart is the Old Poway area. This will be enhanced in the coming years through implementation of the Old Poway Specific Plan including completion of the Old Poway Park and development of the commercial area with specialty retail stores. Old Poway embodies the spirit of heritage along with the hope for the future.

Included in Poway's rural atmosphere are both natural elements - the hills, creeks, vegetation and wildlife -- and the elements brought here by past and present residents -- structures, roadways, cultural and social events and the rural lifestyle.

RURAL ATMOSPHERE

Poway's small town character is not something that can be easily identified. During the public work sessions held as part of the General Plan update process, residents were asked to define what "rural" meant to them. The answers fell generally into two categories. The first of these dealt with the physical environment where the existence of open space, especially undeveloped hills, was the most often mentioned feature. The second category involved the more human aspects of the community and included a wide range of factors including events such as Poway Days, responsive local government, a sense of being

involved with the community and knowing neighbors and local retailers.

NATURAL ENVIRONMENTAL FEATURES

An important part of Poway's image is defined by the natural environmental features that are present, including the mountains, creeks and channels. Each of these contribute to the feeling of open space and the country-like image.

The mountains that surround Poway on the north, east, south, and west are important features in two aspects: they are natural boundaries to development in adjacent jurisdictions and they are significant visual features. The open space in the mountainous area of Poway looks much today as it did a century ago and serves to remind local residents of Poway's beginnings.

In order to protect the hillsides, strategies relating to grading and structural design in hillside areas have been included in the General Plan. For purposes of these regulations, areas with natural slopes under 15 percent are not considered hillsides, unless they are on prominent ridgelines. Areas with slopes from 15 to 25 percent may require special hillside grading, architectural and site design techniques. For areas with slopes over 25 percent, only limited, if any, grading will be allowed. Development is discouraged on portions of lots where the slope exceeds 25 percent.

The creeks and channels that begin in Poway's eastern mountains and cross the

valley floor are also significant elements of Poway's rural image. While the creeks attracted early settlers to the valley as a source of irrigation water, today they serve as potential linear open space areas within the developed portion of the City. Some segments of the creeks remain unaltered and provide a natural setting adjacent to developed residential areas. The creeks and channels also provide prime examples of native vegetation such as oaks, sycamores and other wetland species. Through maintenance of the major creeks and channels as flood control devices, the City has been able to preserve some of the original character of Poway in the center of development.

The remaining important natural features are the biological resources associated with open space. Because the City is 50 percent undeveloped open space, much of the vegetation and wildlife has remained untouched. The proximity of these natural areas to the developed area of the City contributes to Poway's unique character.

MAN-MADE FEATURES

While many California communities have substituted an urban environment for their rural beginnings, Poway residents have sought to protect what remains of their roots and have worked to enhance them. Poway's historical background as a small, isolated farming community is a very important feature of the City's small town image.

For most of the community's existence, land development in Poway supported

the scattered village image. The older areas of Poway were developed as large lot homesites where homeowners raised livestock on their individual lots. Later developments in the foothill areas such as Green Valley, High Valley and Espola Road near the Twin Peaks Road area were rural residential neighborhoods with custom homes on large lots.

However, suburban development in the 1970s began to encroach upon the community's rural image. Smaller lots, the development of large tract home projects, the expanding commercial strip, and centers which embodied highway-oriented patterns of land development rather than a community downtown were indicative of the new suburban development pattern. This trend continued after Poway gained cityhood in 1980.

In recent years there has been a return to the small town image in land development. Examples such as the Poway Town and Country Center and Oak Knoll Center located along Poway Road, and the Poway Post Office along with the Old Poway Park and commercial area on Midland Road illustrate that the rural image can be enhanced and utilized in a wide range of land development projects.

Other man-made features that support the small town image of Poway are in the area of public facilities. Circulation in Poway is accommodated on local roads and arterials of varying widths rather than on freeways. Plans for freeways through Poway were adopted by the County of

San Diego prior to incorporation, but have been deleted by the City of Poway.

An example of public facilities enhancing the rural image is in the area of flood control and drainage. The creeks and channels are an important natural element and have been preserved through flood hazard management policies other than concrete channels. In some instances it has been necessary to widen flood channels in order to accommodate peak storm flows; however the channels have been revegetated with native plant species wherever possible. An outstanding example of this was the Poway Creek widening and improvement project in the area between Community and Midland Roads.

In summary, Poway's small town character can be described as the balance of the natural environment of the City with its physical development during the last century. The next section addresses how this definition can be translated into a community design program.

COMMUNITY DESIGN THEMES

The process of translating the features of Poway's character into community design includes both real and abstract concepts. Some features will be included in the community design process without alteration. This would include preservation of natural features such as open space areas, creeks and ridgelines. Recognition of man-made features such

as historic structures or rural roads is also part of the process. Conversely, much of the process is abstract or symbolic. For example, because new construction cannot use many of the materials used to construct rural buildings in the past (for both cost and public safety reasons) substitutes must be used that simulate these rustic materials. Rough-sawn wood simulates the texture of a hand-cut and finished construction element much more than a planed and finished length of pine would. Concrete split-face block simulates rock or stone more than smooth masonry block would and earthtone colors (shades of tan and brown) are more natural than bright colors.

Site planning and architecture should enhance the City's desired character. The Community Design Element is designed to achieve a balance between the preservation and enhancement of the City's small town image and the need for flexibility that encourages creative solutions.

While most community design issues are relatively specific in nature (i.e., use of materials, color and size), some are very general. These general issues primarily address city-wide aspects of design such as methods to enhance the small town character of Poway through natural resource preservation or the continuation of low-profile building scale.

RURAL AND SINGLE FAMILY RESIDENTIAL DESIGN

Rural and single family residential dwellings in Poway comprise about 80 percent of the homes in the City. The

design of rural residential areas should be based upon policies that seek to preserve the natural features of the area and minimize disruption of the natural contours and vegetation. Generally, custom homes will be constructed in rural residential areas. Where tract homes are built, the homes should simulate custom home development in every way possible

and encourage variety to avoid a uniform suburban appearance. Also, the most efficient use of private open space is considered very important.

MULTIPLE FAMILY DESIGN

New multiple family housing in Poway should be designed to integrate with existing neighborhoods and blend well with the City's rural character. This can be achieved by the use of appropriate architectural detail and by limiting the size of structures. Residential Condominium projects are encouraged to use zero-lot line, patio-home or townhouse style construction. Residential apartments may be either townhouses or flats. Generous open space and adequate amenities should be provided.

COMMERCIAL DESIGN

Commercial activity in the City is primarily located along Poway Road. The Poway Road commercial area has developed over several years and different generations of physical design are readily visible. Some of the design meets the General Plan design standards and is aesthetically pleasing; however, much of it is less attractive with various design elements competing for a limited visual space. The Community Design Element

seeks to establish a unified design theme for commercial activity in the City and particularly commercial activity along Poway Road.

SITE PLANNING: Commercial site planning is a process requiring the integration of several variables. It involves the location, placement, relationship and design of all site elements including buildings, parking areas, access, landscaping and public spaces. These elements must be continuously interrelated.

In the past, Poway's commercial areas were not developed under a unified site planning concept and future redevelopment or new projects should strive to improve long standing problems. Greater emphasis should be placed upon improving the planning of individual and combined sites as the best method for creating a viable, revitalized Poway Road commercial area.

ARCHITECTURE: While site planning, landscaping, and parking are important to a visually aesthetic site, it is the structures themselves that actually dominate the appearance of a commercial area. A unified design theme of shape, size, color and materials will greatly enhance the commercial areas of Poway.

DISTRIBUTION OF USES: There are currently few focal points or high activity areas along the 3.5 mile Poway Road commercial strip. Guidelines contained in this element direct future efforts to consider: (1) the need for a balance between commercial activities and the

present and future population of the City; (2) the reaffirmation of Poway Road as the principal commercial area; (3) the establishment of focal points and a central commercial area; and (4) the impact of signs on the viability of commercial activity areas. The implementation of these "image" guidelines establish a framework for community commercial design and revitalization.

Two focal points which exist separate from the Poway Road corridor are the Old Poway Historic District along Midland Road and the medical office district surrounding Pomerado Hospital. These two districts will continue to develop independently since their focuses are each specialized and well defined.

HOSPITAL CAMPUS DESIGN

The architectural theme of the Pomerado Hospital Campus area should continue to reflect the rural natural of the surrounding hillside area. Future development of the Campus should maintain the open suburban atmosphere as the prevailing common theme. The exterior pattern and coloring of the buildings should incorporate earth tones of the surrounding natural setting and be consistent with a "Santa Fe" Southwestern style of architecture. In substance, the overall appearance of the Campus should preserve the high quality visual environment which is pleasing to

the passerby as well as the user. (Amended per GPA 93-01A)

MANUFACTURING DESIGN

The primary purpose of design guidelines in manufacturing areas is to lessen the visual and acoustical impact of production and storage. To this end, guidelines for building design should be oriented toward the function of the building rather than form. Landscaping should be used as a transition between the primary use and adjacent areas; solid screening should be used to hide unattractive areas or reduce adverse noise conditions.

In 1983, Poway had only service manufacturing uses such as light production, fabrication, or storage. These uses were located on the east end of the Poway Road business district. Since that time, development of the South Poway Business Park in South Poway has begun. This area contains manufacturing, warehousing and distribution, research and development, and administrative facilities in a park-like setting.

ENERGY CONSERVATION ELEMENT

Every Poway resident and business owner is an energy consumer. In this respect, they are no different from the citizens of similar communities elsewhere in California and the United States. Direct and indirect energy consumption patterns affect all aspects of our daily lives.

Direct energy consumption includes the use of energy to heat or cool structures, operate motor vehicles, cook, provide light and communicate. Transportation utilizes a significant portion of our available resources. It is within the direct energy consumption categories that the City can do the most to promote energy conservation and to reduce the City's reliance upon traditional energy resources.

Indirect consumption, such as the manufacturing of materials or goods is a less obvious form of energy use. For example, home construction uses energy for the production and transportation of building materials as well as for on-site construction.

The City of Poway can commit itself to greater energy efficiency by implementing strategies which will reduce the City's reliance on non-renewable sources of energy. Land use, transportation and construction decisions should consciously consider current energy issues and should reasonably utilize locally available energy resource alternatives.

The escalating costs of personal energy consumption, and the ever-decreasing

availability of some of the vital sources of fuel, reinforce the critical need to increase our efficiency in the use of energy. To some extent, energy conservation is an individual responsibility; that is, personal efforts to minimize energy use will prove more effective and less costly than will a complex system of government regulation.

LOCAL FOCUS

Just the decision to concentrate fiscal and human resources on energy technology does not guarantee results. The initial policy statement for energy awareness should be supported by a set of energy guidelines for both residential and non-residential use. Above all, there is a need to relate local energy objectives to all elements of the General Plan. Land use and circulation patterns are very much a by-product of the various levels of energy self-sufficiency achieved by preferred lifestyles.

The foundation of this Energy Conservation Element is based upon obtaining the following types of information:

- Identification of how conventional energy resources are supplied and the problems associated with this supply system;
- An evaluation of how energy is consumed in the community;

- An assessment of how the reliance on conventional energy resources can be reduced by greater energy efficiency and the development of local resources such as solar, wind, hydro, alcohol, fuels and geothermal resources; and
- Policy recommendations for promoting energy conservation and the use of renewable resources.

Poway currently imports virtually all of the non-renewable energy consumed. Non-renewable energy is derived from sources where the supply is finite and will either be unavailable or in short supply in the long-term future. Since these non-renewable resources are imported into the City from either domestic or foreign sources, their cost and availability will depend on factors and events well beyond the control of the community. Equally important is the reliance on imported energy resources which represents an outflow of dollars from the community, only a portion of which returns to the City in revenue to local government, wages and salaries to local residents or profits and dividends to local businesses and stockholders.

According to information from utilities and to common energy use estimates, the largest components of energy consumption are:

- Transportation (gasoline and diesel fuel);

- Energy conversion and transmission bases; and
- Residential natural gas and electricity.

The largest components of household energy use are automobile transportation, home heating, air conditioning and domestic water heating. Because of the large amount of energy waste involved in electric power generation, savings at the user end also result in savings in conversion and transmission.

To be most effective, City policy should concentrate on those areas where the greatest amount of energy can be saved and in areas where the local jurisdiction is the most appropriate strategic level.

ENERGY CONSERVATION MEASURES

Recognizing that the automobile will continue to be the preferred mode of personal travel for the foreseeable future, and that this trend depletes vast amounts of energy in addition to consuming materials to build cars and roads, Poway should actively pursue the development of an efficiently designed circulation system. Traffic flow on major roads can be enhanced by the installation of signal synchronizers and/or a signal interconnect system. Adjoining commercial areas should be oriented to facilitate pedestrian and bicycle movement. Major employers should be

encouraged to assist employees in establishing car or van pooling programs.

Single occupant vehicle trips and multiple service trips can be minimized by making appropriate development decisions. Greater density development in the

southern area of the City, particularly on Poway Road, would save energy and be a more efficient use of the available land. Additionally, increased densities along Poway Road would reduce travel time to local shopping, recreation and entertainment establishments.

The major opportunities for energy savings for a family lie in saving auto miles traveled and in reducing space heating and cooling loads for their home.

Major strategies to accomplish this include location of the living place near work, shopping and cultural/leisure activities; use of alternative transportation to make these trips; and construction of energy-efficient homes. Similar opportunities for savings also exist in the commercial and industrial sectors.

At the same time, new energy sources can substitute for existing, non-renewable sources in some applications. Solar energy and use of alternative motor vehicle fuels and stationary boiler fuels are examples of alternative energy use. Passive solar building design, passive and active solar system installation, cogeneration, improved circulation system facilities and design, management of City energy usage and the monitoring and distribution of energy information are

all methods the City can implement to reduce total dependence. Achievement of greater energy self-sufficiency will also require the more efficient use of non-renewable energy resources.

Single-family detached dwellings have a higher heat loss per square foot of floor area than individual dwellings in condominiums, townhouses, semi-detached dwellings and units in apartment buildings. The reduction in the ratio of exterior wall area to horizontal floor area (which, excluding curved surfaces is lower for a simple square floor plan) also reduces energy/heat losses. Thus a one story house of rectangular or "L" shape has the same heat loss as a two story square layout house. In both cases, walls and ceilings are insulated. The use of "H" or "T" shaped floor plans results in even higher heat losses compared to the square layout. Insulation in floors, walls, and ceilings makes a large difference in heat loss and heat gain. A well insulated Poway home has little need for air conditioning on most warm-weather days. The use of insulation with effective thermal resistance designation R-19 in ceilings and walls with R-11 in floors will considerably reduce annual heating and air conditioning costs.

For slab-on-grade houses, edge insulation reduces heat losses from the interior. If perimeter heating ducts are used under the slab, even greater heat losses will be avoided by using edge insulation.

Insulated thermal windows can further reduce interior energy loss, as can use of storm doors and sealed fireplace flues to reduce air infiltration, and of light exterior colors to reduce solar heat gain. Summer heat gain can be minimized by locating ventilating windows to capture gentle sea breezes.

Household water heating systems should be designed and plumbed for passive solar connection at the time of construction. Existing houses using all-electric utilities should be evaluated for solar system retrofits at the time of sale.

In general, patio covers and an eave overhang of 24 to 32 inches will shade exposed southerly walls, windows and decks from the direct rays of the summer sun. In the winter months, the low azimuthal path of the sun (closer to the horizon) allows some of the sun's rays to penetrate under the eaves and provide a desirable heat gain. A general north/south orientation of the single-family home will provide the optimum solar radiation and energy efficiency. To reduce solar heat gain, it is thermally advantageous to use more glazing in southeast, south and southwest exposures and shade these openings by trees, shrubs, awnings and eave overhangs.

The selective thinning of trees and other vegetation around a homesite can take advantage of the trees ability to shade the house and to reduce and redirect prevailing winds. The planting of evergreen trees on the northeasterly exposures acts as a barrier to strong

Santa Ana wind conditions. Deciduous trees on southerly exposures shade the building in the summer; yet upon dropping their leaves in winter, allow solar heat gain. Shrubs, trellises and hedges should be carefully planned to provide natural wind breaks for building entrances. Air conditioner condensers must be located in shaded areas with plenty of natural ventilation.

Energy can be conserved through the careful selection of the building site and design of the home. Development within canyon areas should be avoided because of the stronger wind patterns that focus warm winds up the canyon during the day and drain cool breezes back at night. Living areas of the home should be oriented to the south for winter warmth and temperate solar heating. Storage or inactive spaces should be located on the more climatically exposed sections.

State imposed Title 24 Energy Regulations for room additions and new residential construction could effectively realize as much as a 65 percent consumption savings in a typical pre-regulation detached dwelling unit. The regulations vary according to 16 climate zones. Poway is in climate zone 10. Many mandatory energy efficiency features have to be incorporated into construction in most climate zones under the new regulations.

Poway recognizes that it is a significant regional energy consumer and acknowledges and supports regional efforts to reduce non-renewable energy consumption. Cooperation and active

participation in the discussion of current energy issues will bring insight to the City and encourage better relations between jurisdictions.

**TABLE III-4
POWAY ZIP CODE
92064
UTILITY ACCOUNTS**

	<u>Residential</u>	<u>Commercial</u>
Electric	13,830	1,638
Gas	8,086	450
Electric Only	2,219	1,188

Source: SDG&E, February 1983.

The installation of a passive solar system is currently the most effective method to reduce the costs of heating domestic water supplies, water for clothes washers, cooking and cleaning dishes in houses which do not have natural gas service. Table III-4 indicates that in Poway there are 2,219 all-electric SDG&E residential accounts and 1,188 all-electric commercial SDG&E accounts. Solar retrofits are encouraged for both residential and commercial consumers.

Cogeneration provides a unique opportunity for major commercial, industrial and multiple family residential projects to sell energy back to SDG&E. Under specific conditions set by SDG&E, waste heat from electrical generation is recaptured and used on-site for heating,

absorption air conditioning, process use or to generate steam. A second type of cogeneration system uses low-pressure steam that is normally wasted in high-pressure steam production. In 1982, Poway's Franciscan Inn (now Poway Country Inn) installed a cogeneration system which was designed to meet its domestic and swimming pool heating needs. In 1988, the Pomerado Hospital installed a cogeneration and thermal energy storage system designed to reduce power purchased from SDG&E and over-all utility costs. Poway should continue to encourage the business community to explore a variety of individual or joint venture applications of this technology. (Amended per GPA 93-01A)

Where appropriate, Poway should encourage the development of alternative energy technology businesses which generate employment opportunities in the City. A high priority should be given to those programs which provide jobs and other economic benefits within Poway.

REGIONAL FOCUS

Poway has the ability to participate in regional energy conservation planning. San Diego Association of Governments' "Regional Energy Plan Update" cites the following four goals:

- Ensure that the region's energy demand is based on the most efficient use of energy possible and that energy supplies are reliable and sufficient to meet the economic and social goals

identified in the Regional Comprehensive Plan.

- Minimize the energy expenditures of the region's households, businesses, industries and public agencies.
- Minimize negative environmental effects of supplying and using energy.
- Minimize the consumption of non-renewable resources in supplying and using energy.

It was estimated that the regional overall energy strategy could result in net consumer savings of over \$9 billion (1982 constant dollars) by the year 2000.

If fully implemented, the regional overall energy strategy has the potential to save about 40 percent of annual natural gas consumption and 17 percent of annual electricity consumption in 1990 and 2000. The recommended overall energy strategy also has the potential to meet growth in peak electricity generation capacity needs and almost completely eliminate the need for expensive oil and natural gas-fired electricity generation. Transportation tactics incorporated from the 1980 Regional Transportation Energy Plan recommendations can save three to five percent of annual motor vehicle fuel consumption.

GOALS, POLICIES AND STRATEGIES

The goals, policies and strategies shown below are those that relate directly to issues discussed in the Community Development master element. The various elements of the General Plan are intended to be consistent with each other and should be interpreted to be consistent. Goals and policies contained in other elements will also support those included here. A complete listing of all goals, policies and strategies is contained in Section II of this General Plan.

GOAL I. IT IS THE GOAL OF THE CITY OF POWAY TO PRESERVE POWAY'S UNIQUE AND DESIRABLE CHARACTER AS "THE CITY IN THE COUNTRY" AND TO MAINTAIN HIGH QUALITY DESIGN AND ENVIRONMENTAL STANDARDS IN ALL NEW DEVELOPMENT AND REDEVELOPMENT.

POLICY A - STREETScape

Seek to develop an attractive streetscape which reflects the rural, small town character of the City.

Strategies

1. Streetscape design should encourage an aesthetic roadway area that integrates street hardware, signs, lighting, landscaping and pedestrian access.
2. Screening such as solid walls or fencing should principally serve as a device to restrict visual and acoustical impacts, but should also be designed to enhance the streetscape.
3. Where trees are now encroaching into the public right-of-way, the City shall establish a program that plants replacement trees in anticipation of removal of existing trees.
4. Entry statements including landscaping and signs displaying City name and relevant information should be located within the median at selected entry points to the City.
5. All utilities, except electrical lines carrying more than 34.5 KV, should be located underground.
6. Covenants, conditions and restrictions (CC&Rs) shall be adopted for all new subdivisions which require appropriate use and maintenance of lot areas which are visible from off-site in order to protect and enhance the character and image of the City.

SIGNS

7. Signs should balance the need for identification of the business with the maintenance of the rural character of the City.
8. Signs should be coordinated with the design of the building or center.
9. The location of signs should consider visibility, location, sight distance and integration with overall site design.
10. Signs should use complementary colors and be coordinated with the design of the building or center. Sign height and size should be consistent with the low profile nature and scale of buildings that are characteristic of Poway's rural character.
11. The location of freestanding signs shall be integrated with other site planning elements, particularly building location and orientation, landscaping and access points.
12. Signs and landscaping should be provided at the major entry to residential neighborhood areas based upon the following guidelines:
 - Signs shall be low-profile, not to exceed four feet in height from the adjacent grade;
 - Signs should be made of materials compatible with the type and style of the residential units within the neighborhood;
 - Signs in planned communities and developments should be compatible in form, hierarchy and graphic display;
 - Landscaping shall be characteristic of the landscaping provided within the residential area.
13. Signs shall not distract drivers, obstruct visibility or otherwise interfere with the safe operation of vehicles or with pedestrian safety.

POLICY B - SUBDIVISION DESIGN

Subdivisions should be designed to ensure that future land development supports the goals of the General Plan.

Strategies

1. New development should be of a density and design compatible with surrounding, existing development.

2. Lot sizes and shapes should allow for properly spaced buildings, provide areas for landscaping and reduce conflicts between incompatible land uses.
3. Lot size and spacing should encourage a variety in the design, orientation and placement of structures.
4. Residential neighborhoods are encouraged to include an entry statement and exterior walls along arterial roadways.
5. Lot sizes and shapes should follow a rectangular pattern with a lot depth to lot width ratios between 2:1 and 3:1.
6. Lot widths and depths should be varied where feasible.
7. The use of rural residential flag lots is encouraged where necessary to reduce land alteration for roadways.
8. Lots less than 8,000 square feet in area should utilize more uniform rectangular lot configurations. Lots in rural residential areas where there is more slope should be designed to follow the natural contour, minimize land alteration and be consistent with the City's hillside development criteria.
9. Within the High Valley area (boundaries on file at the Planning Services Department) the following criteria shall apply:
 - two net acres shall be the minimum lot size;
 - all lots prepared for division less than eight net acres in size shall include a minimum of one contiguous net acre building site with an average slope of less than 25 percent; and
 - the building site shall be logically located in regard to access consistent with City ordinances and policies and the preservation of significant natural resources such as watercourses, significant tree stands, rock outcroppings or ridgelines.
10. No existing, legally subdivided parcels shall be deemed nonconforming by virtue of the slope requirements in the rural residential land use categories.
11. Significant existing natural resources shall be incorporated into the design of new projects rather than removed. These shall include, but are not limited to, large mature trees, sensitive biological habitat and vegetation, streams, steep hillsides, major rock outcroppings and archaeological and historical structures.

12. Whenever possible the City shall require that all residential lots in rural areas have local feeder trails.
13. Within the rural residential land use categories, lot averaging is encouraged where it will preserve areas of unique topographic features, riparian woodlands, or other significant open space areas of community importance. The following guidelines shall apply:
 - Lot averaging shall not result in an increase to the overall density of the subdivision. The project proponent shall clearly demonstrate, through submission of a conventional subdivision design, that the proposed number of lots could be created without lot averaging;
 - The number of lots allowable shall be calculated based upon the average and individual slope criteria and minimum lot size formula;
 - Open space areas to be preserved shall be included as separate lettered lots which shall when appropriate be dedicated in-fee to the City;
 - Other than dedicated lettered open space lots, no lot may be created which is smaller than the minimum for the zone;
 - Lots created as a result of lot averaging may not be further subdivided.
14. Proponents may be required to prove that a lot requested for subdivision was not created as a result of lot averaging.
15. Developers shall be required to employ proper site planning so as to minimize the amount of grading needed for development and utility construction.
16. Development sites and associated roadways should be oriented to follow the natural terrain to maintain landform integrity.
17. Development should be concentrated in the least environmentally sensitive locations in order to preserve open space, retain natural vegetation and protect natural, cultural and historic features.
18. Development should be sited to avoid potentially hazardous areas and environmentally sensitive areas such as land known to contain large concentrations of Friars Formation, landslides, faults and valuable biological resources such as riparian corridors, mixed chaparral and coastal sage scrub.

POLICY C - SITE DESIGN

Attractive, efficient site design shall be required of all development.

Strategies

1. The layout of a site should consider the planning of adjoining parcels to ensure visual and functional compatibility with surrounding development.
2. Building orientation in multiple-family housing should consider indoor and outdoor privacy, noise, solar access and overall aesthetic appearance.
3. Outdoor public spaces with seating areas should be integrated into the site design of commercial centers to provide a pedestrian-oriented commercial area. Other public spaces such as small amphitheaters may be integrated into larger commercial centers to provide entertainment and attractions.
4. Restaurants in commercial centers should provide outdoor eating areas where possible.
5. Buildings should be oriented to maximize southern exposure to large window areas to encourage passive solar heating in the winter months.
6. Existing live trees shall be retained unless found to be in a seriously declining or dangerous condition. All mature trees removed as a result of development shall be replaced as required by the City's tree protection ordinance.
7. For all multi-family, commercial and industrial projects, front setback areas shall be landscaped with a combination of trees, shrubs and ground covers to help soften the appearance of structures and define pedestrian paths and the site area.
8. Structures should be located, oriented or designed to avoid general views from the street of long linear buildings.
9. For multi-family, commercial and industrial developments, all auxiliary structures such as trash enclosures, kiosks, utility boxes and storage buildings shall be located outside of the front yard area. All auxiliary structures and mechanical equipment shall be screened from view by architectural projections, solid walls, fencing or landscaping. Accessory buildings in single-family neighborhoods shall be set back from rear and side yard property lines so as to not detract from the value of adjoining properties.
10. Mailboxes should be located where they are readily accessible to all served and where they do not reduce the area of the sidewalk or interfere with its use.

11. For commercial and industrial projects, the site plan should consider the feasibility of cooperative agreements for parking and access.
12. Walkways, landscaping, building and driveway design shall be coordinated to improve the line-of-sight for pedestrian and vehicular travel.
13. All loading and storage areas shall be adequately screened from view from the street and adjacent residential areas.

HILLSIDE DEVELOPMENTS

14. Prominent ridgelines and hilltops shall not be built upon.
15. Buildings should be sited so as not to project above the natural landform when possible.
16. Intermediate ridges and hilltops shall be preserved in a natural state to the maximum extent possible. Development on intermediate ridges shall only be permitted in association with the preservation of significant open space, habitat, tree and rock outcroppings, unique geographic features and/or cultural or agricultural uses within the same project. Open space proposed for dedication to the City should perform multiple functions such as view maintenance, resource protection and hazard avoidance.
17. Driveways shall be designed to avoid cuts or fills in excess of ten feet in height and at no greater than 2:1 inclination.
18. For projects with slopes of 15 percent or greater, a visual impact analysis shall be prepared to determine the most suitable location(s) for the building pad(s).
19. The maximum allowable area of the lot that may be graded for driveway, residence and accessory functions is determined by the degree of average natural slope as follows:

<u>Slope</u>	<u>Graded Area</u>
0 - 14.9	Entire lot
15 - 19.9	50% or 35,000 sq. ft. whichever is greater
20 - 24.9	20% or 25,000 sq. ft. whichever is greater
25+	10% or 20,000 sq. ft. whichever is greater

RESOLUTION NO. 05-072

A RESOLUTION OF THE CITY COUNCIL
OF THE CITY OF POWAY, CALIFORNIA
AMENDING THE COMMUNITY DEVELOPMENT ELEMENT
OF THE GENERAL PLAN OF THE CITY OF POWAY
GENERAL PLAN AMENDMENT (GPA) 05-03

WHEREAS, the City Council of the City of Poway recognizes that the need may arise to amend the City's General Plan; and

WHEREAS, Section 65350, et seq., of the California Government Code describes the procedures for amending General Plans; and

WHEREAS, on May 10, 2005, the City of Poway initiated General Plan Amendment 05-03, which involves excluding from consideration additional graded material required to reduce road and driveway slopes from 25% to 20% from the maximum graded area permitted by the General Plan, and the ability for the City to approve grading in excess of the maximum graded area allowed when necessary to meet the 20% road and driveway slope criteria; and

WHEREAS, the City Council finds that the proposed General Plan Amendment would assist property owners in meeting the City's 20% slope and driveway criteria without compromising their maximum permitted graded area; and

WHEREAS, on June 21, 2005, the City of Poway held a properly noticed public hearing in accordance with the California Government Code.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Poway as follows:

Section 1: An Environmental Initial Study was completed based on the request to amend the Poway General Plan to modify the criteria that regulates the maximum amount of graded area permitted per lot and amendments to the Poway Municipal Code reducing road and driveway slopes from 25% to 20%. Through the initial study it was determined that the project would not result in any significant environmental impacts. The approval of a Negative Declaration is recommended.

Section 2: The City Council hereby approves General Plan Amendment 05-03, amending the Community Development Element (Goal 1, Policy C – Site Design, Strategy 19) of the City of Poway General Plan to read as follows:

19. The maximum allowable area of the lot that may be graded for driveway, residence and accessory functions is determined by the degree of average natural slope as follows:


<u>Slope</u>	<u>Graded Area</u>
0 - 14.9	Entire lot
15 - 19.9	50% or 35,000 sq. ft. whichever is greater
20 - 24.9	20% or 25,000 sq. ft. whichever is greater
25 - 44.9	10% or 20,000 sq. ft. whichever is greater
45+	** No grading or development permitted and no developable acreage credit given

* Sensitive biological or other environmental constraints may require the application of stricter standards.

** Exemptions apply to the High Valley area for slopes in excess of 45 percent for determining parcel size. (Amended per GPA 93-02C)

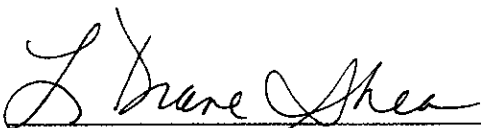
*** Additional grading required to meet the 20% slope road and driveway standard shall not count against the maximum graded area permitted by the above slope/graded area table. To achieve a grading allowance, the applicant will be required to prepare two concept grading plans, one denoting the 25% or less driveway and the other a 20% or less driveway slope. The difference in the amount of graded area between the two concept grading plans would not be counted toward the maximum graded area. If the quantity of material graded to achieve the 20% slope exceeds the maximum allowable graded area for the lot by less than 20%, the Director of Development Services may approve the additional grading. If the quantity of material graded to achieve the 20% slope exceeds the maximum allowable graded area for the lot by 20% or more, approval by the City Council is required. In either case, the quantity of material that may exceed the maximum graded area is limited to only the quantity of material necessary to reduce the road or driveway slope from a maximum of 25% to 20%.

PASSED, ADOPTED and APPROVED by the City Council of the City of Poway, State of California, this 5th day of July 2005.



Michael P. Cafagna, Mayor

ATTEST:



L. Diane Shea, City Clerk

STATE OF CALIFORNIA)
) SS
COUNTY OF SAN DIEGO)

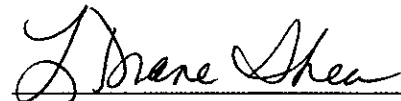
I, L. Diane Shea, City Clerk of the City of Poway, do hereby certify, under the penalty of perjury, that the foregoing Resolution No. 05-072, was duly adopted by the City Council at a meeting of said City Council held on the 5th day of July 2005, and that it was so adopted by the following vote:

AYES: BOYACK, HIGGINSON, REXFORD, CAFAGNA

NOES: NONE

ABSENT: EMERY

DISQUALIFIED: NONE

A handwritten signature in cursive script, reading "L. Diane Shea", written over a horizontal line.

L. Diane Shea, City Clerk
City of Poway

* Sensitive biological or other environmental constraints may require the application of stricter standards.

20. Hillside development should vary the location and design of structures, landscaping and access to give a more natural appearance and should be designed to follow the natural contour of the land and to limit land alteration.
21. Where construction is proposed on portions of lots where the slope exceeds 15 percent, the use of custom homes with multiple foundation levels is encouraged. Where construction is proposed on portions of lots where the slope exceeds 25 percent, the use of custom homes with multiple foundation levels is required.
22. Building pads, driveways, roads and structures, including recreational courts and accessory buildings in hillside areas shall follow and not significantly alter the natural contour of the land.
23. Natural vegetation shall be preserved where feasible; clearing should be limited to access roads, homesites and fire break buffering. Where visible slopes are created adjacent to areas of natural vegetation, similar plant materials shall be introduced for erosion control and to mitigate the visual impact of land alteration.
24. A brush management plan shall be required before clearing of native vegetation for any reason including fire control.

SINGLE-FAMILY

24. Front yard setbacks should be varied to discourage a monotonous line of buildings each the same distance from the street.
25. Side yard setbacks shall also be varied to create greater solar access, provide more useful private open space in side yards and avoid a monotonous pattern of houses.
26. Houses may be placed at zero side yard setback on lots of 10,000 square feet or less. A minimum 15 foot side yard shall be provided on the remaining side.
27. Solar access for each residential dwelling shall be provided in structure placement and location.
28. At least 25 percent of all lots within a subdivision shall provide sufficient side yard area and setbacks for recreational vehicle parking.
29. Private open space should be provided adjacent to dwelling units.

POLICY D - GRADING

Necessary grading should be done so as to minimize the disturbance to the site and the environmental and aesthetic impacts.

Strategies

1. Mass grading of custom residential subdivision lots in hillside areas is prohibited.
2. Grading in hillside areas shall leave rounded-off, natural appearing slopes and shall use a variable slope ratio instead of manicured cut-and-fill areas. Grading shall be limited to that required for building pad placement and for driveways and utility lines.
3. To the extent possible, cut slopes should be concealed by the structure.
4. All exposed graded slopes shall be revegetated with plant materials compatible with surrounding vegetation.
5. Land should be graded and landscaped in workable increments to avoid exposing expanses of bared earth at any given time.
6. Topsoil removed during grading should be retained and replaced on the landscaped areas of the building site to minimize the grading and removal of top soil from other locations.
7. Long-term erosion shall be controlled by vegetation replanting or erosion control materials as well as the installation of proper drainage control devices where necessary.
8. Soils having a high or moderate permeability capacity or rate should be left in their natural state to reduce run-off and encourage groundwater recharge.

POLICY E - INTERIOR CIRCULATION AND PARKING

Adequate, safe and efficient on-site circulation and parking areas should be provided for vehicles, which do not conflict with pedestrian areas or visually dominate the appearance of the development.

Strategies

1. Decorative paving is encouraged in parking areas to direct traffic flow, delineate pedestrian areas and provide visual relief from large areas of asphalt.

2. A minimum of two garage parking spaces shall be provided for each single-family residential unit. Recreational vehicle parking shall be located adjacent to the driveway and outside of the front yard or within a fenced rear yard.
3. Parking areas shall drain so that storm and surface water will not be concentrated across sidewalks.
4. Internal access and flow in parking areas shall be safe, well marked and take into consideration the safety of the pedestrian.
5. Motorcycle and bicycle parking areas are encouraged.

Multi-Family Areas

6. Adequate parking for multi-family housing shall be provided based upon the number of bedrooms in individual units. Parking areas shall be located outside of the front yard setback in the side or rear yard.

Residential Apartment units shall be provided with parking according to the following guidelines:

- 1 bedroom: 1 covered and .50 uncovered
- 2 bedroom: 1 covered and 1.25 uncovered
- 3 bedroom: 1 covered and 1.75 uncovered

Residential Condominium units shall be provided with parking according to the following guidelines:

- 1 bedroom: 1 garage and .75 guest
- 2 bedroom: 2 garages and .75 guest
- 3 bedroom: 2 garages and 1 guest

Guest spaces should be within combined parking areas. A minimum of two access points to an improved public right-of-way should be provided to all parking areas.

7. The creation of single access point roadways is discouraged.

Commercial and Industrial Areas

8. Access shall be to side streets rather than primary or major arterials whenever feasible.


9. Major access points to centers or groups of parcels sharing a single point of ingress and egress shall be coordinated with openings in the center median and existing or planned access points on the opposite side of the roadway.
10. The feasibility of shared parking areas and access between adjoining lots shall be considered. New development, redevelopment or modified conditional use permits shall encourage reciprocal access agreements.
11. Adequate space shall be provided for the turning movements of trucks for loading as well as for Fire Department emergency apparatus. Loading facilities shall be located in the rear of the primary structure.
12. Parking areas shall be screened by any or a combination of the following:
 - earthmounding;
 - landscaping;
 - low decorative wall.
13. For individual freestanding commercial structures, parking areas should be located to the side or rear of the building.
14. Where limited retail operations are included with an industrial use, parking shall be provided for the retail areas under commercial use standards.
15. Hours of operation for parking and loading may be limited by the proximity of residential land uses.

Policy F - Architecture

The design of buildings should be aesthetically pleasing and consistent with the City's desire to retain Poway's small town character and image.

Strategies

1. The City shall maintain appropriate legislation for full design review of all development in the City including architecture, site planning, landscaping, signing, grading and land use and zoning review.
2. Future buildings to be built in vicinity of the hospital should incorporate design elements of that structure in their planning and construction.
3. All public and private buildings, except those in the South Poway Business Park, shall be compatible with the City's small town character and image.

4. Structures shall be no higher than two stories or 35 feet, whichever is less. Exceptions may be made for architectural projections such as church steeples and freestanding clock towers and as specified in the Old Poway Specific ~~Plan and South Poway Community Plan~~. If any addition is attached to the existing five-story Pomerado Hospital building is constructed, the addition may be as tall as the existing structure. (Amended per GPA 95-01A) 
5. The relationship of width and height and the overall height, of a new or renovated commercial structure should be compatible with similar proportions of existing adjacent buildings.
6. Materials used in construction should have textured surfaces such as rough sawn woods, split-face block, stucco and facade brick. Excessive use of smooth surface materials such as metal, plastic and glass should be discouraged or offset by overhangs or architectural projections. Buildings should be enhanced with complementary trim in materials such as rough sawn wood or textured veneers of stone or river rock.
7. All structures shall be of a muted color scheme, with style and texture which reflect the traditional/rural character of the community and natural environment. They shall not be bright, reflective, metallic, or otherwise visually out of character with the community or natural setting. A color palette shall be submitted as part of the site plan.
8. The size, type, color and materials of the roof should complement the size, height and shape of the building and be compatible with adjacent structures.
9. Projections and architectural details shall be used to enhance the facades of structures by providing relief and variety. Walkways in commercial centers should be covered by a structural projection such as a canopy, trellis or arcade.
10. The design, scale and materials of all new and remodeled buildings shall be compatible with surrounding structures.
11. In commercial and industrial developments, all rooftop mechanical equipment shall be completely screened from view from any adjoining street level and reasonably screened from adjoining residential areas by parapets or other roof structures.

Multi-Family Residential Development

12. Individual building heights shall be varied by the combination of one- and two-story units into a single building, through the use of different roof styles or grade variations.

RESOLUTION NO. 05-100

A RESOLUTION OF THE CITY COUNCIL
OF THE CITY OF POWAY, CALIFORNIA
AMENDING THE COMMUNITY DEVELOPMENT ELEMENT
OF THE GENERAL PLAN OF THE CITY OF POWAY
GENERAL PLAN AMENDMENT (GPA) 05-04

WHEREAS, the City Council of the City of Poway recognizes that the need may arise to amend the City's General Plan; and

WHEREAS, Section 65350, et seq., of the California Government Code describes the procedures for amending General Plans; and

WHEREAS, GPA 05-04 involves a request by Pomerado Hospital, located at 15615 Pomerado Road, to amend strategy I.F.4 of the Poway General Plan pertaining to the maximum number of allowable stories for a structure, to allow a 3-story parking structure on the hospital site to accommodate the hospital expansion project parking needs; and

WHEREAS, on October 25, 2005, the City of Poway initiated General Plan Amendment 05-04 under Resolution No. P- 05-091, to amend the Community Development Element of the General Plan regarding 3-story parking structures in the Hospital Campus (HC) zone, and

WHEREAS, on November 29, 2005, the City of Poway held a properly noticed public hearing in accordance with the California Government Code.

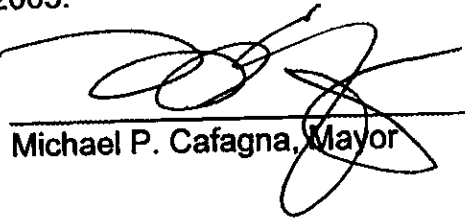
NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Poway as follows:

Section 1: Pomerado Hospital has acted as the Lead Agency as provided under the California Environmental Quality Act for the purposes of conducting an environmental review of the project, which includes this GPA and other development entitlements, and the City of Poway is the Responsible Agency for approving the project. The City Council has considered the Environmental Initial Study (EIS), Mitigated Negative Declaration (MND), and associated Mitigation Monitoring Program adopted by the Pomerado Hospital Board of Directors on November 15, 2005. The City finds that the Mitigated Negative Declaration is adequate for use by the City in its role of Responsible Agency. The subject EIS and MND documentation are fully incorporated herein by this reference. The City Council finds, on the basis of the whole record before it, that there is no substantial evidence the project will have a significant impact on the environment, that the mitigation measures contained in Exhibit A hereof will mitigate potentially significant impacts to a less than significant level, and that the MND reflects the independent judgment and analysis of the City. The City Council hereby approves the MND and the associated Mitigation Monitoring Program attached to this Resolution as Exhibit A.

Section 2: The City Council hereby approves General Plan Amendment 05-04, amending the Community Development Element (Strategy I.F.4) of the City of Poway General Plan to read as follows:

I.F.4 Structures shall be no more than two stories or 35 feet, whichever is less. Exceptions may be made for architectural projections such as church steeples and freestanding clock towers, and as specified in the Old Poway Specific Plan and the South Poway Planned Community Plan. If any addition attached to the existing five-story Pomerado Hospital building is constructed, the addition may be as tall as the existing structure. Additionally, any parking structure that is necessary to accommodate the on-site parking needs of the expanded hospital may be 3 stories provided that the height of the parking structure is no taller than 35 feet.

PASSED, ADOPTED and APPROVED by the City Council of the City of Poway, State of California, this 13th day of December 2005.


Michael P. Cafagna, Mayor

ATTEST:


L. Diane Shea, City Clerk

STATE OF CALIFORNIA)
) ss.
COUNTY OF SAN DIEGO)

I, L. Diane Shea, City Clerk of the City of Poway, do hereby certify under penalty of perjury that the foregoing Resolution No. 05-100 was duly adopted by the City Council at a meeting of said City Council held on the 13th day of December 2005, and that it was so adopted by the following vote:

AYES:	BOYACK, EMERY, HIGGINSON, REXFORD, CAFAGNA
NOES:	NONE
ABSENT:	NONE
DISQUALIFIED:	NONE

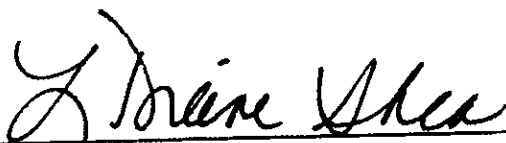

L. Diane Shea, City Clerk
City of Poway

EXHIBIT A**MITIGATION MONITORING PROGRAM**

Pomerado Hospital Expansion

General Plan Amendment (GPA) 05-04, Conditional Use Permit (CUP) 92-02M, Minor Conditional Use Permit (MCUP) 05-05, Development Review (DR) 04-11, Variance (VAR) 05-13, and Tentative Parcel Map (TPM) 05-04

Section 21081.6 of the Public Resources Code requires that public agencies "adopt a reporting or monitoring program for the changes which it has adopted or made a condition of project approval in order to mitigate or avoid significant effects on the environment. The reporting or monitoring program shall be designated to ensure compliance during project implementation." This Mitigation Monitoring Program has been prepared in accordance with Section 21081.6 of the Public Resources Code.

Non-compliance with any of these conditions, as identified by City staff or a designated monitor, shall result in issuance of a cease and desist order for all construction activities. The order shall remain in effect until compliance is assured. Non-compliance situations, which may occur subsequent to project construction, will be addressed on a case-by-case basis and may be subject to penalties according to the City of Poway Municipal Code. When phasing of development has been established, it may be necessary for this Monitoring Program to be amended, with City approval.

Topic	Mitigation Measure	Timing	Responsibility
Air quality	<p>The following BMPs shall be implemented to reduce fugitive dust during all ground disturbing activities and where soils are exposed:</p> <ul style="list-style-type: none"> a. Multiple applications of water during grading between dozer/scrapper passes. b. Paving, chip sealing or chemical stabilization of internal roadways after completion of grading c. Use of sweepers or water trucks to remove "track out" at any point of public street access d. Stabilization of dirt storage piles by chemical binders, tarps, fencing or other erosion controls. 	During Grading	Applicant/ Engineering Division
Biology	1. Prior to the removal of any tree on-site during the recognized nesting season for raptors, a qualified professional shall evaluate the subject tree(s) for a raptor nest(s) and	Prior to Tree Removal	Applicant/ Planning Division

Topic	Mitigation Measure	Timing	Responsibility
	<p>report the findings in writing to the City. Should a nest(s) be located, the tree removal shall be delayed until such time as the nest(s) have been abandoned.</p>		
	<p>2. Prior to the issuance of a Grading Permit, the applicant shall mitigate for the following impacts to natural habitats at the specified mitigation ratios: 2.7 acres of Diegan coastal sage scrub at 2:1, 0.2 acre of southern mixed chaparral at 1:1, and 0.3 acres of Chamise chaparral at 1:1. Mitigation shall be achieved on-site through placement of a Biological Conservation Easement over a minimum of 5.9 acres of upland habitat (to include 5.4 acres of CSS) in the northeast portion of the site and within the HCP Biological Core and Linkages Area (BCLA).</p>	<p>Prior to Grading Permit</p>	<p>Applicant/ Planning Division</p>
	<p>3. In accordance with Condition H of the PSHCP Incidental Take Permit, a take of active California Gnatcatcher nests, which includes harassment of the bird due to grading noise and vibrations from February 15 through July 1, is not permitted. Therefore, any grading or clearing during this timeframe will only be permitted subject to the following conditions having been met to the satisfaction of the Director of Development Services.</p> <p>a. The applicant is hereby advised that, during grading, if active nests are found within 500 feet of the grading, the grading activity shall be stopped until such time as mitigation measures to the satisfaction of the City and the United States Fish and Wildlife Service (USFWS) are implemented. There is no guarantee that grading will be allowed to resume.</p> <p>b. Before issuance of a Clearing/Grading Permit, if grading or clearing is to occur between February 15 and July 1, the applicant shall provide to the Planning Division a letter from a qualified biologist retained by the applicant, with a scope of work for the CSS habitat and Gnatcatcher Survey and a map showing all habitat areas including all CSS habitat within 500 feet of the area to be graded. The</p>	<p>During Construction</p>	<p>Applicant/ Planning Division</p>

Topic	Mitigation Measure	Timing	Responsibility
	<p>biologist shall contact the USFWS to determine the appropriate survey methodology. The purpose of the survey is to determine if any active Gnatcatcher nests are located in the area to be cleared or graded, or if CSS habitat is within 500 feet of such area. To be considered qualified, the biologist must provide the City with a copy of a valid Gnatcatcher Recovery Permit from the USFWS. The scope of work shall explain the survey methodology for the biological survey and the proposed Gnatcatcher nest monitoring activities during the clearing/ grading operation.</p> <p>c. Should the survey show, to the satisfaction of the Director of Development Services, that active Gnatcatcher nests are not present within the area to be graded or cleared, or within 500 feet of said area, approval may be granted to commence grading/clearing within the Gnatcatcher nesting season between February 15 and July 1 with appropriate monitoring during that time.</p> <p>d. If Gnatcatchers are present within the area to be graded/cleared, or within 500 feet of that area, no grading will be allowed unless appropriate mitigation is completed.</p> <p>4. Install permanent signs and fencing as deemed necessary by the Director of Development Services, to delineate the limits of the Biological Conservation Easement(s) present on the site when grading of the project is complete to be verified by Planning staff before the issuance of a Building Permit or the release of grading securities whichever occurs first.</p> <p>5. All construction-related (i.e., security lighting) and operations-related lighting shall be of the lowest illumination allowed for human safety, selectively placed, shielded, and directed away from preserved habitat to the maximum extent practicable.</p>	<p>Prior to Building Permit</p> <p>During Construction</p>	<p>Applicant/ Planning Division</p> <p>Applicant/ Planning Division</p>

Topic	Mitigation Measure	Timing	Responsibility
Cultural Resources	<p>Minimization of openings on the eastern side of the parking structure and the 135-foot Fire Fuel Management Area required by the City Fire Marshall shall also reduce operational light from illuminating adjacent habitat.</p> <p>1. During all ground surface disturbance, including grading and excavation, a qualified archaeologist shall be present to monitor the project area within Holocene or late quaternary deposits for the presence of buried archaeological deposits from SDI-4621 and SDI-17370. The archeological monitor shall attend the pre-construction meeting, monitor initial grading, coordinate resource avoidance and recovery if buried deposits are discovered, and prepare a monitoring report. In the event that cultural materials, human remains, or items of cultural patrimony are discovered during the monitoring program, work in that area shall be halted and/or diverted to another area of the property. The client shall be notified and a qualified archaeologist shall determine the best course of action for evaluation of the cultural materials or avoidance of cultural resources.</p>	During Grading	Applicant/ Planning
Traffic and Circulation	<p>1. The following traffic and circulation related improvements are required to be completed prior to the completion of Phase I of the project:</p> <p><u>a. Pomerado Road Raised Median and Landscaping</u> – Construct a raised median with landscaping along the projects street frontage on Pomerado Road, the design of which shall be acceptable to the City Engineer and Public Works Director.</p> <p><u>b. Twin Peaks Road Improvements (east of Pomerado Road)</u> – Construct a dedicated westbound right turn lane leading to northbound Pomerado Road, the length and width to be acceptable to the City Engineer. Pavement structural section shall be based on a traffic index of 9.8 minimum.</p> <p><u>c. Camino del Norte Improvements (west of Pomerado Road)</u> – Construct a dual</p>	To be completed prior to the completion of Phase I of the Project	Applicant/ Traffic Engineering

Topic	Mitigation Measure	Timing	Responsibility
Noise	<p>eastbound left turn lane leading to northbound Pomerado Road, the length and width to be acceptable to the City Engineer. Pavement structural section shall be based on a traffic index of 10.0 minimum.</p> <p><u>d. Pomerado Road Improvements (north of Camino del Norte)</u> – Construct a dedicated southbound right turn lane leading to westbound Camino del Norte, the length and width to be acceptable to the City Engineer. Pavement structural section shall be based on a traffic index of 9.8 minimum.</p> <p><u>e. Traffic Signal Improvements at the intersection of Pomerado Road and Monte Vista Road</u> – Construct a traffic signal and appurtenances, the design of which shall be acceptable to the City Engineer. The applicant is eligible for a credit to be deducted from the project's required Phase I Traffic Impact Fees, of the project's pro rata share of the cost of the traffic signal, as determined by the Director of Development Services.</p> <p>1. During all phases of project construction, grading and construction activities shall comply with the hour and day limitations specified in the Poway Municipal Code, Sections 8.08 and 16.44.14c.</p>	During Construction	Applicant

13. In row-type townhouses, each unit should be varied as to setback and height to provide visual relief. Variations in facade should be provided.
14. Building entrances and windows should be enhanced by canopies, balconies, or other architectural details that complement the building design, color and materials.
15. All buildings shall have roof with overhangs designed to give a rural appearance and to block the summer sun from window areas while allowing winter sun access.
16. Front facades shall be broken up with entries or other areas recessed to avoid flat-front structures.
17. Individual buildings in the Residential Condominium zones should contain no more than six dwelling units. In the Residential Apartment zone, buildings should contain no more than ten units each unless their design incorporates varying facades and rooflines to give the appearance of more than one building.
18. Zero lot-line homes, patio homes and town houses are encouraged in the Residential Condominium zone.

Single-Family Development

19. Residential areas should be comprised of custom homes or homes that simulate custom homes to every extent feasible. Tract subdivision construction shall conform with the following:
 - There shall be a sufficient number of exterior architectural elevation designs and interior floor plans to promote and achieve housing variety and the objective of simulating custom home development. The number of designs and floor plans shall be commensurate with the total number of residential lots in the subdivision pursuant to the Zoning Ordinance;
 - Rooflines should vary in angle and height to provide a changing profile and should emphasize the natural land forms in the vicinity and help blend the structures into the natural environment;
 - The use of side entry or rear garages is encouraged.
20. Custom homes should be constructed of textured materials and should utilize primarily earthtone colors and complementary accents in muted shades of reds, blues, greens, grays, browns and yellows.
21. Every house shall be identified by house numbers which are easily visible from the adjoining street.

22. Accessory uses and buildings should be screened from general viewing and should not detract from the desired character of the surrounding area.

Policy G - Landscaping

Appropriate and well-maintained landscaping should be used to enhance the appearance of development and to modify climatic conditions on-site.

Strategies

1. All landscaped areas shall be regularly maintained in a neat, healthy, and thriving condition free of weeds, trash and debris.
2. The use of drought-tolerant landscaping materials and xeriscape design principles is highly encouraged.
3. The front yard area of all single-family homes shall be fully landscaped. Accent paving and hardscape (including boulders, dry streambeds, patterned concrete, etc.) is encouraged provided that the predominant landscape elements are trees, shrubs and ground covers.
4. Street trees should be located to shade the pedestrian travel area but not interfere with pedestrian movement through the following mechanisms:
 - Trees used adjacent to sidewalks should have high crowns and be trimmed periodically to leave a minimum walking area at least eight feet in height;
 - Tree wells may be cut in the sidewalk if covered with an iron grating to avoid reducing the walkway area.

Multi-Family, Commercial, and Industrial Projects

5. Landscaping shall be installed according to a detailed plan, approved by the City, which delineates the species to be used, plant size, location, method of planting, irrigation details and provisions for long-term maintenance. All landscaping shall meet the requirements of the adopted City Landscape Standards.
6. Trees and landscaping within the median, along the walkway (street trees) and within commercial properties should be integrated to encourage complementary materials, locations, heights and color.
7. Landscaping materials used should complement the dominant structures in height, size and location.

8. Seating areas should be landscaped with deciduous trees to block summer sun yet permit winter sun. Deciduous trees should also be used in yard spaces adjacent to large windows on the southern and western building exposures to screen summer sun yet permit winter sun access.
9. Landscaping in parking areas shall include a minimum of one 15 gallon tree for every three parking spaces evenly distributed throughout the parking area. Large planting islands every eight to ten spaces are encouraged, rather than central planter strips between rows of parking. Landscaping in parking areas shall be dominated by trees that are maintained so as to shade the majority of the parking area.

Policy H - Walls and Fencing

Walls and fencing should be provided where necessary to ensure privacy or provide noise attenuation.

Strategies

1. Solid masonry walls shall be installed to separate commercial and industrial uses from adjacent residential land uses.
2. Solid fences or walls, not less than six feet high, shall be placed along all property lines adjoining access or parking areas in condominium and apartment projects except where adjacent to another multiple-family housing area.
3. For single-family tracts, lots between 4,500 and 10,000 square feet in areas shall be provided with solid wood or decorative block fencing to enclose the side and rear lot area.
4. For all residential projects, slump block masonry walls shall be provided along arterial roadways according to the following standards:
 - Walls should be located a minimum of 15 feet behind the edge of curbs with the entire area to be landscaped and to include a sidewalk or walkway;
 - Street names shall be incorporated into return walls at each street entrance into the project;
 - The monotony of long walls shall be broken by the installation of pilasters or the periodic recessing of sections of the wall;
 - Walls which enclose the rear or side yard of a dwelling shall be a minimum of six feet and maximum of eight feet in height as measured from the highest finished grade;
 - Walls which do not enclose a rear or side yard may be between three and six feet in height.

5. All walls and fences which are adjacent to arterial roadways shall be enhanced by pilasters or offsets and landscaping shall be provided to soften the visual impact.

Policy I - Lighting

Lighting should provide for public convenience and safety but not conflict with the rural nature of the community.

Strategies

1. Areas other than rural residential areas should be provided with street lights.
2. Public and semi-public parking lots and driveways should be adequately lighted for public safety. Except for single-family homes, only low pressure sodium lighting may be used for exterior lighting between 11:00 p.m. and dawn.
3. All lighting shall be shielded and directed so as to not shine on adjoining properties.
4. Lighting placed upon the building should be architecturally integrated into the design.
5. Lighting shall be provided to adequately illuminate building entrances, access areas, parking areas, walkways and stairways.
6. Lighting for home security should generally be provided through street lighting, however, supplemental residential-type lighting may be provided for security providing that it does not adversely affect adjacent properties.

Policy J - Amenities

Multi-family projects shall incorporate amenities to ensure a pleasant living environment for the residents.

Strategies

1. Recreational amenities such as pools, spas, playground equipment, clubhouses, ball courts and turf playing fields shall be provided based upon the type of units and expected residents' recreational needs.
2. Private open spaces, such as patios or balconies, shall be provided for each unit and shall equal at least 10 percent of the floor area of the attached unit in size.
3. Laundry areas shall be provided unless provisions are made for individual laundry areas in each unit.
4. Public spaces should be located within central areas accessible to the majority of the surrounding units.

GOAL II. IT IS THE GOAL OF THE CITY OF POWAY TO PROVIDE FOR AN ORDERLY BALANCE OF BOTH PUBLIC AND PRIVATE LAND USES IN CONVENIENT AND COMPATIBLE LOCATIONS THROUGHOUT THE CITY AND TO ENSURE THAT ALL SUCH USES SERVE TO PROTECT AND ENHANCE THE ENVIRONMENT, CHARACTER, AND

Policy A - Certainty

The City shall strive to provide certainty in implementation of the General Plan.

Strategies¹

1. No general plan amendment, zone change, tentative subdivision map or other discretionary land use decision shall be adopted which would increase the residential density permitted by law or change the residential or open space zone or residential or open space general plan designation to a commercial or manufacturing zone or general plan designation on property designated RR-A, RR-B, or RR-C, OS-RM, OS-R or PF unless and until such action is approved by ordinance adopted by the voters of the City at a special or general election or approved first by the City Council and then adopted by the voters in such an election.
2. No change to the slope criteria and minimum parcel sizes and lot averaging provisions of this General Plan which would permit increased density or intensity of use shall be adopted unless and until such change is approved by ordinance adopted by the voters of the City at a special or general election or approved first by the City Council and then adopted by the voters in such an election.
3. No change to the South Poway Planned Community Development Plan or to the Poway Municipal Code which would increase the residential density within the South Poway Planned Community shall be adopted unless and until such change is approved by ordinance adopted by the voters of the City at a special or general election, or approved first by the City Council and then adopted by the voters in such an election.

¹Strategies 1, 2, 3, and 4 are derived from Proposition FF which was adopted by the voters of Poway in November 1988 and may not be changed without a vote of the people.

4. No change to the Old Coach Planned Community Development Plan or to the Poway Municipal Code which would increase the residential density or increase the commercial or manufacturing use within the Old Coach Planned Community shall be adopted unless and until such change is approved by ordinance adopted by the voters of the City at a special or general election or approved first by the City Council and then adopted by the voters in such an election.
5. All land use changes should be consistent with the desire to preserve Poway's open space.

Policy B - Distribution of Land Uses

Land uses should be distributed so as to encourage in-fill development within the built-up parts of the City, protect the integrity of existing land uses and densities and preserve the open space and rural nature of Poway.

Strategies

1. Encourage land uses and densities that are consistent with a rural lifestyle and image, including preservation of open space and development of very low density residential land uses. The density of land use shall remain primarily rural within the hillsides and remote regions of the City and suburban within the developed central community core.
2. Large contiguous areas of open space shall be encouraged throughout the City and shall not be fenced or otherwise constricted.
3. Watershed areas with slopes greater than 25 percent shall be retained in parcel sizes of 40 acres or more.
4. The majority of residential construction in the City shall be in rural residential categories. Rural residential areas shall be primarily devoted to large-lot custom home construction although in some instances tract homes that simulate custom homes may be allowed.
5. Various types of multiple family units are encouraged in order to provide greater variety in regard to design and lifestyle preference.
6. Multi-family residential land uses shall be located in areas compatible with existing land uses and in proximity to major roads, transit, commercial areas and public services and facilities.

7. Recreational uses (e.g., resorts, golf courses) may be allowed in rural areas providing that provisions are made for the health, safety and welfare of the users and surrounding residents and that the uses are consistent with the policies of the Land Use and Community Design Elements.
8. In rural residential areas, most uses other than agricultural and residential shall be limited to areas with natural slopes of 10 percent or less. Other uses such as hiking, and riding trails, driving ranges, golf courses and other recreational uses may be considered on steeper slopes providing that they do not significantly alter the landform. Buildings and parking lots must adhere to slopes of less than 10 percent.
9. The distribution of land uses should consider the health, safety and welfare of the community in regard to natural hazards.
10. Public or quasi-public structures (schools, churches, hospitals) shall be located in low-risk seismic or geologic hazard areas.
11. Community commercial land uses that will serve the entire community or subregion in which Poway is located are encouraged along Poway Road adjacent to existing uses of similar intensity.
12. Limited neighborhood commercial activities may be located on the border of rural residential and urban land uses.
13. Mobile home park land uses shall be located in areas compatible with existing land uses and in proximity to major roads, transit, commercial areas and public services and facilities.
14. New urban development projects (residential areas with greater than two dwelling units per acre (du/ac), commercial and manufacturing) shall be bounded on a minimum of two sides by existing urban land uses and existing public facilities.
15. Where a commercial area abuts a residential area, the following improvements shall be made to ensure compatibility:
 - Structures shall be adequately set back from the residential property line to avoid land use impacts;

RESOLUTION NO. 01-102

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF POWAY, CALIFORNIA,
AMENDING THE GENERAL PLAN TO ALLOW FIRE STATIONS ON PROPERTY
HAVING A NATURAL SLOPE IN EXCESS OF 10 PERCENT
GPA 01-03

WHEREAS, the City Council of the City of Poway recognizes that the need may arise to amend the City's General Plan; and

WHEREAS, an amendment to the text of the General Plan is necessary to permit fire stations to locate on slopes in excess of 10 percent so as to meet the increasing demand for emergency services, and

WHEREAS, on November 27, 2001, the City Council held a duly advertised public hearing to solicit comments from the public, both pro and con, relative to this application, and

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Poway as follows:

Section 1. Environmental Finding: The City Council has considered the Environmental Initial Study (EIS) and Negative Declaration (ND), for General Plan Amendment 01-03 and public comments received on the EIS and ND. The subject EIS and ND documentation are fully incorporated herein by this reference. The City Council finds, on the basis of the whole record before it, that there is no substantial evidence the project will have a significant impact on the environment. The City Council hereby approves the Negative Declaration.

Section 2. Amendment of the General Plan: Policy 15.j of the Community Development Element of the Poway General Plan, as the same was designated prior to the approval of Proposition FF in November 1988, is hereby amended and incorporated into Strategy 8 of Policy B of Goal II of the Community Development, Resources, Public Safety, and Public Facilities Elements of the Poway General Plan at the beginning thereof to read as follows:

Strategy 8. In all rural residential and open space areas subject to Proposition FF, public and quasi-public uses (e.g. hospitals, convalescent hospitals), except fire stations, shall be limited to areas with natural slopes of 10 percent or less. Other uses such as hiking and riding trails, driving ranges, golf courses and other recreational uses may be considered on steeper slopes providing that they do not significantly alter the landform. Buildings and parking lots must adhere to slopes of 10 percent.

Section 3. City Council Action: The City Council shall, as quickly as permitted by law following the effective date of this Resolution, take all actions to implement the mandate of Section 2 hereof, including the enactment of any Ordinance or Resolution necessary to give full effect to this Resolution. The City Council shall take all steps necessary to defend vigorously any challenge to the validity or constitutionality of this Resolution.

Section 4. Construction: Nothing contained in this Resolution shall be construed to make illegal any lawful use presently in effect. Nothing contained in this Resolution shall be construed to require more than a simple majority vote for the approval by the voters of this Resolution or for the approval of any future measure to amend or repeal this Resolution. Nothing in this Resolution shall be construed to effect any change to Policy 15.j as interpreted in the written opinions of the Poway City Attorney on file in the office of the City Clerk, other than to allow fire stations on property with a natural slope in excess of 10 percent.

Section 5. Effective Date: This Resolution shall only take effect ten (10) days after the date that voter approval of the General Plan amendment set forth herein is declared by the legislative body. Once effective, this Resolution shall be repealed or amended only by a further vote of the electorate.

PASSED, ADOPTED, and APPROVED by the City Council of the City of Poway, California, at a regular meeting this 27th day of November 2001.



Michael P. Cafagna, Mayor

ATTEST:



Lori Anne Peoples, City Clerk

STATE OF CALIFORNIA)
) ss
COUNTY OF SAN DIEGO)

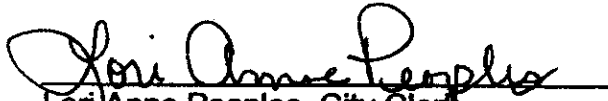
I, Lori Anne Peoples, City Clerk of the City of Poway, do hereby certify under the penalty of perjury, that the foregoing Resolution No. 01-102 , was duly adopted by the City Council at a meeting of said City Council held on the 27th day of November 2001, and that it was so adopted by the following vote:

AYES: EMERY, GOLDBY, HIGGINSON, REXFORD, CAFAGNA

NOES: NONE

ABSTAIN: NONE

ABSENT: NONE


Lori Anne Peoples, City Clerk
City of Poway

- An eight foot high solid masonry wall shall be constructed along the residential property line, except where it is clearly demonstrated that a shorter wall will adequately protect the residential property;
 - Landscaping in the form of trees, shrubs and ground covers shall be planted within an area at least five feet wide, in addition to wall footings on the inside area of the wall.
16. It is the specific intent of the City that commercial land uses on Pomerado, Twin Peaks and Espola Roads not be substantially expanded beyond their present locations.
17. Public and semi-public uses should be located where the use is compatible with surrounding land uses, development intensity, topography and architectural style. The following provisions shall guide the location of such uses:
- Site should be located adjacent to a Transportation Element roadway;
 - Public utilities should be immediately available to the site;
 - Sites where the public/semi-public uses can serve as a buffer between residential and other potentially incompatible use are particularly appropriate.
18. Manufacturing uses shall be located so as not to create adverse impacts on surrounding land uses and/or the City transportation system.
19. Commercial and manufacturing service land uses adjacent to residential land uses shall include a buffer zone or noise attenuation wall to reduce outside noise levels at the property line to 60 dBA.
20. Incompatible land uses shall not be made contiguous without adequate buffering and/or setbacks. Special emphasis and techniques shall be used in buffering surrounding land uses from commercial uses. In the event a question of compatibility exists between two uses or intensities, the lower intensity use shall take precedence. The City Council shall make the final determination in those areas of questionable land use compatibility.
21. Provide information on all submitted development proposals that may affect student enrollment to the Poway Unified School District (PUSD) for review in light of their planning goals. The City shall provide the PUSD with regular reports of building permit activity.

Floodplains and Floodways

22. Land within the 100 year floodplain should be designated for low density residential or open space uses.
23. Structures which do not conform to Poway Flood Hazard Management standards must be brought into conformance with these standards if reconstruction, rebuilding or repairing made necessary by damage will exceed 50 percent of the reasonable replacement value of the structure prior to any damage.
24. Critical emergency uses (hospitals, fire stations, police stations, public administration buildings and schools) shall not be located in flood hazard areas.
25. Development within the 100 year floodway is prohibited.
26. Development in the 100 year floodplain may be approved if the following conditions are met:
 - All structures, both permanent and temporary, must be raised one foot above the 100 year flood level;
 - Information certifying the 100 year flood level must be submitted by a qualified civil or hydrological engineer;
 - All-weather access must be provided to all developments for divisions of land residential units, commercial buildings, manufacturing buildings or public buildings;
 - Information certifying that no upstream or downstream changes to the 100 year floodplain will occur must be submitted by a qualified civil or hydrological engineer.
27. For purposes of land division, floodway areas shall not be included in the calculation of net area.
28. To prevent increased flooding within Poway, all new land divisions and commercial developments shall be reviewed to determine the feasibility of storm drainage detention. Should the project increase the storm drainage runoff by ten percent or more, the differential storm drainage runoff shall be detained to the satisfaction of the City Engineer. This does not preclude the City from requiring storm drainage detention for projects which do not exceed a 10 percent differential increase in storm drainage.
29. No development shall be approved that would inhibit, prevent, or preclude the location of proposed detention basins on Rattlesnake Creek and the north and

south branches of Poway Creek, as outlined in the Floodwater Detention Basin Survey, dated August 1981.

Policy C - Land Use and Transportation

Ensure that the City's transportation system does not become overburdened.

Strategies

1. Avoid approving any development that will increase the traffic on a City roadway above the existing design capacity at Level of Service C unless traffic/roadway design mitigation is available and/or will be implemented to achieve the desired Level of Service. Or if no feasible alternatives are available, cumulative land use impacts on roadways should be assessed to ascertain the contribution of each new use being considered.
2. Prohibit development which will result in Level of Service E or F at any intersection unless no feasible alternatives exist and an overriding public need can be demonstrated.
3. Developments which will result in a concentration of people (such as multiple-family residential developments) should be located in proximity to commercial services and along primary roadway corridors or in other locations of high transit potential or access.
4. Continue to develop neighborhood parks in proximity to residential areas to encourage pedestrian travel to recreation facilities.

Policy D - Public Service Constraints

The land use pattern and population should be consistent with the capability of existing and planned public services and facilities.

Strategies

1. Development should not overburden the ability of local school districts to provide a consistent level of quality educational services and facilities to community residents. The City supports changes to state law which would remove restrictions on local jurisdictions' ability to deny development based on inadequate schools.
2. Land uses and development review applications that are inconsistent with the capability of any public service agency to provide cost-effective service shall not be approved.

3. The number and location of dwelling units in the City shall be limited to that which can be adequately served by public services and facilities.
4. Sewage treatment capacity shall be available prior to the approval of any new development application which requires community sewer service.
5. New development should not increase overall water consumption. All possible water conservation techniques shall be incorporated into the design of the project and the remaining water requirement shall be offset through contribution to appropriate retro-fit programs or increased supply programs such as wastewater treatment facilities.
6. Land use decisions should not overburden the ability of the Palomar Pomerado Health System to provide a consistent level of quality medical services and facilities. Copies of all submitted development proposals that may cause an increase or change in medical service demand shall be submitted to the health system for comment. In addition, regular reports of building permit activity shall be submitted to the System.

GOAL V. IT IS THE GOAL OF THE CITY OF POWAY TO ACHIEVE A CLIMATE FOR ECONOMIC GROWTH AND STABILITY WHICH WILL ATTRACT HIGH QUALITY COMMERCIAL AND INDUSTRIAL DEVELOPMENT TO SERVE THE EMPLOYMENT, SHOPPING, RECREATION, AND SERVICE NEEDS OF POWAY RESIDENTS AND WILL PROVIDE A HEALTHY AND DIVERSE ECONOMIC BASE FOR THE COMMUNITY.

Policy A - Commercial

It is desirable to have a mix of activity in the community representing a wide range of sizes, products and ownerships.

Strategies

1. Implement the Poway Marketing Plan.
2. A central commercial activity area should be established to provide community commercial uses within an architecturally integrated and enhanced area. Within and adjacent to this area the City should examine the feasibility of the development of a multi-faceted Town Center. The City should prepare a feasibility study to determine the full potential of the Town Center concept. The feasibility study should address the following issues:

- types of uses (e.g. commercial, civic, recreation)
 - size of area
 - aesthetic standards
 - improvement of market demand
 - revitalization and redevelopment
3. The Community Commercial Land Use category shall be designated within the Town Center area where appropriate to encourage centers and uses that will provide community-wide services.
 4. Focal points or high activity areas, should be enhanced through community design features to encourage viable commercial areas. The following areas are designated as focal points because of current or future high activity:
 - the western entry along Poway Road from Oak Knoll Road to Pomerado Road;
 - Poway Road from Quate Court to Gate Drive;
 - the intersection of Twin Peaks Road and Pomerado Road;
 - the eastern entrance to the Poway Road business area at Garden Road excluding Garden Road itself;
 - Midland Road from Edgemoor Street to Aubrey Street.
 5. Design of developments at focal points shall incorporate the best representations of Poway's rural character and shall be consistent with adopted specific plans.
 6. General commercial uses and services such as restaurants, financial institutions, services and roadway-oriented retail stores should be encouraged along Poway Road and at the intersections of Pomerado Road with Twin Peaks Road, SR-56 and South Poway Expressway.
 7. Encourage the continuation and enhancement of the Old Poway commercial area on Midland Road as a specialty commercial center.
 8. Poway Road should be the principal commercial activity area within the City and other commercial areas should not detract from Poway Road's economic viability.
 9. A fiscal analysis should be required for all major new commercial projects. New businesses which complement existing businesses are actively encouraged. The impact of proposed new development on the viability of existing commercial development should be considered.

10. Poway Road from the western city limit to Garden Road should be revitalized as Poway's primary commercial area based on the recommendations of the *Final Report of the Poway Road Revitalization Advisory Committee* published in October 1982 as well as on more recent studies.
11. The City should initiate and complete a Poway Road Specific Plan.

Policy B - Manufacturing

Strive to achieve a healthy manufacturing sector.

Strategies

1. Encourage manufacturing uses where compatible with existing land uses.
2. Encourage a broad range of manufacturing uses in the South Poway Specific Plan area including research and development and light industrial uses.

Policy B - Geologic Hazards

The community should be protected against the hazards associated with geologic formations, particularly landslides, through proper land use policies and mitigation.

GOAL VIII. IT IS THE GOAL OF THE CITY OF POWAY TO MINIMIZE INJURIES, LOSS OF LIFE, AND PROPERTY DAMAGE RESULTING FROM NATURAL AND MAN-MADE HAZARDS.

Strategies

1. Compare all development applications with the GIMS Mapping System to determine if significant geologic hazards exist.
2. Investigations performed by a qualified engineering geologist and soil engineer shall be required for all development review applications. For land development in the Friars Formation areas a detailed slope stability analysis is also required.
3. As conditions of approval, include the recommendations of the engineering geologist for geologic hazard mitigation and the soils engineer for soil related issues.

4. Development within unstable slope and landslide areas will be prohibited unless adequate measures are taken to protect against slippage.
5. Establish and maintain proper soil management techniques to reduce the adverse effects of soil-related problems such as shrink-swell behavior, erosion, run-off potential and septic tank failure.

GOAL X. IT IS THE GOAL OF THE CITY OF POWAY TO REDUCE THE COMMUNITY'S CONSUMPTION OF NON-RENEWABLE ENERGY RESOURCES AND PROMOTE THE EFFICIENT USE OF RENEWABLE ENERGY SOURCES.

Policy A - Energy Efficient Land Uses

Appropriate planning and land use practices should be used to reduce the community's reliance on non-renewable sources of energy.

Strategies

1. Encourage residential design which takes into consideration passive energy conservation concepts.

Policy B - Public Policy

Provide a model for actions in the private sector by undertaking and publicizing energy efficiency and renewable energy resource programs.

Strategies

1. Stimulate public awareness of energy conservation technology and practices.
2. Develop and distribute standards for energy-efficient landscape design.
3. Implement provisions of the Integrated Solid Waste Management Act of 1989 (AB 939, Sher) and facilitate local recycling programs.
4. Investigate state, federal and utility financial opportunities to participate in renewable energy resource programs, provided such participation does not directly or indirectly diminish municipal services.
5. Encourage State legislation that implements conservation measures through the elimination of wasteful energy usage.

6. Encourage utility rate revisions that provide incentives for conservation practices and for the shifting of energy use to non-peak hours.
7. Support incentive and educational conservation policies which accomplish desired results over regulatory programs but adopt regulatory approaches where necessary.
8. Evaluate retrofit programs for energy conservation in existing structures and provide appropriate information to the public.
9. Energy efficiency implementation programs should provide City residents and business persons maximum flexibility to develop their individual creative approaches to achieving energy self-sufficiency.
10. Develop an energy management system for public buildings. Energy conservation in existing buildings shall be promoted through the initiation of retrofit energy conservation measures where feasible. All new public buildings shall be designed to be as energy efficient as financially feasible.

Policy C - Private Development

New development should be required to incorporate reasonable energy conservation measures including those required by Title 24 of the California Codes and Regulations.

Strategies

1. Adopt incentives and regulations to enact energy conservation requirements for private development.
2. Encourage developers of multi-family residential, commercial, and industrial projects to investigate the economics of installing cogeneration systems in new and existing facilities.
3. Encourage widespread usage of solar water heating for residential units.