Black Mountain Ranch
Subarea Plan

Adopted July 1998
(Amended May 2009)

City of San Diego

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Black Mountain Ranch
Subarea Plan

A Plan for Subarea I of the North City Future Urbanizing Area

Prepared For:

Black Mountain Ranch LLC
16010 Camino Del Sur
San Diego, California 92014

Prepared By:

M. W. Steele Group
325 Fifteenth Street
San Diego, CA 92101

Rick Planning Group
5620 Friars Road
San Diego, California 92110

Michael Stepner, FAIA, AICP
4260 Hortensia Street
San Diego, California 92103

Adopted By:

City of San Diego City Council
July 28, 1998
Resolution Number R-290525

Amended:

June 18, 2002
Resolution Number R-296698

November 27, 2001
Resolution Number R-295792

May 19, 2009
Resolution Number R-304918

Black Mountain Ranch Subarea Plan

The following information has been incorporated into this May 2009 posting of this Plan:

Amendment	Date Approved by Planning Commission	Resolution Number	Date Adopted by City Council	Resolution Number
Black Mountain Ranch Subarea Plan Adopted			July 28, 1998	R-290525
Amended policies for the 642-acre North Village to reconfigure land uses, reduced an area of amenity open space corridor and revised the circulation system. No increases in density or intensity.			November 27, 2001	R-295792
Reconfigured and reallocated land uses in the portion of the South Village approved as part of Vesting Tentative Map 95-0173. Increase in size of institutional site and a reduction of the POA maintenance yard.			June 18, 2002	R-296698
Reconfigured North Village land use and circulation system, shifted hotel to North Village, relocated fire station, redesignated northerly golf course into open space, established site for residential care facility. No increases in dwelling units nor development area coverage.	April 2, 2009		May 19, 2009	R-304918

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At the time of the original preparation of this Subarea Plan the alignment of SR-56 had not been established. All alignments proposed for SR-56 are outside of Subarea I and none have a direct impact on Subarea I. All alignments for SR-56 shown on figures in this document are conceptual. There is no intent on the part of this plan to prejudge or prejudice the selection of an ultimate alignment.

Introduction

I. INTRODUCTION

A. REQUIREMENTS FOR THE PLAN

In 1979 the City of San Diego adopted a tiered growth management system as a component of the Progress Guide and General Plan which classifies the entire City as Urbanized, Planned Urbanizing, or Future Urbanizing. As part of the overall growth management program, the third tier - the Future Urbanizing Area or FUA - was established as an urban reserve, an area intended for future planning and development.

The FUA in the northern part of the City was the subject of an extensive planning effort carried out under the auspices of the City of San Diego Planning Department in 1991/92. This North City Future Urbanizing Area (NCFUA) is a 12,000-acre area stretching from Interstate 5 (I-5) on the west to the Rancho Peñasquitos Community on the east; and from Los Peñasquitos Canyon at the southernmost edge, to the Santa Fe Valley in the County of San Diego at the north. The NCFUA planning program culminated in October 1992 when the NCFUA Framework Plan was adopted by the San Diego City Council.

The NCFUA Framework Plan establishes five subareas within the 12,000 acres, requires that plans be prepared for each subarea and outlines the requirements for those plans.

Subarea I of the NCFUA, also known as Black Mountain Ranch, is the subject of this plan.

Proposition A, adopted by City voters in 1985, mandates an approval by a majority vote of the people to amend the Progress Guide and General Plan to change any area designated Future Urbanizing Area to Planned Urbanizing Area. This action is known as a "Phase Shift," and it is a required step to permit anything other than primarily rural use and development in the FUA.

This Subarea Plan describes land use patterns and policies to guide the long term use and development of Black Mountain Ranch Subarea I - an area just over seven-and-a-half square miles in size.

B. NECESSARY PLAN ELEMENTS

According to the Framework Plan individual subarea plans must:

- Finalize the boundaries of the open space system;
- Align roads and locate land uses to achieve compatibility with densities, intensities, and land use patterns proposed in the Framework Plan;
- Designate bicycle and equestrian trail corridors;
- Locate public facilities; and
- Include as companion documents facility financing plans, fiscal analyses, and purchase agreements for public facility sites.

C. PLAN ORGANIZATION

The Subarea I Plan consists of text, maps, and graphics organized in the following manner:

Introduction

Describes the background to and context within which the Subarea I Plan was formulated.

Land Use

Describes the basic development program and the allocation of uses.

Open Space

Describes and refines the regionally significant open space system, identifying the Multiple Habitat Planning Area (MHPA) and policies regarding management.

Housing

Describes the provision of an economically and socially diverse community through an affordable housing program.

Community Facilities

Describes the assured provision of safe and efficient public services concurrent with the need.

Circulation

Describes the major circulation routes providing access to and through Subarea I. In addition, this chapter describes non-motorized transportation alternatives such as bicycle, pedestrian and equestrian trails and paths, as well as transit.

Community Design

Describes the development of a traditional community with distinct, yet complementary, neighborhoods emphasizing mixed uses and pedestrian friendliness.

Implementation

Describes the basic program and expectations for implementation of this plan.

Appendices

Provides background information and parcel-by-parcel development analyses.

D. GEOGRAPHIC SETTING

Location and Current Use

Subarea I is a 5,098-acre area located approximately 20 miles north of downtown San Diego, seven miles inland from the Pacific Ocean (Figure 1.1).

Much of the site is currently undeveloped agricultural land used for grazing. Historically, the property was used for agriculture. Crop farming on most of the project site was suspended in 1988. A large portion of the site was being used for cattle grazing at the time of plan preparation.

A 200-foot-wide San Diego Gas & Electric transmission line easement traverses the property in a north-south direction about midway between the eastern and western borders. A second 100-foot-wide transmission line easement runs along a portion of the western boundary. The San Diego County Water Authority Second Aqueduct also traverses the site, somewhat west of the transmission line easement located in the central portion of the site. The site is criss-crossed by unimproved dirt farm roads.

Subarea I is bound on the west, north, and east by unincorporated areas of San Diego County. The 4S Ranch and Santa Fe Valley Specific Planning Areas form a portion of this county land. On the east, southeast, and south, the Subarea I site is bounded by the Rancho Peñasquitos and Rancho Bernardo Community Planning Areas and Subarea IV B Torrey Highlands (Figure 1.2). Adjacent developed communities include Fairbanks Ranch on the west and Rancho Peñasquitos to the southeast. Black Mountain Park abuts the southern edge of the Subarea I panhandle. The proposed San Dieguito River Valley Regional Open Space Park Focused Planning Area extends onto the southwestern corner of the project site within La Zanja Canyon and across the north-central portion of the project site within La Jolla Valley.

Regional access to the area is provided by Interstate 15 (I-15), approximately 1.5 miles to the east, and I-5, approximately 7 miles to the west. Current access to the site from the south is via I-15 to SR-56, then to Black Mountain Road, or from I-5 to Carmel Valley Road, then to Black Mountain Road. Interstate 15 to Rancho Bernardo Road provides entry at the northeast. Interstate 5 to Del Mar Heights Road or Via de la Valle to El Camino Real to San Dieguito Road provides entry from the northwest.

Surrounding Land Use Designations

To the north and west of the project site is the County of San Diego. This area falls within the County of San Diego's San Dieguito Community Plan, which designates the land to the north as a Specific Planning Area, and the land to the west as County Estate. The land use designation shown as Estate allows one dwelling unit per two or four acres.

Fairbanks Ranch, located along the southern half of the western Subarea I boundary, and the area adjacent to the northwest corner known as Section 26, are developed Estate Residential areas. Surrounding these developed areas along the western and northern project boundaries are County Specific Planning Areas.

In San Diego County, the Specific Planning Area designation is used where a specific plan has been or must be adopted prior to development. The maximum density permitted in a Specific Planning Area is designated in the community plan. To the north and west around the Estate designations is the Santa Fe Valley Specific Planning Area, which allows a maximum of 0.4 dwelling unit per acre (Figure 1.3). A specific plan was recently adopted for the Santa Fe Valley which includes approximately 1,200 single-family residential units; golf course and clubhouse, equestrian center, resort hotel, commercial and group care uses; community facilities including parks, fire station, water storage facility, sewer and water treatment works; and 1,404 acres of open space.

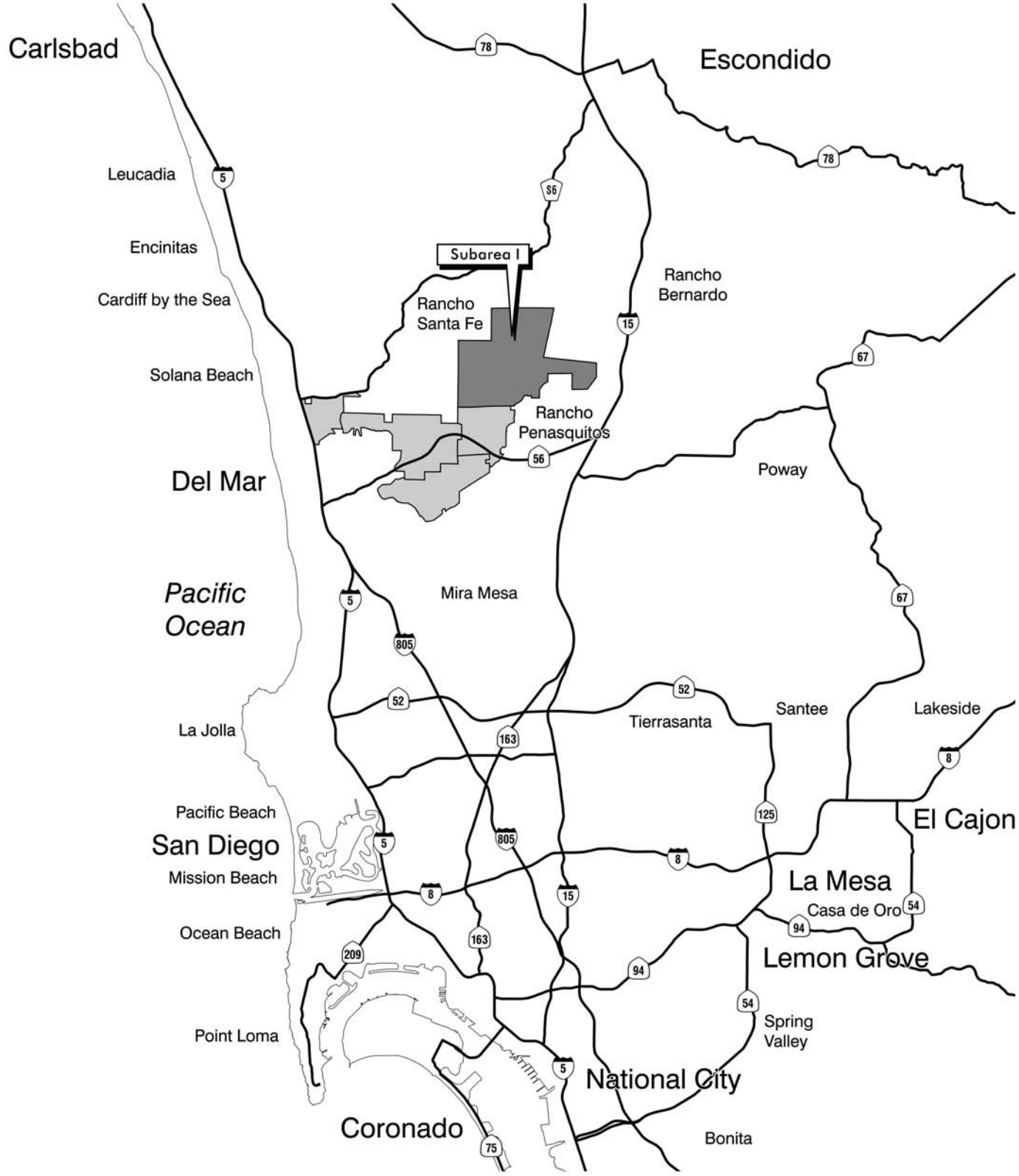
To the east along the northern portion of Subarea I is the Specific Planning Area for the 4S Ranch, which is in the County's Future Urban Development Area (Figure 1.3). This portion of 4S Ranch was within a Williamson Act Agricultural Preserve until the contract expired at the end of 1992. The entire 4S Ranch area consists of approximately 3,600 acres directly adjacent to Black Mountain Ranch on the east boundary of Santa Fe Mesa and north of the panhandle area. Approximately 634 acres of 4S Ranch is within the current urban development area and has an approved specific plan, with portions already developed or under construction. The future urban development portion comprises the remaining 2,891 acres. An amendment to the specific plan was being processed by the County at the time of subarea plan preparation to allow up to 4,965 single- and multi-family residential units, a 550,000-square-foot commercial center, 1,641 acres of open space, two elementary, a junior, and senior high school, neighborhood and community parks, a fire station, and expansion of an existing wastewater treatment works.

Easterly of the proposed 4S Ranch amendment area is a large site, also belonging to the 4S Ranch, which is within the County's current Urban Development Area (Figure 1.3). This portion of 4S Ranch is now being developed at an overall density of 1.3 dwelling units per acre. Land uses include multi-family residential, office professional, commercial, and industrial. Industrial facilities have been developed as part of an overall 1,000,000 square foot industrial development program within the 4S Ranch.

To the east of 4S Ranch is the community of Rancho Bernardo, which is centered on I-15 just south of Lake Hodges and the San Pasqual Valley (Figure 1.3). The community planning area encompasses approximately

Regional Vicinity

1.1 figure

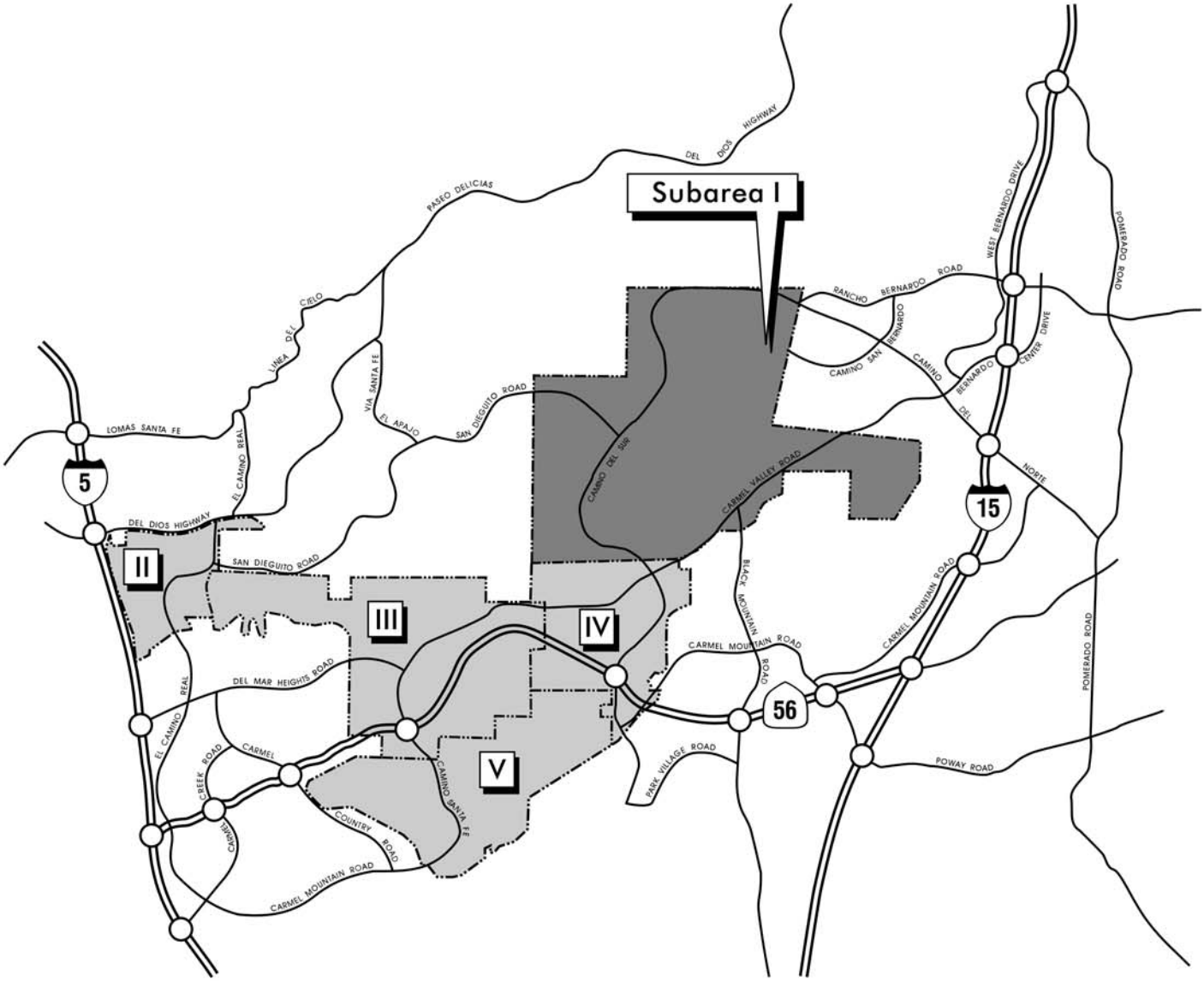


no scale

May 2009

Black Mountain Ranch Subarea Plan

Planning Area 1.2 figure



Legend:

North City Future Urbanizing Subarea

Subarea Designation

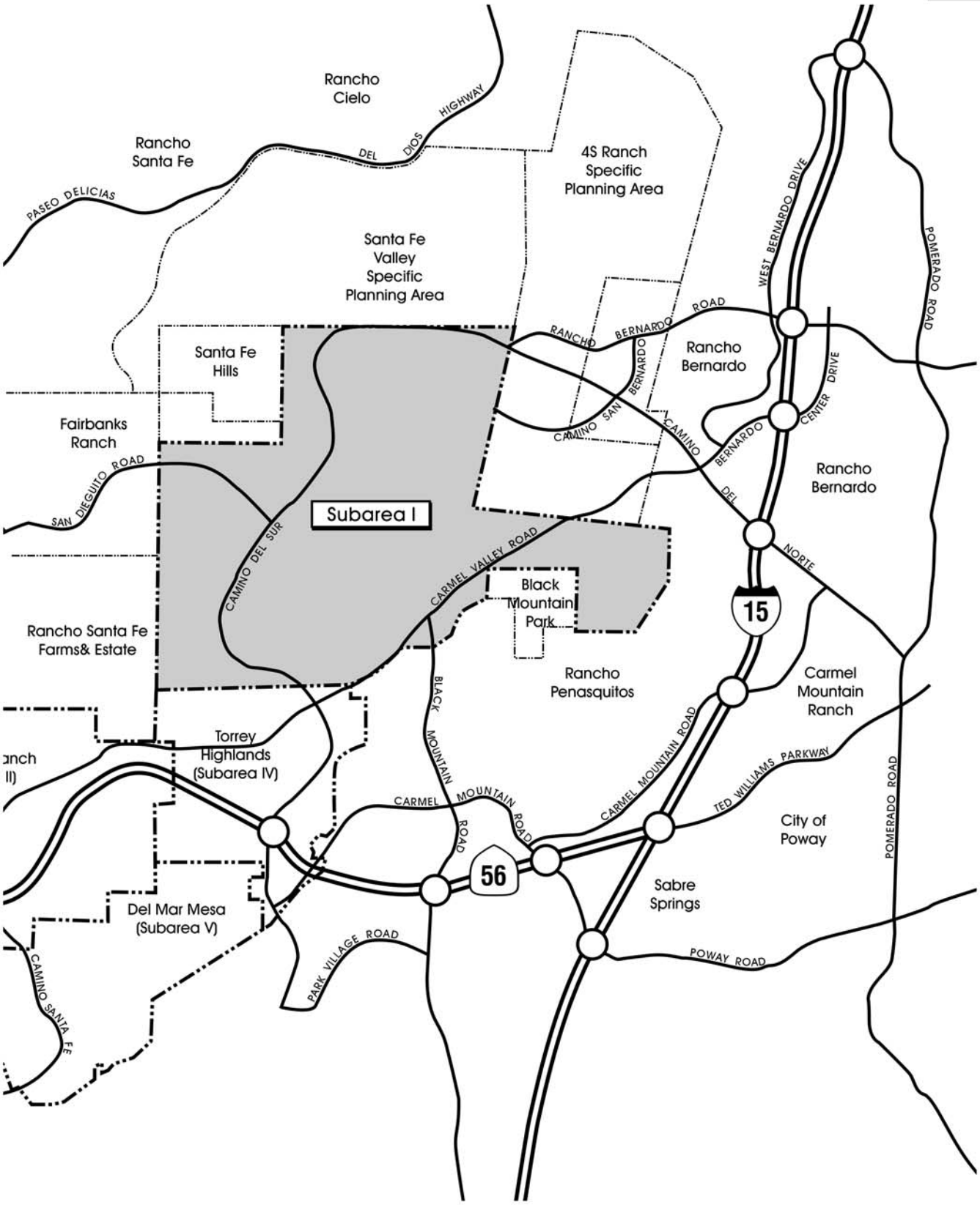
no scale

May 2009

Black Mountain Ranch Subarea Plan

Surrounding Communities

1.3 figure



no scale

May 2009

Black Mountain Ranch Subarea Plan

6,511 acres of which 6,107 acres contain the developed and nearly built out community of Rancho Bernardo. The remaining 341 acres consists of other adjacent land proposed for development. Approximately 4,560 acres or 70 percent of the entire plan area has been developed with a mix of recreational, residential, commercial, and industrial uses. Residential uses currently occupy approximately 2,437 acres and consist of 13,854 dwelling units. Commercial activity is concentrated around a 53 acre town center and five (1-6 acre) neighborhood commercial centers. Industrial activity in Rancho Bernardo occupies approximately 618 acres and consists of two industrial parks located on the west and southeast sides of I-15.

The community of Rancho Peñasquitos is located to the east and southeast of the panhandle area of Subarea I (Figure 1.3). Rancho Peñasquitos is governed by the Rancho Peñasquitos Community Plan with an overall average residential density of seven dwelling units per acre. The land use plan for the Rancho Peñasquitos Community Plan shows low density residential use and open space in those areas adjacent to the project site. The majority of the Rancho Peñasquitos community is built out.

The area directly to the south of Subarea I is Subarea IV of the North City Future Urbanizing Area. A Subarea Plan (Torrey Highlands) was adopted and a phase shift approved in 1996 for Subarea IV (Figure 1.3). This plan provides for a range of land uses including a maximum of 2,693 residential dwelling units (includes 93 in Fairbanks Highlands), an employment center on 34 acres, a joint operations center on 57 acres, mixed-use on 42 acres, regional commercial on a total of 35 acres, elementary schools and a high school on a total of 83 acres, and a total of 10 acres for neighborhood parks. A tentative map for residential development at 1 dwelling unit per 4 acres on a 400-acre parcel within Subarea IV adjoining the southern boundary of the Black Mountain Ranch property has been approved (Fairbanks Highlands). Ninety-three single-family residential lots are proposed with approximately 222 acres dedicated to open space for the Multiple Habitat Planning Area (MHPA) and the proposed San Dieguito River Valley Regional Open Space Park.

The recently developed Rancho Santa Fe Farms lies just west of this area. Rancho Santa Fe Farms is located within the County of San Diego and was developed at a density of one dwelling unit per two acres, clustered on lots that average just under one acre in size.

Subarea III, known as Pacific Highlands Ranch, consists of 2,650 acres located to the southwest of Subarea I, adjacent to the community of Carmel Valley (Figure 1.2). There are two alternatives proposed which are necessary due to alternative alignments of State Route 56. Proposed Subarea III land uses include residential, mixed use, employment center, schools, a community park and other community serving uses. The plan for Subarea III also includes MHPA preserve lands.

A large portion of the southeastern Subarea I boundary is directly adjacent to Black Mountain Park, which is City-owned and maintained (Figure 1.3). The park consists of 240 acres of relatively undisturbed mountainous terrain characterized by bands of steep ridges and canyons across the majority of the site. The City intends to expand the park by acquiring an additional 240 acres of land, and also by acquiring land for an open space corridor running from Black Mountain Park to the coast via McGonigle Canyon and Carmel Valley. This expansion will provide continuity with the adjacent open space areas. As described in the draft Black Mountain Park Master Plan (City of San Diego, November 1987), the park will ultimately develop a variety of passive recreational facilities, trail systems that include pedestrian, equestrian, and bike trails, scenic viewpoint areas, an amphitheater, and an interpretive center.

The San Dieguito River Valley Regional Open Space Park bisects Subarea I. The San Dieguito River Park Joint Powers Authority (JPA) was established for the primary purpose of planning and acquiring a greenbelt and park system within the San Dieguito River Valley from the river's source on Volcan Mountain near Julian to the ocean at Del Mar, a distance of 55 miles. This river system forms a natural corridor, connecting a wide variety of native environments and vegetation types. A 60,000-acre Focused Planning Area (FPA), which generally corresponds to the viewshed of the San Dieguito River Valley and its tributary canyons, was adopted by the JPA in September 1988 and was followed by adoption by each individual jurisdiction in the spring of 1989. The JPA's goal is to preserve as much of the FPA as possible as open space and park land.

Existing Circulation Conditions in 2002[1]

Subarea I is not currently served internally by any improved roadways, although some roadways do end at the Subarea boundary. There are unimproved farming roads and residential access roads in the project area. Artesian Road and Artesian Trail to the north and west of Subarea I are presently two-lane dirt roads. Several other agricultural dirt roads traverse the site, including a portion of the north-south dirt segment of Black Mountain Road.

Interstate 5 is located approximately seven miles from the western Subarea I boundary and I-15 is located about 1-1/2 miles from the eastern border of the site. The Del Dios Highway is located approximately 1.3 miles north of the site. At present, there is no east-west paved roadway between I-5 and I-15 from Mira Mesa Boulevard to Del Dios Highway.

Access to Subarea I is currently provided by I-5 via Del Mar Heights Road or Via de la Valle to El Camino Real, then to San Dieguito Road. In addition, the project area may be reached from I-15, a portion of SR-56 or Carmel Mountain Road to Black Mountain Road. Future access would be provided via extensions of existing San Dieguito Road, Black Mountain Road, Camino del Norte, an improved Carmel Valley Road, new construction of Camino del Sur, and ultimately a completed SR-56.

San Dieguito Road, a two-lane collector, originates at El Camino Real south of Via de la Valle and terminates at the Subarea. On the south, Black Mountain Road, a major four-lane road, runs northward from Miramar Road and connects Mira Mesa to the Rancho Peñasquitos community. The north-south segment of improved Black Mountain Road in Rancho Peñasquitos terminates at the southern Subarea I boundary. An unimproved portion of Black Mountain Road extends across the site. Carmel Valley Road, a two-lane collector, originates west of I-5 and extends in a northeast direction towards Subarea I. A segment of Carmel Valley Road has been constructed adjacent to the southern portion of Subarea I. Camino del Norte, a six-lane prime arterial, originates in Poway and extends in a northwest direction where it terminates in the southern portion of 4S Ranch just south of Rancho Bernardo Road. Rancho Bernardo Road, a major four-lane road, connects portions of 4S Ranch east of Subarea I to I-15 further to the east. A two-lane westerly extension of Rancho Bernardo Road presently terminates at Subarea I.

Three major roadways are designated in the City and County General Plan circulation element to traverse the project in the future: Camino del Sur, and Carmel Valley Road. Black Mountain Road will extend northward from Rancho Peñasquitos to Carmel Valley Road.

Both the west and east ends of SR-56 are complete and in operation. The proposed middle segment which runs through the NCFUA is currently undergoing environmental review and is expected to be in operation by the year 2000. This segment would connect the west end of SR-56 in Carmel Valley with SR-56 east in Rancho Peñasquitos. Four alternative alignments for SR-56 were under consideration at the time of Subarea I plan preparation. None of the alternatives directly affects Subarea I.

The existing transit service in the study area is limited to bus service on existing roadways in Carmel Valley, Rancho Peñasquitos, and Rancho Bernardo. Local and express bus routes exist, as well as high-occupancy vehicle lanes on I-15 south of Ted Williams Parkway. A number of park-and-ride lots are located at strategic areas along the freeway corridors.

Natural Setting

Subarea I is characterized by a variety of landforms ranging from nearly flat-lying mesas and gently rolling hills to rugged, steeply sloping hillside terrain. The La Jolla Valley, located in the north-central portion of the property, constitutes the most prominent topographical feature on site. Running in an east-west direction, La

1 The circulation system described in this section reflects conditions and uncertainties that existed at the time the Black Mountain Ranch Subarea Plan was first adopted in 1998. Since 1998, SR-56 has been built.

Jolla Valley is bisected by Lusardi Creek which drains the northern half of the project area. The broad valley floor is bounded by gentle-to-moderately-steep slopes in its eastern portion. Nearing the western part of the site, the valley becomes rugged and narrow with steep walls and numerous rock outcrops.

The area north of the valley consists of moderately sloping uplands and mesas which break into four small southerly trending canyons which are tributaries to Lusardi Creek. South of the valley, the land rises to a northwest/southwest-trending ridge which divides the site hydrologically into its two major drainage units, Lusardi Creek and La Zanja Canyon. The southern portion of the site contains large expanses of rolling topography, sloping generally to the southwest. The eastern panhandle area encompasses rolling hilly terrain along the northerly and westerly base of Black Mountain.

On-site elevations range from 125 feet above mean sea level (MSL) within Lusardi Canyon as it crosses the northwesterly portion of the project site to over 1,100 feet above MSL in that portion of the panhandle adjacent to Black Mountain Park. Off-site, Black Mountain reaches an elevation of 1,550 feet above MSL. It is a dominant feature within the community of Rancho Peñasquitos and can be seen for miles in all directions.

Vegetation communities occurring on-site are predominantly non-native grasslands resulting from agricultural activities. Native vegetation includes southern willow scrub, mule fat scrub, freshwater marsh, Diegan coastal sage scrub, southern mixed chaparral, chamise chaparral, and native grassland. These habitat types are capable of supporting diverse wildlife communities.

E. PLANNING CONSIDERATIONS

NCFUA Planning Effort

The Future Urbanizing area in the northern part of the City was the subject of an extensive planning effort carried out under the auspices of the City of San Diego Planning Department in 1991 and 1992. The North City Future Urbanizing Area (NCFUA) comprises about 12,000 acres stretching from I-5 on the west to the Rancho Peñasquitos community on the east and from Los Peñasquitos Canyon at the southernmost edge to the Santa Fe Valley at the north. The NCFUA planning program culminated in October 1992 when the NCFUA Framework Plan was adopted by the City Council.

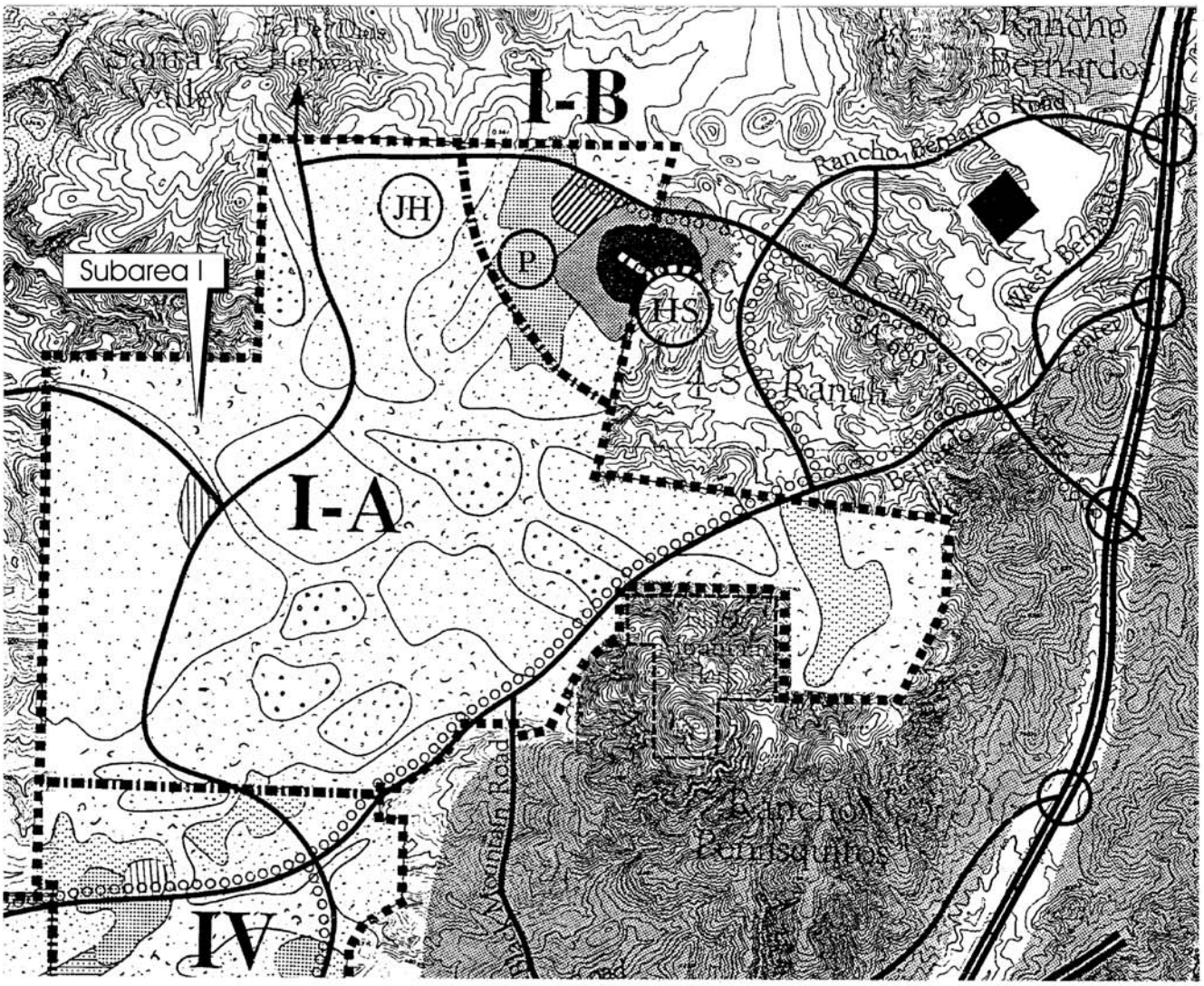
In October 1990, the City Council created a citizens committee to advise the Council on land use within the NCFUA. The committee addressed a long-term vision for the area, the pertinent issues of the area, a process to resolve these issues, a financing mechanism, and a schedule. This advisory committee released a final draft report in June 1991, recommending a process for planning in the NCFUA - a framework plan to be developed in the subsequent year.

The City Council approved the preparation of the Framework Plan and directed the planning staff to work with applicants and landowners in the Future Urbanizing area to develop a mapping overlay known as the Environmental Tier (Figure 1.4). This was to consist of mapping of known geology and soils, 100-year floodway and floodplains, wetlands, utilities, existing and proposed roads, vegetation, and cultural resources. “The Environmental Tier” concept envisions that the clustering of units shall be accomplished in a manner which will (1) encourage the creation and expansion of regional park open space systems, such as San Dieguito River Valley Regional Open Space Park, Los Peñasquitos Canyon Preserve, and Black Mountain Park, or (2) create a system of wildlife/open space corridors linking the various regional parks and/or creating a continuous open space system. The Environmental Tier of the Framework Plan has been superseded by the Multiple Species Conservation Program (MSCP) and Multiple Habitat Planning Area (MHPA) planning policies.

The NCFUA Framework Plan was adopted by the San Diego City Council in October 1992, as an amendment to the City’s Progress Guide and General Plan. The Framework Plan contains eight plan sections: plan overview, plan implementation, land use, urban design, open space, transportation, affordable housing and housing for persons with special needs, and public facilities needs and financing. Each of these sections contains a set of guiding principles to implement future development.

NCFUA Framework Plan

1.4 figure



Legend

- Mixed Use Community Core
- Core Residential 11 du/gross ac average
- Peripheral Residential 7 du/gross ac average
- Moderately Low Density Res 1.6 du/gross ac average
- Very Low Density Res 0.8 du/gross ac average
- Estate Residential 0.2 du/gross ac average
- Local Mixed Use Center
- Employment Center
- Environmental Tier
- Major Roadway (generalized alignment)
- Freeway
- Interchange
- Transit Emphasis
- Transit Exclusive Right-of Way
- HS High School
- JH Junior High/ Middle School
- P Community Park
- Major Employment Center (outside NCFUA)

no scale

Black Mountain Ranch Subarea Plan

The NCFUA Framework Plan has been amended since adoption, the most recent of which permitted a public vote on a phase shift for the entire NCFUA prior to the completion and adoption of subarea plans. Such a vote was taken in 1994. The voters did not approve a phase shift for the entire NCFUA and at this time phase shifts may be presented to the voters subarea by subarea after subarea plan approval.

Following adoption of the Framework Plan, individual consulting teams representing affected property owners drafted separate plans for each of the subareas, with extensive coordination in the following areas:

Traffic: A major issue of concern was the alignment of SR-56. Although its routing does not directly impact Subarea I, the fact that the alignment may not be adopted prior to subarea plan completion means uncertainty for some FUA development and a lack of clarity regarding costs. Alignments for other major roads including Camino del Sur, Carmel Valley Road, and Carmel Mountain Road involved coordinated effort among City Planning and Engineering and Development staff, property owners and consultant teams.

Environmental Tier: The Framework Plan identified an Environmental Tier in the FUA using policies, base maps, and overlays developed by an outside consultant and City staff. During the initial subarea planning effort, biological surveys and in-the-field assessments of resources occurred for several of the subareas. As a result, the Environmental Tier was refined in the FUA so that actual "edges" were created which separated resource areas from other land uses. A coordinated effort of City staff and subarea project biologists was intended to result in an interconnected biological community maintaining biotic value and adding significantly to the regional open space system. The adopted Multiple Species Conservation Program (MSCP) preserve reflects the result of the coordinated effort in most of the NCFUA.

Public Facility Needs: One of the goals of comprehensively planning the NCFUA is achieving adequate public facilities for future populations. Most public services and facilities will be provided by the City of San Diego with the exception of utilities (gas and electric, provided by SDG&E) and educational services (provided by four school districts serving the NCFUA area). Subarea plans are required to accommodate public facilities. A coordinated effort was undertaken to identify the needs and locations for library, police and fire facilities, community parks, and conceptual sewer and water systems throughout the NCFUA.

This initial coordinating planning effort was put on hold in mid-1994 when a ballot measure was placed before the voters to Phase Shift the entire NCFUA. The 1994 Phase Shift ballot measure was not approved by the voters and all subarea planning efforts were put on hold. This plan for Subarea I is based directly on the earlier drafts that were prepared prior to the 1994 Phase Shift vote.

Land Ownership

Subarea I, as defined in the Framework Plan, comprises 5,098 acres. Of that total area, 4,583 acres are owned by Black Mountain Ranch Limited Partnership, and 515 acres are held by 11 separate owners (the “Perimeter Properties”). Of these 11 separate ownerships, the smallest area held is 10 acres and the largest is 125 acres. Median ownership is 42 acres. The property in these 11 ownerships all lie along the perimeter of the Black Mountain Ranch Limited Partnership holding (Figure 1.5). Each of the 11 owners was contacted in the planning process and their individual development proposal incorporated within the total Subarea I planning process.

Previously Approved Development

In October of 1995, the Black Mountain Ranch Limited Partnership received approval from the San Diego City Council for use and development of 4,677 acres of their ownership, including 893 acres which were identified as future development areas. Of the total Black Mountain Ranch ownership, 94 acres occur as open space within the Rancho Peñasquitos Community Planning area and lie outside the Subarea I boundary.

As a result of the 1995 approval, 3,690 acres or approximately 75 percent of Subarea I (Figure 1.6) is approved for use and development under the terms of Vesting Tentative Map (VTM)/ Planned Residential Development

(PRD) Permit 95-0173, and its associated resource protection ordinance permit, development agreement, and Environmental Impact Report (DEP No.95-0173), titled "Final Environmental Impact Report for the Black Mountain Ranch Vesting Tentative Map/ Planned Residential Development City of San Diego," which provided an environmental review of the Black Mountain Ranch VTM/PRD 95-0173 and was certified by the San Diego City Council at the time of their action on the VTM/PRD.

Under the terms of approval, 942 single family lots, 179 multi-family affordable units, two 18-hole golf courses, and a series of subordinate uses including schools, churches, public facilities, reservoirs, and open space areas will develop within Black Mountain Ranch. Table 1.1 identifies the land uses approved under the Black Mountain Ranch Vesting Tentative Map/ Planned Residential Permit.

In March of 1996, Proposition C, which was approved by the voters of the City of San Diego provided for a 300 room hotel and 60,000 square feet of accessory commercial uses within the Black Mountain Ranch Limited Partnership ownership in Subarea I.

This previously approved development, the Black Mountain Ranch Vesting Tentative Map/ Planned Residential Development, is referred to as the BMR VTM/PRD throughout this document.

TABLE 1.1: PREVIOUSLY APPROVED LAND USE -1995 BMR VTM/PRD[1]

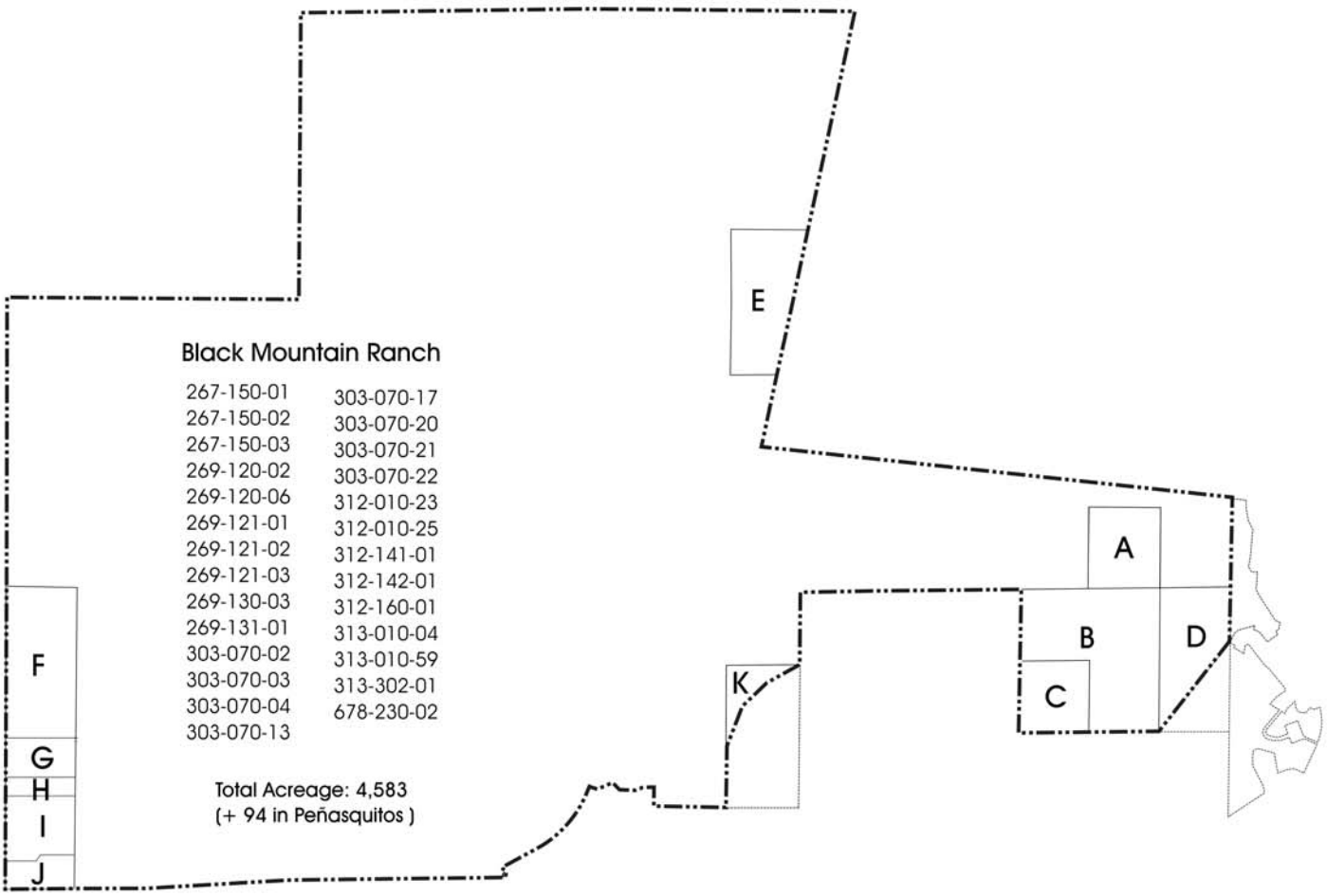
LAND USE	ESTIMATED GROSS ACRES
Residential	
Single Family Residential (942 DU)	477
Multi-Family Residential (179 DU)	16
Subtotal	493
Non-Residential	
Golf Clubhouses	23
Community Facilities & Utilities	47
Schools	76
Domestic Water Reservoir	13
Subtotal	159
Open Space	
Public Open Space (1)	1760
Golf Courses	607
Public Parks	53
Brush Management	174
Reclaimed Water Reservoir	133
Desilting Basins	12
Other Parks and Open Space	132
Subtotal	2871
Future Development Area [2]	
A-1-10 Zone	893
Subtotal	893
Streets	
Street Dedications	182
Street Reservations	79
Subtotal	261
TOTAL	4677 [1]

(1) Includes 94 acres of Open Space in Rancho Peñasquitos

(2) Includes approximately 25 acres for a Resort Hotel and Accessory Commercial Uses which were approved by voter passage of Proposition C in 1996. These uses were not included in the BMR VTM/PRD which was approved in 1995.

Ownership Patterns

1.5 figure



Perimeter Ownerships

Area	APN	Acreage
A	312-160-02	44.8
B	312-010-15	125.0
C	312-010-16	41.5
D	313-010-59	55.0 (+ 25 in Peñasquitos)
E	312-141-02	30.0
	678-230-04	37.2

Area	APN	Acreage
F	303-070-07	82.1
G	303-070-09	20.7
H	303-070-11	10.4
I	303-070-18	30.6
J	303-070-19	21.2
K	312-010-09	16.0. (+ 64 in Peñasquitos)

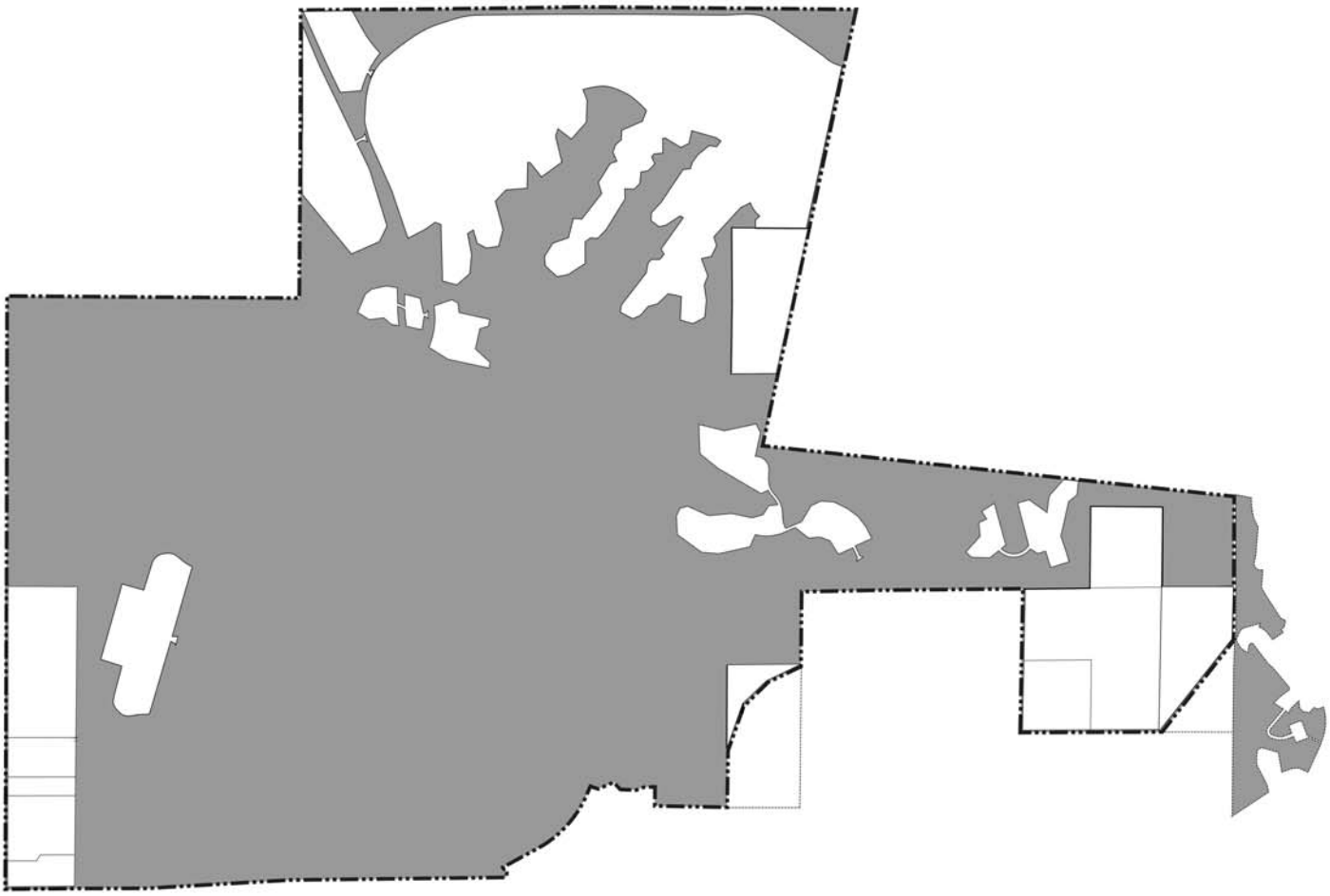
Total Acreage: 514.5
(+ 89 in Peñasquitos)

no scale

Black Mountain Ranch
Subarea Plan

Area of Approved BMR VTM

1.6 figure



Area of Black Mountain Ranch VTM/PRD 95-0173 excluding "Future Development Areas" of the VTM and "Perimeter Properties"

no scale

Black Mountain Ranch Subarea Plan

Land Use Element

II. LAND USE ELEMENT

GOAL

Create a pattern of land use and conservation that is clearly distinguishable from surrounding communities and that fosters appealing and enjoyable neighborhoods and business districts.

IMPLEMENTING PRINCIPLES

- Provide a range and mix of residential development with a neighborhood focus supported by a mix of commercial, employment and public uses.

- Provide an employment center as a means to create a balance between the provision of new housing and the creation of places where those residents may work.

- Designate sites for public facilities and services to serve the needs of residents and workers which are convenient and establish community identity without burdening adjacent communities.

- Create opportunities through a mix of uses and intensity of development to reduce the dependency on private automobiles and encourage alternative forms of transportation such as walking, bicycles, equestrian, and mass transit.

A. OVERVIEW

The Plan for Subarea I guides land use within a 5,100-acre planning area. It focuses development in two villages surrounded by significant open space, recreational amenities, and low density development. Overall, it is a plan designed to work with the natural environment, to create pleasing neighborhoods and exceptional recreational facilities. It is a plan for a landscape where the most sought-after values of environment and community converge.

While all of Subarea I is included in the plan area, only 1,355 acres which were not part of the previously approved Black Mountain Ranch VTM/PRD are subject to a phase shift in order to implement the land use designations herein. Black Mountain Ranch Limited Partnership holds title to approximately 65% of the proposed area subject to a phase shift, with the balance held by the Perimeter Property owners (Figure 2.1).

The overall development program for Subarea I is shown on Figure 2.2, Development Summary by Area and on Table 2.1, Development Summary.

The land use designations set forth in this chapter in concert with the Community Design Element in Chapter 10 establish the specific criteria which assure the achievement of the Framework Plan policies and goals.

TABLE 2.1: DEVELOPMENT SUMMARY

LAND USE	NON-PHASE SHIFTED APPROVALS	PHASE SHIFTED APPROVALS	TOTAL(3)
Residential	**1,121 units** **530 acres**	**4,279 units** **865 acres**	**5400 units** **1395 acres**
Very Low (<1 du/ac)	71 du/150 acres	118 du/137 acres	189 du/287 acres
Moderately Low (1-2 du/ac)	184 du/110 acres	391 du/194 acres	575 du/304 acres
Low (2-5 du/ac)	627 du/255acres	1899 du/377 acres	2526 du/632 acres
Peripheral (5-10 du/ac)		300 du/ 42 acres	300 du/42 acres
Core (10-25 du/ac)	239 du/15 acres	1331 du/85 acres	1570 du/100 acres
Mixed Use Core (25-45) (1)		240 du (1)	240 du (1)
Non-Residential	**115 acres**	**120 acres**	**235 acres**
North Village (1)			
Commercial		225 KSF	225 KSF
Employment/Office		515 KSF	515 KSF
Hotel		300 Rooms	300 Rooms
South Village (1)			
Commercial (2)	16 KSF		16 KSF
Golf Clubhouse	10 acres		10 acres
Community Facilities & Utilities	60 acres		60 acres
Schools	45 acres	60 acres	105 acres
Open Space	**2785 acres**	**280 acres**	**3065 acres**
Resource	1980 acres	260 acres	2240 acres
Amenity/Golf Courses	310 acres		310 acres
Amenity/Other	465 acres		465 acres
Active Use/Parks	50 acres		50 acres
Streets	**260 acres**	**145 acres**	**405 acres**
TOTAL	**3690 acres**	**1410 acres**	**5100 acres**

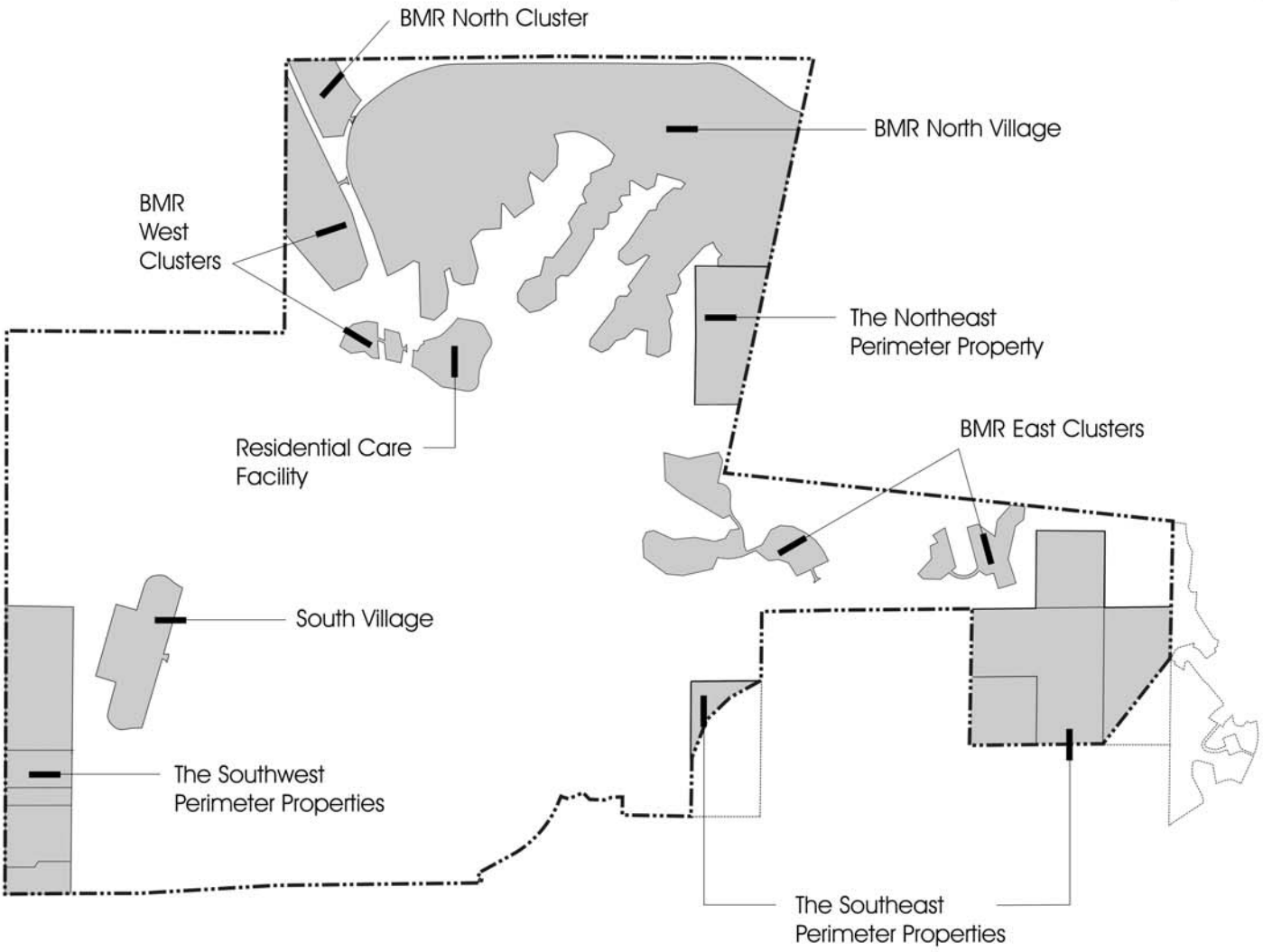
(1) A total of 240 Mixed Use Core residential units are located in the areas designated North and South Village.

(2) 60,000 SF of Commercial and 300 Hotel Rooms were approved by voter passage of Proposition C in 1996. These uses were not included in the BMR VTM/PRD which was approved in 1995. The 1995 BMR VTM/PRD provides for all of the uses which were approved prior to Subarea Plan and Phase Shift approval.

(3) All development projections are approximate and subject to refinement with submittal of site specific development plans.

Areas of Proposed Development*

2.1 figure



* Areas not included as Planned Development within the approved Black Mountain Ranch Vesting Tentative Map (95-0173)

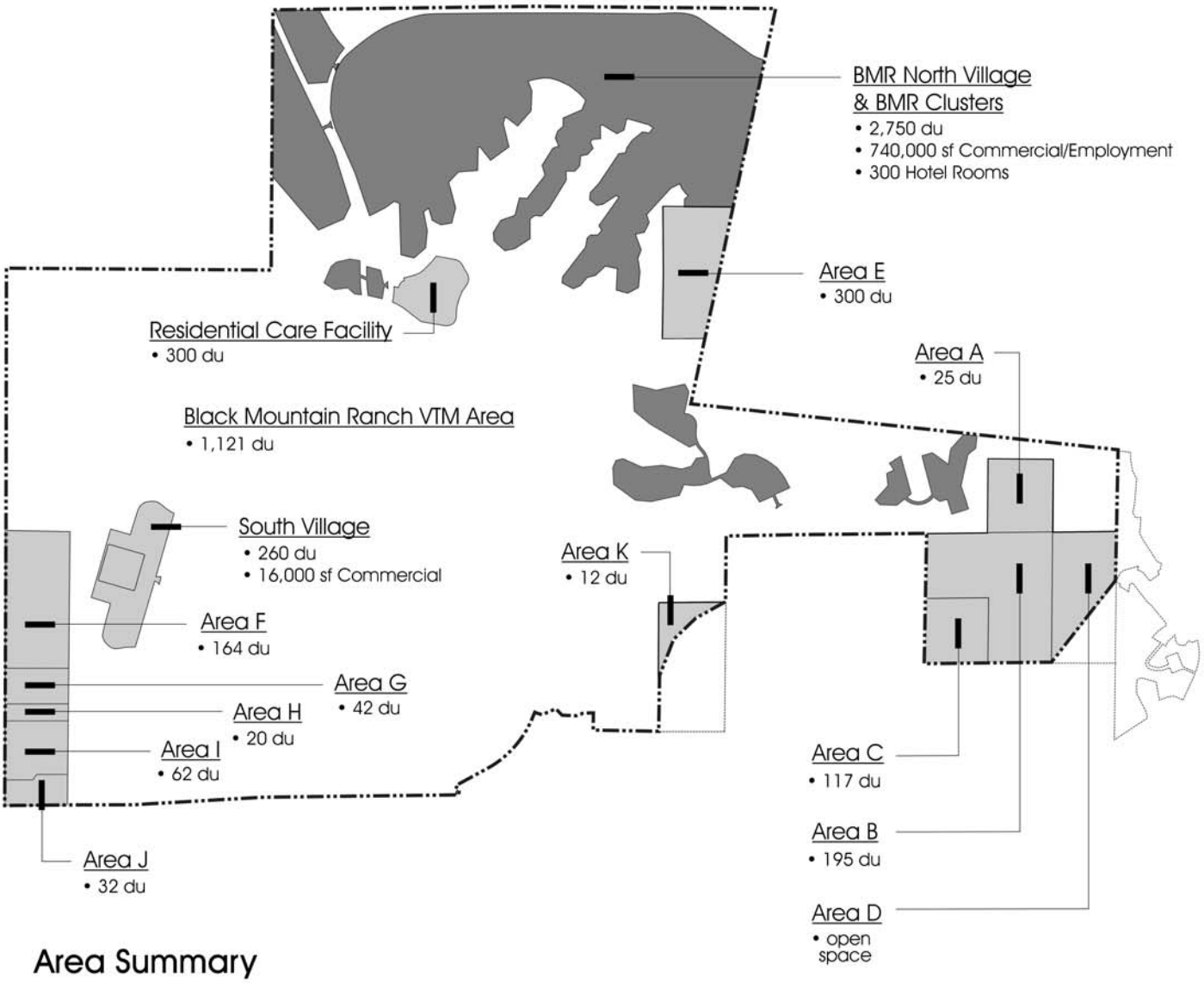
no scale

May 2009

Black Mountain Ranch Subarea Plan

Development Summary By Area

2.2 figure



Area Summary

Does not include area in Rancho Peñasquitos

Perimeter Ownerships

A: 44.8 ac	E: 67.2 ac	I: 30.6 ac
B: 125.0 ac	F: 82.1 ac	J: 21.2 ac
C: 41.5 ac	G: 20.7 ac	K: 16.0 ac
D: 55.0 ac	H: 10.4 ac	

Sub-Total: 514.5 ac

Black Mountain Ranch

BMR North Village & BMR Clusters:..... 815.0 ac
South Village:..... 58.5 ac
Residential Care Facility:..... 30.0 ac
Black Mountain Ranch VTM Area:..... 3,679.5 ac

Sub-Total: 4,583.0 ac

Total Area:..... 5,097.5 ac

no scale

May 2009

Black Mountain Ranch Subarea Plan

B. LAND USE DESIGNATIONS

The Black Mountain Ranch Land Use Plan is depicted in Figure 2.3. Additional details of the land use designations in the North Village and the South Village are on Figures 2.5 and 2.8 respectively.

Residential Neighborhoods

Subarea I has four categories of residential neighborhoods: North Village, South Village, Black Mountain Ranch Vesting Tentative Map/Planned Residential Development, and Residential Clusters. Information on each of these neighborhood areas is presented below.

Table 2.5-A, Estimated Housing Mix for All Subarea, is the aggregated housing information by residential land use designation. The subsequent tables and text provide more detail on the land use designations and density ranges permitted.

At build out, the net density within a designated area must fall within the stipulated range to comply with the Subarea Plan. Housing types which exceed or are less than the density range on a single development pad are permitted so long as the density for the entire area falls with the designated range. An estimate of the total number of dwelling units by property designation is shown on Table 2.4, Residential Development by Ownership. The actual number of units that may be developed will depend upon site specific project submittals and the ability of a given project to comply with relevant policies and regulations.

This plan includes the designation of a specific number of age-restricted seniors housing units in the North Village as indicted below. It is not the intent of this plan to limit such housing. It is the intent to provide for a minimum amount of this housing type in response to community needs. Additional age-restrict housing may be developed in any location depending on the ability of a given project to comply with relevant policies and regulations.

North Village

Residential development is permitted on approximately 400 acres of the North Village. In total, the residential component at build out totals approximately 2900 homes distributed throughout the North Village (including the nearby Residential Care Facility). The estimated housing mix for the North Village is presented in Table 2.5-B. Refer to Figures 2.5 and 2.6 for the locations and characteristics of the areas referenced in the land use designations described below:

- Mixed Use Core (Areas 4a-f, 5e, 6c): Approximately 28 acres built out at densities of 25 to 45 units per acre. These will be combined vertically and horizontally with retail or office uses. In addition, a transit center and village green will be included in the mixed use core

- Core Residential (Areas 2d, 5a-d, 5g, 6d, 6e, 6g, 8a): Approximately 50 acres built out at densities of 10 to 25 units per acre yielding housing types that include duplex, townhomes, condominiums, courtyard homes, or apartments.

- Peripheral Residential (Areas 1b, 2f-h): Approximately 35 acres built out at densities of 5 to 10 units per acre in housing types that could vary widely from conventional single family homes to apartments.

- Low Density Residential (Areas 1a, 1g, 1h, 2i, 6f): Approximately 288 acres built out at densities of 2 to 5 units per acre, with a capacity of approximately 1472 units. The housing types vary from large lot single family to townhomes.

The above housing unit figures include the 119 affordable housing units approved in the 1995 Black Mountain Ranch Vesting Tentative Map/Planned Residential Development.

TABLE 2.2: ESTIMATED LAND USE IN DWELLING UNITS (DU) AND SQUARE FEET (KSF)

LAND USE	BMR	SW Perimeter Properties	SE Perimeter Properties	NE Perimeter Properties	TOTAL
Projected Residential					
Single Dwelling Unit	2521	320	349		3190 DU
Multiple Dwelling Unit	1910			300	2210 DU
Subtotal	*4431*[(1)(2)]	*320*	*349*	*300*	*5400 DU* [(2)]
Projected Non-Residential					
Employment/Office	515 KSF				515 KSF
Commercial	241 KSF				241 KSF
Hotel	300 Rooms				300 Rooms

(1) A total of 1121 dwelling units were approved under the Black Mountain Ranch Vesting Tentative Map/Planned Residential Development (BMR VTM/PRD) within the BMR properties. 179 of those units are designated as multi-family affordable housing to be located in the North Village (119 units) and the South Village (60 units). The balance of the BMR VTM/PRD dwelling units (942 units) are designated single family.

(2) The total number of units includes affordable units (minimum 20% of the base) and associated bonus market rate units (minimum 5% of base).

TABLE 2.3: LAND USE ACREAGE

LAND USE	ESTIMATED AREA IN ACRES (rounded to the nearest five acres [3])				TOTAL
	BMR Properties [1]	SW Perimeter Propertie	SE Perimeter Propertie	NE Perimeter Propertie	
Residential					
Single Dwelling Unit	915(2)	160	70	20	1145
Multiple Dwelling Unit	230	160	70	20	250
Subtotal	*1145*				*1395*
Non-Residential					
Golf Clubhouses	10				10
Office/Employment Center	30				30
Mixed Use Commercial/Office	30				30
Schools	105(2)				105
Community Facilities* & Utilities	60				60
Subtotal	*235*	*0*	*0*	*0*	*235*
Open Space					
Resource Open Space	1980	5	210	45	2240
Amenity/Golf Course	310				310
Public Parks	50				50
Other Amenity Open Space	465				465
Subtotal	*2805*	*5*	*210*	*45*	*3065*
Streets					
Street Dedications & Reservations	370	25	10	0	405
Subtotal	*370*	*25*	*10*	*0*	*405*
TOTAL	**4585(1)**	**165**	**285**	**65**	**5100**

(1) The approved Black Mountain Ranch Vesting Tentative Map/Planned Residential Development 95-0173 comprises 4,677 acres, of which 94 acres of open space lie outside Subarea I in Rancho Peñasquitos. Of the 4,583 acres in Subarea I, the approved BMR VTM/PRD indicated that approximately 895 acres were for Future Development. That Future Development area is described in this plan as the North Village, North Clusters, South Village and Residential Care Facility.

(2) The approved BMR VTM/PRD included approximately 38 acres for a High School in the southern portion of the BMR Properties. This southern High School site is no longer required and the area has been designated in this plan as residential as provided for in the BMR Development Agreement.

(3) All areas are approximate and subject to refinement with the submittal of site specific development plans.

* Includes Village Green

TABLE 2.4: RESIDENTIAL DEVELOPMENT BY OWNERSHIP

Property Designation	Estimated Gross Area[1]	Estimated Development Area[1]	Estimated Dwelling Units[3]	Land Use Designation
SOUTHEAST PERIMETER				
A	45	5	25	Low
B	125	39	195	Low
C	42	23.5	117	Low
D[2]	55	0	0	Open Space
K	16	6	12	Moderately Low
Subtotal	*283*	*72*	*349*	
NORTHEAST PERIMETER				
E	67	20	300	Core
Subtotal	*67*	*20*	*300*	
SOUTHWEST PERIMETER				
F	82	82	164	Moderately Low
G	21	21	42	Moderately Low
H	10	10	20	Moderately Low
I	31	31	62	Moderately Low
J	21	16	32	Moderately Low
Subtotal	*165*	*160*	*320*	
BLACK MOUNTAIN RANCH				
Phase I (VTM)	3690	530	1121	Very Low Moderately Low Low Core
Phase II	895	643[4]	3310	Very Low Moderately Low Low Peripheral Core Mixed Use Core
Subtotal	*4585*	*1173*[4]	*4431*	
TOTAL	**5100 AC**	**1425 AC**[4]	**5400 DU**	

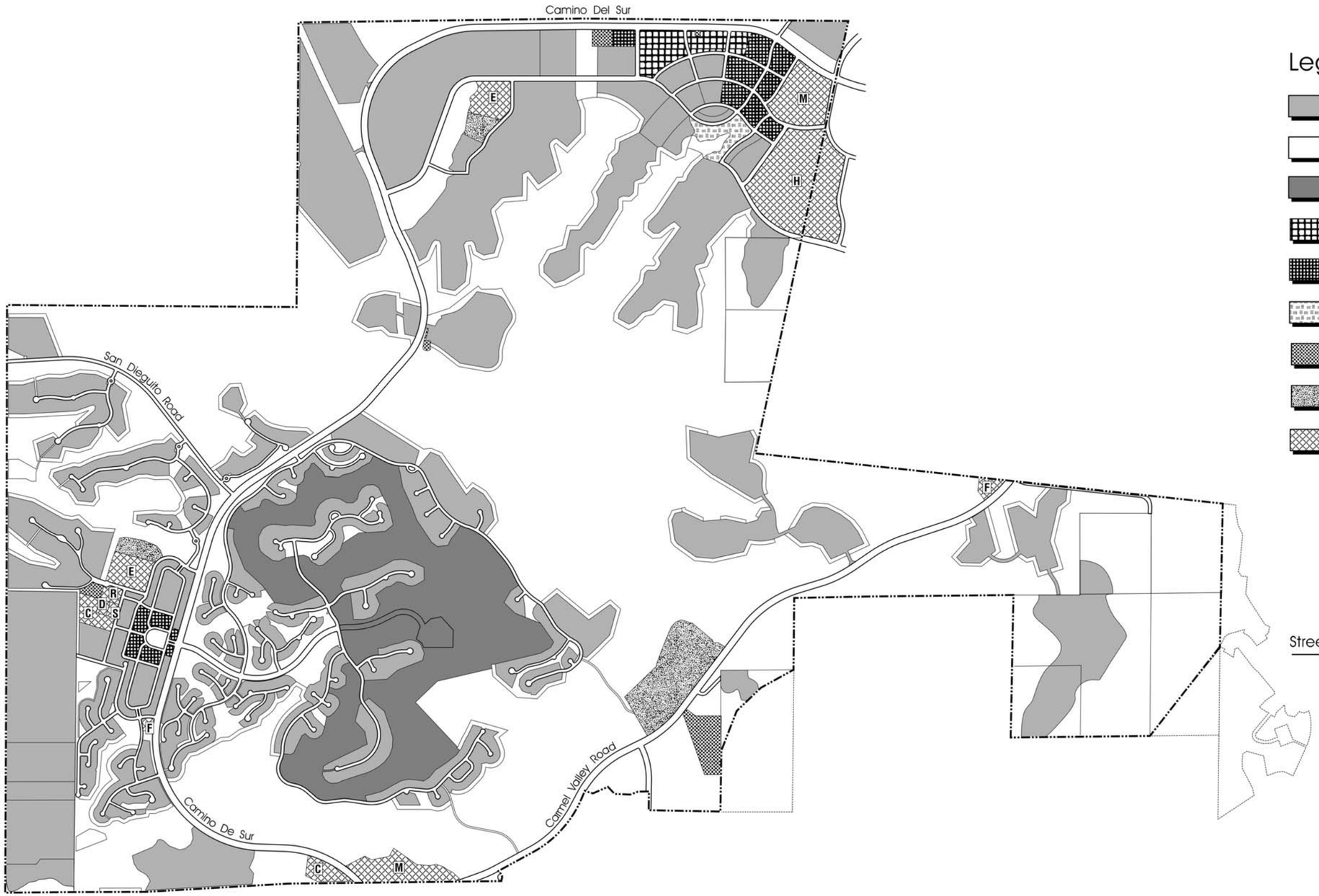
(1) All areas are approximate and subject to refinement with the submittal of site specific development plans.

(2) Parcel D is entirely within the boundary of the MPHA and therefore designated open space. Development of Parcel D may be permitted pursuant the existing zoning regulations which apply to the parcel. The maximum development area within the MPHA is limited to 25% of the parcel.

(3) The estimated number of units includes affordable units (minimum 20% of base) and associated bonus units (minimum 5% of base). Total unit count will depend upon individual project submittals and ability to comply with relevant policies and regulations.

(4) Includes area designated for North and South Mixed Use Villages which also includes Commercial & Office uses.

Land Use 2.3 figure



Legend

Residential (see figure 2.4)	1395 ac.
Open Space (see figure 3.2)	2710 ac.
Golf Course & Club House	320 ac.
Employment	30 ac.
Village Mixed Use Center	30 ac.
Village Green	10 ac.
Utilities	25 ac.
Neighborhood/ CommunityParks	50 ac.
Institutional	125 ac.

- **E** Elementary School
- **M** Middle School
- **H** High School
- **F** Fire Station
- **C** Church
- **D** Day Care Center
- **S** Seniors Center
- **R** Recreation Center

Streets	405 ac.
TOTAL:	5100 ac.

Note: Streets shown represent Collector and above (North Village area)

scale 1"=2,000'

May 2009

Black Mountain Ranch Subarea Plan

Residential Land Use

2.4 figure

Legend

- Very Low Residential (< 1 du/ac)
- Moderately Low Residential (1-2 du/ac)
- Low Residential (2-5 du/ac)
- Peripheral Residential (5-10 du/ac)
- Core Residential (10-25 du/ac)
- Mixed Use Core (25-45 du/ac)

Note: Streets shown represent Collector and above
(North Village area)

scale 1"=2,000'

May 2009

Black Mountain Ranch
Subarea Plan

TABLE 2.5-A: SUMMARY ESTIMATE OF HOUSING MIX FOR ALL OF SUBAREA I [1]

Land Use Designation	Density Range DU/Acre	Approx. Area in Acres [2]	Number of DU	Percent of Total DU	Persons Per DU	Estimated Population
Very Low	<1	287	189	4	2.62	495
Moderately Low	1 - 2	304	575	11	2.62	1505
Low	2 - 5	631	2526	46	2.62	6620
Peripheral	5 - 10	42	300	6	2.62	785
Core	10 - 25	99	1570	29	2.62	4115
Mixed Use Core	25 - 45	35[3]	240	4	2.62	630
TOTAL		1398[3]	5400	100%		14150

(1) Includes all of the approved BMR VTM/PRD.
(2) Approximation based on a mix of net and gross development areas.
(3) Includes 30 acres designated for North and South Village Mixed Use which also includes Commercial and Office uses.

TABLE 2.5-B: ESTIMATED HOUSING MIX, BMR NORTH VILLAGE(1)

Land Use Designation	Density Range DU/Acre	Approx. Area in Acres [2]	Number of DU	Percent of Total DU	Persons Per DU	Estimated Population
Very Low	<1					
Moderately Low	1 - 2					
Low	2 - 5	287	1472	50	2.62	3860
Peripheral[3]	5 - 10	35	160	6	2.62	420
Core[3]	10 - 25	50	1090	38	2.62	2855
Mixed Use Core[3]	25 - 45	28	180	6	2.62	470
TOTAL		400	2902	100%		7605

(1) The housing mix includes 119 units of affordable housing from the BMR VTM/PRD.
(2) Approximation based on a mix of net and gross development areas.
(3) This number includes 200 units of housing in the North Village which is "Age Restricted" to residents 55 years of age or older and 300 "Age Restricted" units of housing located in the nearby continuing care facility.

TABLE 2.5-C: ESTIMATED HOUSING MIX, BMR SOUTH VILLAGE (1)

Land Use Designation	Density Range DU/Acre	Approx. Area in Acres (2)	Number of DU	Percent of Total DU	Persons Per DU	Estimated Population
Very Low	<1					
Moderately Low	1 - 2					
Low	2 - 5					
Peripheral	5 - 10	24	140	37	2.62	535
Core	10 - 25	13	180	47	2.62	470
Mixed Use Core	25 - 45	10	60	16	2.62	230
TOTAL		47	380	100%		995

(1) The housing mix includes 60 units of affordable housing from the BMR VTM/PRD.
(2) Approximation based on a mix of net and gross development areas.

TABLE 2.5-D: ESTIMATED HOUSING MIX, BLACK MOUNTAIN RANCH VTM (1)

Land Use Designation	Density Range DU/Acre	Approx. Area in Acres(2)	Number of DU	Percent of Total DU	Persons Per DU	Estimated Population
Very Low	<1	150	71	8	2.62	185
Moderately Low	1 - 2	110	184	21	2.62	485
Low	2 - 5	255	627	71	2.62	1645
Peripheral	5 - 10					
Core	10 - 25					
Mixed Use Core	25 - 45					
TOTAL		515	882	100%		2315

(1) The approved BMR VTM/PRD affordable housing sites are not included in this housing mix. For the purposes of this Table, they have been transferred to the North Village Housing Mix and South Village Housing Mix since they are physically located there.
(2) Approximation based on a mix of net and gross development areas.

TABLE 2.5-E: ESTIMATED HOUSING MIX, SOUTHWEST PERIMETER PROPERTIES

Land Use Designation	Density Range DU/Acre	Approx. Area in Acres (1)	Number of DU	Percent of Total DU	Persons Per DU	Estimated Population
Very Low	<1					
Moderately Low	1 - 2	160	320	100	2.62	835
Low	2 - 5					
Peripheral	5 - 10					
Core	10 - 25					
Mixed Use Core	25 - 45					
TOTAL		160	320	100%		835

(1) Approximation based on a mix of net and gross development areas.

TABLE 2.5-F: ESTIMATED HOUSING MIX, SOUTHEAST PERIMETER PROPERTIES

Land Use Designation	Density Range DU/Acre	Approx. Area in Acres (1)	Number of DU	Percent of Total DU	Persons Per DU	Estimated Population
Very Low	<1					
Moderately Low	1 - 2	6	12	3	2.62	30
Low	2 - 5	66	337	97	2.62	885
Peripheral	5 - 10					
Core	10 - 25					
Mixed Use Core	25 - 45					
TOTAL		72	349	100%		915

(1) Approximation based on a mix of net and gross development areas.

TABLE 2.5-G: ESTIMATED HOUSING MIX, NORTHEAST PERIMETER PROPERTIES

Land Use Designation	Density Range DU/Acre	Approx. Area in Acres (1)	Number of DU	Percent of Total DU	Persons Per DU	Estimated Population
Very Low	<1					
Moderately Low	1 - 2					
Low	2 - 5					
Peripheral	5 - 10					
Core	10 - 25	20	300	100	2.62	785
Mixed Use Core	25 - 45					
TOTAL		20	300	100%		785

(1) Approximation based on a mix of net and gross development areas.

TABLE 2.5-H: ESTIMATED HOUSING MIX, BMR NORTH, EAST, AND WEST CLUSTERS

Land Use Designation	Density Range DU/Acre	Approx. Area in Acres (1)	Number of DU	Percent of Total DU	Persons Per DU	Estimated Population
Very Low	<1	137	118	44	2.62	310
Moderately Low	1 - 2	28	59	23	2.62	155
Low	2 - 5	23	90	33	2.62	235
Peripheral	5 - 10				2.62	
Core	10 - 25				2.62	
Mixed Use Core	25 - 45					
TOTAL		188	267	100%		700

(1) Approximation based on a mix of net and gross development areas.

South Village

Residential development is permitted on approximately 47 acres of the South Village. In total, the residential component at build out totals approximately 380 homes, including the 60 affordable units approved as part of the BMR VTM/PRD (Figure 2.9).

A description of the land use designations in the South Village follows:

- Mixed Use Core and Core Residential: Approximately 13 acres are designated Core Residential for build out at densities of 10 to 25 units per acre. The adjacent 10 acres of Mixed Use Core will be mostly commercial and public uses but will also include residential uses. The total capacity of both the Mixed Use Core and Core Residential is approximately 240 homes in housing types that could include duplex, townhomes, condominiums, courtyard homes, apartments or units mixed in with the commercial.

- Peripheral Residential: Approximately 24 acres built out at densities of 5 to 10 units per acre in housing types that could vary widely from conventional single family homes to apartments. The total capacity is estimated at 140 units.

Black Mountain Ranch VTM/PRD Area

The approved 1995 BMR VTM/PRD has a capacity of 942 units, excluding the 179 affordable units included in the North and South Villages (Figure 2.4). The land use designations, density ranges and approved number of dwelling units are presented in Table 2.5-D.

The development agreement for this approved BMR VTM/PRD permits the option of using second units for compliance with a portion of the affordable housing requirement. In the event that option is executed, the number of affordable units in the North or South Villages will be decreased accordingly.

Residential Clusters

The Residential Clusters or neighborhoods are in four distinct locations. For that reason four tables are used (Tables 2.5-E through H) to present the residential land use designation information. Those properties which have been identified as "Perimeter Properties" are all included in this residential neighborhood category. Refer to Figure 2.4 for the location of the areas subject to these designations.

Taken in the aggregate, the Residential Clusters have the following residential characteristics:

- Core Residential: Approximately 20 acres built out at densities of 10 to 25 units per acre yielding a capacity of approximately 300 homes in housing types that include duplex, townhomes, condominiums, courtyard homes, or apartments.

- Low Density Residential: Approximately 89 acres built out at densities of 2 to 5 units per acre, with a capacity of approximately 427 units. The housing types vary from large lot single family to townhomes.

- Moderately Low Density Residential: Approximately 194 acres built out at densities of 1 to 2 units per acre, with a capacity of approximately 391 units. The housing types would include large lot, conventional suburban, small lot and clustered units.

- Very Low Density Residential: Approximately 137 acres built out at densities of less than 1 unit per acre, with a capacity of approximately 118 units. The housing types would include large lot, conventional suburban, and clustered units. Lots adjacent to the area known as Santa Fe Hills in the northwest portion of Subarea I will be a minimum of one acre in size.

Residential Care Facility

Southwest of the North Village is a site designated for a care facility for up to 300 residential units specifically designed to serve the elderly. Typically accommodating individuals in the 75-85 year old range, the Residential Care Facility will provide continuum of care options including independent living, assisted living, skilled nursing, and memory care support. Transportation will be provided between the Residential Care Facility, the commercial core of the North Village, and other offsite services. In addition to accommodating the needs of the elderly residents, this transportation support system will minimize the use of private vehicles and reduce the number of average daily vehicle trips.

In addition to a continuum of care, these facilities include all the characteristics of a retirement community. On-site accessory activities and facilities will be required to accommodate dining, recreation, and retail services. Examples of retail services include, but not limited to: fitness, spa, beauty salon, arts and crafts, music, convenience market, laundry, health care, and similar services. A conditional use permit (CUP) is required for the development of the residential care facility.

Under the conditions imposed by the City of San Diego Land Development Code, the number of residential units with kitchens will be limited to 300. Individual kitchens will not be provided in the medical, nursing, or other similar facilities.

Employment and Commercial

The two land use designations of Employment and Mixed Use Core (office/retail) are located in the North and South Villages (Figures 2.5 and 2.8 respectively). Visitor commercial uses are permitted in the North Village. Table 2.6, Non-Residential/Mixed Use Areas, presents the typical uses and zones associated with the land use designations.

The local commercial - office/retail - uses in the Mixed Use Core of the North Village total 740,000 square feet. Located in the Mixed Use Core (areas 3a to c on Figure 2.6), this neighborhood and community serving commercial will be integrated with residential units. The 16,000 square feet of commercial uses in the South Village are located within the approximately 12 acres designated Mixed Use Core.

Also in the North Village are approximately 30 acres (areas 4a, b, c on Figure 2.6) designated Employment which, in combination with the Mixed Use Core, allow 450,000 square feet of employment uses. These are located in proximity to the densest portions of both Black Mountain Ranch and adjacent 4S Ranch to maximize access by area residents. Accessibility is also enhanced by proximity to the transit center.

Alternative Land Uses

In the event that any of the designated school sites in Subarea I are not ultimately utilized for school purposes, they may be converted to other uses compatible with adjacent areas. In the case of the north elementary, the south elementary and the south middle school sites, uses consistent with the Low Density residential designation are appropriate. In the North Village on the north middle school and north high school sites, uses consistent with Employment or Core Residential designations are appropriate. All development within the North Village will be subject to the Urban Village Overlay Zone. Alternative use of these school sites is consistent with this plan and does not require a plan amendment.

C. OVERVIEW OF THE COMPACT COMMUNITY

The Framework Plan specifically identifies the eastern portion of the North Village as a "compact community". The land use designations presented above embody that intent and the Community Design Element (Chapter 7) provides additional guidance in project review during the implementation phase. This section gives a senses of the overall character of the compact community, particularly the mixed use core and core residential component of the North Village.

The North Village contains one of the two compact communities designated in the NCFUA Framework Plan, and is the largest single area of proposed development in Black Mountain Ranch. Consistent with the guidelines of the Framework Plan, this compact community contains four primary components:

- A mixed-use community core which will contain neighborhood retail shops and commercial services, facilities to encourage transit patronage, employment and higher residential densities.

- A core residential area which will contain a mix of housing types creating a socially diverse community which may take advantage of local commercial and employment opportunities.

- Nearby job opportunities to enhance accessibility without auto-travel.

- Civic buildings and public spaces consisting of public plazas and walkways which encourage pedestrian activity and community interaction in support of community identity.

The most intense mix of residential and commercial uses surround a village green/plaza. The combination of residential, commercial, civic and public space creates a walkable community that embodies the critical mass necessary to support local business. This is enhanced by land designated for employment uses within a half mile of the mixed use core.

A wide variety of housing types and affordability will be provided within the compact community. Housing above the retail shops as well as apartments, townhomes, small-lot detached units will enable prospective residents of all income levels to consider living in Black Mountain Ranch. This implements the desired jobs/housing balance goals of creating opportunities for area employees to live close to their jobs.

Portions of the North Village core residential area may appropriately be considered for change to employment center or retail/mixed use core designations. However such changes must assure compatibility with the remaining adjacent core residential uses. Consideration of such a change must be accomplished through a Subarea Plan amendment and will be subject to environmental review for the identification and analysis of potential impacts.

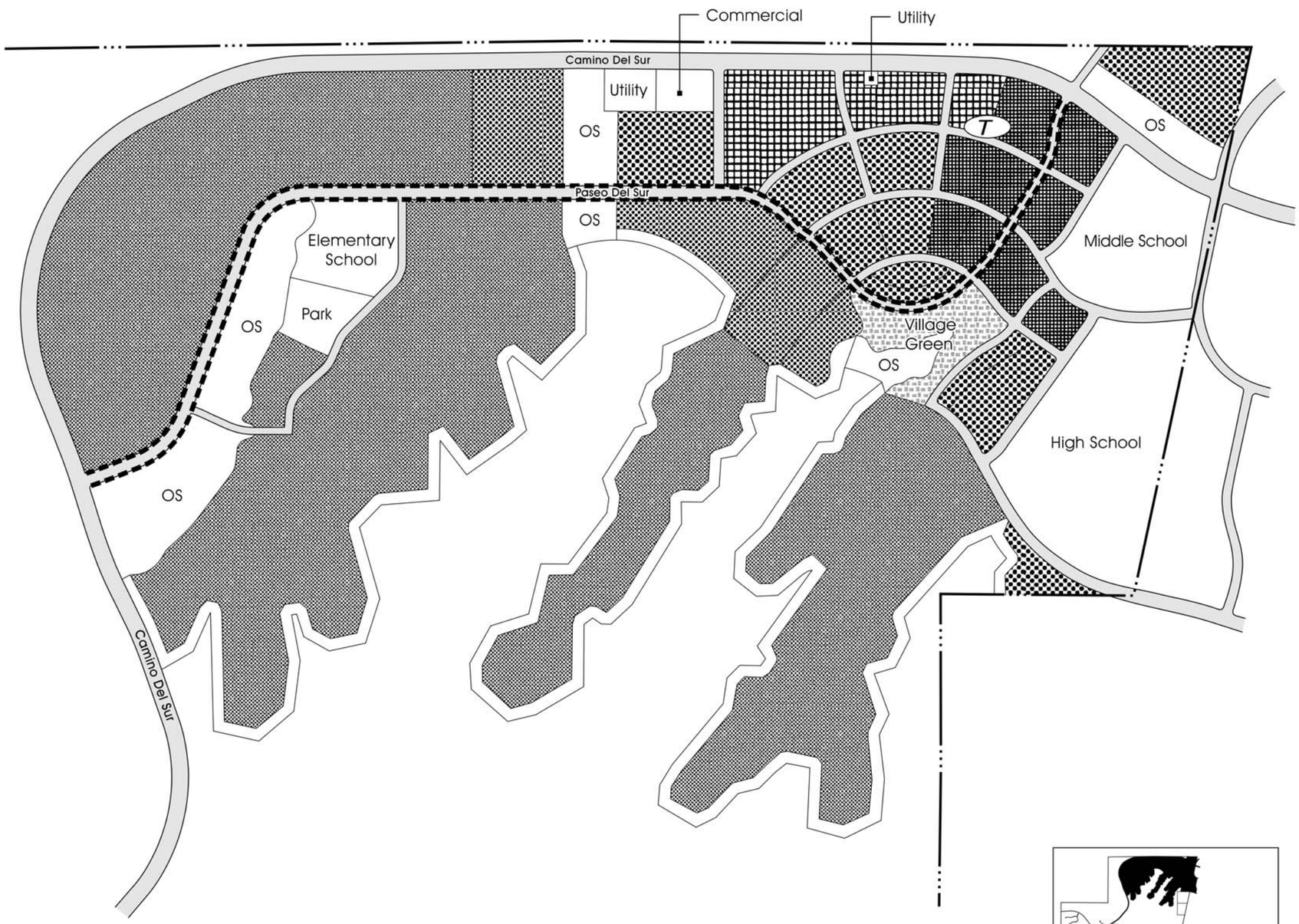
Identifying the core residential area as being suitable for alternative land uses is consistent with the goals for a vibrant, accessible compact community. It is an intense area with a clear urban structure that can accommodate changes in use without damaging the community character. In addition, the Framework Plan directs that consideration be given to adjusting land uses in this area depending on the ultimate land use characteristics of the adjacent 4S Ranch.

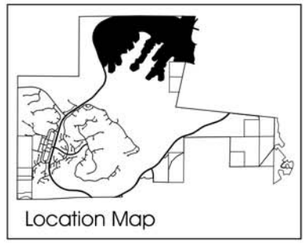
TABLE 2.6: NON-RESIDENTIAL/MIXED USE AREAS

AREA	USES
North Village Community Mixed Use Center	RETAIL/OFFICE: Uses permitted are those identified in the City of San Diego Community Commercial (CC-1-3/UVOZ, CC-3-5/UVOZ) zones. EMPLOYMENT/OFFICE: Uses permitted are those identified in the City of San Diego Community Commercial (CC-4-5/UVOZ) zones. RESIDENTIAL: Low, Peripheral, Core and Mixed Use Core Residential uses, including affordable and age-restricted residential uses. PUBLIC: Public and quasi-public facilities/services. The relationship between and integration of uses shall be established through the use of the Urban Village Overlay Zone (UVOZ). Estimated at 225 KSF Commercial Uses. Estimated at 515 KSF Office/Employment Uses. Estimated at 2900 Residential Units. Estimated at 300 Hotel Rooms.
South Village Local Mixed Use Center	RETAIL/OFFICE: Uses permitted are those identified in the City of San Diego Neighborhood Commercial (CN-1-3) and Community Commercial (CC-1-3) zones. RESIDENTIAL: Peripheral and Core Residential uses. PUBLIC: Public and quasi-public facilities/services. The relationship between and integration of uses shall be established through the use of the Urban Village Overlay Zone (UVOZ). Estimated at 60 KSF Commercial Uses. Estimated at 380 Residential Units.
Residential Care Facility	RESIDENTIAL: 300 residential units designed to serve the elderly as part of a continuing care community.

North Village Land Use

2.5 figure





Legend

- Low Residential (2-5 du/ac)
- Peripheral Residential (5-10 du/ac)
- Core Residential (10-25 du/ac)
- Employment Center
- Mixed Use Core (25-45 du/ac)
- Village Green
- Landscape Element (Promenade)
- T Transit Center
- OS Open Space

Note: Streets shown represent Collector and above

no scale

May 2009

Black Mountain Ranch Subarea Plan

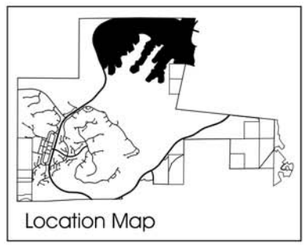
North Village Estimated Development

2.6 figure

Notes:

Streets shown represent Collector and above

Denotes limits of Brush Management lots



Projected Development by Area

	Land Use	Approx. Area	Estimated Residential Development	Estimated Non-Residential Development
1a	Low Residential	96.0 ac		
1b	Peripheral Residential	10.5 ac		
1c	Open Space	15.5 ac		
1d	Open Space	13.8 ac		
1e	Elementary School	10.0 ac		
1f	Park	5.0 ac		
1g	Low Residential	3.9 ac		
1h	Low Residential	85.3 ac		
	Subtotal:	240.0 ac	1148 du	
2a	Open space	7.0 ac		
2b	Utility	2.5 ac		
2c	Commercial	3.0 ac		
2d	Core Residential	8.5 ac		
2e	Open Space	3.0 ac		
2f	Peripheral Residential	12.0 ac		
2g	Peripheral Residential	9.0 ac		
2h	Peripheral Residential	4.0 ac		
2i	Low Residential	34.0 ac		
	Subtotal:	83.0 ac	489 du	10 KSF
3a	Employment	13.0 ac		
3b	Employment	6.5 ac		
3c	Employment	3.5 ac		
3d	Utility	0.5 ac		
	Subtotal:	23.5 ac		515 KSF
4a	Mixed Use	4.0 ac		
4b	Mixed Use	3.0 ac		
4c	Mixed Use	6.0 ac		
4d	Mixed Use	2.0 ac		
4e	Mixed Use	4.0 ac		
4f	Mixed Use	4.0 ac		
	Subtotal:	23.0 ac	100 du	215 KSF + 300 Rooms
5a	Core Residential	6.0 ac		
5b	Core Residential	5.0 ac		
5c	Core Residential	3.5 ac		
5d	Core Residential	3.0 ac		
5e	Mixed Use	2.0 ac		
5f	Park	2.0 ac		
5g	Core Residential	2.0 ac		
	Subtotal:	23.5 ac	194 du	
6a	Village Green/Open Space	10.0 ac		
6b	Open Space	5.5 ac		
6c	Mixed Use	3.0 ac		
6d	Core Residential	2.0 ac		
6e	Core Residential	6.5 ac		
6f	Low Residential	68.0 ac		
6g	Core Residential	3.0 ac		
	Subtotal:	98.0 ac	552 du	
7a	Middle School	20.0 ac		
7b	High School	40.0 ac		
	Subtotal:	60.0 ac		
8a	Core Residential	11.5 ac		
8b	Open Space	6.0 ac		
	Subtotal:	17.5 ac	119 du	
TOTAL ESTIMATED AREA:		559.0 ac		
TOTAL ESTIMATED DEVELOPMENT:			2602 du	740 KSF +300 Rooms

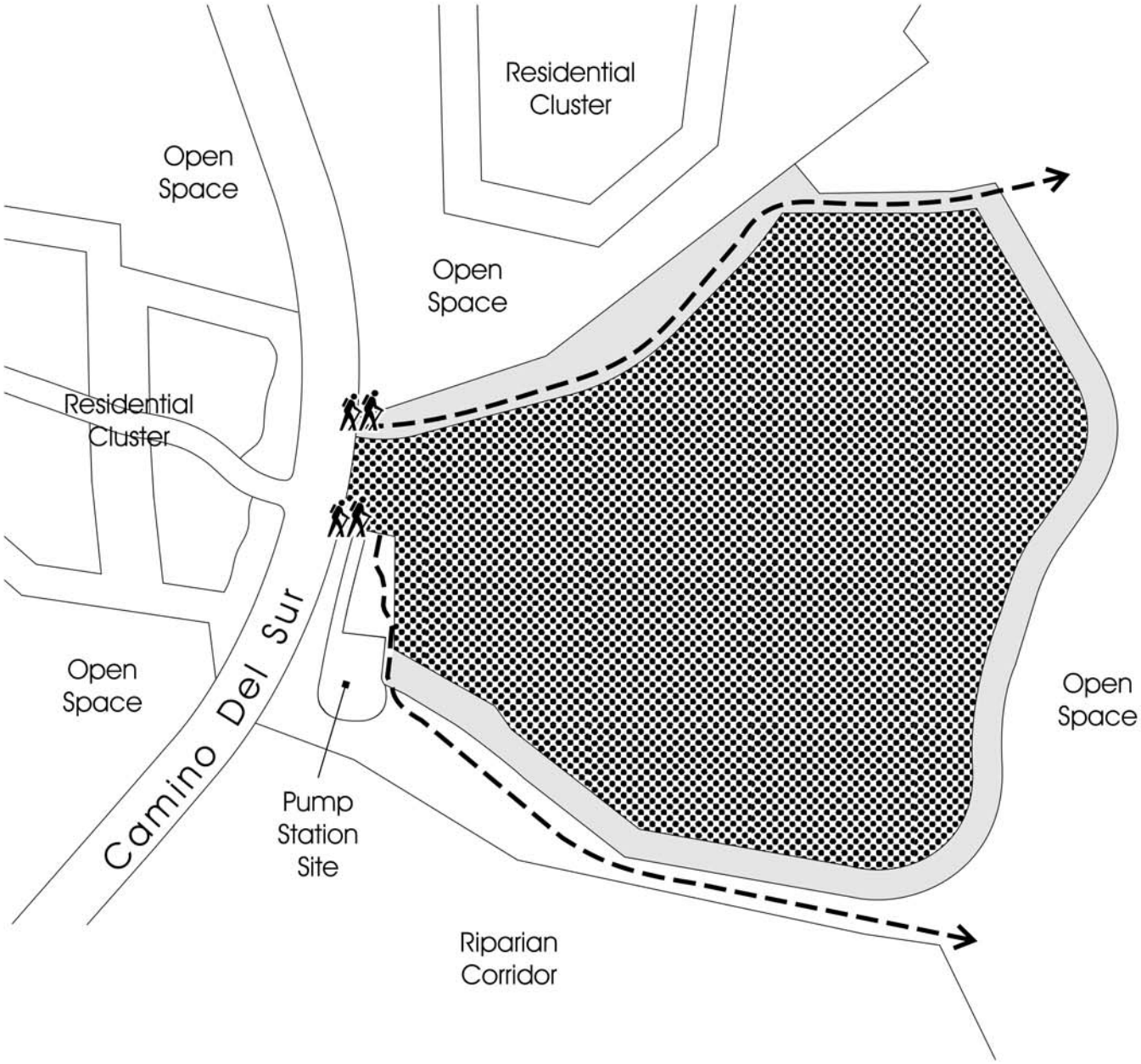
no scale

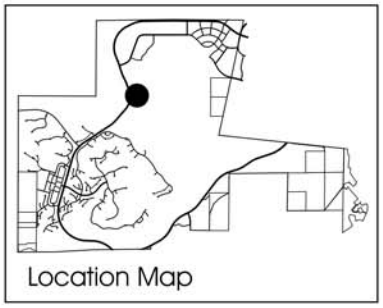
May 2009

Black Mountain Ranch Subarea Plan

Residential Care Facility

2.7
figure





Legend

- Residential Care Facility
- Brush Management
- Trail to Open Space

no scale

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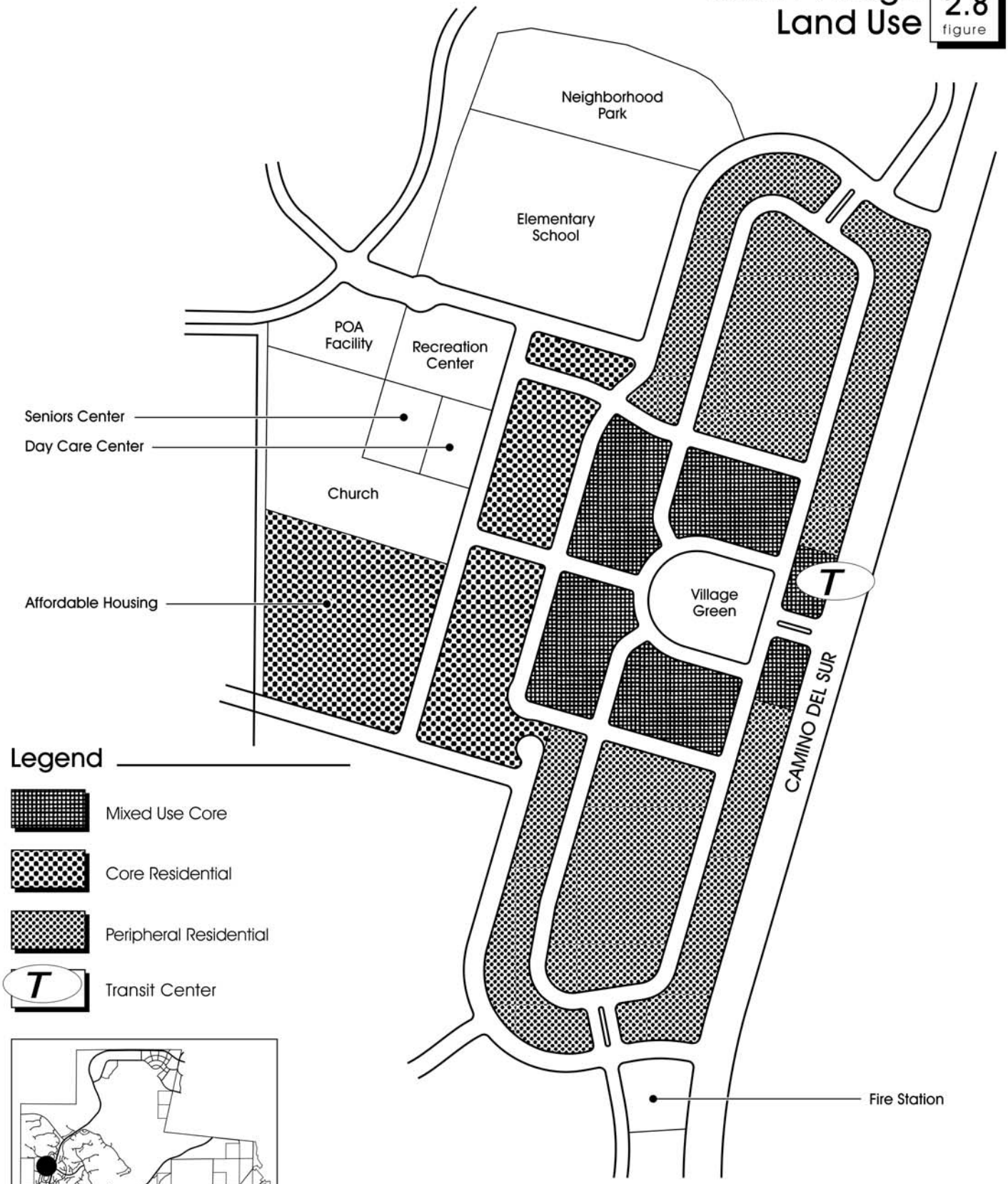
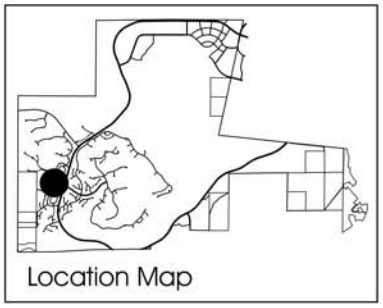
Black Mountain Ranch Subarea Plan

South Village Land Use

2.8 figure





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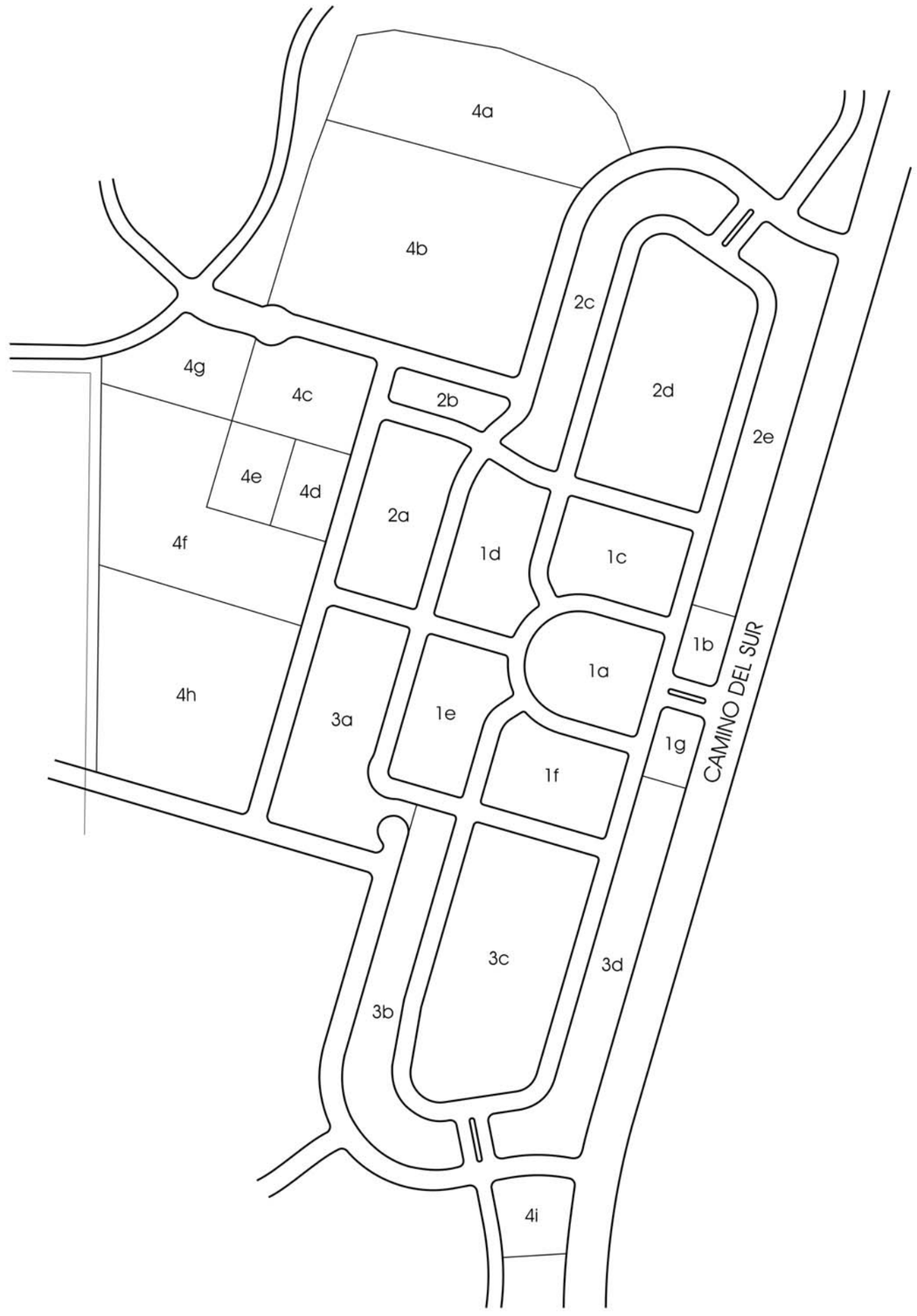
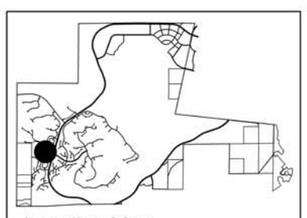
Black Mountain Ranch Subarea Plan

South Village Estimated Development

2.9 figure





Projected Development by Area

	Land Use	Approx. Area	Estimated Residential Development	Estimated Commercial Development
1a	Village Green	2.45 ac		
1b	Mixed Use Core (Transit Center)	0.60 ac		
1c	Mixed Use Core	2.25 ac		
1d	Mixed Use Core	2.50 ac		
1e	Mixed Use Core	2.35 ac		
1f	Mixed Use Core	2.25 ac		
1g	Mixed Use Core	0.60 ac		
	Subtotal:	13.00 ac	60 du	16 KSF
2a	Core Residential	2.90 ac		
2b	Core Residential	0.75 ac		
2c	Peripheral Residential	3.40 ac		
2d	Peripheral Residential	6.05 ac		
2e	Peripheral Residential	3.60 ac		
	Subtotal:	16.70 ac	85 du	
3a	Core Residential	4.15 ac		
3b	Peripheral Residential	3.50 ac		
3c	Peripheral Residential	6.50 ac		
3d	Peripheral Residential	3.85 ac		
	Subtotal:	18.00 ac	115 du	
4a	Park	5.00 ac		
4b	Elementary School	10.00 ac		
4c	Recreation Center	2.30 ac		
4d	Day Care Center	1.25 ac		
4e	Seniors Center	0.85 ac		
4f	Church	5.90 ac		
4g	Association Facility	2.00 ac		
4h	Core Residential (Affordable Housing)	7.10 ac		
4f	Fire Station	1.00 ac		
	Subtotal:	35.40 ac	120 du	
	TOTAL ESTIMATED AREA:	83.10 ac		
Total Estimated Development:			380 du	16 KSF

no scale

May 2009

Black Mountain Ranch Subarea Plan

Open Space Element

III. OPEN SPACE ELEMENT

GOALS

Contribute to an open space system that promotes regional resource protection and provides a critical connection to adjacent active community and neighborhood parks.

IMPLEMENTING PRINCIPLES

- Maintain natural resources such as mature stands of native vegetation, seasonal stream courses, wetlands and significant landforms.

- Provide a critical corridor for the regional MSCP open space system that serves as a wildlife linkage between regional parks and preserves, as well as a multi-resource habitat preservation area.

- Link open space areas with interconnected trails to provide opportunities for recreation, education, and visual relief.

In March, 1997 the Multiple Species Conservation Program (MSCP) Subarea Plan for the City of San Diego was adopted and superseded the Environmental Tier of the Framework Plan. The MSCP identifies lands proposed for open space and habitat preservation and designates these areas as a "Multiple Habitat Planning Area." The MHPA identifies areas of the subarea within which conservation of habitat areas and linkages will occur in addition to limited development. Overall, the City's MHPA will attain a 90 percent conservation goal.

Using the MSCP Plan as a framework, MSCP Subarea Plans may be prepared by local general purpose agencies. The City of San Diego has prepared and adopted a MSCP Subarea Plan to guide implementation of the MSCP Plan within its corporate boundaries. The MSCP Subarea Plan is intended to guide land uses and habitat management within the MHPA. The project site is within the northern area of the City's MSCP Subarea Plan for the Future Urbanizing area. Within the northern area, the MHPA is largely comprised of regional linkages leading to biological core areas within existing reserves and parks. In the north lies the area surrounding Black Mountain Open Space Park, much of which serves as core area immediately surrounding the park, with the remainder of the land allowing connections to the San Dieguito River valley to the north and west and providing one end of a lengthy open space corridor to the south.

This Subarea I Plan designates approximately 2240 acres of resource based open space which includes the natural resource areas of the MHPA within Subarea I (Figure 3.2). In addition, 775 acres of amenity open space are designated within the Subarea. Amenity open space includes such areas as the golf course, Property Owner Association open space, and brush management lots. Approximately 50 acres of active use open space areas composed primarily of public parks complete the Subarea open space system. The total area of the Subarea I open space system is 3065 acres.

Approximately 1,915 acres of resource open space, including most of La Jolla Valley and areas surrounding Black Mountain and headwaters of La Zanja Canyon, is required to be dedicated to the City of San Diego or the San Dieguito River Park Joint Powers Authority as part of the approved BMR VTM/PRD. This land will be incorporated into the Black Mountain Open Space Park or the San Dieguito River Valley Regional Open Space Park creating an open space corridor which links Black Mountain with the San Dieguito River and headwaters of La Zanja Canyon. Natural open space areas will preserve stands of sensitive native vegetation and grasslands. These areas will require no permanent irrigation and only minimal maintenance. Open space in La Jolla Valley will be enhanced with revegetation of 12 acres of coastal sage scrub plantings to improve habitat connectivity and quality. A 400-foot-wide riparian zone will be maintained along Lusardi Creek and reestablished with willows, sycamores, cottonwood, and oaks. Another 400-foot-wide open space corridor will be maintained through the center portion of Santa Fe Mesa. Finally, as part of a 2008 Subarea Plan Amendment, an additional 295 acres which was initially identified as a golf course was designated as resource open space. Although it is shown as non-MHPA open space in this Subarea Plan, it is proposed that the area be added to the

MSCP. Overall, then, in addition to the non-sensitive lands, the open space system also includes sensitive hillsides and habitat fronting La Jolla Valley within the northeast perimeter property and MHPA core and connecting habitat adjacent to Black Mountain Park in the southeast perimeter property and connecting habitat for the MHPA along La Zanja Canyon in the southwest (Figure 3.1).

MSCP/MHPA BOUNDARY ADJUSTMENT

This Subarea Plan includes adjustments to the MHPA boundary within Parcel C of the Southeast Perimeter Properties and Parcel J of the Southwest Perimeter Properties. These modifications are analyzed in combination with the total resource open space system for Subarea I in the Subarea Plan EIR and Appendix A of this Subarea Plan. They have been determined to constitute an "equivalent exchange" allowed by the MSCP Plan (Section 5.4.2) and the City of San Diego Subarea Plan (Section 1.1.1) resulting in a functionally equivalent preserve design.

Within the BMR VTM/PRD ownership area all of the MHPA area has been designated as open space and will be dedicated to the City of San Diego as final maps are recorded for the project. Within the Perimeter Properties it is anticipated that the MHPA area will be dedicated to the City of San Diego as open space or encumbered with appropriate conservation easements as part of individual project development. The configuration and amount of land within the MHPA for individual projects shall be substantially as designated in this Subarea Plan. An adjustment to the MHPA boundary in the eastern panhandle portion of the BMR VTM/PRD also occurred to allow for the development of a fire station. In designating an area for the fire station, an “equivalent exchange” area was shifted into the MHPA in the nearby Peñasquitos Community.

USES ALLOWED IN THE PRESERVE

Some development will be allowed within the MHPA on parcels that are mostly or wholly within the MHPA. Limited residential development at a density of one dwelling per four acres will be allowed. Such development will be consistent with Section 1.4.1 of the MSCP as described below. Development on such parcels will be limited to 25 percent, be located in the least sensitive areas of the parcel and will be developed in conformance with the OR-1-2 zone and/or the Environmentally Sensitive Lands (ESL) regulations or the Resource Protection Ordinance if it is still in effect. The OR-1-2 zone may be applied to all parcels that are wholly within the MHPA. The OC zone may be applied to the MHPA portion of parcels that are being partially developed and partially conserved for biologic purposes.

Uses allowed in the MHPA are described in the MSCP Subarea Plan, Section 1.4.1. Permitted uses include:

- Passive recreation
- Utility lines and roads in compliance with design guidelines
- Limited water and sewer facilities and other essential public services
- Limited low-density residential uses
- Brush Management
- Limited agriculture

The MSCP Subarea Plan contains a list of specific MHPA design guidelines for the proposed northern area FUA, including Subarea I. Some of the MHPA guideline designations which directly apply to Subarea I are:

- "C. 12 Incorporate bridges to facilitate wildlife crossings" (refers to Camino del Sur area/ Carmel Valley Road area).

MHPA 3.1 figure

Legend

- MHPA
- Wildlife Bridge Undercrossing
- Other Subarea Open Space
- 400' Riparian Corridor
- Limited Access
- Existing or Future Developed Land

Note: Streets shown represent Collector and above
(North Village area)

scale 1"=2,000'

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Black Mountain Ranch Subarea Plan

- Camino del Sur will be designed with bridges at the Lusardi Creek crossing and along the south boundary of Subarea I where there is a wildlife link to Subarea IV (Figure 3.1)

- "C. 21 If the reservoir site is purchased by the City's Water Utilities department for water facility uses, the development area may expand slightly" (refers to the water storage reservoir site on Black Mountain Ranch VTM/PRD).

- The potential expansion area is outside of Subarea I within the adjacent community of Rancho Peñasquitos.

- "C. 22 Study the need for a future at-grade separated wildlife crossing" (refers to an area within the panhandle area of the approved Black Mountain Ranch VTM/PRD).

- Under this Subarea Plan, a bridge is to be provided where Carmel Valley Road passes through the panhandle area (Figure 3.1).

- "C. 23 The La Jolla Valley area will be enhanced and restored into a fully functional native riparian corridor and maintained at 400-500 feet width along its length as part of the Black Mountain Ranch project" (refers to the riparian revegetation area within the northern golf course of the BMR VTM/PRD).

- The BMR VTM/PRD includes a program to restore and enhance this riparian corridor.

- AC. 24 Provide a 400-foot-wide corridor as part of the Black Mountain Ranch project" (refers to the SDG&E alignment in the center of the North Village area).

- This area was set aside on the BMR VTM/PRD and is included in this Subarea Plan.

- "C. 25 Development in this area should provide barriers such as fencing to prevent encroachment into the preserve. Other adjacency planning guidelines such as plantings, lighting, and drainage should also be incorporated into any future development proposal" (refers to the northeast Perimeter Property and North Village area of Subarea 1).

Such design guidelines are provided below and will be implemented through conditions on future individual project development permits.

A. MHPA LAND USE ADJACENCY GUIDELINES

Section 1.4.2 of the MSCP Subarea Plan includes general planning principles and design guidelines that are to be used in planning of projects located adjacent to or within the MHPA. These policies and guidelines address the construction and maintenance of roads and utilities, fencing, lighting, signage, materials storage, mining /extraction/processing facilities, and flood control. The goal of these policies and guidelines is to ensure minimal impact to the MHPA. In Subarea I, these development guidelines will be implemented as project conditions during the processing of project permits.

Planned land uses adjacent to the MHPA within the Black Mountain Ranch Subarea include single and multi-family residential, and active recreation. The Black Mountain Ranch Subarea I Plan requires that the following measures be conditions of approval of future tentative maps or development permits:

Drainage

The Black Mountain Ranch VTM/PRD includes a series of nine detention and desilting basins to retain runoff from developed areas, including the future development areas which are the subject of this Subarea I Plan. Five of the basins are located along the western boundary of Subarea I and four are north of Lusardi Creek to capture

runoff from the North Village and other residential areas. Future development areas in the panhandle area of the Black Mountain Ranch future development area and the southeast Perimeter Properties may require additional detention and desilting basins when development entitlements are considered. Other best management practices include source control measures and grass swales within amenity open space and the golf courses to minimize and filter any fertilizers or pesticides prior to entering natural drainage systems.

The following measures would reduce levels of erosion, sedimentation, and runoff during and after construction activities. These or equivalent measures will be conditions of future tentative maps or other permit approvals in Subarea I:

- Hydroseeding and landscaping of any cut/fill slopes disturbed or built during the construction phase of the project, with appropriate ground cover vegetation shall be performed within 30 days of completion of grading activities.

- Areas of native vegetation or adjoining slopes to be avoided during grading activities shall be delineated to minimize disturbance to existing vegetation and slopes.

- Artificial ground cover, hay bales, and catch basins to retard the rate of runoff from manufactured slopes shall be installed if grading occurs during wet weather season, November 1 through April 1.

- Fine particulates in geologic materials used to construct the surficial layers of manufactured slopes shall not be specified unless a suitable alternative is not available.

- Temporary sedimentation and desilting basins between graded areas and streams shall be provided during grading.

Development in the southeast Perimeter Property may require detailed design and construction of additional desilting/detention basins not already approved under the Black Mountain Ranch VTM/PRD. These basins would use extended detention methods to maximize their usefulness in controlling erosion and sedimentation impacts. The basins would be constructed and maintained by the developer during construction. Once the project is completed, responsibility for the maintenance of these basins would be transferred to the homeowners association.

The requirements for sedimentation basins and the use of Best Management Practices (desilting basins, extended detention, filter strips and source controls) shall be noted on future tentative maps. It shall also be a condition of future tentative maps that permanent basins and all other drainage facilities shall be constructed prior to issuance of building permits. Facilities will be designed to minimize impacts to the MHPA.

Toxics

Storage or use of potentially hazardous or toxic chemicals within the MHPA could occur at the golf courses. No additional facilities that use hazardous or toxic chemicals are proposed. The approved Black Mountain Ranch VTM/PRD includes provisions for Best Management Practices for the use of irrigation; control of fertilizers, pesticide, and herbicides and sedimentation and source control measures. These include:

- Cover outdoor storage facilities that contain potential contaminants.

- Encourage proper use and disposal of materials including fertilizers, pesticides, and herbicides and appropriate methods, rates, and frequency of application.

- Encourage alternative methods for controlling weeds and insects using physical, biological, and lower toxicity methods.

- Recycle chemicals to the extent possible and dispose of materials in a safe and proper manner.

Lighting

Golf Courses

Under the terms of the Black Mountain Ranch VTM/PRD, lighting for the golf course would be restricted to avoid intrusion into the MHPA. The golf course and driving range would not be lighted for night-time uses. Lighting of parking and outdoor areas at the golf course is to be at a minimum intensity required for safety, with the light source directed downward and shielded.

North and South Villages and Perimeter Properties

All night lighting from residential development within the North Village and South Village shall be set back and shielded from the MHPA and should not have an adverse impact. Black Mountain Ranch VTM/PRD design guidelines also specify shielding for exterior lights at residences adjoining the MHPA. These design restrictions will be included in all future residential developments adjacent to the MHPA. Subarea I includes 515 acres of Perimeter Properties, which are located outside the Black Mountain Ranch ownership and designated at various levels of residential density. These privately held lands are located principally in the central to southern portions of the Subarea, always at the perimeter of Subarea I. Except for Parcel E, all Perimeter Properties are designated for low intensity uses, and will be subject to the Design Guidelines approved for the Black Mountain Ranch VTM/PRD or required to develop equivalent independent guidelines as a part of subsequent, implementing discretionary review. Area E, because of its higher density designation, is subject to the design conditions described herein for the North Village.

The following approved guidelines for the Black Mountain Ranch VTM/PRD will be a requirement of all guidelines concerning exterior lighting for private and public facilities in Subarea I:

- The intensity of exterior lighting shall be kept to a minimum to promote a rural character and limit impacts to the wildlife which will occupy the extensive open space system at Black Mountain Ranch.

- In general, exterior lights should be directed downward and the light source should be shielded.

- Development of properties immediately adjacent to natural open space areas shall be specifically designed so that light or glare shall not be cast on the open space lots.

Noise

Proposed uses within and adjacent to the MHPA that are potential noise generators include major roads, and water and sewer pump stations. Noise from major roads is anticipated to be below 65 decibels community noise equivalent level within 150 feet of the road edge crossing the MHPA. Other uses adjoining the MHPA would be residential and golf; these uses are not anticipated to generate adverse noise impacts to wildlife.

Noise generated during construction of future development adjacent to the MHPA could impact sensitive wildlife during the breeding season. Construction activity noise shall be restricted during the breeding season if breeding wildlife are identified in the area of individual projects. Any grading or construction during the breeding season shall employ temporary noise controls to reduce noise to 60 dB in areas occupied by breeding wildlife.

Barriers

New development adjacent to the MHPA will be required, as deemed necessary by the City, to provide barriers (e.g., non-invasive vegetation, rocks/boulders, fences, walls, and/or signage) along the MHPA boundary to direct public access to appropriate locations and reduce domestic animal perdition. Areas where barriers will be considered are identified on Figure 3.1 as having “limited access.”

Invasive Species

The approved Black Mountain Ranch VTM/PRD has a listing of appropriate landscape plantings for residences and in amenity open space that restrict non-native plant species and will prevent the introduction of invasives. The landscape guidelines are described in Appendix B and shall be required as conditions of approval for future development within Subarea I.

Brush Management

Brush management zones (separate lots) have been approved as part of the Black Mountain Ranch VTM/PRD including all future development areas. Brush management zones for the Perimeter Properties are included within the development envelopes. Brush management plans for these areas would be required when development entitlements are applied for, and will be consistent with City requirements.

B. MANAGEMENT DIRECTIVES FOR NCFUA SUBAREA I

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

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

- Area Specific Management Directives (ASMD): These are specific to Subarea I and address wetland restoration, coastal sage scrub monitoring, specific requirements for fencing, golf course areas, public and pet access, trail locations and requirements, educational programs, and revegetation. The ASMD have either been incorporated into the approved BMR VTM/PRD or will be required to be developed at the time a project seeks development approval. As stated above, if lands are dedicated to the City in fee title or conservation easement, the City will be responsible for management.

- The Black Mountain Ranch Subarea I Plan addresses the management directives of the MHPA through the approved Black Mountain Ranch VTM/PRD project design, and design guidelines for the balance of Subarea I as follows:

- As a part of the BMR VTM/PRD, the Lusardi Creek area will be restored into a fully functional native riparian ecosystem, and maintained at a minimum 400-foot width along its entire. Access to this important regional wildlife corridor will be limited by clearly defined crossings of the corridor. These crossings will be monitored for litter and other disturbances to the natural habitats.

- As a part of the BMR VTM/PRD, golf course areas will be separated from the MHPA and sensitive habitat areas with native vegetation that discourages human access (e.g., brambles, cactus, yuccas).

- As a part of the BMR VTM/PRD, access into the coastal sage scrub area in the south central area and the corridor and drainage area in the southwestern corner of the BMR VTM/PRD bounded by residential and golf course uses will be limited with fencing or natural barriers. Signage will direct local residents to appropriate locations and approved trails.

- As a part of the BMR VTM/PRD, periodic oversight of the golf course will be provided to assure Best Management Practices are in place to control chemical overflows and urban runoff into the natural open space system.

- In order to deter unlimited access to this regional wildlife corridor, fencing and/or barrier plantings along the middle school site in the south will be provided. Direction of public access and restriction of pet access will also be facilitated by fencing and/or barrier planting. Informational signage and environmental education programs (including monitoring and restoration projects involving students) plan to be implemented and heighten awareness of the MHPA's goals, purpose and needs in Subarea I. Access to the open space at Black Mountain Ranch is already limited through conditions of approval in the BMR VTM/PRD (Figure 3.1).

- Within the Perimeter Properties of Subarea I direct access to open space areas may be limited where indicated on Figure 3.1.

- In areas with a history of invasive species, there will be monitoring and redirection (when necessary) of public access, and restriction of pet access to the MHPA.

- Consistent with the Black Mountain Ranch VTM/PRD project, trails will be established by the developer and maintained by the City over the long-term in the MHPA (Figure 6.1).

- The developers of Black Mountain Ranch are required to provide the financing for the construction of a fence at the northern fork of La Zanja Canyon where it will terminate at the proposed alignment of Camino del Sur. This fence will direct wildlife movement when the Black Mountain Ranch future development area is developed.

- In the event that the existing uses on Parcel J of the Subarea are redeveloped to the uses designated in this Subarea Plan, the streamcourse for the La Zanja Creek will be maintained as a natural drainage course with a minimum 100-foot wide corridor. Required driveway or roadway access will be permitted. Any encroachment into wetlands or riparian habitat for such access will conform to the mitigation requirements of the ESL ordinance and obtain approval from the U.S. Army Corps of Engineers and California Department of Fish and Game.

- In areas adjacent to Black Mountain Open Space Park, such as the southeast perimeter properties, developers will be required as part of their approval to deter off-trail access and use, through the provision of clearly marked access areas, well demarcated trails, and posted signage.

Per the implementing agreement "To Establish a Multiple Species Conservation Program ("MSCP") for the Conservation of Threatened, Endangered and Other Species in the Vicinity of San Diego, California," the City of San Diego agrees to be responsible for the management of lands which are obtained through dedication in fee title or conservation easement for permanent preservation except where made a previous condition of project approval.

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

5.4 – Enhancement and Management of Environmental Tier Lands

5.4a This implementing principle requires "Habitat Protection Areas," "Biological Buffer Areas, and "Transition Areas" that collectively result in the preservation of the Environmental Tier. As noted previously, the Framework Plan Environmental Tier will be implemented through compliance with the MSCP Subarea Plan, which was adopted March 18, 1997. The MSCP enlarges and improves the

configuration of the Environmental Tier through the creation of the MHPA, and does not include requirements for separate habitat protection areas, buffers or transition zones. Land uses within the MHPA will be those allowed in the MSCP Subarea Plan Section 1.4. 1.

5.4b This implementing principle requires wildlife corridors of sufficient width to provide enough space to allow animal movement without fear, undisturbed by lighting and noise, and with habitat throughout. Within Subarea I wildlife corridors will be provided as required by the MSCP, and as noted previously in the description of the MHPA.

5.4c This implementing principle requires conformance to the Resource Protection Ordinance (RPO) and successor ordinances. Conformance to the RPO or its successor ordinance is discussed in Appendix A of this Subarea I Plan.

5.4d This implementing principle states that trails shall not be allowed in wildlife corridors if they would impede movement or other natural functions (breeding, foraging, rearing of young). In Subarea I, trails within the MHPA are located outside of the major wildlife corridors to the extent feasible. The trail system has been designed to limit impacts to the wildlife corridors and the natural functions of the MHPA. (See Circulation Element Section F, page 6.8 and Figure 6.2, regarding the Subarea I trail system.)

5.4e This implementing principle prohibits channelization of Subarea I's large drainage areas or floodplains. This Subarea I Plan proposes no channelization. Large identified floodplains are all located in open space.

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

5.5 – Roads in and Adjacent to the Environmental Tier

5.5a This implementing principle requires the use of bridge structures to cross the Environmental Tier. Within Subarea I, bridges and large arch culverts will be used as feasible and appropriate to cross wildlife corridors/canyons.

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

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

5.5d This implementing principle states that, where roads enter and traverse portions of the open space system, wildlife crossings should be constructed every one-half mile. The only road shown in the Framework Plan as traversing a large portion of the MHPA is SR-56, which is entirely outside of Subarea I.

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

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

C. AMENITY OPEN SPACE

The North Village will include four amenity open space elements:

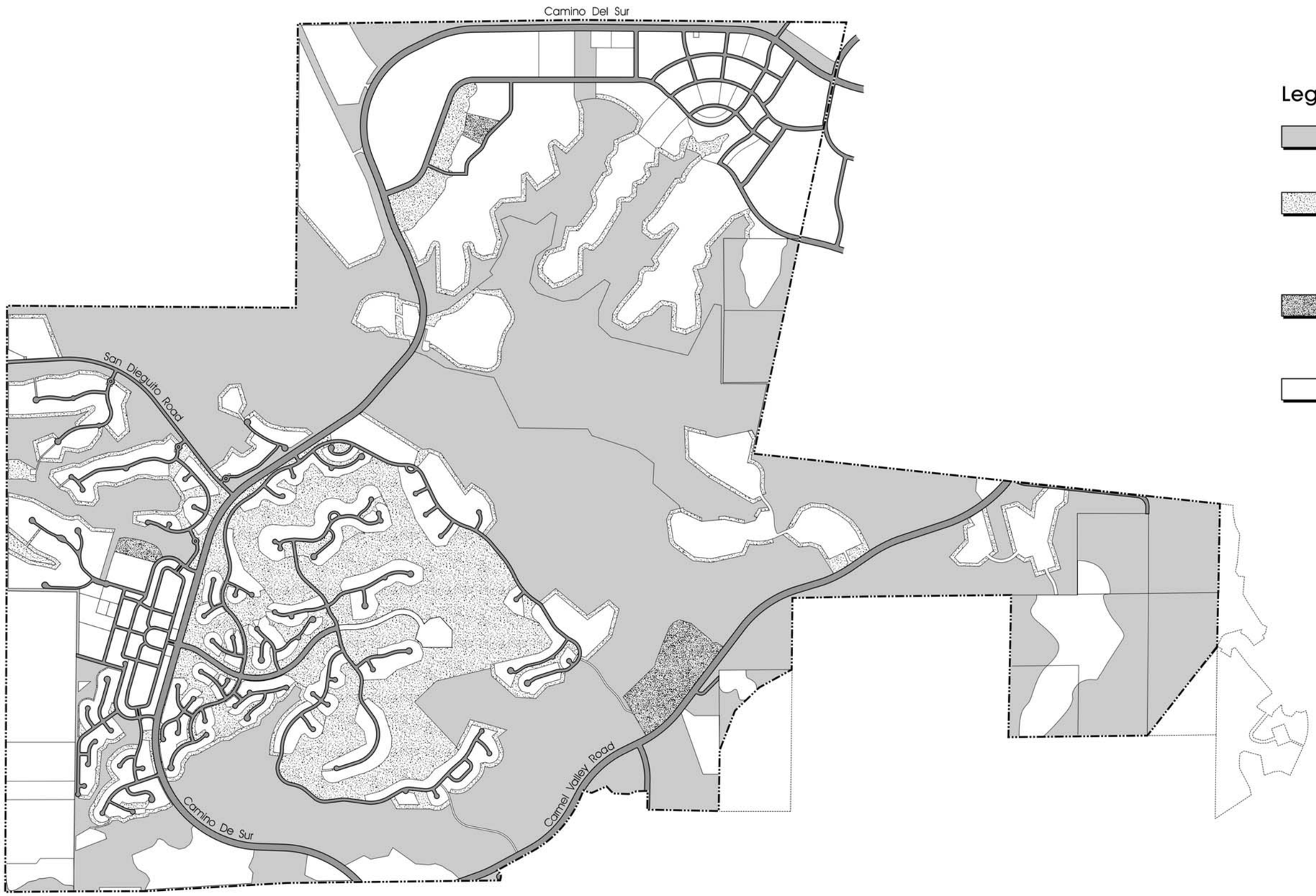
- Central Open Space Link: a central open space of land dedicated to habitat.
- Open Space Corridor: extending westerly of the neighborhood park connecting to the open space system in Lusardi Canyon.
- Promenade Walkway of Paseo del Sur: extending east-west along the north side of the Open Space Corridor and Village Green/Plaza through the compact community, connecting with the walkway systems in adjacent areas.
- Village Green/Plaza: an urban open space surrounded by the most intensively developed portion of the compact community. The Village Green is approximately 10 acres designed to relate to the mixed use core. It surrounds an extension of the existing natural canyon system.

The character of each of these is described below:

- The Central Open Space Link is a north-south link in an extensive habitat preserve system. It also functions as a central node, providing transition between the compact community to the east and the less dense area to the west.
- The Open Space Corridor will contain a hiking/biking/equestrian trail system which connects to the on-site and ultimately off-site regional trail system.
- The Paseo del Sur Promenade Walkway is urban in character, combining a road, wide parkway, bike lanes and walkway. The walkways along both sides of the street will be within wide bands of landscaping.
- The Village Green/Plaza is the dominant landscape feature of the Community Mixed Use Center (MUC). It is a place where gatherings and civic events such as community festivals and 4th of July celebrations may occur.

Open Space

3.2 figure



Legend

Resource Based Open Space (2240 ac)
- Natural resource areas including MHPA

Amenity Open Space (775 ac)
- Golf Course, Property Owner Association Open Space, Detention Basins and Brush Management Lots

Active Use Open Space (50 ac)
- Parks, plazas, and active use open space areas

Existing or Future Developed Land

Note: Streets shown represent Collector and above (North Village area)

scale 1"=2,000'

May 2009

Black Mountain Ranch Subarea Plan

Housing Element

IV. HOUSING ELEMENT

Chapter 2 (Land Use) defines the location, amount and type of housing to be built in Subarea I. This chapter addresses housing needs that are unlikely to be satisfied by the market, but should be met in order to create diverse communities meeting the needs of San Diego residents.

GOAL

Provide an economically and socially diverse community through a variety of housing styles, tenancy types and price ranges.

IMPLEMENTING PRINCIPLES

- Provide a fair share of affordable housing and housing for persons with special needs, consistent with the city's Housing Element and the Regional Fair Share Distribution prepared by SANDAG.

- Recognize the need for group housing and housing for persons with special needs, including senior housing, congregate care for the elderly, housing for temporary workers, and housing with supportive services.

- Apply fair housing practices in sale, rental and advertising of housing units.

AFFORDABLE HOUSING REQUIREMENT

The Framework Plan requires the provision of housing, affordable to lower income families as certified by the San Diego Housing Commission. The affordable units must remain affordable for the life of the unit and should be phased in proportion to development of market rate units. The bedroom composition of the affordable units should be similar to that of the market-rate units. Fulfillment of this objective may be satisfied by:

- A set aside of no less than 20% of the units for occupancy by, and at rates affordable to families, earning no more than 65 percent of median area income (MAI), adjusted for family size; the calculation of this set aside requirement assumes use of the density bonus laws. However, if the density bonus laws are utilized, the affordable rates shall be reduced to 60 percent of median area income as adjusted for family size in order to comply with the requirements of the law. Provision of housing at 65 percent of MAI, while conforming to the Framework Plan, will not qualify for a density bonus under the density bonus law.

- Dedication of developable land of equivalent value.

If the affordable housing policy in the Framework Plan for the North City Future Urbanizing Area is changed, it shall also apply in Subarea 1.

Residential development of more than 10 dwelling units must satisfy the city's affordable housing requirements as stated above.

The Framework Plan provides specific guidance on the calculation of this affordable housing requirement:

Framework Plan Policy 7.2c:

> "In planning for the NCFUA, recognize that the mandated level of affordability will require that developers be granted a density increase of 25% over the otherwise maximum allowable residential density as well as at least one additional concession or incentive as described in California Government Code section 65913.4 [65915]. Subarea planning studies should anticipate the awarding of the density bonus in analyzing demand for public facilities in projecting future population."

Related to this statement, Table 3.3-G of the Framework Plan identifies that the 5400 homes estimated for Subarea I include the density bonus for all housing projects.

On the basis of these criteria, the 5400 total housing units in Subarea I break down into 4536 market rate units and 864 affordable units. This is calculated assuming 4320 market rate "base" units; this base amount is then subject to the 20 % affordable housing requirement, generating 864 affordable units and the 5% market rate bonus adds another 216 market rate units. These quantities include BMR VTM/PRD housing which was approved using the same criteria. The BMR VTM/PRD includes 897 base market rate units, 179 affordable units (20 percent of 897) and 45 bonus market rate units (5 percent of 897) for a total of 1121 housing units.

Table 4.1 illustrates allocation of the housing units among the property ownerships assuming use of the provisions of the state density bonus program. The San Diego Housing Commission Executive Director shall be consulted if a development proposal includes an approach that does not use the state density bonus program.

Residential development of 10 or fewer housing units and residential development falling within the very-low density residential categories may, at the discretion of the City Council, satisfy the affordable housing requirements by donating to the City an amount of money equivalent to the cost of achieving the required level of affordability. These funds will be deposited into a North City Future Urbanizing (NCFUA) Affordable Housing Trust Fund Account administered by the San Diego Housing Commission. Funds collected in this manner may be applied to affordable housing requirements in the NCFUA.

Housing Policies

- Retain funds collected by the city in lieu of construction of affordable housing units for future development or acquisition of affordable units within the NCFUA.

- Require each property owner in Subarea I to comply with the housing requirements specified in this chapter. Potential suitable locations for these housing units are properties designated Mixed Use Core, Core Residential or Peripheral Residential. However, the exact location of each property owner's affordable housing units may vary. Prior to individual property owner development approvals, each property owner seeking development approval shall submit an Affordable Housing Plan for Housing Commission and Planning Commission consideration.

- Encourage development of senior housing, especially within and near the Mixed Use Core.

- Provide an affirmative marketing program as a condition of all tentative maps involving more than 20 dwelling units as required by City of San Diego Council Policy 600-20.

TABLE 4.1: AFFORDABLE HOUSING BY OWNERSHIP WITH DENSITY BONUS

Property Designation	Estimated [2] Market Rate Base Units	20% Affordable Units @ 60% of MAI	5% Market Rate Bonus Units	Estimated [2] Maximum Dwelling Units
A	20	4	1	25
B	156	31	8	195
C	93	19	5	117
D[1]	0	0	0	0
E	240	48	12	300
F	131	26	7	164
G	33	7	2	42
H	16	3	1	20
I	50	10	2	62
J	26	5	1	32
K	10	2	0	12
BMR Phase I	897	179	45	1121
BMR Phase II	2648	530	132	3310
ESTIMATED TOTAL	4320 DU	864 DU	216 DU	5400 DU

(1) Parcel D is entirely within the boundary of the MPHA and therefore designated open space. Development of Parcel D may be permitted pursuant the existing zoning regulations which apply to the parcel. The maximum development area within the MPHA is limited to 25% of the parcel.

(2) Total unit count will depend upon individual project submittals and ability to comply with relevant policies and regulations.

Community Facilities Element

V. COMMUNITY FACILITIES ELEMENT

GOAL

Assure provision of public services and facilities concurrent with need.

IMPLEMENTING PRINCIPLES

- Provide for the development of essential schools, parks, and library facilities; police and fire protection services; and public utilities.

- Foster convenience, safety, enjoyment and community identity by including public facilities and services that will be needed by Subarea residents.

The principal goal in providing public facilities and services to Subarea I is to ensure that adequate public services will be available concurrent with need. Since many of the proposed public facilities will also serve the needs of adjacent properties and communities, timing and financing becomes a critical component in the implementation of public facility and service needs.

The public facilities provided within Subarea I include schools, parks and fire services, and public utilities. A number of these facilities have already been guaranteed or otherwise considered as part of the adoption of the Black Mountain Ranch VTM/PRD.

A. POPULATION BASED PARKS

The City of San Diego Progress Guide and General Plan provides guidelines and standards for population-based parks and facilities. Specifically identified in the Progress Guide and General Plan are neighborhood parks, community parks. The guidelines for each type of park are:

- The design for a neighborhood park is determined by neighborhood characteristics and community desires and generally provides multipurpose courts, open play lawns, tot lot, and picnic areas. They should serve a population of 3,500 to 5,000 within a 0.5 mile radius and usually encompass ten acres, or five useable acres when located adjacent to an elementary school.

- The design for a community park provides for a wider range of active recreation facilities and amenities. They generally include lighted multi-purpose sports fields, restrooms, a recreation building with gymnasium, swimming pool, lighted tennis courts, lighted multi-purpose courts, picnic shelters, open lawn areas, tot lots and parking lots. They serve a population of 18,000 to 25,000 within a 1.5 mile radius. Ideally, community parks comprise 20 acres or 13 useable acres when located adjacent to a middle school.

Neighborhood Parks

A total of 10 useable acres divided between two sites will serve as neighborhood parks within Subarea I. One of the neighborhood parks is located at the South Village adjacent to the elementary school site. The other is adjacent to the elementary school site in the western portion of the North Village. Both are five acre parks and will be publicly owned.

Community Park

Subarea I has a community park located in the southeastern portion of the Black Mountain Ranch VTM/PRD area. It lies on the west side of Carmel Valley Road, across from a reservoir. It is a 40-acre parcel, to be publicly owned and maintained. Of the 40-acre total, 30 acres will be developed for park purposes, and the remaining area will remain in open space. Figure 2.3, Land Use, shows the community park location. This

community park will serve Subarea IV, Torrey Highlands, in addition to Subarea I. Neither subarea contains sufficient population to support or require a community park by itself.

B. SCHOOLS

Subarea I is located entirely within the Poway Unified School District ("District"). Most schools in this District are currently operating at or above their designed capacity. Given this circumstance, new students can only be accommodated through expansion of facilities and development of new schools. Under the terms of already-approved development within the Black Mountain Ranch VTM/PRD, an agreement has been entered into with the District to provide additional funding so the District can accommodate the increase in students. This agreement also provides for new school sites within the Black Mountain Ranch VTM/PRD, fair share participation in the future development of new schools, and a number of other elements. These school agreements are the basis for agreements covering the development of the balance of Subarea I.

A 10-acre area elementary school site is designated in the southwestern portion of Black Mountain Ranch adjacent to the South Village. An additional 10-acre elementary school site is designated in the West End of the North Village (Figures 2.5 and 2.8).

In the southern portion of Subarea I (south of Camino del Sur) the previously approved Black Mountain Ranch VTM/PRD showed a high school site. Since approval of the BMR VTM/PRD, the District has relocated this high school entirely within Subarea IV to the south of Black Mountain Ranch. This former high school site is designated for residential uses in this plan.

The Black Mountain Ranch VTM/PRD also provides a portion of a middle school site along the south boundary of the Subarea. The balance of the middle school site is within Subarea IV (Figures 2.3 and 5.1).

At the eastern end of the North Village, the District has acquired 40 acres from Black Mountain Ranch developers and is in the process of acquiring an additional 20 acres on the adjacent 4S Ranch for the development of a high school. This 40 acres is designated a high school site in this plan (Figure 2.5).

The District has an option to acquire an additional 20 acres from the Black Mountain Ranch developers to the north of this high school site for a middle school. This option parcel is designated a middle school site in this Subarea plan (Figure 2.5).

School Facilities Master Plan and Financing Plan

Development projects within Subarea I will be required to comply with school financing and phasing identified by the District in its School Facilities Master Plan and Financing Plan for the Black Mountain Ranch Subarea. The Schools Financing Plan is subject to adjustment from time to time to reflect the educational policies adopted by the District. As provided in the Schools Finance Plan, the District will form a community facilities district (CFD) pursuant to the Mello-Roos Community Facilities Act of 1982, as amended, to provide a method of phasing and financing school facilities required to accommodate development of all properties within the Subarea.

C. LIBRARY

The City's Progress Guide and General Plan establishes guidelines and standards for branch libraries. Branch libraries should serve a resident population of 30,000. A branch library may be established when a service area, which is expected to grow to 30,000 residents within 20 years of library construction, has a minimum population of 18,000 to 20,000. Furthermore, the maximum branch library service area should be a two-mile radius. Branches should be located in areas of intense people activity and where trips can be combined with other daily trips. The minimum floor area for branch libraries is 10,000 square feet.

The nearest existing branch library to Subarea I is the Rancho Peñasquitos Library located on Salmon River

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

C. AMENITY OPEN SPACE

The North Village will include four amenity open space elements:

- Central Open Space Link: a central open space of land dedicated to habitat.
- Open Space Corridor: extending westerly of the neighborhood park connecting to the open space system in Lusardi Canyon.
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- Village Green/Plaza: an urban open space surrounded by the most intensively developed portion of the compact community. The Village Green is approximately 10 acres designed to relate to the mixed use core. It surrounds an extension of the existing natural canyon system.

The character of each of these is described below:

- The Central Open Space Link is a north-south link in an extensive habitat preserve system. It also functions as a central node, providing transition between the compact community to the east and the less dense area to the west.
- The Open Space Corridor will contain a hiking/biking/equestrian trail system which connects to the on-site and ultimately off-site regional trail system.
- The Paseo del Sur Promenade Walkway is urban in character, combining a road, wide parkway, bike lanes and walkway. The walkways along both sides of the street will be within wide bands of landscaping.
- The Village Green/Plaza is the dominant landscape feature of the Community Mixed Use Center (MUC). It is a place where gatherings and civic events such as community festivals and 4th of July celebrations may occur.

Road, a new 20,000-square-foot facility (Figure 5.1). The Rancho Bernardo Library is located within Rancho Bernardo along Bernardo Center Drive, approximately three miles east of the Black Mountain Road/Camino del Norte intersection. Carmel Mountain Ranch has a branch library located on World Trade Drive, approximately 2 miles east of Subarea I.

The population of Subarea I alone is not sufficient to warrant a branch library. However, the combined population of the NCFUA warrants construction of one branch library in Subarea III. The Pacific Highlands Ranch Plan for Subarea III designates a site in the Mixed Use Center of Subarea III. A small satellite facility which might operate in conjunction with an institutional user in the North Village, such as a community college, is also a possibility, but is not required as a population-based facility.

Timing of a new library will depend on need, as evidenced by population growth within the North City Future Urbanizing Area. Subarea I will provide its proportionate share of funding for library facilities in the NCFUA based upon a Public Facilities Financing Plan.

D. LAW ENFORCEMENT

The City of San Diego Police Department does not anticipate a need for a substation in the North City Future Urbanizing Area. Nonetheless, a leased storefront or a substation could reasonably be located in the North Village.

Subarea I will be serviced by the San Diego Police Department, Beat 233 of the Northeastern Division, located at 13396 Salmon River Road approximately two miles south of the site. To provide adequate police protection service to the community, the San Diego Police Department strives to maintain 1.4 officers per 1,000 people. Response time varies depending on unit availability and time of day.

The Northeast Division of the Police Department anticipates an emergency response time of 7.4 minutes and routine response time of 8.3 minutes for the project area.

Subarea I will provide its proportionate share of funding for law enforcement facilities in the NCFUA through a Public Facilities Financing Plan.

E. FIRE PROTECTION

Subarea I is within the service area of the City of San Diego Fire Department. A fire station site has been designated in the East Clusters, near Carmel Valley Road. A second fire station site is designated in the South Village adjacent to Camino del Sur (Figure 5.1).

Subarea I will provide its proportionate share of funding for fire protection facilities in the NCFUA through a Public Facilities Financing Plan.

Through the provision of fire stations within the Subarea, Subarea I will comply with City of San Diego Fire Department requirements necessary to achieve the City's six-minute response time.

F. PUBLIC UTILITIES

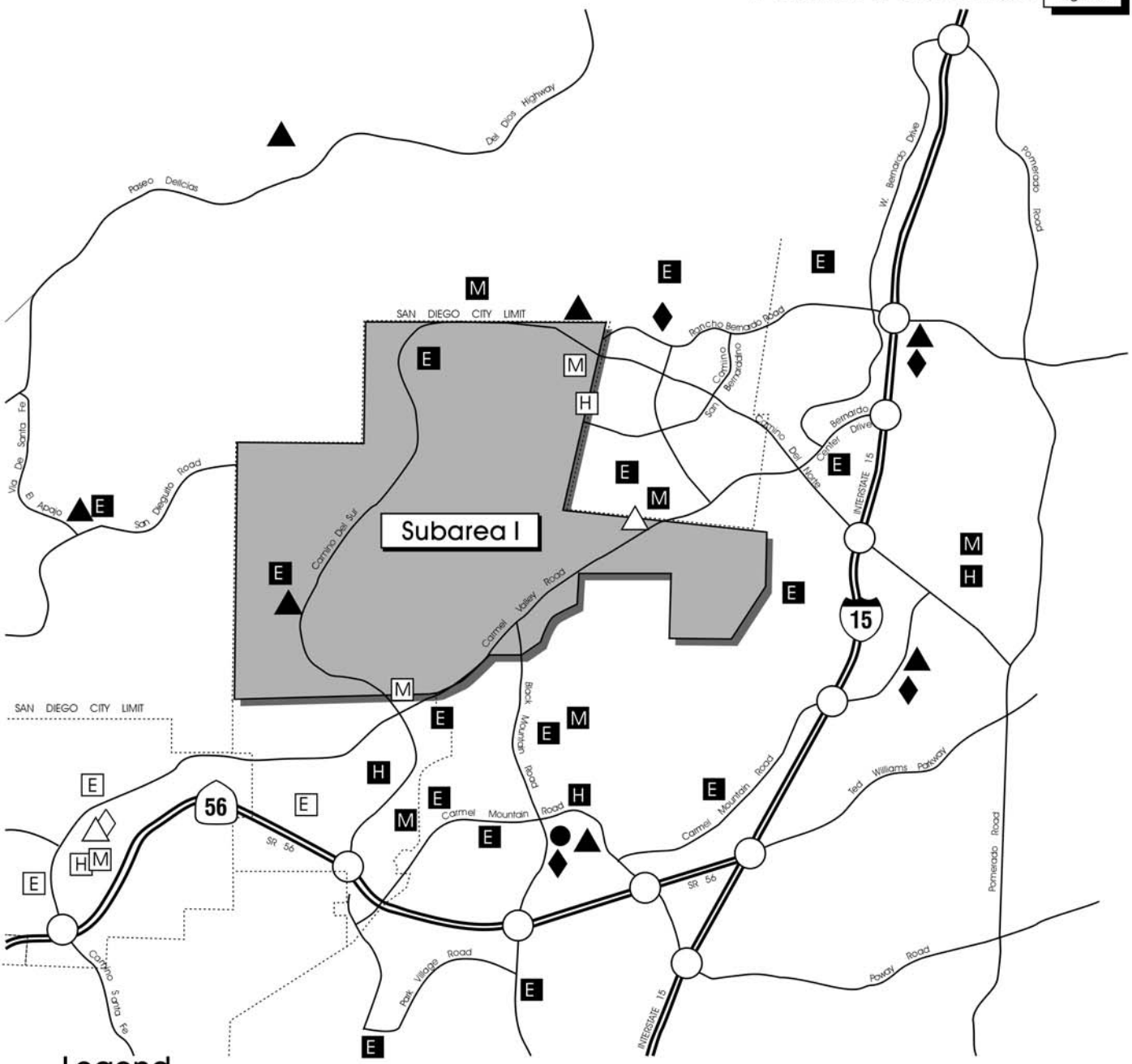
The provision of water, sewer, storm-water management, electric, phone, and cable television services will occur as part of the subdivision map process. Although several of these facilities will cross the MHPA, such uses are allowed and will be constructed to avoid sensitive resources as much as possible. Disturbed areas will be revegetated. Areas that cannot be revegetated (e.g. access roads) will be mitigated per MSCP ratios.

Water and Wastewater Facilities

Currently, the San Diego County Water Authority (CWA) Second Aqueduct traverses Subarea I, and the

Public Facilities

5.1 figure



Legend

E	Existing Elementary School	H	Existing High School	●	Existing Police Facility
E	Proposed Elementary School	H	Proposed High School	▲	Existing Fire Facility
M	Existing Middle School	♦	Existing Library	△	Proposed Fire Facility
M	Proposed Middle School	◊	Proposed Library		

no scale

May 2009

Black Mountain Ranch Subarea Plan

Carmel Valley Trunk Sewer runs near the southern boundary. In anticipation of development associated with the Black Mountain Ranch VTM/PRD, domestic water and wastewater facilities which will serve Subarea I are in final design with construction of initial stages due to start in 1998. These facilities include major water transmission lines and a major domestic water storage reservoir interconnected with the existing regional water supply system. They also include a major trunk sewer linking Black Mountain Ranch to the existing Carmel Valley Trunk Sewer.

Figure 5.2, Domestic Water Facilities, and Figure 5.3, Wastewater Collection Facilities, identify the proposed routing, reservoir, or pump station location designed to accommodate development within Black Mountain Ranch.

The City of San Diego Water Department has studied the feasibility of acquiring land for and constructing the Black Mountain Water Treatment Plant (BMWTP)(LDR No. 98-0389, SCH No. 99051062) adjacent to the Black Mountain Ranch Reservoir site as indicated on Figure 5.2. While the majority of the potential BMWTP site is outside of Subarea I, the northwesterly 16 acres of the site is within Subarea I adjacent to the Black Mountain Ranch Reservoir site.

Reclaimed Water

City of San Diego Ordinance No. 0-17327-NS (New Series) (adopted July 1989) requires use of reclaimed water, when available, for irrigation of landscape areas as allowed by County Health Department Regulations. Subarea I is outside of the service area of existing reclaimed water supplies. Two sources of reclaimed water supplies are potentially available to Subarea I; a facility at 4S Ranch in the County of San Diego managed by the Olivenhain Municipal Water District and City of San Diego facilities at Mercy Road and I-15 south of the Subarea. If reclaimed water ultimately becomes available to Subarea I from one of these potential sources it would be used primarily for irrigation of common landscaped areas and golf courses.

G. SOLID WASTE SERVICE

Solid waste generated in Subarea I will be transported to the Miramar Landfill which is owned and operated by the City of San Diego. In order to extend the life of the City's solid waste system, the City has adopted a recycling ordinance and a Source Reduction and Recycling Element (SRRE). The SRRE includes programs for curbside pick-up of recyclable materials, such as cans and white paper, and community recycling of household items. Subarea I will comply with the SRRE.

H. AMENITIES

A number of community facilities will be privately developed, owned and maintained as project or community amenities. Typical facilities in this category include: churches, day care centers and recreation centers. Such facilities are appropriate and desirable elements of the North and South Village mixed use cores.

Village Greens/Plazas

A park/plaza, identified as the Village Green, is designated in the North Village area in association with the mixed use core. This park/plaza area will be owned and maintained by the village core property owners and is intended to be fully integrated into the mixed use plan as an urban amenity.

Another park/plaza is designated in the South Village area in association with the mixed use core there. This park/plaza area will also be owned and maintained by the village core property owners and integrated into the mixed use plan as an urban amenity.

Golf Courses and other Privately Owned Open Space

One privately owned golf course is located within the Black Mountain Ranch VTM/PRD area. It has 18 holes

and covers approximately 310 acres.

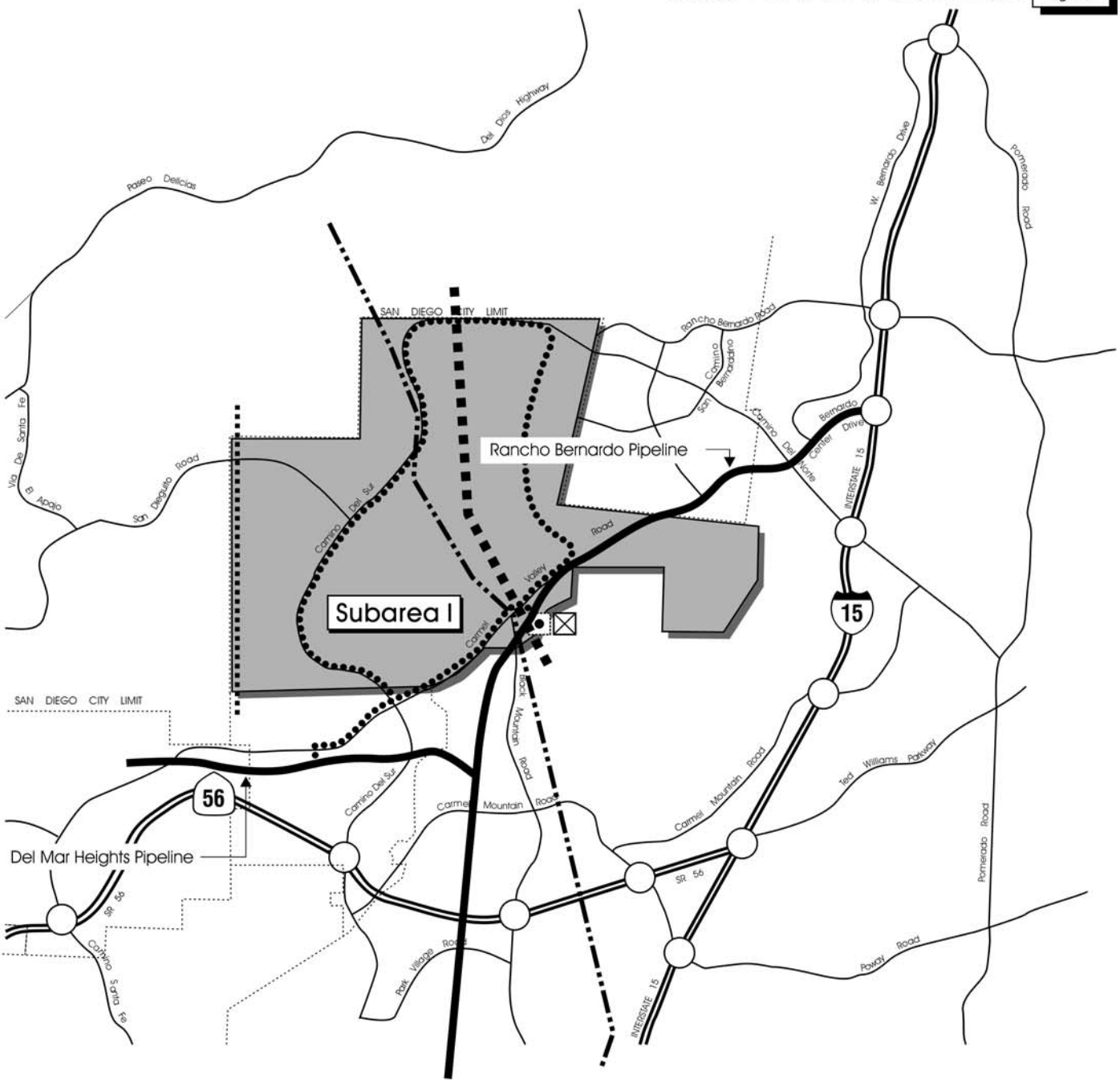
The course winds through residential areas across from the South Village. It will be privately owned, operated and maintained. Other non-resource-based privately owned open space areas include brush management lots, open reservoir sites, desilting basins, association parks, and recreation lots. These areas total approximately 450 acres, and will be privately owned and maintained. Figure 2.3, Land Use, best shows the golf courses in relation to adjacent uses. The non-resource-based privately owned open space areas are best seen in Figure 3.2, Open Space, where they are designated Amenity Open Space. (The narrow bands of Amenity Open Space surrounding residential areas are brush management areas. The Black Mountain Ranch Design Review Guidelines, approved as part of the Black Mountain Ranch VTM/PRD, includes a table, "Brush Management Program by Lot," which defines the actual acreage associated with each lot, as designated on the VTM.)

I. PUBLIC FACILITIES FINANCING PLAN

The Black Mountain Ranch Public Facilities Financing Plan (PFFP) provides a financing program for public facilities required to serve Subarea I. The PFFP contains an estimate of the cost of required facilities to be funded in full or part by development in Subarea I and allocates those costs to different land uses and development types within the Subarea. The PFFP establishes a range of fees for development within Subarea I which is the primary source of funding for facilities serving Subarea I. The PFFP outlines a program for funding facilities concurrent with the need for those facilities. Typical facilities funded through the PFFP are: fire stations, libraries, parks, trails, wildlife crossings and major transportation facilities.

Domestic Water and Power Facilities

5.2 figure



Legend

- Pipelines
- San Diego CWA Second Aqueduct
- Proposed Black Mountain Water Treatment Plant
- Black Mountain Ranch Reservoir Site
- Black Mountain Ranch Proposed Water Transmission Loop
- 100' wide SDG&E Power Transmission Easement
- 200' wide SDG&E Power Transmission Easement

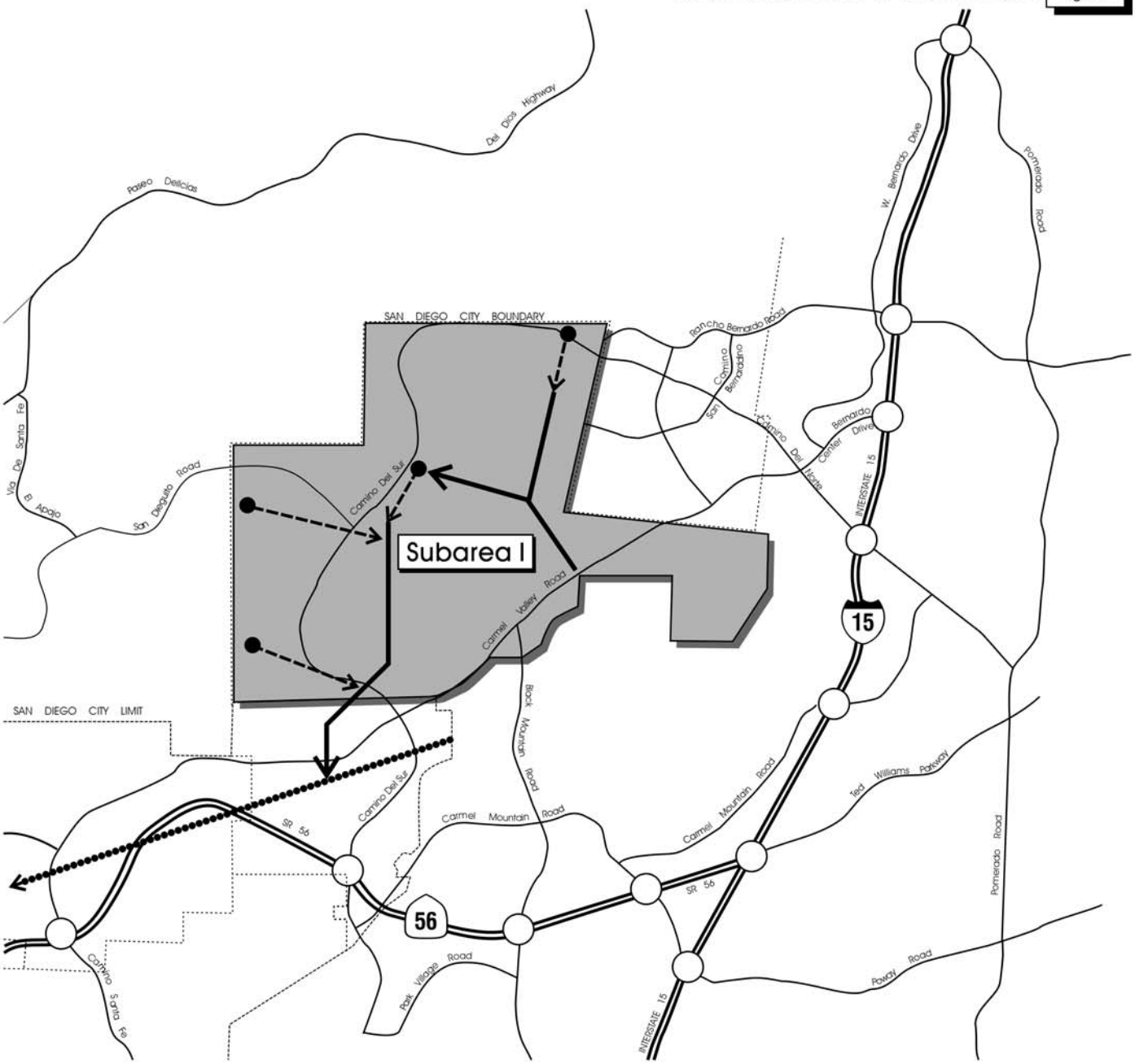
no scale

May 2009

Black Mountain Ranch Subarea Plan

Wastewater Collection Facilities

5.3 figure



Legend

- Existing Carmel Valley Trunk Sewer
- Proposed BMR Trunk (gravity)
- Proposed Pump Station Sites
- Proposed Force Mains

no scale

May 2009

Black Mountain Ranch Subarea Plan

Circulation Element

VI. CIRCULATION ELEMENT*

GOAL

To ensure a safe and efficient transportation system that integrates with the existing regional system and minimizes impacts to residential neighborhoods, environmentally sensitive areas and adjacent communities.

IMPLEMENTING PRINCIPLES

- Establish a circulation system that results in an efficient movement of vehicles.
- Develop a multi-modal circulation system to provide alternative means and routes to arrive at the same destination point and maximizes the opportunities for alternative transportation modes
- Coordinate development with adjacent communities to emphasize mixed use designs with transit orientations to reduce impacts (i.e. congestion) to the regional circulation system in particular I-15.
- Work with city, state and federal agencies to identify and facilitate improvements along I-15.
- Establish a balanced, topographically sensitive and pedestrian-friendly local street system that connects different neighborhoods and districts to allow for efficient traffic dispersal and minimum road widths.

A. REGIONAL CONTEXT

(In 1998, when the Black Mountain Ranch Subarea Plan was first adopted, State Route 56 had not been completed. The text of the Subarea Plan, as included within this section, was written with the expectation that the proposed alignment of SR 56 would be adopted and that it would provide access to Black Mountain Ranch.)

Interstate 5 is located approximately seven miles from the western Subarea boundary, and Interstate 15 is located approximately one-half mile from the eastern border of the site. The Del Dios Highway is located approximately 1.3 miles north of the site. At present, there is no east-west paved roadway between Interstate 5 and Interstate 15 from Mira Mesa Boulevard north to Del Dios Highway.

Access to Subarea I is currently provided by Interstate 5 via Del Mar Heights Road or Via de la Valle to El Camino Real, then to San Dieguito Road. The project area may also be reached from Interstate 15, a portion of State Route 56 or Carmel Mountain Road. Extensions of existing San Dieguito Road, Black Mountain Road, Carmel Valley Road, and Camino del Norte as well as new construction of Camino del Sur and, ultimately State Route 56 will provide future access.

San Dieguito Road originates at El Camino Real south of Via de la Valle and terminates at the Subarea. On the south, Black Mountain Road runs north from Miramar Road and connects Mira Mesa to the Rancho Peñasquitos community. The north-south segment of improved Black Mountain Road in Rancho Peñasquitos terminates at the southern Subarea I boundary.

An unimproved portion of Black Mountain Road extends across the site. Carmel Valley Road originates west of Interstate 5 and extends in a northeast direction towards Subarea I. A segment of Carmel Valley Road has been constructed adjacent to the southern portion of Subarea I. Camino del Norte originates in Poway and extends in a northwest direction to where it terminates in the southern portion of 4S Ranch, just south of Rancho

**Several years after adoption of the Black Mountain Ranch Subarea Plan in 1998, Camino Ruiz and the portion of Camino del Norte within Subarea I were renamed to "Camino del Sur." As part of the 2009 Subarea Plan Amendment, street names were updated to reflect the renaming.*

Bernardo Road. Rancho Bernardo Road connects portions of 4S Ranch east of Subarea I to Interstate 15 further to the east. Rancho Bernardo Road currently terminates at the east boundary of Subarea I. No improved public roadways presently connect the north from Subarea I.

Both the west and the east ends of State Route 56 are complete and in operation. The proposed middle segment will traverse the NCFUA generally in an east-west direction south of Subarea I. This middle segment will connect the west end of State Route 56 in Carmel Valley with the east end of State Route 56 in Rancho Peñasquitos. The City of San Diego and Caltrans have selected an alignment that is to the south of Subarea I. Subarea I will be directly connected to SR-56 by Camino del Sur and Black Mountain Road (Figure 1.3).

B. THE STREET SYSTEM WITHIN SUBAREA I

The planned circulation network for Subarea I would consist of a hierarchy of streets. The hierarchical pattern of streets allows for the separation of local and through traffic and minimize conflicts. In addition, a pattern of local and collector streets will encourage pedestrian and bicycle usage by allowing for roadways with lower traffic volumes and narrower widths, which would contribute to a safer environment for non-motorized traffic.

The street system within Subarea I serves, in concert with the open space system and pedestrian linkages, to frame the community and provide visual clarity and a sense of orientation. The design and implementation of the circulation system through the use of bridges and underpasses reflects the resource-based nature of the community reducing impacts to the MHPA. The transportation system is also designed to be multimodal to minimize impacts to the surrounding communities.

A backbone street system of Camino del Sur, San Dieguito Road, and Carmel Valley Road all link with roads outside the Subarea and are designed to carry both through and local traffic (Figures 6.1 and 7.20). Collector streets occur exclusively in or proximate to the North Village's Community Mixed Use Center or the South Village (Figures 2.5, 7.15 and 7.16).

A series of computerized area-wide traffic models have been run to evaluate the adequacy of proposed street improvements for all FUA subareas, with manual estimates of average daily traffic calculated for the North Village.

Figure 6.1 identifies daily traffic in Subarea I at project buildout. These numbers include trips occurring on Subarea I roadways which have their origin within Subarea I as well as trips originating elsewhere in the region. The highest number of trips occur on Camino del Sur. This is an acknowledgment that the highest intensity of use is located in the area between the Community Mixed Use Center and I-15. This area encompasses existing and proposed 4S Ranch development as well as the Rancho Bernardo Industrial Park.

The streets within Subarea I are classified according to the City’s street standards and consist of the following types:

- Four Lane Major Streets, such as Camino del Sur and Carmel Valley Road.
- Modified Two- Lane Collector Streets, such as Paseo Del Sur
- Two-Lane Collector Streets, such as San Dieguito Road

Figure 6.1, Street Classifications, shows the street sizes required for the project. The street classifications, curb-to-curb width, and right-of-way widths are defined in the City's street standards. Based on the cumulative traffic volumes at project buildout, Camino Del Norte - which will be built to six lane prime standards east of the Subarea I boundary - will continue as a six-lane prime right-of-way within the North Village, but transition to four-lane major street improvements with extra wide medians (Figure 7.20). [Camino del Norte changes its name to Camino del Sur within the subarea.] Camino del Sur is classified as a four lane major street with extra

wide medians (Figure 7.20). Paseo Del Sur is designated as a modified two-lane collector. San Dieguito Road is recommended to be improved as a two-lane collector street (Figure 7.21).

C. NORTH VILLAGE STREET SYSTEM

The planned circulation network for the North Village consists of a hierarchy of streets, laid out in a grid pattern. The hierarchical pattern of streets allows for the separation of local and through traffic and minimize conflicts. In addition, alternating patterns of local and collector streets will encourage pedestrian and bicycle usage by allowing for roadways with lower traffic volumes and narrower widths, which contributes to a safer environment for non-motorized traffic. Figure 2.5 shows the planned circulation system for the internal street network in the North Village.

Camino del Norte/Camino del Sur

Camino del Norte serves as a primary roadway to provide an east-west connection to communities outside the Subarea and to I-15. The westerly extension of Camino del Norte also defines the northern boundary of the North Village area. This portion of Camino del Sur will be designed to carry 30,000 Average Daily Trips (ADT) per the maximum desired Level of Service (LOS) C standard for the City of San Diego. Bike lanes are proposed on both sides of Camino del Sur in the vicinity of the North Village area.

Camino del Sur

Camino del Sur would serve as the main roadway providing north-south access to communities to the north and south of Subarea I. Camino del Sur also defines the western boundary of the North Village. The northern portion of Camino del Sur, along the western boundary of the North Village, will be constructed as a four-lane major collector and would be designed to carry approximately 30,000 ADT under LOS C standards. Bike lanes are proposed for both sides of Camino del Sur.

Paseo Del Sur

Paseo Del Sur provides primary east-west circulation and access, and forms the spine of the North Village. Paseo Del Sur will be constructed to a modified two-lane collector standard, with a carrying capacity of 9,000 ADT under LOS C standards. Bike lanes are proposed for both sides of Paseo Del Sur.

Major internal circulation roadways form a grid pattern with alternating local and collector streets in both the east-west and north-south axes.

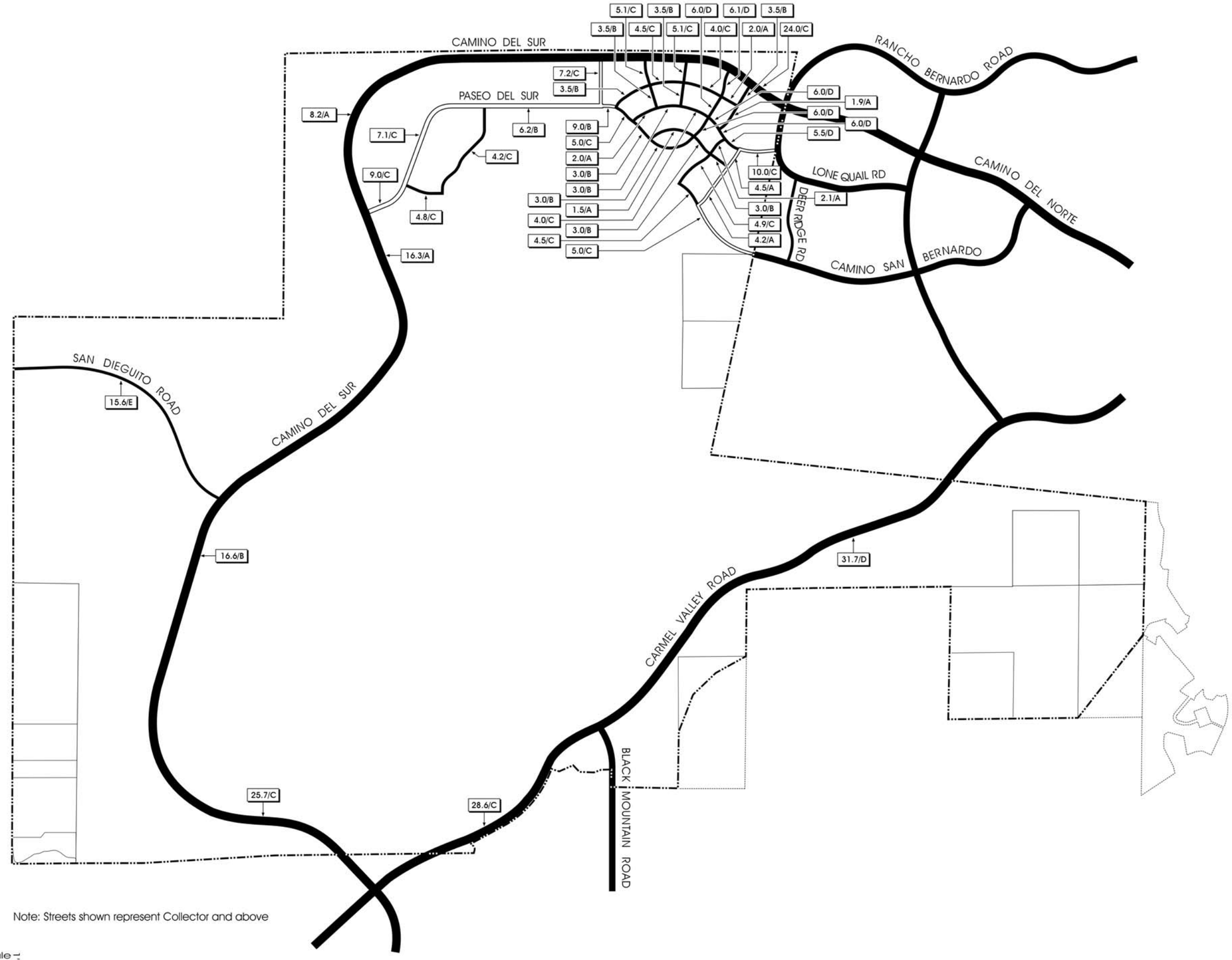
D. SUMMARY OF SIGNIFICANT FACILITIES AND PROPOSED IMPROVEMENTS

In April 1998 a Traffic Impact Analysis was completed for the Black Mountain Ranch Subarea I Plan. In the analysis, details for a range of critical circulation improvements was provided to mitigate impacts above and beyond those in the BMR VTM/PRD. Because this range of possible mitigation measures is based on forecasts and assumptions of future traffic from a variety of proposed projects, the final mitigation program, including the mitigation of noise impacts associated with traffic, necessarily will be further refined in connection with CEQA review of future tentative maps for specific development projects within the Subarea and for offsite facilities and projects. As a result, the improvements and phasing may be modified and different mitigation measures or phasing may be substituted to the satisfaction of the City Engineer, so long as the mitigation measures to be implemented are determined to meet or exceed the level of mitigation provided for in this traffic analysis.

The development of Black Mountain Ranch Subarea I, beyond the BMR VTM/PRD, is envisioned to occur in three phases. The first phase would be approximately 27 percent of the proposed development, approximately 64 percent would occur in the second phase, and the final phase would represent buildout or 100 percent of the project. This section presents the proposed circulation improvements for mitigation of traffic impacts that are associated with each phase.

Street Classifications

6.1
figure



Note: Streets shown represent Collector and above

scale 1"=2,000'

May 2009

Legend

- Modified 4 Lane Major (122' Right-of-Right)
- 4 Lane Collector (98' Right-of-Way)
- Modified 2 Lane Collector w/ Median (100' Right-of-Way)
- 2 Lane Collector w/ 2 Way Left Turn Lane (78' Right-of-Way)
- 2 Lane Collector (60' Right-of-Way)
- 9.6/B — Forecast average daily traffic volume in thousands/ projected level of service at subarea and regional build out.

All other streets within Subarea I which are not shown will be 2 lane sub-collector or local with 56' of Right-of-Way or Less. Portions of such streets may be widened or narrowed as entry features, or to establish community character with the approval of the City Engineer.

Black Mountain Ranch Subarea Plan

a) Bernardo Center Drive

Improvements are recommended at the intersection at West Bernardo Drive as well as at the intersection with Camino del Norte. Improvements to the approach lanes will result in additional capacity, and minor widening will be required. The improvement may also include a pedestrian bridge. Impacts from these improvements will be temporary traffic delays and possible short-term noise impacts from construction of the improvements.

b) Black Mountain Road

The extension of Black Mountain Road from the northern limit of Black Mountain Road to Carmel Valley Road will be constructed to its ultimate cross section as part of the BMR/VTM PRD. The portion of Black Mountain Road south of SR-56 is expected to have traffic volumes that will require that the roadway be widened to six-lane primary arterial standards. This widening effort will extend between Twin Trails Road and Mercy Road. As the widening to six lanes is a planned improvement, impacts from the widening will be temporary traffic delays and possible short-term noise impacts from construction of the improvements.

c) Camino del Norte

This facility is necessary for access to the I-15 corridor from the project as a four-lane facility on the western portion increasing to a six-lane arterial to the east within the 4S Ranch project. On-site portions of Camino del Sur will be built by Subarea I. The adjacent portions will be constructed by the 4S Ranch project. The need for this facility is identified in the phased improvements for Subarea I. Additional improvements have also been defined at the I-15 interchange consistent with the project report by Caltrans that will enhance capacity at the interchange. These improvements are reflected in the planned geometry used for the calculations of delay and congestion. A significant archeological site, CA-SDI-5,103, is located within the future alignment of Camino del Sur. Mitigation in the form of data recovery is required for construction of Camino del Sur to Bing Crosby Boulevard in accordance with 1995 VTM/PRD. Beyond this, no further mitigation is appropriate in view of the acceptable levels of service forecast for buildout conditions.

d) Camino del Sur

Camino del Sur is planned to be constructed in its ultimate cross section of a four-lane major street between Carmel Valley Road and San Dieguito Road as part of the approved VTM/PRD for Black Mountain Ranch. For the portion of Camino del Sur north of San Dieguito Road, the proposed project will construct Camino del Sur to four-lane major standards. The developers of Torrey Highlands will construct portions of Camino del Sur to the south of Carmel Valley Road. Impacts from these improvements were evaluated in the Black Mountain Ranch VTM/PRD EIR and the EIR for Fairbanks Highlands. A partial cloverleaf interchange will be provided at State Route 56 at the time the six-lane SR-56 is required. The EIR for State Route 56 (LDR No. 95-0099, SCH No. 96031039) evaluated impacts of the construction of SR-56, including the Camino del Sur interchange.

Immediately north of proposed SR-56, a short portion of Camino del Sur is projected to experience daily traffic volumes in excess of levels consistent with desirable levels of service for the planned six-lane facility. However, the improvements to the interchange with SR-56 to allow for loop ramps will achieve acceptable levels of service at the interchange during peak hours. Further, the ultimate provision of six lanes for the portion of Camino del Sur between Carmel Valley Road and Carmel Mountain Road is appropriate for the level of project volumes.

e) Carmel Valley Road

Carmel Valley Road will be built to its ultimate configuration (four-lane major standards) for its entire length. This roadway will be built consistent with City standards and the projected traffic volumes. The eastern portion of Carmel Valley Road, which links Black Mountain Road to Rancho Bernardo, is phased to be available at the appropriate stage. The portions of Carmel Valley Road to the west and beyond the Black Mountain Ranch project boundaries are partially the responsibility of the Black Mountain Ranch VTM/PRD during its initial

stages. Impacts from construction of Carmel Valley Road were covered in the 1992 EIR for Black Mountain Ranch North and South Tentative Maps (DEP Nos. 90-0332 and 91-0313, SCH No. 91081026) and the 1995 Black Mountain Ranch VTM/PRD EIR.

f) El Apajo

A minor widening to achieve two travel lanes plus a two-way left-turn lane and either parking or bike lanes is proposed for El Apajo between San Dieguito Road and Via de Santa Fe. These improvements would reduce but not fully mitigate the traffic impacts from buildout of the Subarea I on El Apajo. While a four-lane cross section would fully mitigate the projected traffic volumes, the proposed three-lane cross section is in better conformance with the existing abutting development. Full four-lane widening would impact street access for an existing school and shopping center, would require grading into sensitive slopes, and removal of mature trees.

g) El Camino Real

The portion of El Camino Real between Via de la Valle and San Dieguito Road is currently constructed with two travel lanes. El Camino Real needs to be widened to a four-lane facility from Via de la Valle south to Half Mile Drive. The City has undertaken design of the bridge over the San Dieguito River. The bridge improvement would result in impacts to wetlands, and agricultural lands.

h) Interstates 5 and 15

The project's volumes are not significant in the planned buildout of Interstate 5 or 15 based the City's guidelines except for one segment on Interstate 15 south of Camino del Norte. Improvements are being examined by Caltrans as part of the current Major Investment Study (MIS). These improvements include HOV lanes on I-5 north of I-805 and HOV lanes in the median area of I-15 north of SR-56 as well as a myriad of other operational capacity improvements. These improvements on Interstate 15 could result in as much as three additional lanes of peak hour capacity. As part of Caltrans' ongoing work, it is expected that HOV slip ramps will become available at every on-ramp in both directions as ramp improvements occur with other surface street improvements. Caltrans would be the responsible agency for review of the potential environmental impacts of improvements to these two freeway facilities.

i) Rancho Bernardo Road

Studies have identified the need for six lane-widening improvements on Rancho Bernardo Road from West Bernardo Drive through to the I-15 interchanges, continuing to Bernardo Center Drive. These improvements include both intersection improvements to enhance capacity and roadway widening to achieve the adopted six-lane major cross section as identified in the Community Plan for Rancho Bernardo. Both the Black Mountain Ranch project and the County's 4S Ranch project are identified with joint responsibility for implementing these improvements, as well as several other improvements in the Rancho Bernardo area. A reclassification to primary arterial would be necessary to fully mitigate this segment. This necessitates purchasing access rights and driveway closures west of the freeway. This would impact community access and existing commercial uses along this reach.

j) Paseo Del Sur

Paseo Del Sur will be built as development of the proposed project proceeds. Since this facility is wholly within the northern project area, it is wholly the responsibility of the developers of Black Mountain Ranch. Traffic signals will also be provided at key intersections along its length.

k) San Dieguito Road

This roadway is projected to have buildout traffic volumes that exceed its standard functional capacity in locations both in the county and the city of San Diego. However, the predominant character of San Dieguito

Road is a high-speed facility with excellent sight distance, limited grades, left-turn pockets at intersections, and only occasional side street access with no driveways. The project proposes improvement at the El Apajo intersection that would provide a traffic signal at this intersection. The issue of capacity on San Dieguito Road was evaluated by the County of San Diego during the studies associated with the deletion of SA 680. (SA 680 was a facility to the north that would have lessened the effect to San Dieguito Road.) In these studies, County staff concluded that San Dieguito Road could handle up to 16,000 ADT. Past and recent forecasts confirm that had SA 680 remained in the County's circulation system, lower volumes on San Dieguito Road would occur.

The connection of Santa Fe Valley to the Del Dios Highway is now approved as a private, gated connection for the use of Santa Fe Valley residents. While offering these residents access choices, the general public would not have this option. In fact, preliminary testing of a network with no gate would reduce certain volumes within the Future Urbanizing area while increasing others near Rancho Santa Fe.

The necessary portion of San Dieguito Road from the west City limits and Camino del Sur will be constructed as part of the approved BMR VTM/PRD. This segment and the adjacent portion within the County's Fairbanks Ranch development is proposed for limited intersection improvements to allow a protected left-turn lane in locations where it otherwise is not available. These improvements would reduce but not fully mitigate the impacts of Subarea I traffic on this roadway, which would require full four-lane improvements. The improvement to four lanes would not be consistent with the County Circulation Element, which designates it a two-lane collector. Other impacts would result to access for existing residential development, landform alteration, and removal of eucalyptus trees resulting in impacts to community character. Similarly, San Dieguito Road east of El Camino Real experiences volumes that could be mitigated by a four-lane widening project. Instead, limited intersection improvements are proposed to enhance capacity while respecting the character of the area and the existing roadway design.

l) State Route 56

The east and west portions of SR 56 exist, and the middle section is in the final design and construction stage. Initially planned as a four-lane expressway between the terminal points in Rancho Peñasquitos and Carmel Valley, SR 56 is eventually planned as a six-lane freeway. The Subarea I plan assumes the availability of the initial expressway and the eventual ultimate freeway as reflected in the phased development thresholds for the Subarea. A further dependence is also identified for the missing loop ramp between eastbound SR-56 to northbound I-15 as well as the direct connectors for SR-56 to north I-5.

m) Via de la Valle

Via de la Valle, between I-5 and San Andres Drive, is striped as a four-lane cross section. This portion of Via de la Valle is constructed with a median and full improvements that are sufficient to re-stripe to six lanes. East of San Andres Drive, Via de la Valle is limited to a two-lane cross section. The two-lane portion of Via de la Valle eastward from San Andres Drive to El Camino Real (East) must be widened and improved to a four-lane cross section to accommodate existing traffic volumes. This widening would require grading into sensitive hillsides, impacts to sensitive vegetation, and potential construction-related access and circulation impacts and long-term water quality impacts to the San Dieguito lagoon. Widening of Via de la Valle and improvements to its intersection with El Camino Real were identified in the Black Mountain Ranch VTM/PRD. Past efforts by the City to accomplish this improvement have been unsuccessful.

n) West Bernardo Drive

The most northern portion of West Bernardo Drive is proposed for improvement from the I-15 southbound ramps adjacent to Lake Hodges southward to just north of Aguamiel Road. In addition, a traffic signal is proposed for the intersection of West Bernardo Drive at the southbound I-15 ramps. The proposed cross section would continue the one established closer to an existing retirement center, which includes one vehicle travel lane in each direction plus a bike lane and widening to allow protected turns at intersections. An improvement in this area to the full four-lane major cross section in the community circulation plan, while possible, is likely

to generate additional concerns due to non-traffic issues along the alignment in this area.

o) Interstate 15 Freeway Ramps

Improvements contained in several of the projects outlined above are interchange improvements on I-15. The interchanges in Rancho Bernardo including West Bernardo Road, Rancho Bernardo Road, Bernardo Center Drive, and Camino del Sur will all be improved consistent with existing studies. Another interchange at SR-56 and I-15 will also have improvements to provide the missing loop ramp to the north and southbound ramp improvements.

E. TRANSIT

The design of a multi-modal transportation system was one of the primary goals of the Framework Plan process. The plan strives to create a land use and circulation pattern that supports multi-modal travel habits for residents and employees of the Future Urbanizing Area. The vision for the transit system in the Framework Plan includes the opportunity to create "transit emphasis" roadways and intersections, transit exclusive rights-of-way and provisions for regional transit service. The planned transit network is intended to be fully integrated into the local and regional transportation system, and it will provide maximum connectivity to major activity centers.

A study of transit potential for Subarea I is included in Appendix D of this Subarea Plan. This Subarea Plan and the corresponding Public Facilities Financing Plan support two specific transit opportunities: a van pool system and a shuttle linkage to the county transit system.

The designation of the North Village for high intensity uses and the presence of high occupancy vehicle lanes on I-15 make van pools an attractive option for Subarea I residents and employees. Van pool funding is available through employer and MTDB programs as well as developer contributions.

The future transit routes will be designated by the Metropolitan Transit Development Board (MTDB). Transit routing could provide an extension of existing service to the North Village Transit Center or the creation of a shuttle system that connects Subarea I to the proposed I-15 Bus Rapid Transit system. A localized shuttle system would connect North Village residents to an I-15 express transit stop with a return trip taking workers to employment centers west of I-15. Initial funding for shuttle buses is available through the Subarea I Public Facilities Financing Plan. The Subarea Plan applicant will work with the Metropolitan Transit Development Board to develop a mutually agreeable transit service and financing plan.

The North and South Villages include several provisions to encourage transit usage. The villages will each contain a transit center which will serve this portion of the NCFUA. Each transit center will provide shelter, bike storage and vehicle parking. Both centers are located in readily accessible areas where mixed uses and development have been concentrated. Both sites provide convenient, central locations for service by either vans, shuttles or buses. Funding for the construction of these transit centers is provided for in the Subarea I Public Facilities Financing Plan. Transit routes will flow to and from these centers along Camino Del Norte and Camino del Sur. They will connect with I-15 express routes and potential future transit along SR-56.

Additional transit stops may be located along the bus routes if future demand warrants bus access. Whenever possible, they will be located adjacent to parks and public facilities. The streets adjacent to the transit stops will be designated to facilitate safe pedestrian crossings.
The transit centers are located such that buses and other mass transportation vehicles can quickly and efficiently move through the community. They will be designed in conformance with Metropolitan Transit Development Board (MTDB) guidelines and will accommodate both local and regional buses.

The transit center location in the center of the North Village places it in close proximity to high density residential, commercial development, office development, and the employment center - an intense mix of uses to attract transit service and users. A key element in the transit system is the strategic location of park-and-ride facilities. Park-and-ride lots are designated within the North Village and near the interchange of SR-56 at

Camino del Sur. Also, the eventual conversion of the extra-wide medians on Camino del Sur or Carmel Valley Road to exclusive transit-use lanes is an alternative, should MTDB determine the necessity.

F. NON-MOTORIZED TRANSPORTATION

All primary and major roadways within the Black Mountain Ranch area, including the North Village, will be constructed with bicycle lanes on each side of the street. Appropriate bicycle facilities (e.g., bicycle racks, lockers) will be required at major activity centers. In addition, unsurfaced trails that could be used for bicycles have been planned in the North Village.

Bicycle access among activity centers within the North and South Villages is enhanced by the traditional grid system of village streets which provides multiple alternative routes and slows vehicular traffic. Cyclists traveling greater distances will have access to bike lanes on Camino del Norte, Camino del Sur, Carmel Valley Road and the La Jolla Valley Bike Path. These bike lanes connect to a comprehensive bike lane system in the NCFUA, as provided for in the Framework Plan, and within adjacent 4-S Ranch.

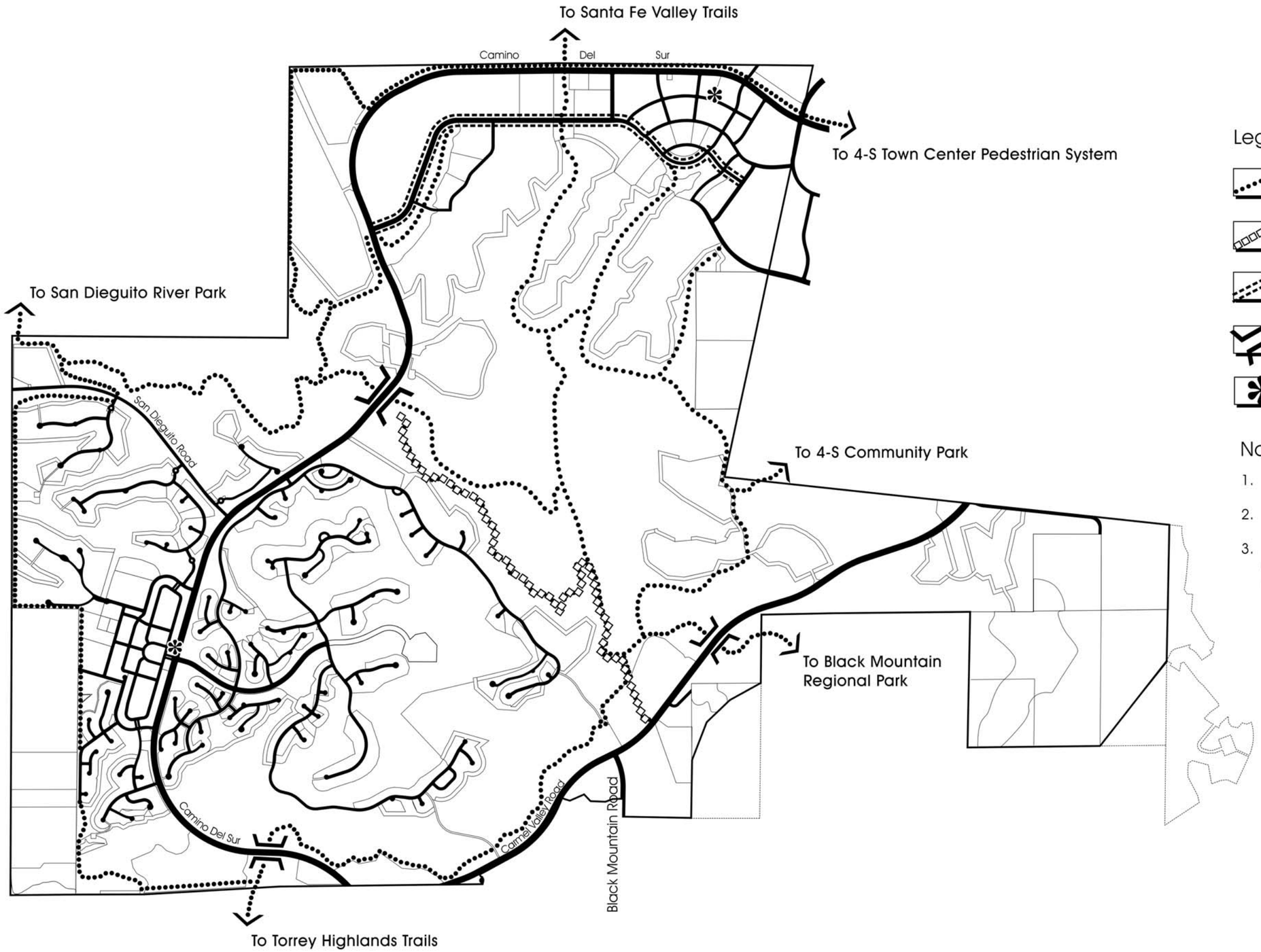
All primary and major roadways within the Black Mountain Ranch area will have pedestrian push-buttons at all signalized intersections. In addition, all roadways in the North Village and South Village will be constructed with sidewalks. Clear pedestrian access from residential areas to the commercial core and each of the schools will be provided via sidewalks, pathways, and interconnecting courtyards and arcades, thus increasing the opportunity for alternatives to automotive travel.

The approved Black Mountain Ranch VTM/PRD project includes more than 18 miles of interconnected multi-purpose trails linking all parts of the Subarea internally and externally to the trail systems of adjacent communities, allowing for increased opportunities for non-motorized travel external to the Subarea (Figure 6.2). The Northeast and Southwest Perimeter Properties shall extend this trail system to serve development on their respective properties.

Trails within the MHPA will be multi-purpose regional trails and paths for hiking, biking, and, in some cases, for horseback riding (Figures 6.3 and 6.4). They will be designed and constructed by project developers and dedicated to the City of San Diego. They will be located in public open space areas and will consist of loose decomposed granite or similar native material. The trails and paths will generally follow the contours of the natural terrain and will avoid unnecessary grading. The design of the trail system will be sensitive to native species and will include interpretive signs to inform users of the purpose of the area and to identify native flora and fauna. As prescribed in the MSCP Subarea Plan, trails and paths within the MHPA will use existing utility easements and improvements where feasible. The City of San Diego will be responsible for trail maintenance.

Alternative Transportation Modes

6.2 figure



Legend

- Unsurfaced Trail (Hiking/Mountain Bike/Equestrian) [1]
- Open Space Bike Path [2]
- Bike Lane Within R.O.W. [3] /Bike Path
- Bridge Undercrossing
- Transit Facility

Notes:

1. For illustration, (see figure 6.3 & 6.4).
2. For illustration, (see figure 6.4).
3. For bike lanes on Camino Del Norte, Camino Del Sur and Carmel Valley Road, (see figure 7.19).

scale 1"=2,000'

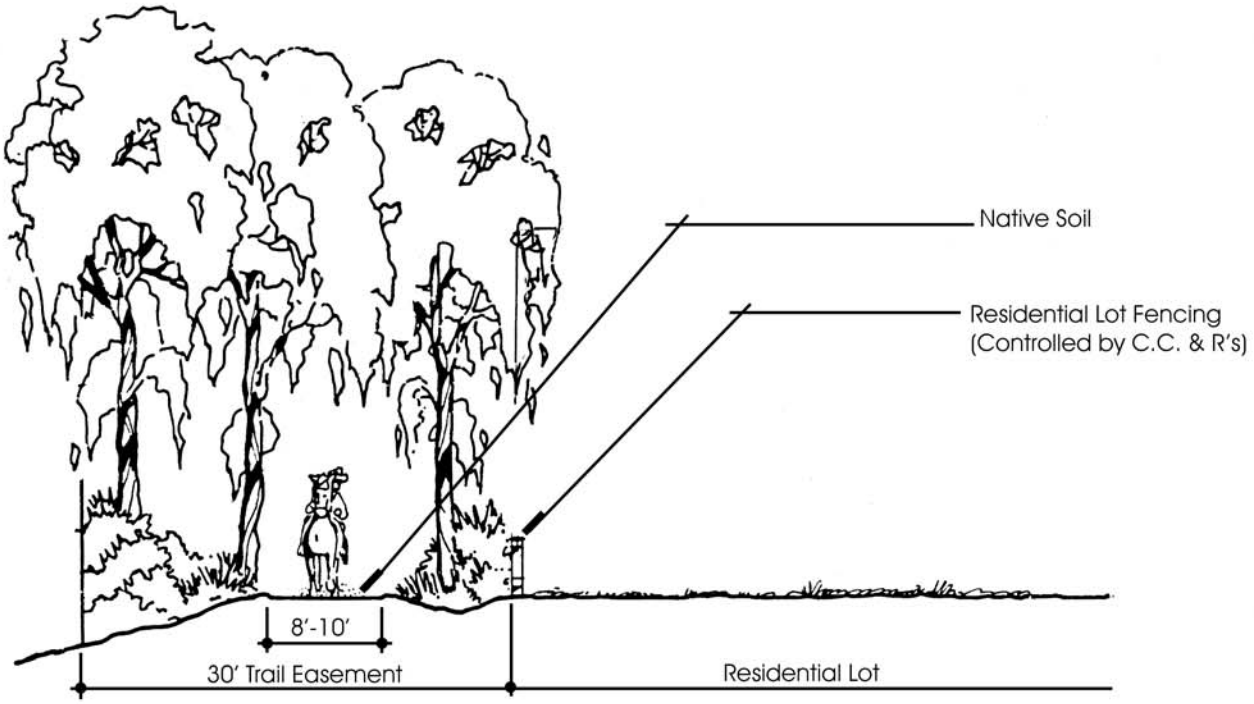
Note: Streets shown represent Collector and above (North Village area)

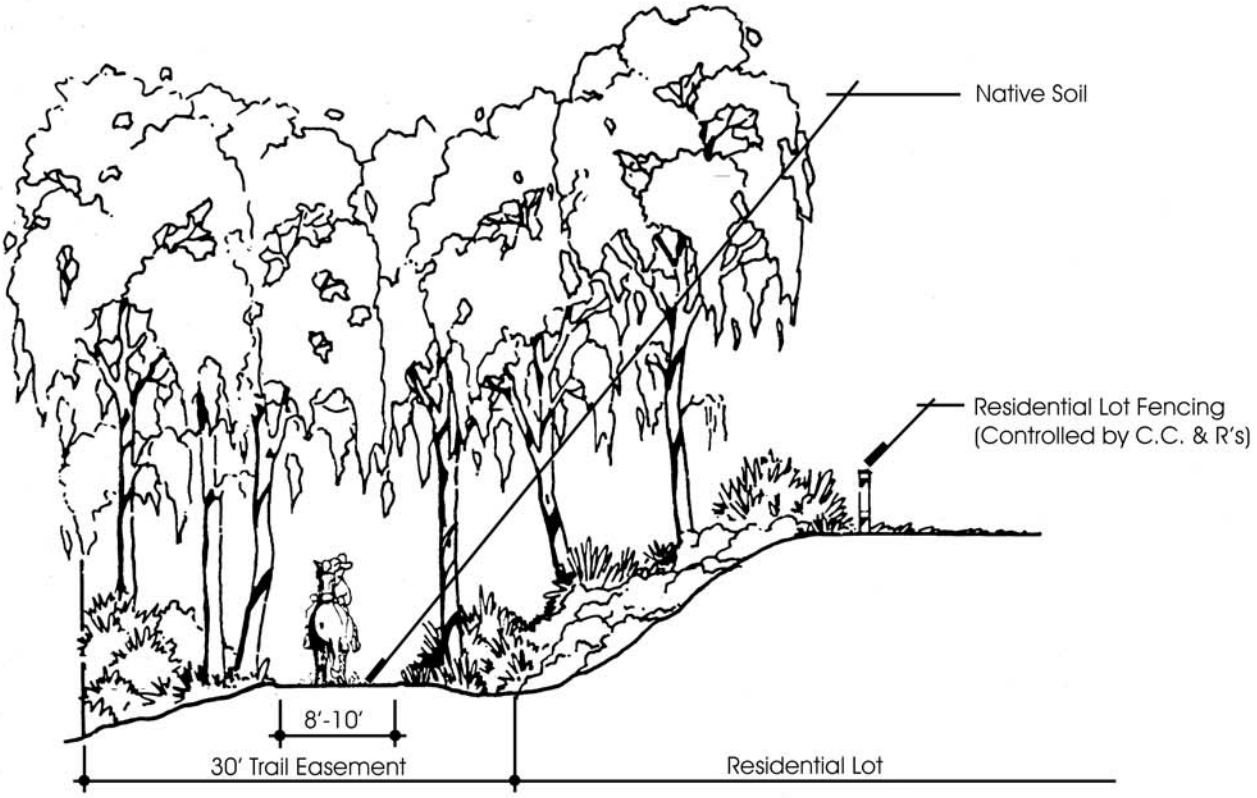
May 2009

Black Mountain Ranch Subarea Plan

Hiking/Mountain Bike Equestrian Trail

6.3 figure



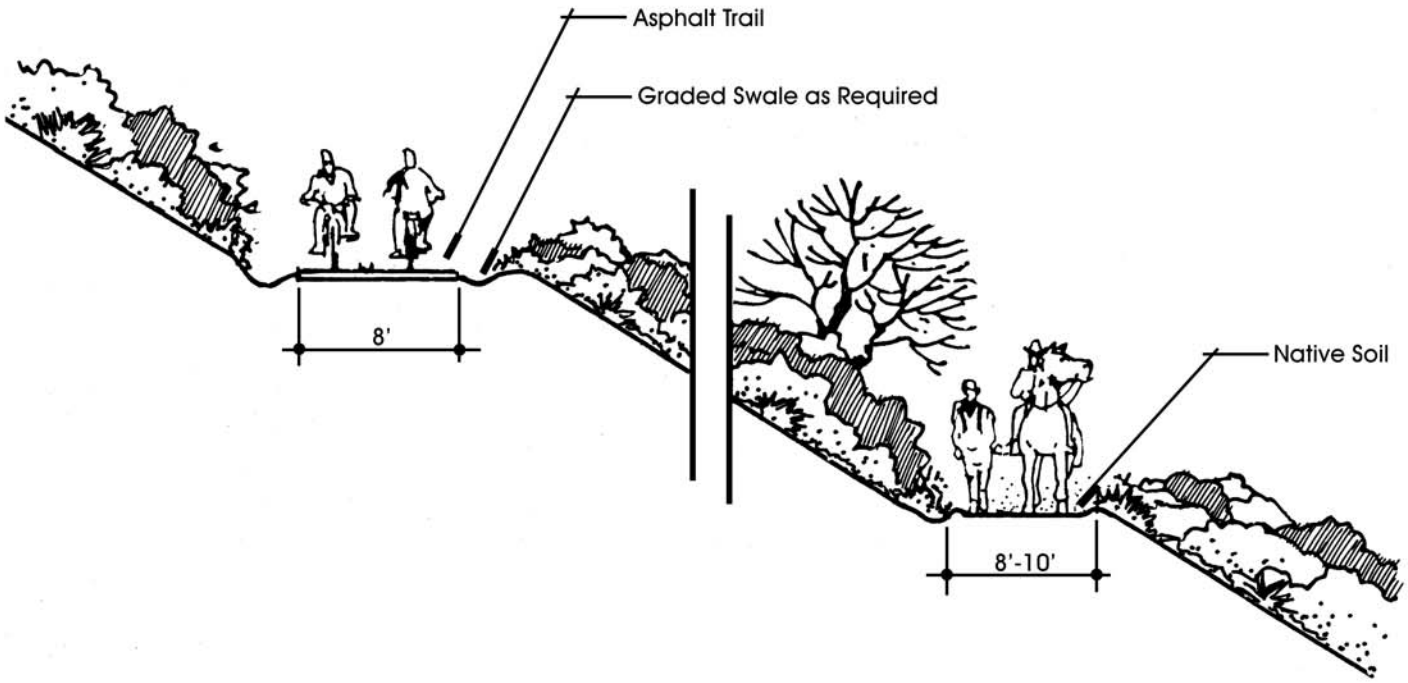


no scale

Black Mountain Ranch
Subarea Plan

Open Space Bike Trail & Equestrian/Hiking Trail

6.4
figure



no scale

Black Mountain Ranch
Subarea Plan

Community Design Element

VII. COMMUNITY DESIGN ELEMENT

INTRODUCTION

> *"The TOD (Transit Oriented Development) concept is a strategy to promote efficient and environmentally sensitive development patterns in newly-developing areas. Because these sites are relatively free of existing land uses, new growth areas offer the greatest opportunity for creating mixed-use destinations and interconnected street systems. Constraints generated from topography and sensitive habitat can be overcome by carefully selecting opportunity sites and by curving streets to relate to the topography. A fundamental premise of TOD's however, must be to limit sprawl by clustering development within planned urban growth areas"*
>
> Source: City of San Diego Land Guidance System, Transit Oriented Development Design Guidelines, Approved by the City Council August 4, 1992

GOAL

Black Mountain Ranch will be developed as a traditional community of distinct yet complementary neighborhoods. A complete and integrated community containing housing, shops, work places, schools, parks, and civic facilities is essential to the daily life of the residents. The community will contain a variety of housing types from single family-estate to mixed and multi-use density to multi-family attached housing. The community identity and sense of place will be established through a consistent overall design and fine grained development pattern.

Many of San Diego's most desired neighborhoods are the product of small incremental parcelizations and development over a long period of time. Each individual subdivision links to another, while offering small variations on the layouts and character of the area. Certain homogenous, physical qualities repeat throughout neighborhoods such as landscaping, massing of building, colors, and materials to define a character for neighborhood.

IMPLEMENTING PRINCIPLES

- Black Mountain Ranch will reproduce and improve upon what is best about San Diego's neighborhoods. These neighborhoods also provide a variety of housing types in close proximity to local commercial needs, cultural and recreational amenities, and area readily accessible to other neighborhoods and communities.

- The commercial centers are the central focus and define much of the character for the community. The commercial centers should be in a central location, provide a wide range of commercial, office and residential densities in a compact and efficient form, adjacent to public transit, and be linked to the adjacent residential neighborhoods.

- Streets, pedestrian paths and bike paths create a system of fully connected routes to all destinations. The street pattern and the design of the street edge will define the character of the North and South Villages to a great extent. Building mass, parking, setbacks, entrances, facade design, landscape and hardscape design must all support the street design concept.

- The natural topography, the overlay of streets and circulation systems and the size of blocks and parcels determine a community's urban form. The street and block layout should capitalize on the topography and provide maximum view opportunities whenever possible. Public open space in the form of greens or plazas should be strategically placed to take advantage of views and to provide pedestrians with opportunities to congregate and use these public spaces.

The achievement of these principles will create a strong sense of place and community, reduce the frequency of

automobile use, thereby reducing traffic congestion and improve air quality and facilitate pedestrian circulation. Since approximately 75 percent of Subarea 1 is currently approved for use and development, direct references are made in the material which follows to established design standards delineated in the Black Mountain Ranch VTM/PRD Design Review Guidelines, as well as to the NCFUA Framework Plan. Design standards established through this subarea plan are: the North Village, the South Village, and the Residential Clusters.

DESIGN STANDARDS

The integration of high quality pedestrian spaces and fine grained development pattern for the North and South Villages will be accomplished by the following design standards:

- Courtyards, patios, covered walkways, and enclosed gardens will be designed to create opportunities for outdoor interaction and pedestrian use.

- Building arcades will be located to create inviting indoor and outdoor spaces visible to the sidewalks or arcades.

- Building entrances will be located facing the streets, with a minimum of spacing 50 feet between entrances.

- Large parking areas, blank walls, and service areas along the street and sidewalk frontages within the Community Core will be prohibited.

- Sidewalks will have a canopy of trees (maximum spacing 25 feet on center) to further emphasize a compact walkable link to all areas within the Core and surrounding uses.

- Parking areas will be prohibited between the front elevation of a building and the public street, at the corner of two public streets, and along pedestrian oriented streets in the Core area.

- Parking structures will be allowed in the Core in order to achieve a more compact form. They will be located to the rear or interior portion of the building(s) they serve. If located facing a side street, the parking lot or structure street will be screened with landscape, retail shops or other commercial activities along the ground floor street .

- Alleys or rear service drives will be planned where appropriate, to minimize the visual impact of parking, loading areas and garages.

- Surface parking lots will be located to the rear or interior portion of the mixed use development areas. When a parking lot is located adjacent to a side street or sidewalk, its dimensions along the street will be minimized with a planted setback used to screen the parking area from the street. Parking lots will not be located on the promenade and the pedestrian oriented streets within the Core area.

- Driveway cuts opening to the public streets will be limited to one open parcel. Corner properties with more than one street frontage will locate an access driveway on the street with least traffic volume.

- Pedestrian and bicycle access from the residential areas to the Core and Transit Center will be provided via sidewalks, pathways, and interconnecting courtyards and arcades.

- Building setbacks will observe the established build-to-lines for residential and commercial uses in the Village Core area. Where there are setbacks they will contain a courtyard, garden patio, covered trellis, walkway, or other outdoor space in order to re-establish the build-to-line.

- The primary ground floor residential building entrance will orient to the sidewalk and street. When a courtyard or other outdoor space is used as an entrance to the dwellings, the courtyard should open

directly to the street and sidewalk. Building entries and windows are to be visible by pedestrians.

- Front porches, sitting areas, bay windows or balconies will be encouraged for residential buildings.
- Where the net densities are over eight dwellings units per net acre, alleys or drives leading to rear, interior or side locations on the site will be provided.
- Parking may not be located between the front elevation of a residential building and the public street. On-street parking will be provided.
- Buildings of 50 feet in height or more around the Village Green and a pedestrian plaza will be provided to create an urban character, street security at night, and to concentrate pedestrian activity. Building heights are to relate to the scale of the open space.
- The facade of a building should consist of articulated walls.
- Garages may be sited in several acceptable ways: in the rear and accessed from an alley, in the rear and accessed from a side drive, or sited to the side, but recessed behind architectural features and the front facade by a minimum of five feet.
- All proposed development will respond contextually to adjacent existing building and uses. This will be done through height, scale, fenestration and with uniform cornice lines and first floor heights, etc.; rather than through a required architectural style or theme.
- Visually prominent buildings will be designed to display civic importance through siting, careful articulation of massing and careful detailing.
- Small-scale public open spaces such as pedestrian plazas, pocket parks and access points will be incorporated to provide areas for rest and people-watching.
- Site planning for residences in the Core will orient the building mass to public streets, with the individual dwelling units fronting the sidewalk, interior courtyards, or garden spaces.

A.1 THE NORTH VILLAGE

At the northern edge of Black Mountain Ranch, at the boundaries of the subarea, is the North Village. This Transit Oriented Development (TOD) village also forms the interface with 4S Ranch and Rancho Bernardo to the east. The overall goal of this village is to create a neighborhood that is self contained and designed to support mass transit and non-automobile circulation. The intent of this design concept is not only to provide the human scaled environment that is conducive to the neighborhood living experience, but also to reduce the need for automobile travel and therefore reduce the potential traffic impacts of Black Mountain Ranch and surrounding communities.

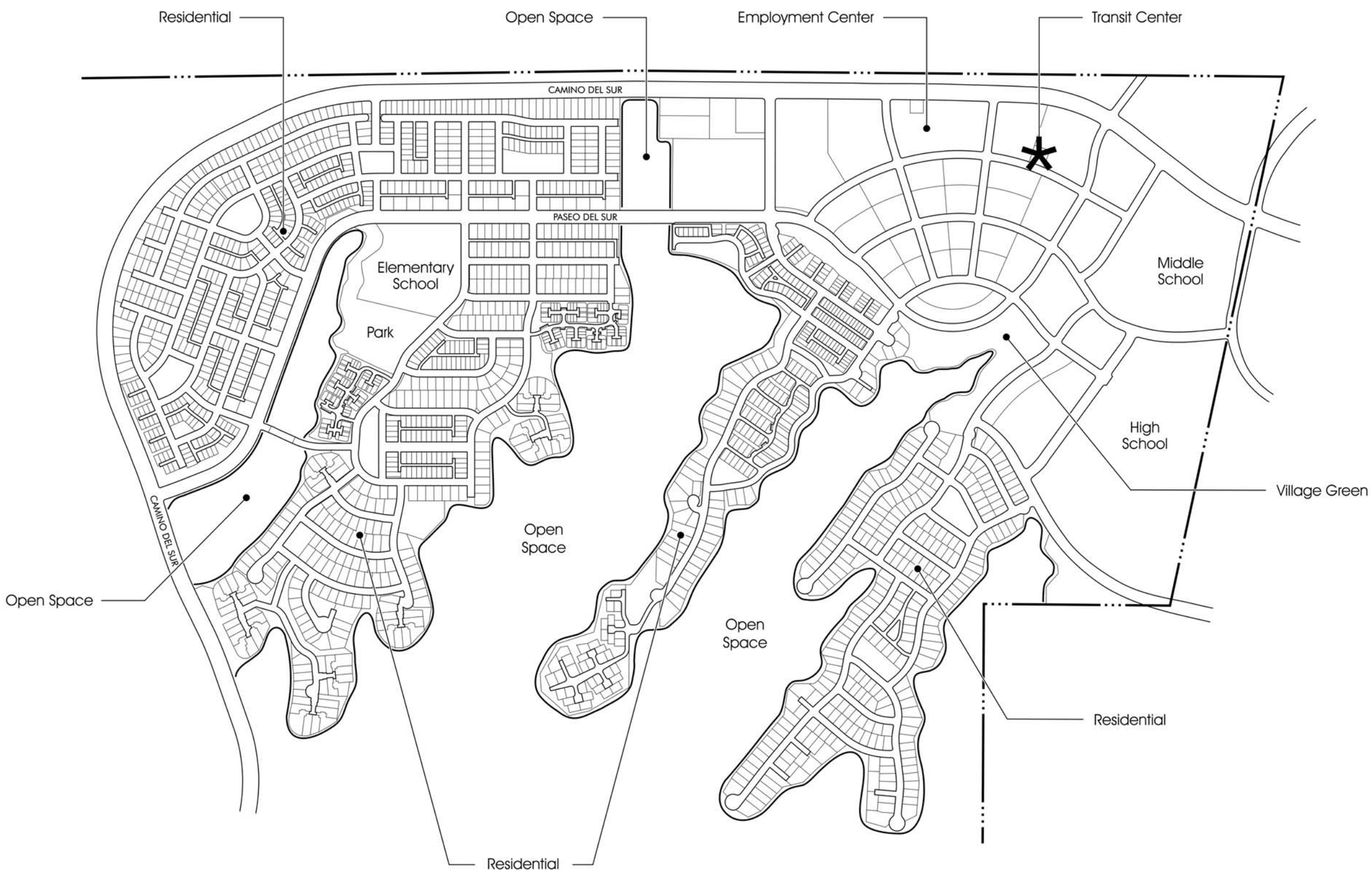
Overall, the North Village will be a dynamic, mixed-use neighborhood based on neo-traditional town planning concepts. It is developed around a mixed use core, transit facility and open space system interconnected by a pedestrian walkway and bicycle system. Supporting uses such as educational, employment and recreation facilities are included to create a true neighborhood. The predominant land use of the North Village will remain residential. Only by integrating a significant residential component can a true village be created.

North Village Land Use

A unique land use concept has been created for the North Village. Focused on the Village Green a pattern of land uses has been established that interrelate with one another, but have distinct characteristics and functions. These land uses and their descriptions are:

North Village Example Plan

7.1 figure



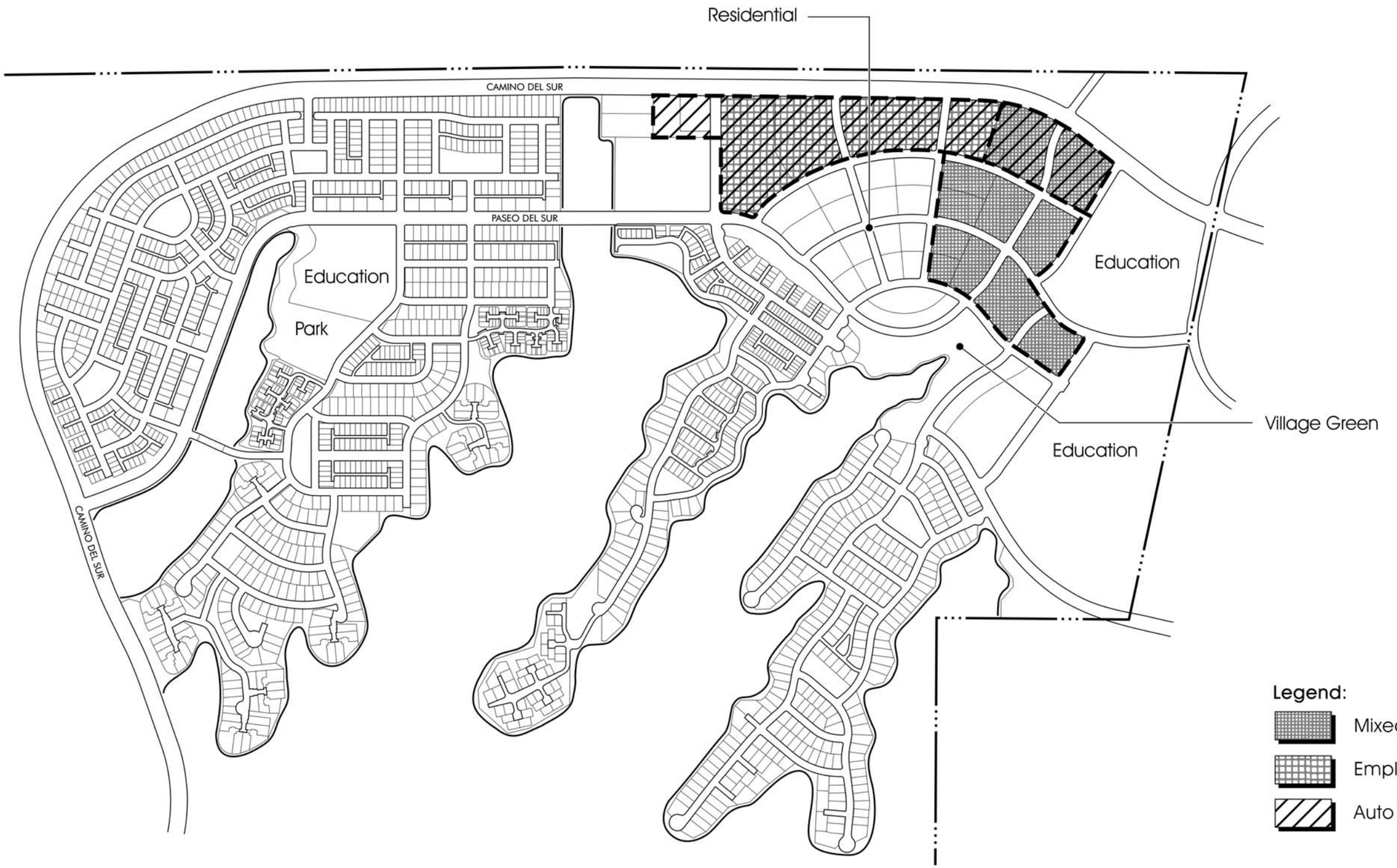
no scale

May 2009

Black Mountain Ranch Subarea Plan

North Village Community Core Concept

7.2 figure



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Black Mountain Ranch Subarea Plan

- **The Village Core (Support Area):**

The Village Core is a mix of housing, business, office, and schools that creates a lively focus for the activities of the entire neighborhood. The mixed use Village Core will contain vertical mixed use as well as horizontal mixed use. The ground level of the Village Core will be predominately common use areas. In the immediately adjacent area, residential, retail, and/or employment uses are located. The heart of the Village Core is the Village Green.

The Village Core will be pedestrian-oriented in its design emphasis and will establish both the activity and visual core of the neighborhood. Development along Camino del Sur at the northern edge of the Village may be more "auto oriented" than the balance of the neighborhood. The Village Core Main Street connects the Village Green to the open space and canyon and uniquely links the urbanity of the Village to the countryside.

- **The Village Green and Open Space:**

The Village Green is the focus of the Village and the major public space that organizes the plan. It consists of an open space area that is mostly passive with occasional active use, such as running, playing ball, and throwing frisbees. A civic setting is created which overlooks the canyon and adjacent open space. This area can be used for picnics, band concerts, and other functions.

The Village Green also includes the extension of an existing canyon that provides a natural contrast to the manicured character of the Village Green. A walkway alongside the interior edge of the Village Green provides occasional seating areas with views to the canyon beyond. The Village Green extends to the south side of Paseo Del Sur along Main Street which allows space for public gatherings, outdoor cafes, and extensive landscaping. Trail access is also provided to the natural open space area.

- **Mixed Use Core (Community Mixed Use Core):**

The Retail/Mixed Use area north of the Village Green will include vertical and horizontal mixed use. The ground level of the buildings in this area will be predominantly retail. The upper floors may house residential and some office uses. The area is pedestrian-oriented and is designed to be the activity center for the neighborhood. Hotel activities will add to the mix of uses and enliven the core.

- **Residential:**

The residential uses within the North Village are anticipated to be either in mixed use, multi-family or small lot single family configurations. In all cases residential uses will follow the guidelines established herein and contribute to the overall mixed use, compact transit oriented design concept of the Village.

- **Employment:**

The Employment use area is immediately adjacent to the Mixed Use Center. It will allow retail office and/or employment uses. Those uses may be mixed either horizontally or vertically or developed on a block-by-block basis. This area also includes the Transit Center.

Employment uses are anticipated to be at higher-than-usual densities. This is to support the concept of a compact transit-oriented village. Development adjacent to Camino del Sur may be auto-oriented, but there should be pedestrian orientation on the internal street-facing sides.

- **Education:**

Education uses are indicated in two locations and are sited so as to provide optimal access and adequate land.

North Village Design

Development within the North Village, traveling west to east, transitions from exclusively residential uses to the Community Mixed Use Core (MUC). This Community MUC is intended to be a portion of the greater compact community area which extends out from the 4S Ranch and forms an integral part of the land use and circulation connection to Interstate 15 and the Rancho Bernardo area. However, it is necessary that the Community MUC be able to function independently of the development proposed to the east of Subarea I.

The focus of the North Village is a mixed use commercial, institutional, and residential area with a strong pedestrian orientation, transit access and a number of plazas, public open spaces, pedestrian walkways, and trails. Development becomes increasingly more intense as it moves toward the core area, which is the heart of the community.

Elements of the North Village Plan

The Village Green: The Village Green is a major public space and an organizing element of the plan. Development intensities are highest adjacent to the Green and are predominately mixed use in character with residential retail and service uses.

Paseo Del Sur: The Village Green is connected to the balance of the core area through several streets, but Paseo Del Sur is the major vehicular and pedestrian spine. Paseo Del Sur is a tree-lined street with a clear and strong street edge promoting interaction between pedestrian and the many uses along its length.

The Transit Center and The 2000 Foot Radius: At the core of the North Village is the Transit Center. This center combines all forms of transit including a shuttle bus that is planned to connect the Village to park and ride facilities along I-15. The 2000-foot radius from the transit center development will have an easy walking relationship to mass transit opportunities.

Open Space: The open space system within the North Village is comprised of the Paseo Del Sur Promenade, the Village green and the naturalized areas to the West. This system will organize all land use through trails and an open space environment.

Public Uses: Schools and other public uses will be located within the North Village at locations that are convenient to pedestrians and other forms of low impact transportation such as bicycles.

The Street Grid: The Community Mixed Use Core will be organized with a grid or modified radial grid format based on traditional urban blocks.

The blocks will be of consistent dimensions within individual neighborhoods or areas to create parcels of a size that allows a fine-grain development pattern. Blocks will be no greater than 300 x 400 feet near the core but may be larger at the periphery of the core. The grid may be adjusted in response to topography, major design features or a shift in geometry of the land area.

The street system will emphasize connecting local streets and minimizing internal drives to avoid private enclaves. Limited private streets will be used primarily for service and parking access and not as an alternative to the public street system. These private streets will not be gated, will be accessible to the general public and will follow the same streetscape, pedestrian orientation, and building frontage design principles as public streets.

More choices of alternative vehicular routes within the Core area will accommodate minimum street dimensions intended to make streets more intimate in scale. Smaller street sections will reduce street crossing dimensions and increase pedestrian safety. Slower design speeds will allow this reduced right-of-way width and help keep traffic moving slowly and safely.

Village Green Development Guidelines

The Village Green is the focal point of the Community MUC. It is a tree-shrouded central park with a green plaza for public gathering and display, and contains central and radiating promenades for walking, fountains, sculpture and grass area for recreation and picnics.

Landscaping will include deciduous trees and shrubs to provide shade in the summer and sunlight in the winter. Bedding plants will be used to announce the various seasons of the year. Trellises and arbors will enclose pedestrian sitting areas. Fountains and water may be incorporated to block the sound of adjacent traffic. Canopy trees and grass areas surround this and create a central park atmosphere.

A landscaped pedestrian promenade runs throughout the Community MUC which links directly to the Village Green. This landscaped linkage forms a green spine for the Community MUC and connects uses.

Building heights along Paseo del Sur in the mixed use core leading up to the Village Green will be 50 feet or more.

Residential areas adjacent to the Village Green will follow the same Mixed Use Core Development Guidelines. They will include townhouses arranged in courtyards, townhouses facing the street and multi-family dwellings with courtyards and internal landscaped corridors.

Community Mixed Use Core Development Guidelines

The Urban Village Overlay Zone shall apply to the North Village and be the guiding development standard for the mixed use core and support areas. See Figure 8.2.

A combination of commercial and residential use surrounds the Village Green and includes pedestrian oriented retail shops and commercial services with multi-family courtyard residences, attached townhouses, senior housing, and other residential dwellings above and surrounding the Village Green. A minimum of 25 percent of total square footage of the mixed use core surrounding the Village Green shall be contained in a vertical mixed use configuration.

This will create a more balanced pattern of street activity during different times of the day, evening, and weekends, and will also reduce parking demand by balancing the peak use periods associated with different activities. A diversity of the range of housing will provide above-average cost as well as affordable residential units to individuals of different income ranges.

Support Area Development Guidelines

Within the Community Mixed Use Core are areas intended for residential, office, supporting retail and major employment or institutional uses. Included are the mixed-use support areas to the east of the core. Also included are the employment center and the Middle and Senior High School sites. These areas are strategically situated to provide an architectural and pedestrian connection between the core and the overall community that will extend into the adjacent 4S Ranch.

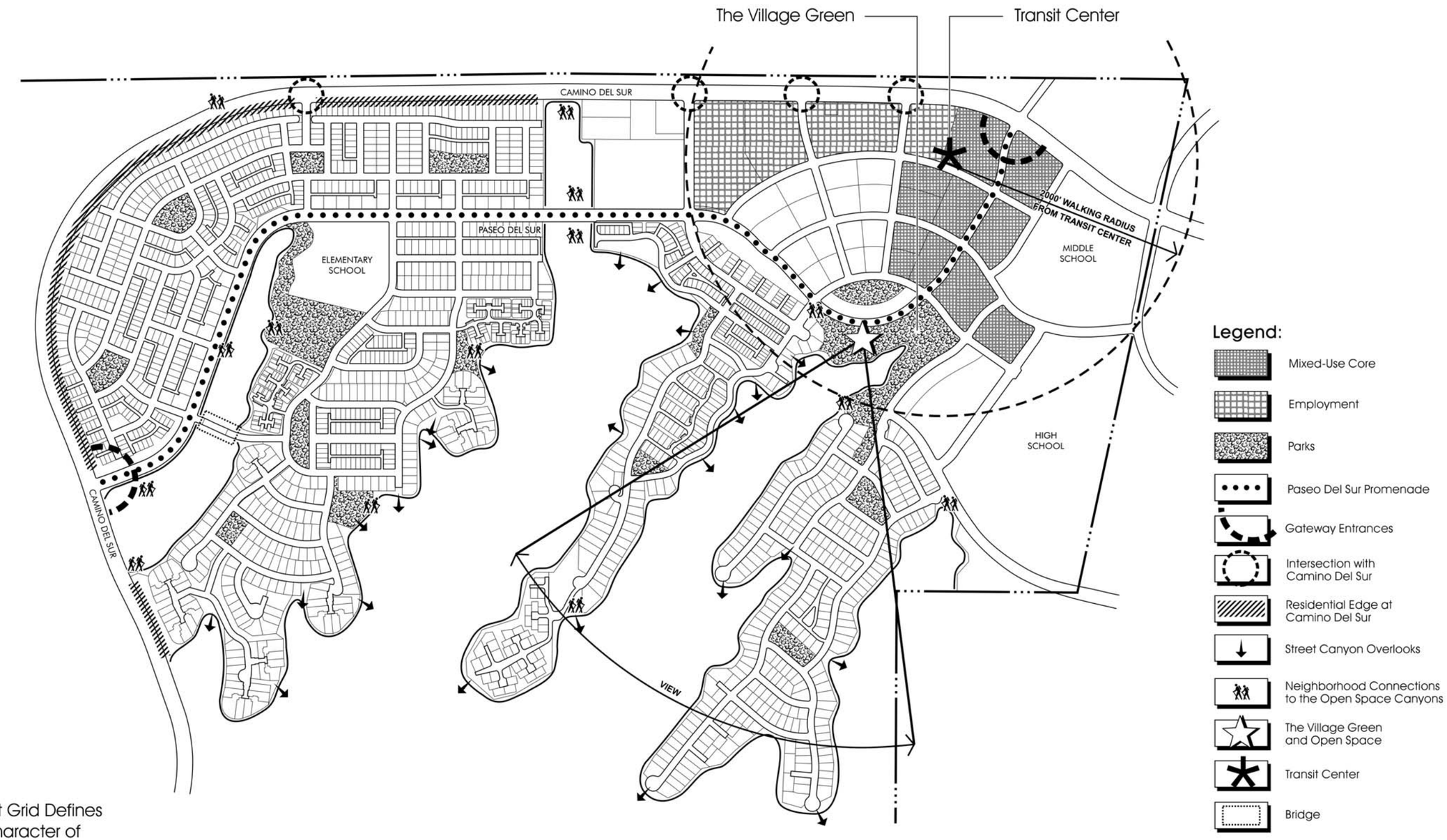
The residential area is designated primarily for higher density residential use. Additional or alternative uses for this area include a special satellite campus community college, a health care facility, other major institutional uses of light industrial, office or commercial uses.

The integrated relationship between the community core and the adjacent areas will be accomplished by the following design standards:

- Building facades, massing and height will compliment adjacent development.

North Village Urban Design Plan

7.3 figure



The Street Grid Defines
The Character of
The North Village

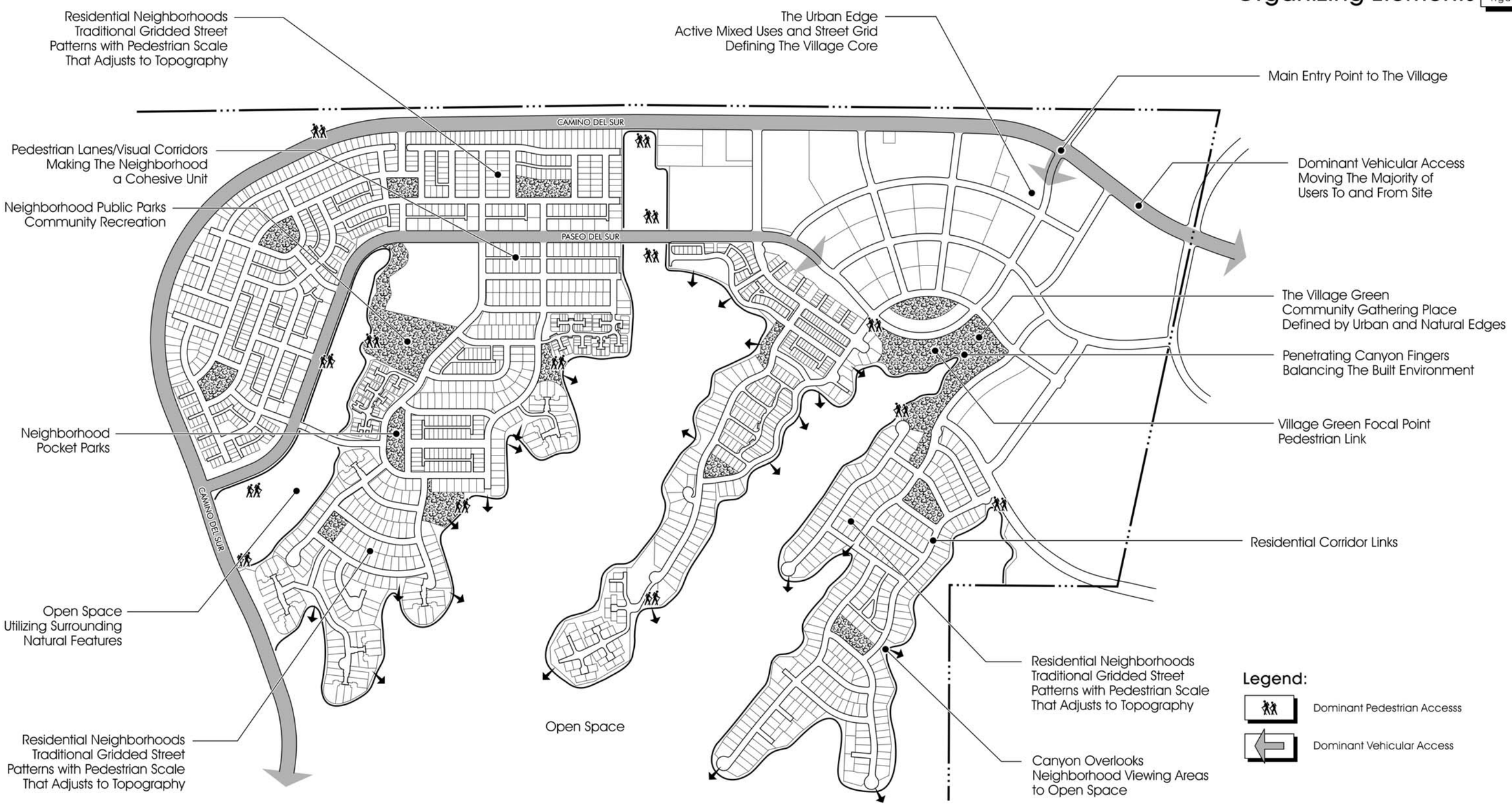
no scale

May 2009

Black Mountain Ranch
Subarea Plan

North Village Organizing Elements

7.4 figure



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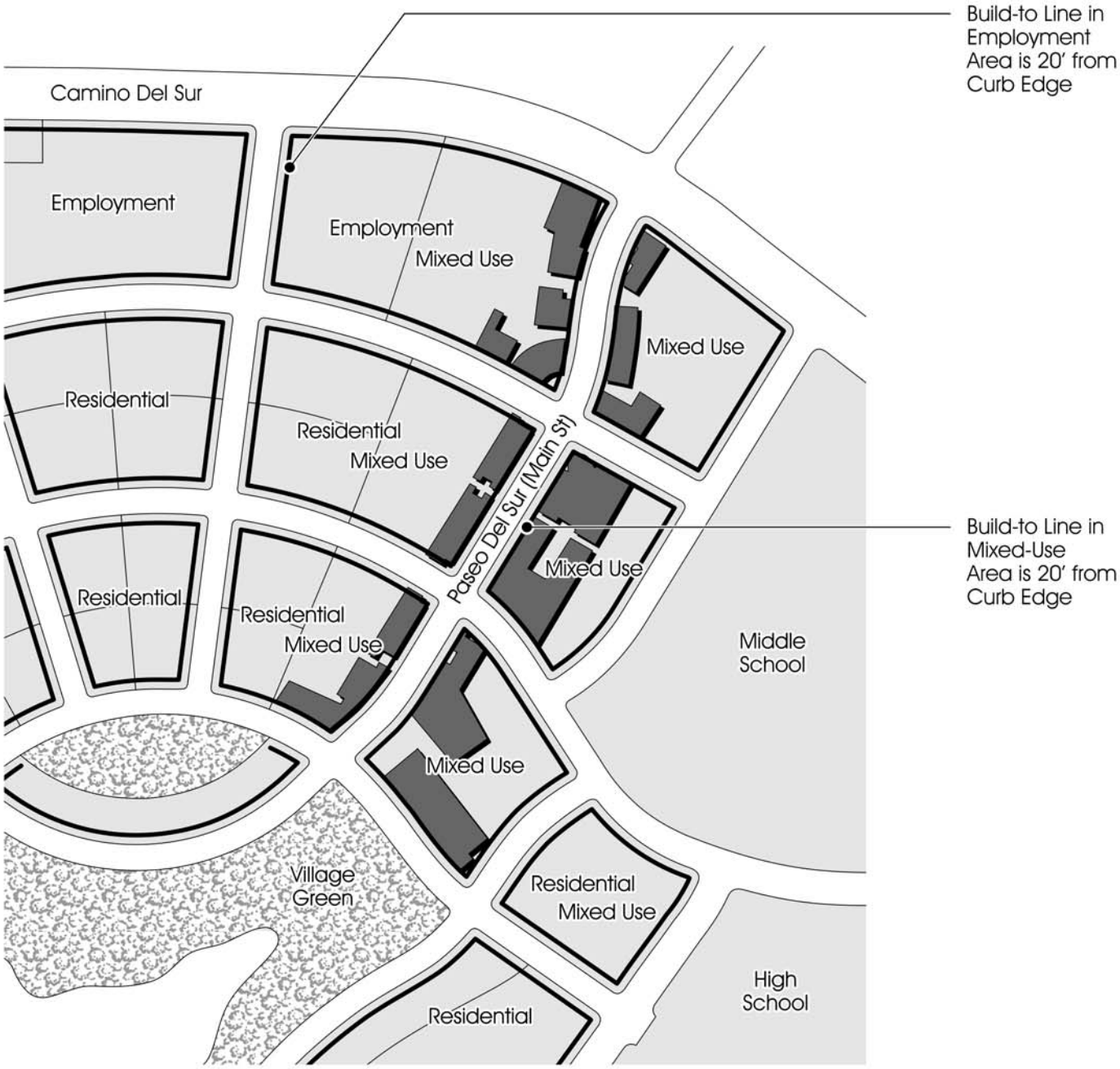
Black Mountain Ranch Subarea Plan

North Village Build-To Concept

7.5 figure



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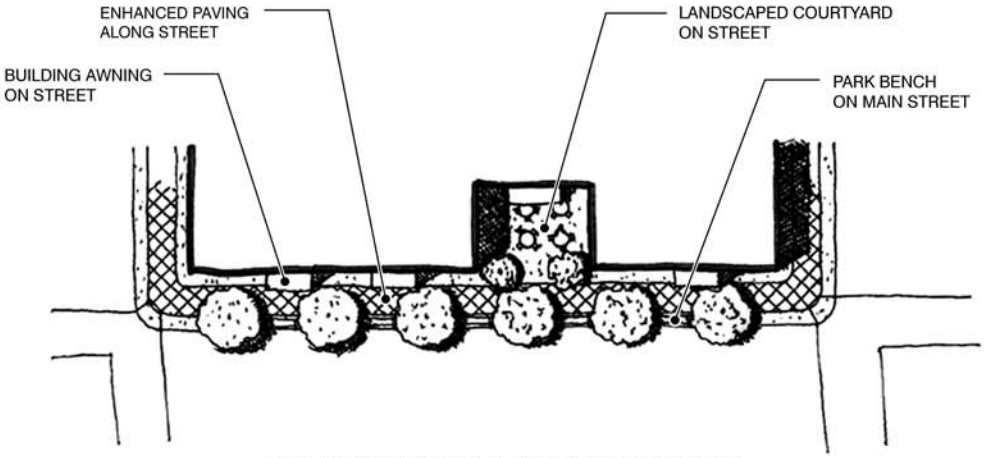
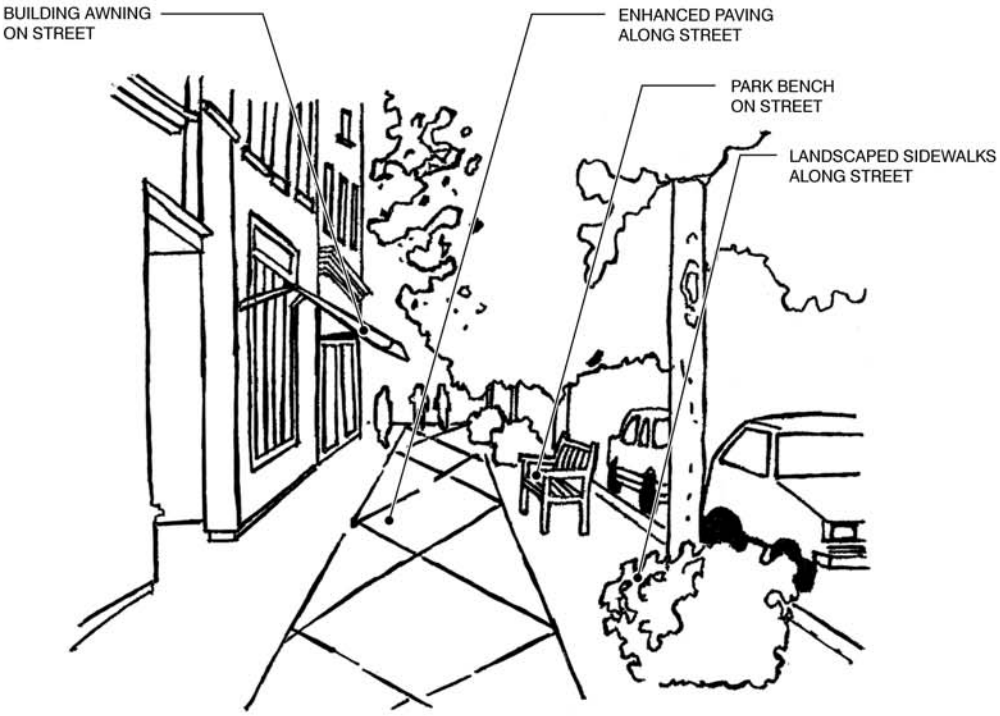
Black Mountain Ranch Subarea Plan

North Village Promenade

7.6 figure



CHARACTER SKETCH DEPICTING THE PEDESTRIAN NATURE
WITHIN THE MIXED-USE AREA IN THE VILLAGE CORE



CHARACTER SKETCH DEPICTING THE PEDESTRIAN NATURE
WITHIN THE MIXED-USE IN THE VILLAGE CORE

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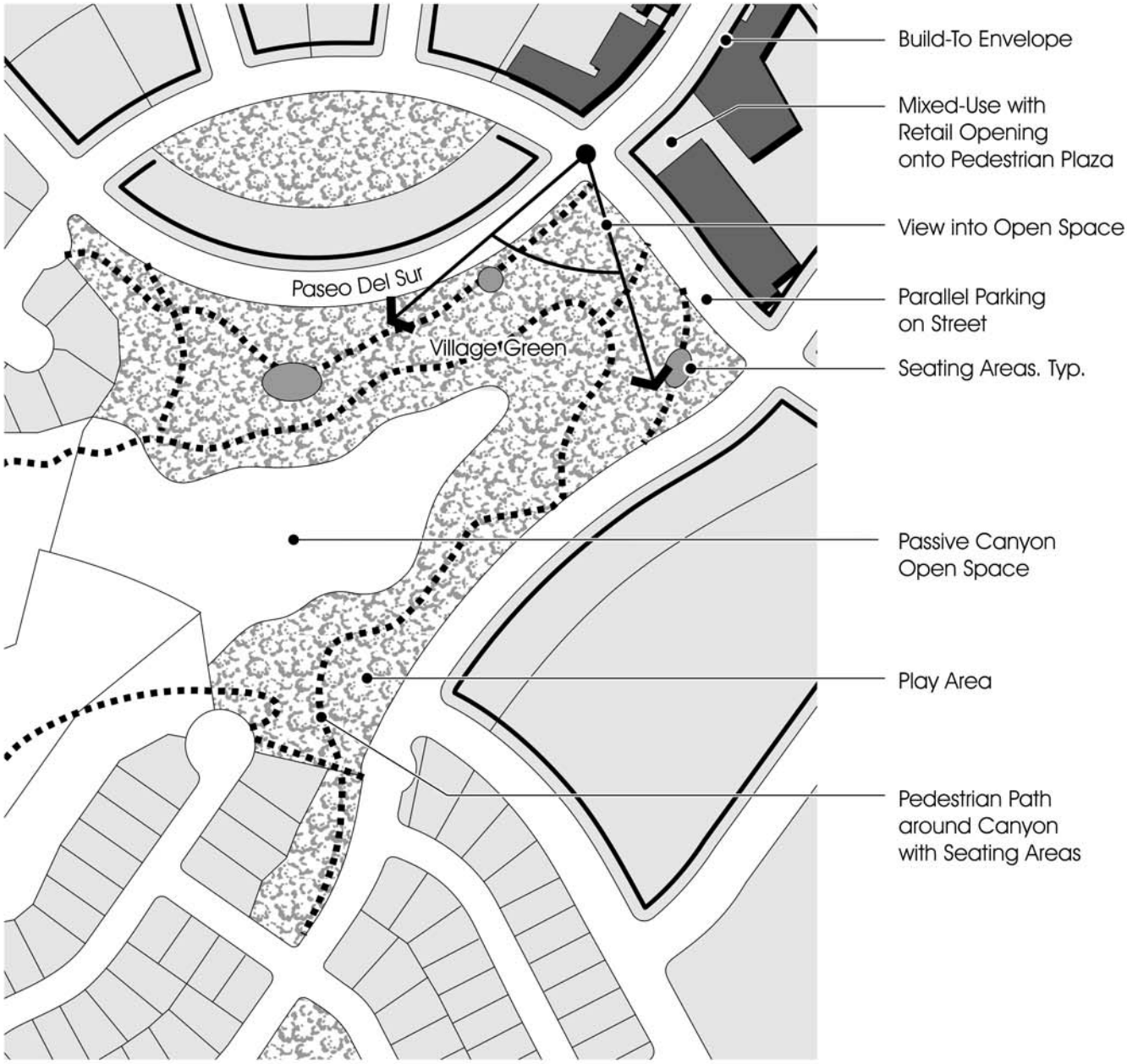
Black Mountain Ranch
Subarea Plan

North Village Village Green

7.7 figure



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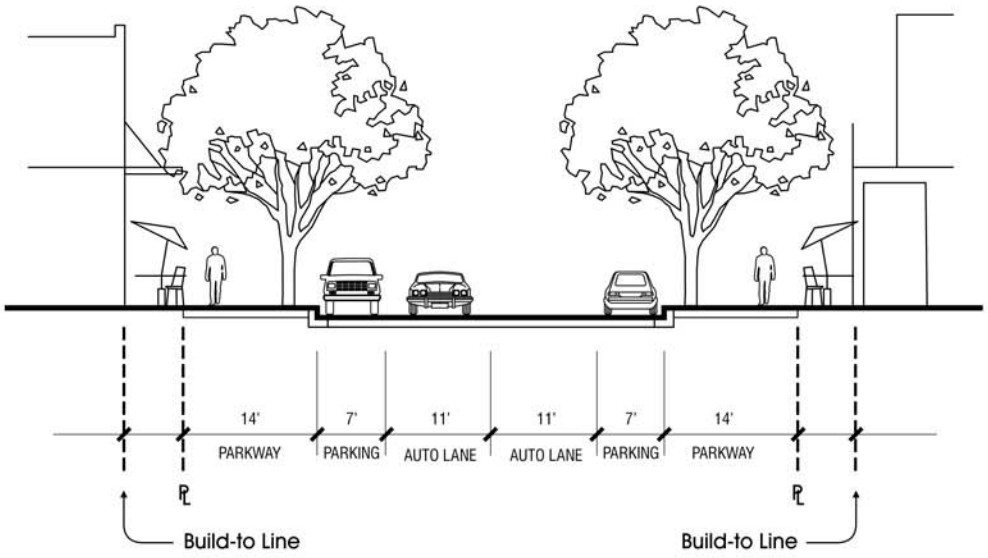
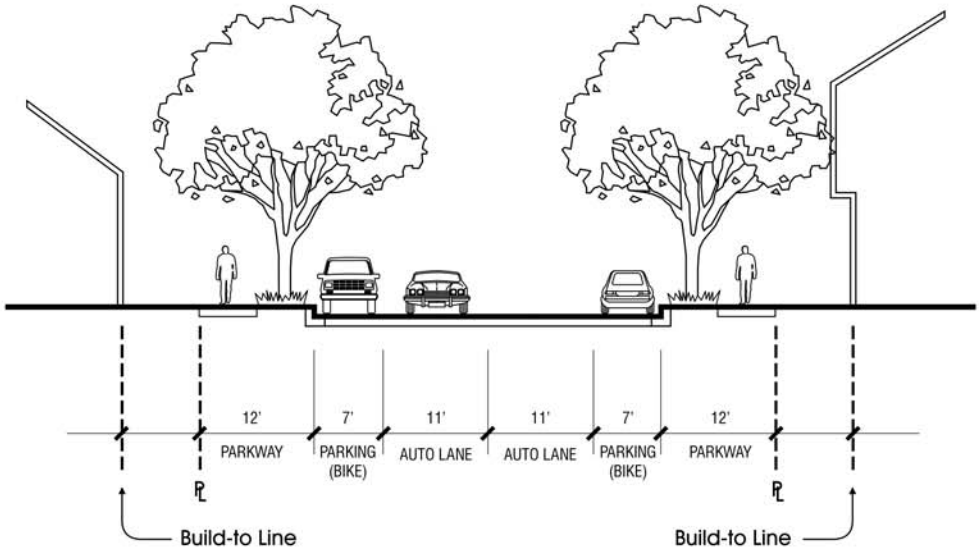
Black Mountain Ranch Subarea Plan



Cross Section
Paseo Del Sur (Main St)
Mixed Use



Cross Section
Paseo Del Sur (Main St)
Residential Core

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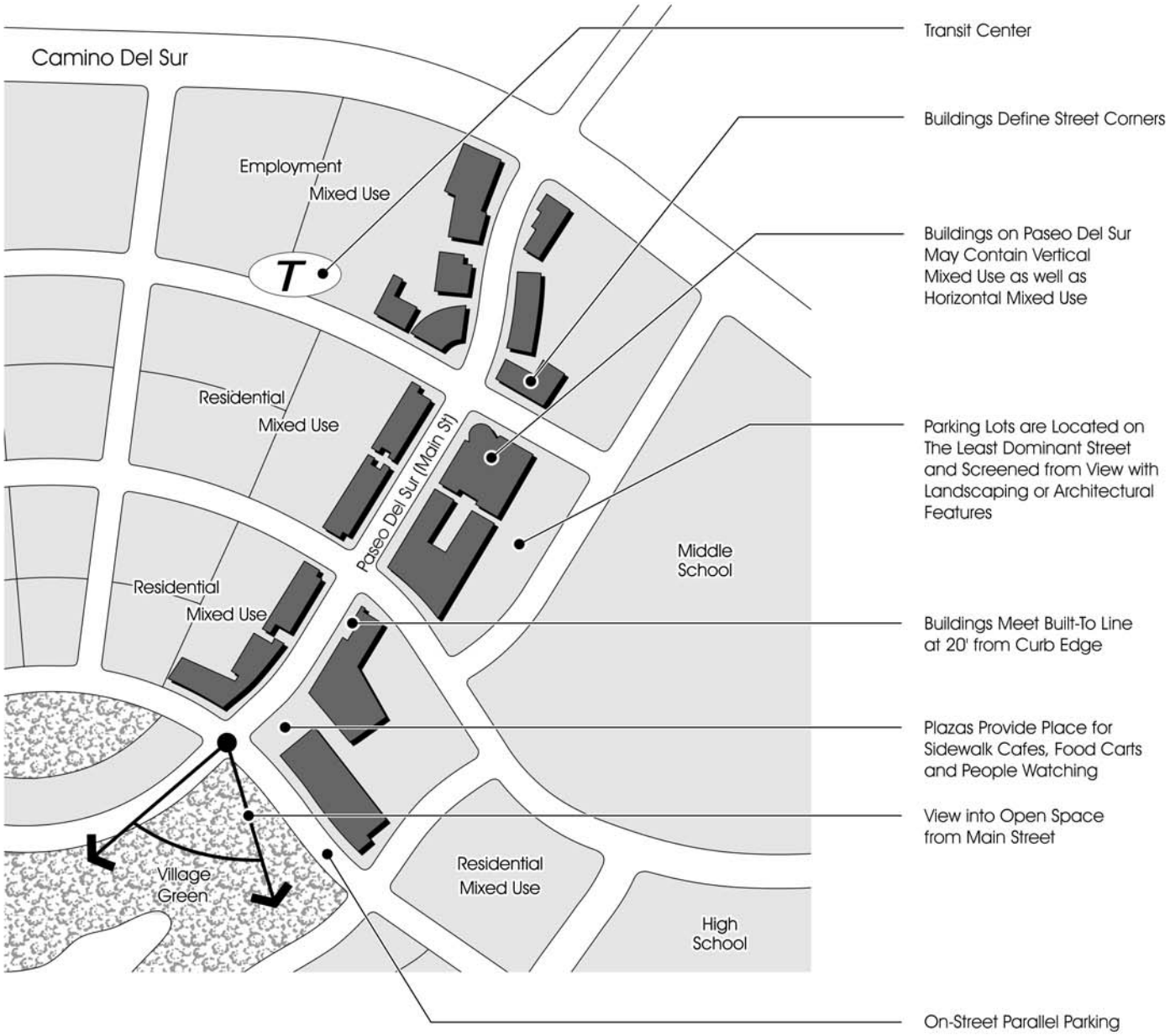
North Village Mixed Use Concept

7.9 figure



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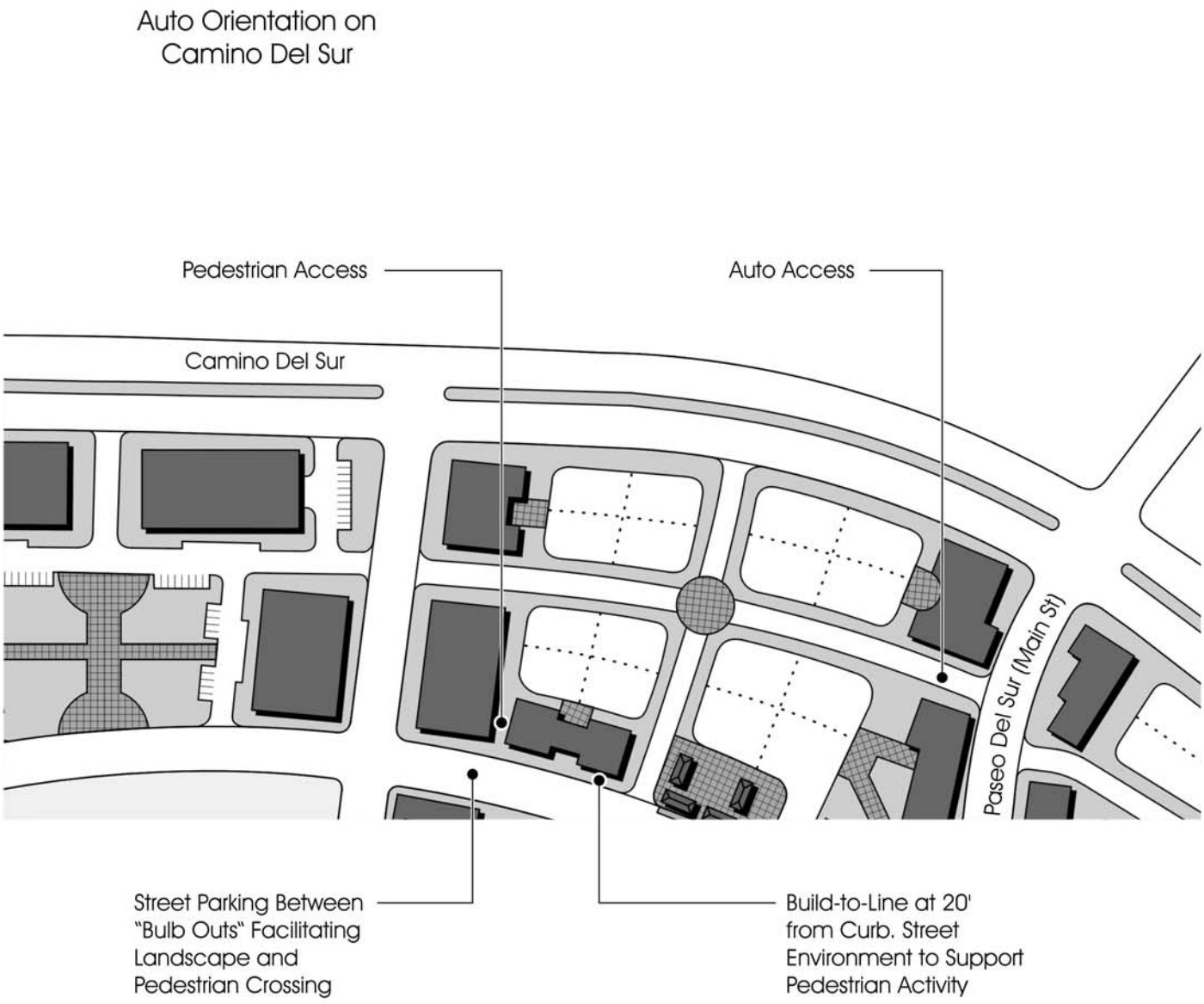
Black Mountain Ranch Subarea Plan

North Village Employment/Mixed Use Street Edge

7.10 figure



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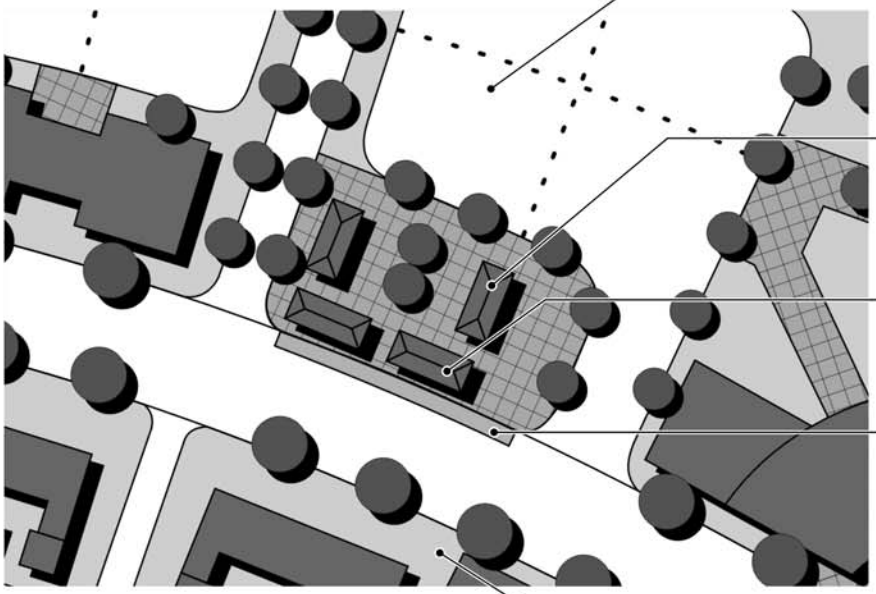
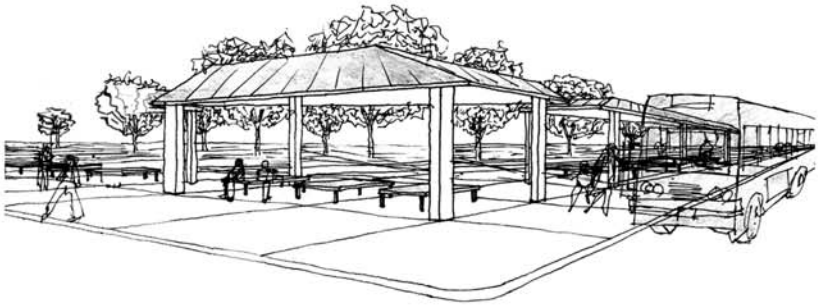
Black Mountain Ranch Subarea Plan

North Village Transit Center

7.11 figure





Character Sketch of Transit Center

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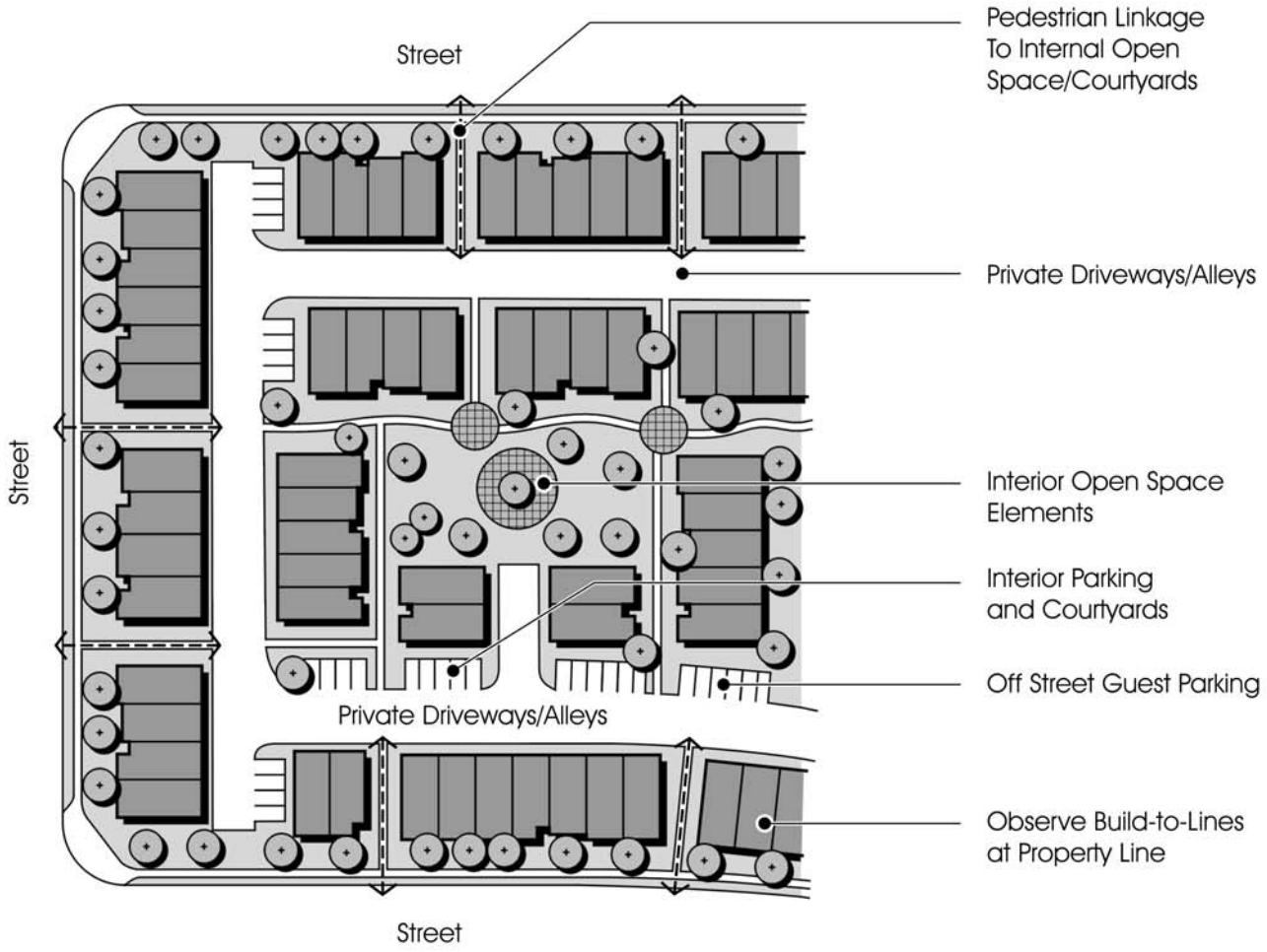
Subarea Plan

North Village Multi-Family Residential

7.12 figure



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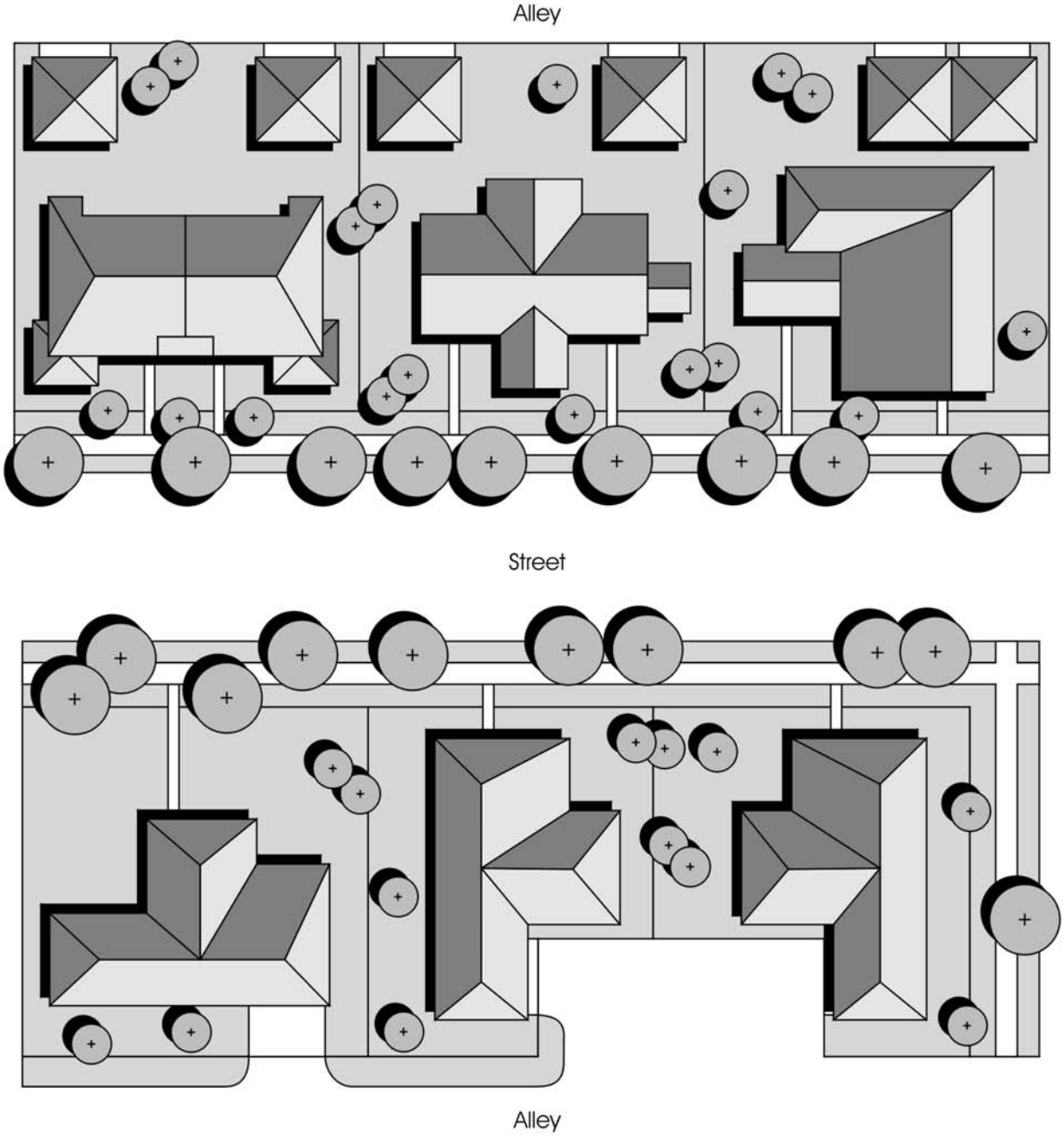
Black Mountain Ranch Subarea Plan

North Village Typical Residential

7.13 figure



- Garage in the Rear of Property
- House to Incorporate Street Oriented Entries
- Employ Alley Access Where Possible

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Black Mountain Ranch Subarea Plan

- Pedestrian and bicycle access from the entire North Village will focus on a primary terminus at the Transit Center. At the same time walkways, trails and bikeways will interconnect activity centers including the schools, employment center, mixed use retail area and core residential area.

- Proposed commercial uses will be planned as part of development in the mixed use core, to compliment that development, and to be built after the mixed-use core is constructed.

- Housing will transition as it radiates out from the Core and the Village Green, especially westerly where densities, type and style will be compatible with development outside the community MUC. Residential development will be one and two stories, with third stories permitted.

- Residential development will include conventional and small lot single family dwellings, townhouses facing the street, townhouses arranged in courtyards, duplex and triplex dwellings integrated with single family dwellings, second units, apartments and condominium units. All developments over eight units per net acre will have alleys.

- A grid or modified grid street system will be incorporated as the organizing framework for the area.

West End Residential Development Guidelines

Residential Development Guidelines - The area adjacent to the mixed-use center in the Village Core will be a mixed density residential area. Housing density generally decreases in relation to its proximity to the mixed-use center although pockets of higher density may be scattered throughout the area. Residential design will follow the same standards described for residential in the Village Core as well as the following:

- Unit types will include single family dwellings on small lots (garage in the rear encouraged), single family dwellings on conventional lots (garage in rear encouraged), townhouses facing the street, townhouses arranged in courtyards, duplex, and triplex dwellings, and apartment and condominium units.

- Pedestrian design emphasis will key off the character of the linear open space corridor, including links between residential areas and the hiking/biking/equestrian trail.

- The street system will be a grid or modified grid and serve as the organizing framework for the area.

A.2 THE SOUTH VILLAGE

The South Village will be the central focus for development in the southern portion of the planning area. Its design is based on traditional town planning principles and has an overall theme of a small country town with a central core, walkable tree-lined streets, and quiet residential areas. When built out it will provide a strong sense of place within Black Mountain Ranch.

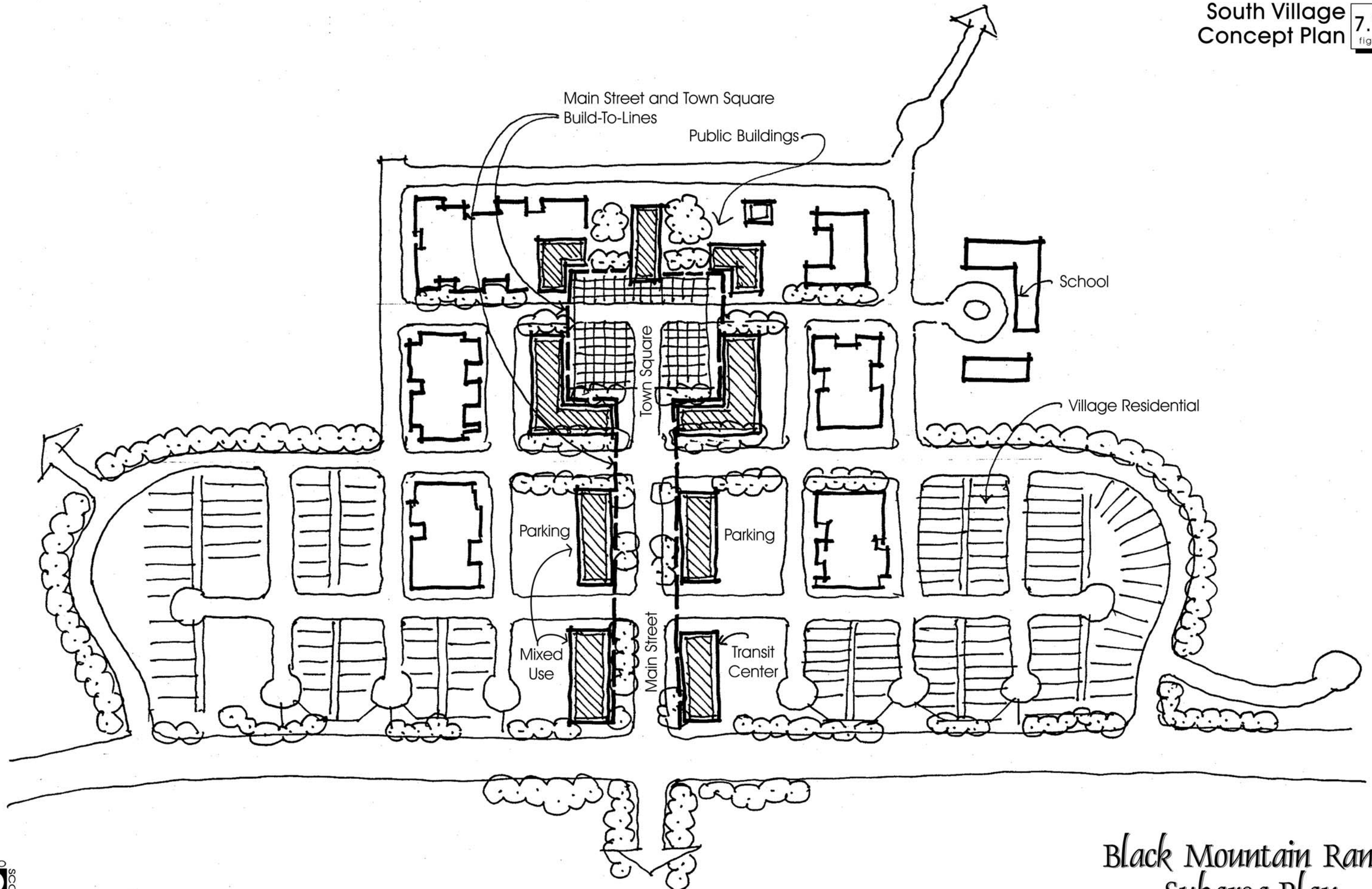
The South Village includes, in addition to the residential neighborhood, a variety of public facilities and public spaces and emphasizes pedestrian activity and transit use. A small transit center with shelter, bike lockers and vehicle parking establishes a focus for transit service. The physical character of the South Village will be defined by a variety of architectural styles and housing types related to each other, not by a uniform theme but, by the layout of streets, the streetscape and landscaping, and by the height, bulk, and scale of the collective buildings.

South Village Design

The South Village will have three distinct, but integrated areas; a mixed-use Town Square public open space including a central public plaza with mixed use and public facilities, Main Street, and a peripheral area where residential uses predominate.

South Village Concept Plan

7.14 figure



no scale

Black Mountain Ranch
Subarea Plan

The Town Square will be the visual and activity focus of the South Village and will incorporate neighborhood scale residential dwellings on the second level above the retail uses. There will be a combination of multi-family dwellings and bungalow style single-family detached housing on small lots peripheral to the core area. The most dense residential units will be close in, with density decreasing as development moves away from the square.

Forming the Town Square is a commercial and residential area. The ground floor will be solely retail and office uses with residential or offices located on the upper floors. This massing should be interrupted by towers to articulate entries or visually prominent structures. The highest point of the core will be a tower or work of public art.

Via Verrazzaro is the street leading to the Village Green from Camino del Sur. This street shall be the main entrance to the South Village and will connect to other streets that will have on-street parking, retail/service entrances, street trees, and other design details to create a traditional village neighborhood street.

The residential neighborhood surrounding the Town Square and Main Street will be based on the traditional grid street organization with an emphasis on giving life to the streets through "front door" activity supported by porches, entries and windows. Tree-lined streets with active sidewalks enlivened by architectural design define the traditional compact residential neighborhood.

South Village Development Guidelines

As appropriate, the South Village will follow the same design guidelines as required in the North Village. The organizing concept for the Village is the traditional grid system of streets and pedestrian circulation. The application of the 200-foot x 400 foot street grid concept and the principles of the Street Grid described for the North Village will apply to the South Village.

Standards specific to the South Village include:

- The build-to-line illustrated on the concept plan locates the street edge of the buildings that form the Main Street and the Town Square.

- Pedestrian activity and 50% building transparency will be the guiding principle for the design of the buildings that form the Town Square and Main Street.

- Residential design shall include the principles of front door to the street design which incorporates entrances, porches and other architectural elements that support the compact community and pedestrian oriented design principles.

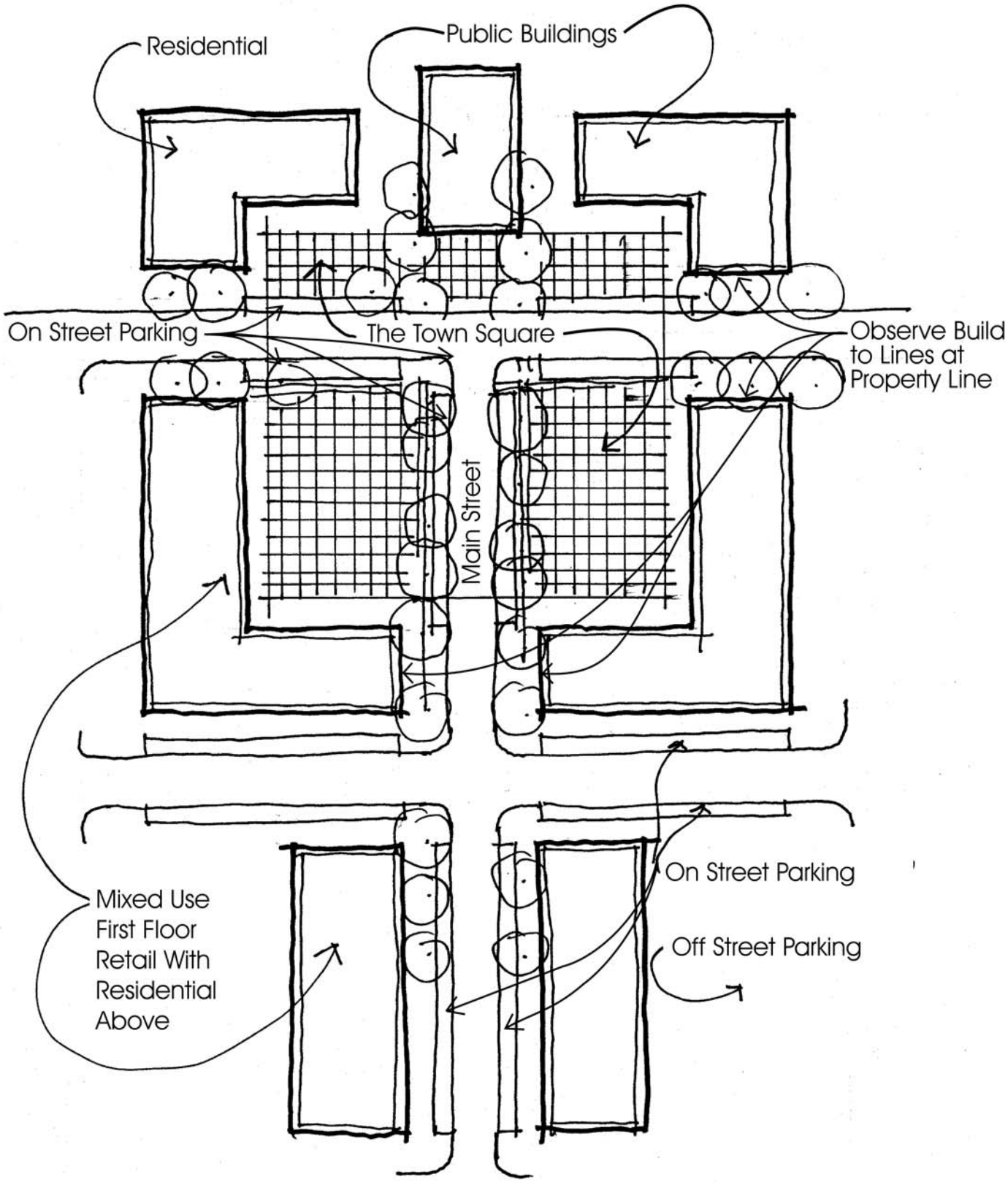
A3. RESIDENTIAL CARE FACILITY

Residential care facilities for the elderly are multi-level facilities that typically provide residents with three separate levels of care: independent living, assisted living, and skilled nursing care. In some cases individuals move progressively through these levels of care, i.e., they need little care in the beginning and progressively require a greater amount of care. In other cases, residents require additional care for a period of time and then return to independent or assisted living.

In addition to a continuum of care, these facilities also include all the characteristics of a retirement community. That is, residential care communities are typically mini-towns in themselves, with recreational and small commercial centers available on site so that residents of the community are not required to go off-site for basic necessities. Operators of these continuing care retirement communities also provide shuttle or jitney services that transport residents to nearby community or regional commercial centers. These private transit systems obviate the need for residents to use their private automobiles.

South Village Main Street and Town Square

7.15 figure



no scale

Black Mountain Ranch Subarea Plan

Residential Care Facility Development Guidelines

The residential care facility shall be consistent with the Black Mountain Ranch VTM/PDP and this Subarea Plan.

Building façades will be articulated to define scale. In no case will a building façade consist of an unarticulated blank wall or an unbroken series of garage doors.

Sidewalks will have a canopy of trees with a maximum spacing of 30 feet on center.

Alleys or rear service drives will be planned where appropriate, to minimize the visual impact of parking and loading areas and garages.

Visually prominent buildings will be designed to display importance though siting, careful articulation of massing and careful detailing.

A.4 RESIDENTIAL CLUSTERS

Subarea I includes 515 acres of Perimeter Properties outside the Black Mountain Ranch ownership and designated various levels of residential density. These privately held lands are located principally in the central to southern portions of the subarea, always at the perimeter of Subarea I. Within the Black Mountain Ranch ownership, but outside of the Village areas, are several areas designated for low intensity residential use which are identified as the BMR North Clusters.

All Perimeter Properties and the BMR North Clusters will be required to adopt the Design Guidelines approved for the BMR VTM/PRD or required to develop independent design guidelines conforming to the Framework Plan, this Subarea I plan and compatible with the BMR VTM/PRD Design Guidelines. Parcel E, because of its higher density designation and location overlooking La Jolla Valley, shall be subject to the same design guideline conditions described above as well as those described for the West End Residential in the North Village.

Residential Cluster Development Guidelines

Development of the Residential Clusters within the Subarea shall be compatible with the substantial open space system which surrounds them and the previously approved residential uses which are adjacent to them. Guidelines for these areas include:

- All Residential Cluster developments will be required to adopt a Design Guideline as part of their implementing discretionary review which is consistent with the Black Mountain Ranch VTM/PRD Design Guidelines and this Subarea Plan.

- All Residential Cluster developments visible from the San Dieguito River Park Focused Planning Area shall include provisions in their design similar to those contained in the Black Mountain Ranch VTM/PRD Design Guidelines to minimize visual impacts on users of the Park trail system.

- Residential development will minimize impacts to natural habitat and natural landform consistent with the MHPA and resource protection provisions of the Land Development Code.

- Street systems will be interconnected to provide alternative travel routes.

- Street lane widths, design speeds, and number of lanes will be minimized to the extent possible without compromising auto safety, on street parking or bike access.

- Residential garages will be configured to reduce the visual impact of the auto and to line the street with active features.

- Building facades will be articulated to define scale. In no case will a building facade consist of an unarticulated blank wall or an unbroken series of garage doors.

- Pedestrian and bike systems will be interconnected to provide alternative access and circulation within and between neighborhoods.

- Neighborhood identity programs will be developed utilizing architectural, landscape, street furniture, and signage themes as appropriate. These programs may include focal points such as community buildings, mini parks, monuments, view points and unique landscapes to help establish neighborhood identity.

B. COMMON DESIGN ELEMENTS

B.1 Streets and Circulation

The street system in Black Mountain Ranch is one of the organizing elements, along with the natural topography and built environment, that determines the community urban form.

Local and connector streets will be designed so that lane widths, design speeds, number of travel lanes, and curb returns are kept to a minimum, without compromising vehicular safety, in order to provide space for landscaping, bicycle access and/or street parking.

Within the Villages the street system will be a grid or modified grid system. This will slow traffic, provide multiple access ways and create a safer, more comfortable pedestrian and bicycle environment.

Street Design Standards

Collector Streets

- Collector streets will link the surrounding major thoroughfares within the Core Commercial/Core Residential Areas and Mixed Use Residential Areas.

- The network of collectors will provide frequent, alternative paths throughout neighborhoods and thereby distribute traffic volumes over more routes. They will carry a moderate level of local traffic compatible with bicycle and foot traffic.

- Off street parking will be provided.

- Solely residential uses will not front directly on collectors.

- Collectors will include Class III bikeways where cyclists share the travel lanes.

- Driveway cuts will be minimized.

Collector Street Promenades

- Collector Streets will serve to tie together the plazas of the North Village and the perimeter thoroughfare streets.

- The average width of the parkways separating the walkways from the street curb will equal the sidewalk width. The minimum sidewalk width will be five feet.

- Parkways will be planted with a canopy of deciduous and evergreen trees complementing the plant palette of the plazas.

- Parkway and street tree and shrub planting will serve as the unifying street design theme.

- Tree planting will not be more than twenty-five feet on center spacing. An understory of both ornamental and drought tolerant shrubs, where appropriate, will provide screening and color for the street scene.

Commercial Streets

- Commercial streets located in the center of the Core area will be designed to accommodate pedestrians, slow traffic, allow on-street parking, and create a safe shopping environment.

- Commercial streets will have two travel lanes and variable on-street parking, both diagonal and parallel.

- Wide sidewalks, street trees, benches, lighting, unified street furniture, awnings and arcades will be incorporated to promote an active pedestrian environment.

Local Streets

- On street parking will be provided and will count towards the parking requirements of the adjacent parcel.

- Local streets will be designed to serve a low volume of traffic through a pedestrian oriented environment.

- Travel and parking lanes will only be wide enough to allow two vehicles to pass each other.

- Sidewalks will be separated from the curb by a landscaped parkway planted with canopy street trees 25 feet on center.

Alleys

- Alleys will be encouraged to service residential and commercial development, particularly within the Core area, and for lots facing into parks and collector streets.

- Alleys will be sufficiently lit to ensure night-time safety.

Pedestrian Walkway, Trail and Bikeway Standards

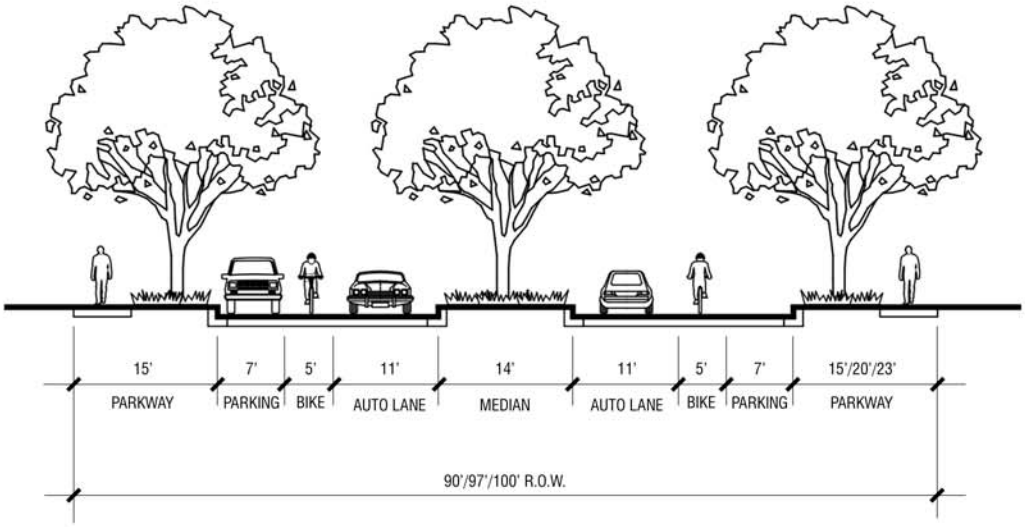
Pedestrian walkways, trails and bikeways are the links connecting all points of the North and South Villages and other parts of Black Mountain Ranch. Pedestrians and bicycles must be able to move easily and safely across all streets to create an environment that is not reliant on the automobile. The comfort and convenience of the pedestrian and bicycle trip will reduce internal auto trips and reinforce the efficiency of the transit facility. The primary destination in the North Village will be the Mixed Use Core area, especially in the vicinity of the Village Green.

Pedestrian Walkways

- Signalized intersections at promenade streets will have pavement-enriched crosswalks to permit unencumbered and safe transit for pedestrians and bicyclists.

Paseo Del Sur - West Residential Promenade Streetscape Concept

7.16 figure



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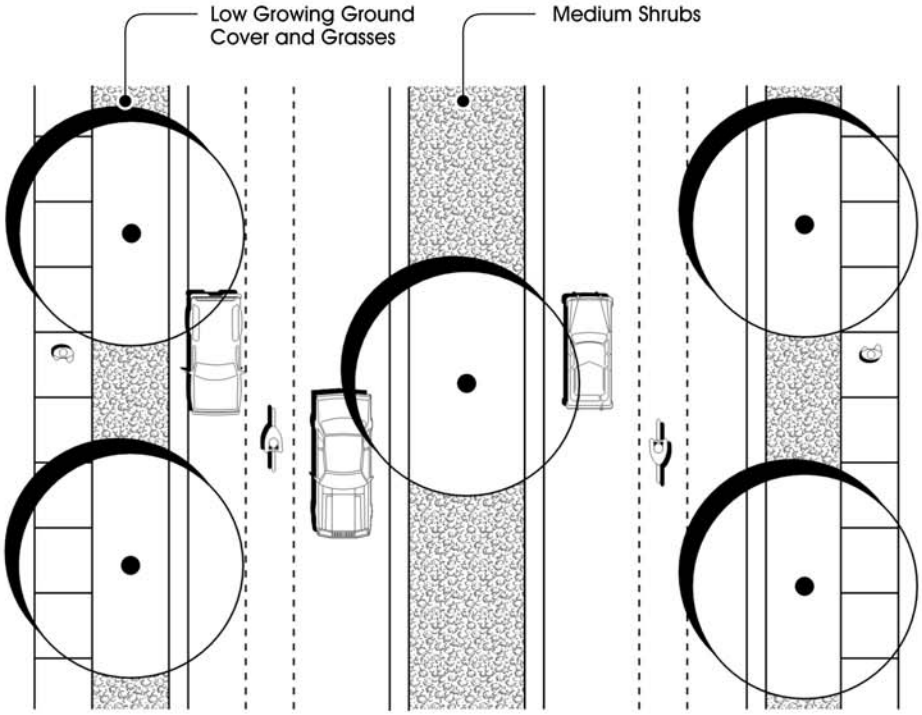


Plan View

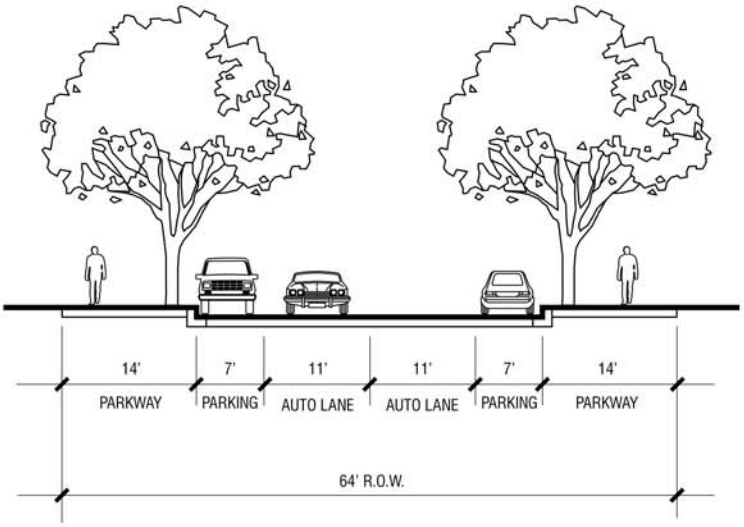
- Wide Canopy Trees Formally Spaced at Residential and Informally Spaced at Open Spaces
- Non-Contiguous Sidewalk

Not To Scale - May 2009

Black Mountain Ranch Subarea Plan

Paseo Del Sur (Main Street) - Village Core Promenade Streetscape Concept

7.17 figure



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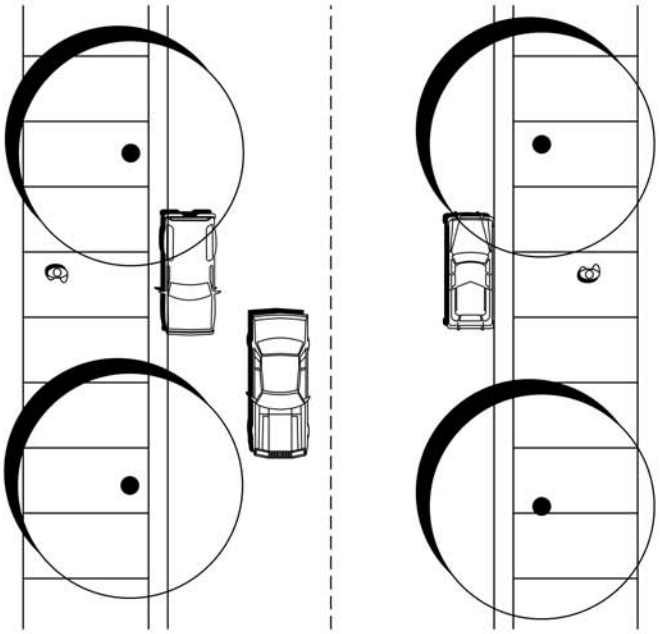


Plan View

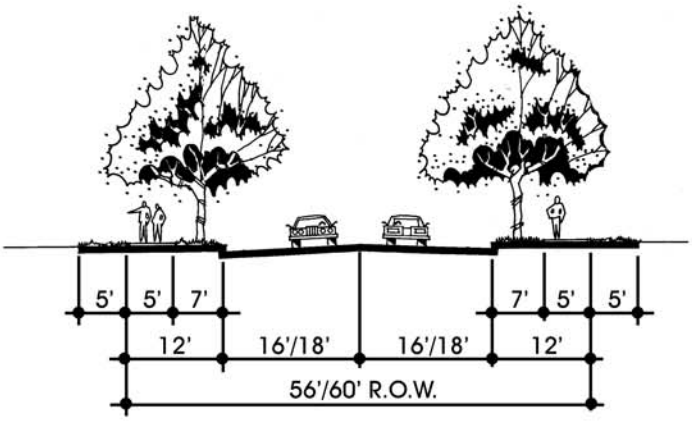
- Wide Canopy Trees Formally Spaced at Village Core
- Contiguous Sidewalk

Black Mountain Ranch Subarea Plan

Not To Scale - May 2009

Village Streetscape Concept

7.18 figure



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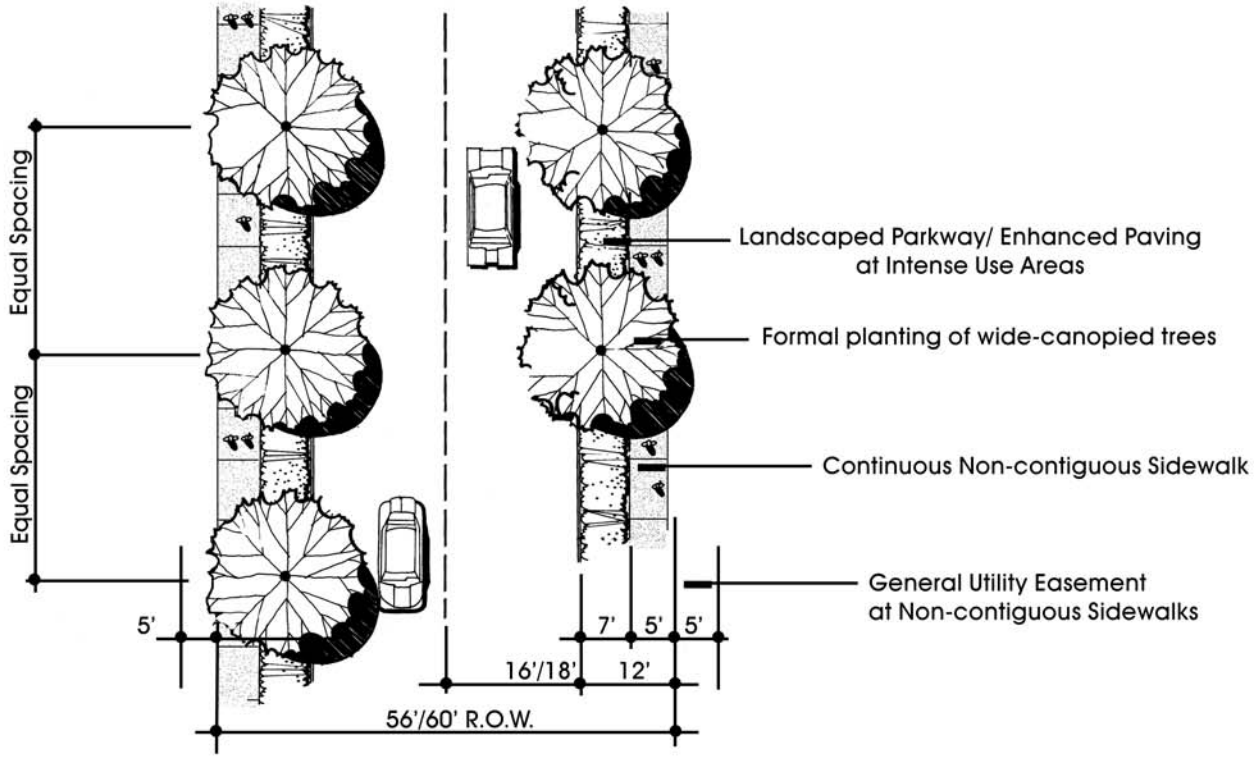
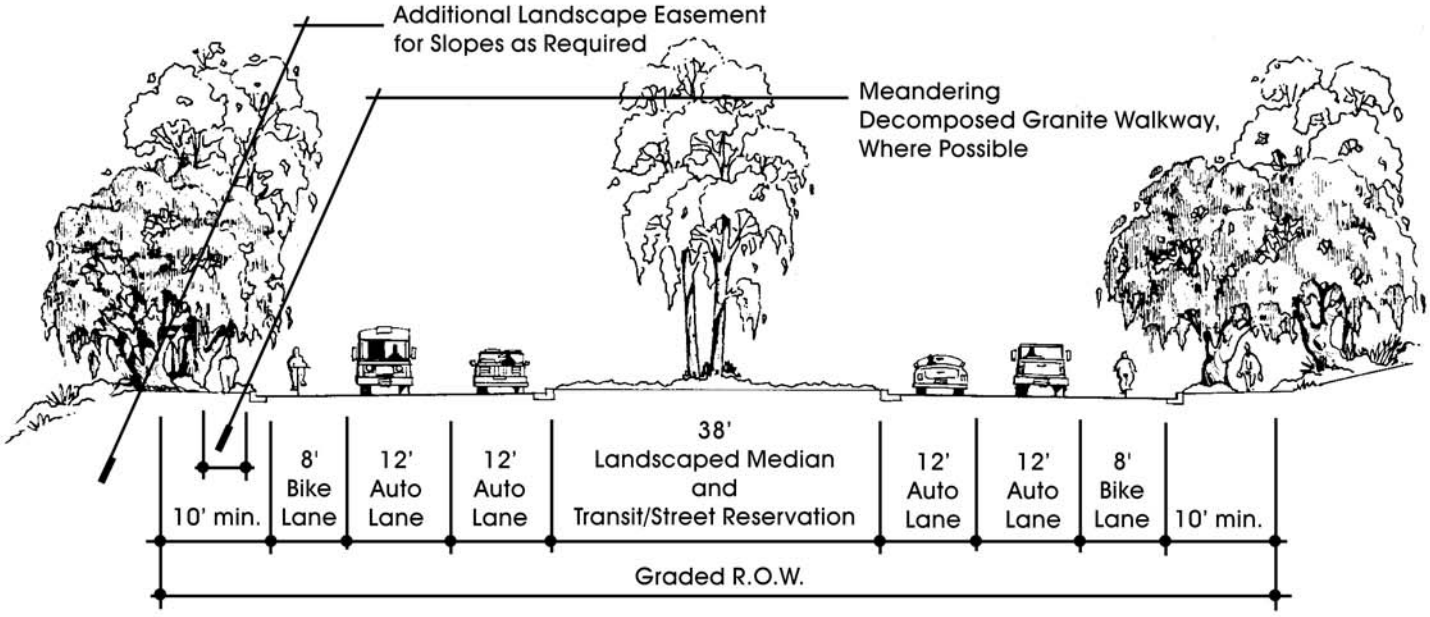


Not To Scale - May 2009

Black Mountain Ranch Subarea Plan

Camino Del Sur Streetscape Concept

7.19 figure



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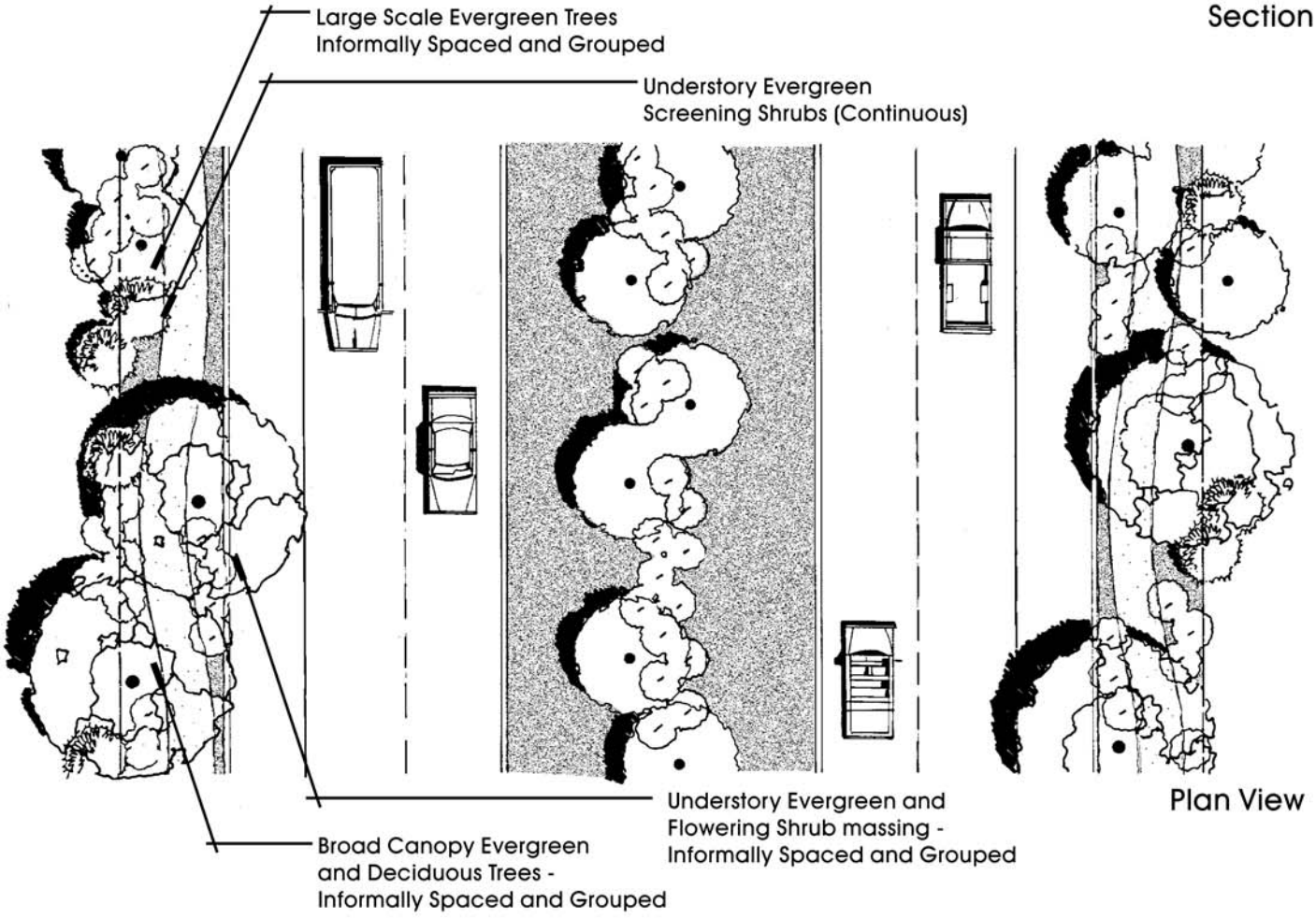


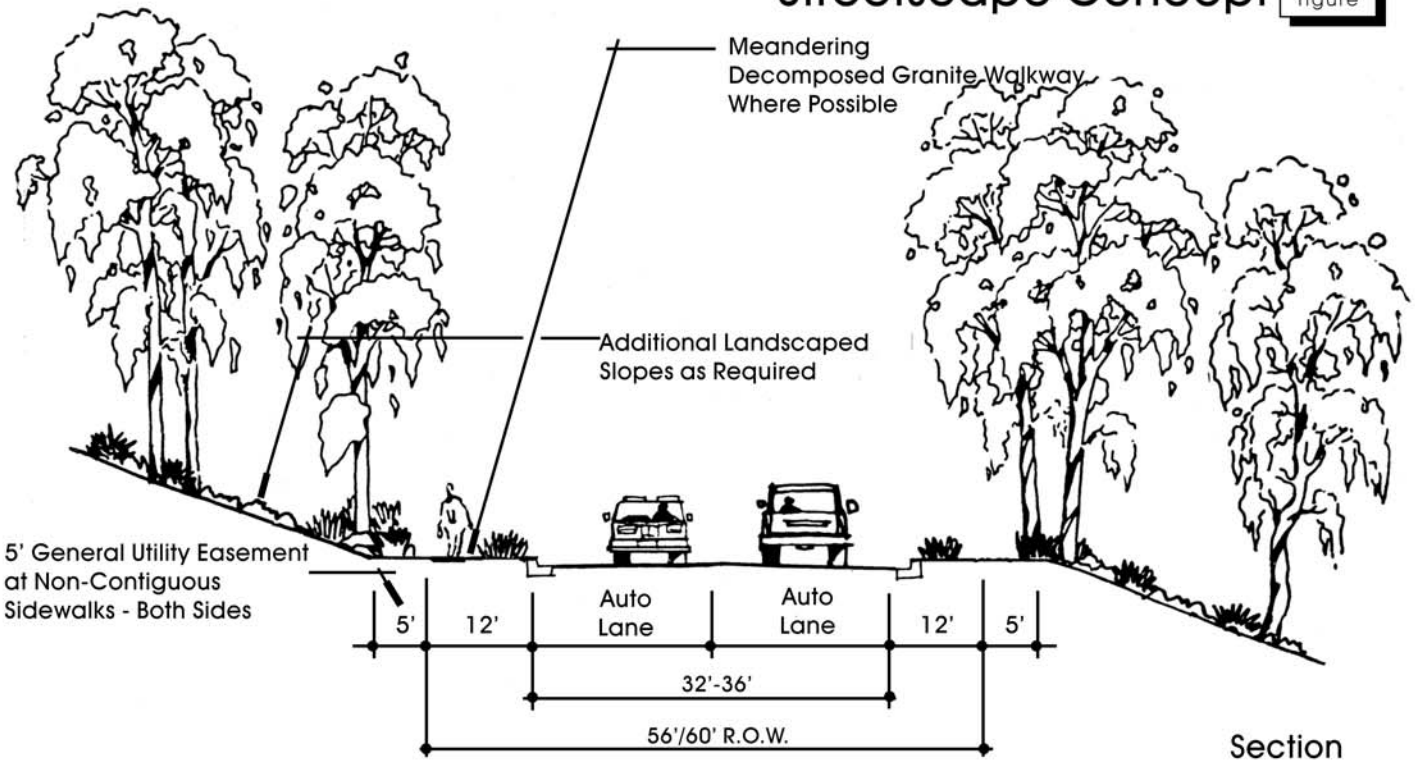
Plan View

Not To Scale - May 2009

Black Mountain Ranch Subarea Plan

Typical Residential Streetscape Concept

7.20 figure



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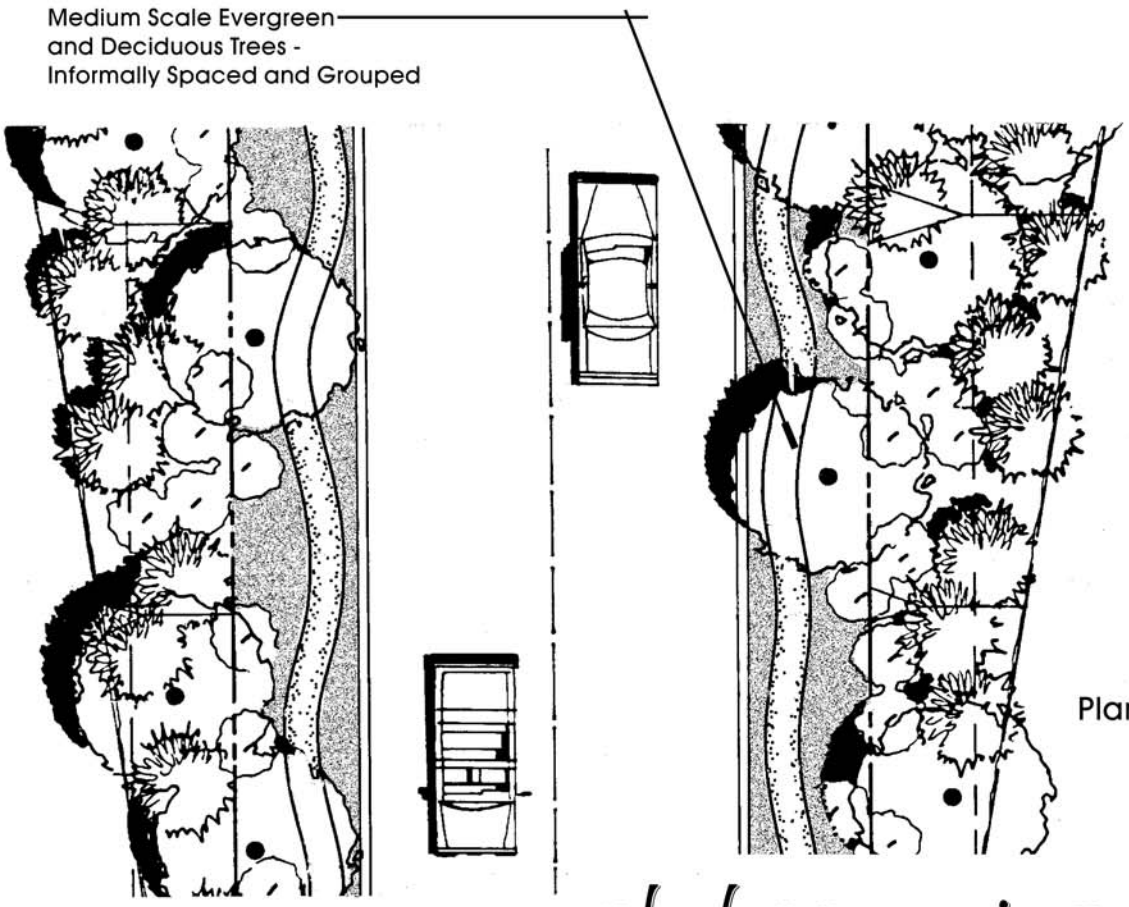


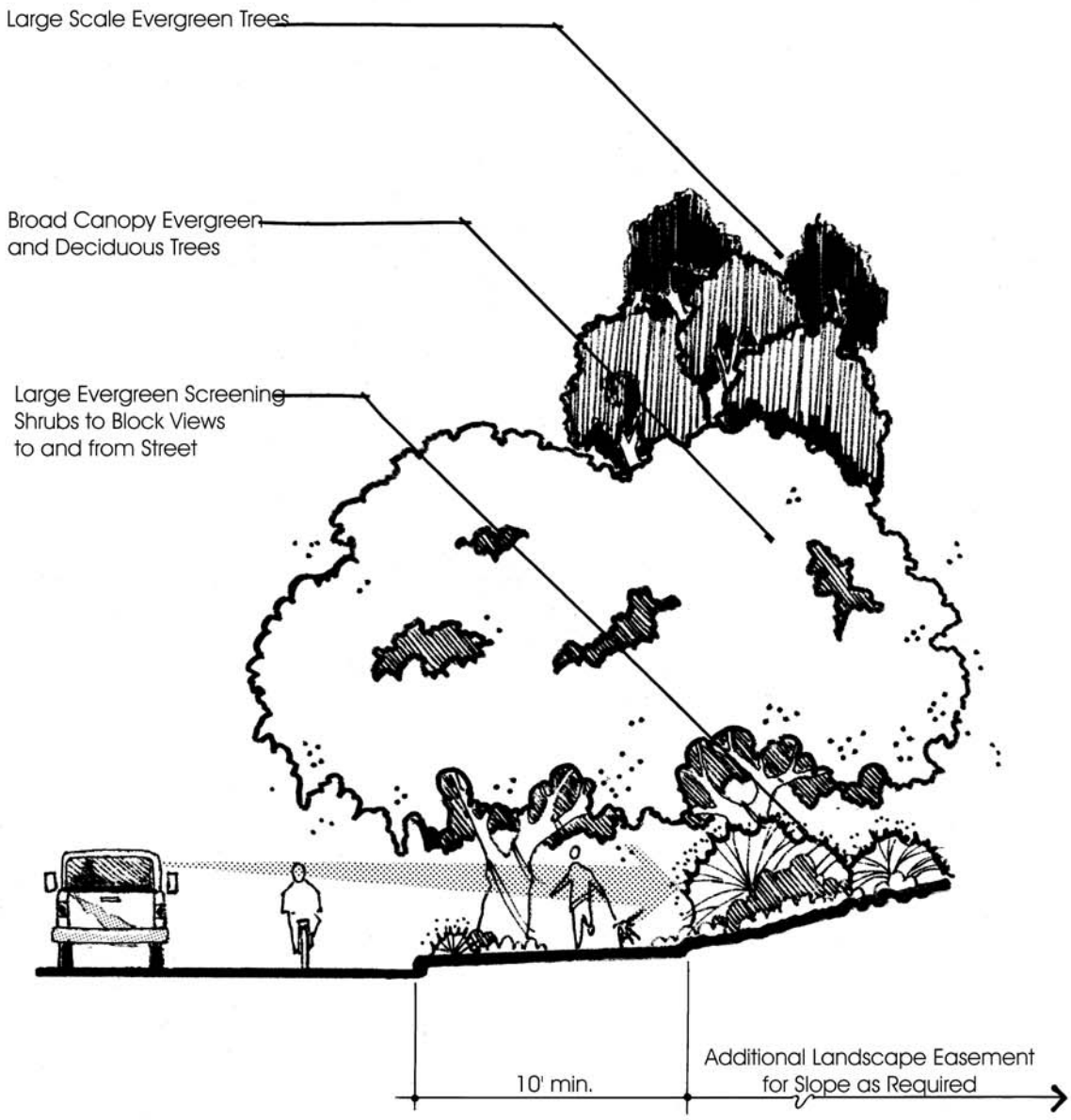
Plan View

Black Mountain Ranch
Subarea Plan

Not To Scale - May 2009

Streetscape Buffer/ Screen Planting Concept

7.21 figure



no scale

Black Mountain Ranch Subarea Plan

- Primary streets will have either decorative or decomposed granite walkways of variable elevations where possible on both sides separated from the street curb with a landscape parkway.

- Selected streets leading off the promenade and local residential streets will have wide landscaped parkways and decorative walkways of concrete or decorative pavers.

- Within the North Village Core area walkways will be six to ten feet wide, or more, across from the Village Green with the actual width determined based on location, context and expected pedestrian activity. Walkways will parallel all streets and interconnect all points of surface travel and open space. Walkways in all areas will be non-contiguous.

- An undulating eight-foot wide multi-purpose pedestrian, bicycle and equestrian trail will be located within the naturalized open space corridor west of the North Village center. The trail will have a minimum thirty (30) foot trail easement. (Equestrian usage cannot extend into or east of the North Village center, but must travel in a north-south direction down the canyon.)

Bikeways

- Bikeways will be well identified by bikeway signs that indicate the beginning, end and route of the bikeway, as well as clear destination signs that direct riders to key activity centers: shopping areas, transit stops, recreation facilities, schools, plazas and bike parking facilities.

- Class II bikeways will parallel all thoroughfares and collector streets within the curb-to-curb dimension and will interconnect all important destinations within the Subarea.

- Class III bicycle routes are encouraged on small residential streets, but designated or marked bike lanes will, as a rule, not be provided.

B.2 LANDSCAPE AND OPEN SPACE

The landscape philosophy of the North and South Villages focuses on blending people, structures, and open space into a harmonious and aesthetically pleasing commercial, residential, and institutional community which places primary emphasis on pedestrian circulation and transit use.

Open Space Corridor

An amenity open space corridor radiates westerly from the narrowest spot and approximate east-west midpoint of the North Village. The corridor is a canyon area in the western residential neighborhood. It is both a habitat and a visual amenity for the community. The corridor is bordered on the north and west by the Paseo Del Sur and the south and east by single family development. Starting at the neighborhood park in the North Village, the open space corridor extends westerly to the intersection to Camino del Sur and Paseo Del Sur. Taken as whole, this natural and naturalized area contributes to the organization and unity of the West End by penetrating individual project and neighborhoods and extending the natural landscape to urban areas.

- The trail system within this open space will undulate through a forest canopy trees and shrubs that will buffer adjacent areas.

- Landscaping for residential lots abutting the corridor will be controlled by Conditions, Covenants and Restrictions to maintain a cohesive landscape theme.

- The corridor will fluctuate in width between 100 feet and 300 feet.

- Corridor landscaping will extend into the landscape theme of abutting residential streets.

B.3 SIGNAGE, LIGHTING, AND WALLS

Signage

A quality signage and graphic program is an essential ingredient for a well planned community environment. Continuity between all signage will result in a unified theme consistent with the architecture, landscape, and open space amenities of each neighborhood.

Major Entry Monuments

Major village entry monuments will be allowed in landscaped areas at principle entrances of the community and will orient vehicles entering the area of the North and South Villages. They will be large in scale, single faced, ground type not to exceed eight feet in overall height and will be designed as part of the overall landscape theme through the use of boulders, trees and shrubs, waterfalls and ponds or dry stream beds. The copy will be limited to the village name and logo. Materials, colors and finishes will complement the design theme employed in the village architecture, walls and landscape. Illumination will be warm-white florescent lighting well hidden from view within the landscape.

Lighting

Lighting is a key design element within the North and South Villages which will be used to complement the character of the setting and relate to human scale. It is instrumental in defining the perception of spaces as varied as a public plaza or simple trail marker. Because of this, a comprehensive lighting plan will be developed which unifies the community through accenting key architectural and landscape components, and illuminating streets, pedestrian walkways, and trails for safety, interest and ease of movement.

- Within the Core Commercial area key buildings at focal points will employ lighting as a design accent. Retail building facades and store fronts will emphasize accent lighting to encourage pedestrian activity.

- Within plazas and parks, public activity areas will be illuminated for aesthetics and safety.

- Promenades and walkways not in proximity to public streets will have both directional lighting and pedestrian lighting.

- Decorative lighting such as up lighting or back lighting will be used to emphasize trees and shrubs.

- Pedestrian and vehicular lighting on street will be located based on City design standards. Street lights will illuminate the street for motorists and pedestrians without intruding into residential areas.

Walls and Fences

A variety of walls and fences will be incorporated in Black Mountain Ranch due to the many types of uses proposed. All walls and fences will have a common design theme which ties them together visually, and allows a transition from one type to another, including instances when a wall or fence needs to blend with adjacent subareas and offsite properties. Since walls and fences are a minor community thematic element, their design responds contextually to the developments and services they define. Careful attention will be paid to the quality of the pedestrian environment between the wall and the street.

Intermittent walls may be used adjacent and parallel to the major thoroughfares such as Camino del Sur onsite and Black Mountain Road and Rancho Bernardo Road offsite. The primary function of the solid walls will be to mitigate adverse noise impacts which may be generated from these streets. Secondary used are for privacy, security and neighborhood definition. Where appropriate, pedestrian access will be provided through the walls.

- Residential walls and fences will be of a variety of materials used for privacy, as well as to delineate private areas, service areas, and auto courts. Generally, walls and fences should be an extension of the colors and materials of the architecture of the residence.

- Fences of an open design may be permitted anywhere they are visually compatible with the setting and architectural character of the project, and will not disrupt the transition of landscape from natural areas into the project.

- Chain link fences should generally not be used in areas visible from public trails and streets. When used, chain link fences should be vinyl coated and/or vine covered.

- Entrance gateways and wall features must generally reflect the architectural style of the residence. Entrance gateways may occur anywhere within the front yard of individual lots.

- Any theme wall should mimic the context in which it is built:

  -Bend and curve with the naturalized topography.
  -Incorporate the architectural theme of the area they define.
  -Be subservient to the landscape by being naturalized yet defining.
  -Provide necessary security and privacy.

Implementation

VIII. IMPLEMENTATION

GOAL

Provide for the comprehensive development of Subarea I consistent with City procedures and assure the provision of adequate public facilities and services for residential, commercial and institutional uses in a timely manner.

IMPLEMENTING PRINCIPLES

- Provide mechanisms, procedures, and techniques for the implementation of the land use and development proposals set out in this Subarea I Plan;
- Phase development in consideration of the marketplace, available public facilities and services, and development in surrounding communities;
- Assure the financing and timely delivery of new public facilities and services; and
- Uphold the basic goals and guiding principles embodied in the Framework Plan, and this Subarea plan.

A. REQUIRED APPROVALS

The Black Mountain Ranch Subarea I Plan must be submitted to the Planning Commission and the San Diego City Council for review and approval. The City Council must also approve a phase shift for the Black Mountain Ranch future development area and the Perimeter Properties. Prior to development in Subarea I consistent with the Subarea plan, a phase shift must occur which redesignates the land from the future development areas Progress Guide and General Plan designation of Future Urbanizing Area to Planned Urbanizing Area. According to City Council Policy 600-30, the City Council must place a phase shift measure on the ballot in order for the Subarea plan to become effective, and the measure must be approved by a majority vote at a city-wide election. If the phase shift ballot measure is unsuccessful, the applicant may choose to pursue a phase shift again; in the meantime, property owners in the Subarea may proceed with development applications consistent with the existing zoning.

Prior to a phase shift, development of private property in Subarea I may occur consistent with any of the following:

1. The A-1 zoning regulations, at the density and minimum lot size permitted in the applicable zone;
2. The Rural Cluster Development Regulations allow development, at the density permitted in the applicable zone, but clustered. Clustering will retain the undeveloped portions of the property for future development at higher densities, if appropriate, when the property is shifted from Future Urbanizing Area to Planned Urbanizing Area;
3. The Planned Residential Development regulations, at a density not to exceed one dwelling unit per four acres; however, in return for the density increase granted by the City Council, no future development rights will remain on the property;
4. The Conditional Use Permit regulations, provided that the conditional uses are natural resources dependent, non-urban in character and scale, or are of an interim nature which would not result in an irrevocable commitment of the land precluding future uses; and
5. The Black Mountain Ranch VTM/PRD 95-0173 which was previously approved by the City Council.

B. PHASE SHIFT

Approximately 1,410 acres of Subarea I which were not included for development in the Black Mountain Ranch VTM/PRD are subject to a phase shift (Figure 8.1).

A phase shift moves or "shifts" land from the Future Urbanizing category to the Planned Urbanizing category. Proposition A, adopted by San Diego voters in 1985, amended the process by which these changes occur. Following Proposition A, a shift out of the Future Urbanizing category can no longer be accomplished exclusively by a vote of the City Council; a majority vote of the electorate is now mandated.

The Framework Plan envisioned that following City Council approval of subarea plans and appropriate ballot language, a public vote on the phase shift would take place at the statewide primary election of June 1994.

Alternatively, the Framework Plan envisioned and provided that if the phase shift were not approved at the June 1994 vote, it could be presented to voters at subsequent elections on an individual subarea basis. If the subarea-by-subarea vote is not successful, phase shifts may be accomplished on an individual property ownership basis.

Regardless of how it is accomplished, any phase shift in Subarea I will be followed by rezoning applications which are most likely to be processed in conjunction with one or more development applications. Those development applications will be processed in one of two ways: based on underlying zoning, or based on planned development regulations.

C. RECOMMENDED ZONING

At the time of the Subarea I Plan preparation, the property within the Subarea was zoned A-1-10, an agricultural zone permitting one dwelling unit per ten acres. Neither this Subarea I Plan nor a successful phase shift shall constitute a rezoning. Uses at densities higher than A-1-10 shall require a rezoning application. Property owners shall be required to make application for rezoning consistent with the Subarea Plan's land use designations in order to develop at densities greater than allowed in the A-1-10 zone as contemplated by the Subarea Plan. Approval of rezoning applications may be granted only if such applications are consistent with the policies and requirements of the Framework Plan, this Subarea Plan and applicable environmental documents.

All Perimeter Properties and Black Mountain Ranch future development areas may develop in reliance on underlying zoning, so long as that zoning is compatible with the designations described in this Subarea I Plan.

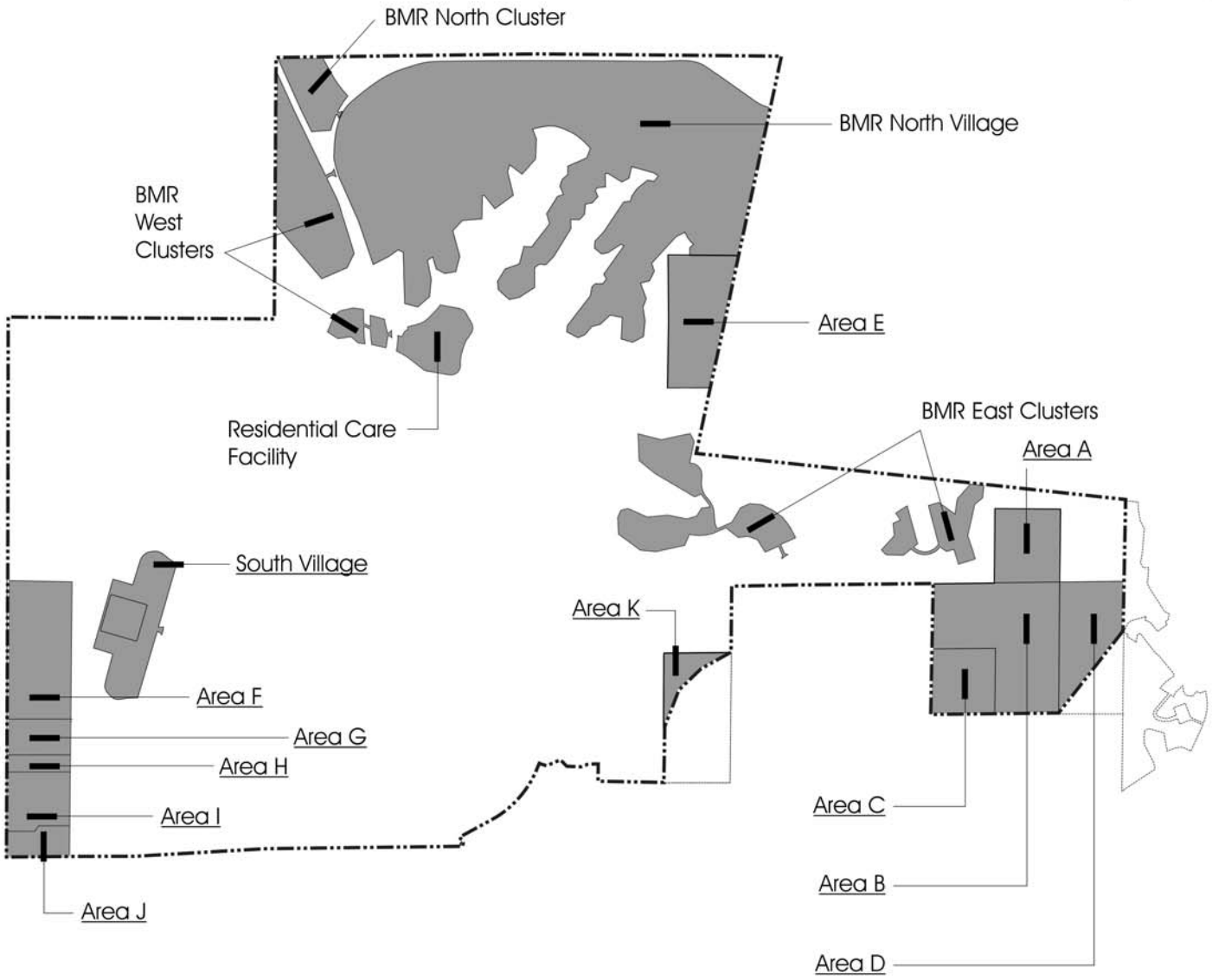
Development which relies on standard city zoning is most likely to occur on those Perimeter Properties and Black Mountain Ranch future development areas where the designated use is predominantly Very Low, Moderately Low, and Low Density residential. In areas with these density designations, conventional development is highly compatible with zone regulations. While the option for using underlying zoning also exists for Perimeter Property Parcel E, it is less likely that Parcel E would choose to base development on underlying zoning. The site is designated a higher density residential use than most other Perimeter Properties because it lies adjacent to the North Village where there are considerable opportunities to integrate development with the Community Mixed Use Center. However, the opportunity for implementation under zoning is an option for Parcel E.

The most important limitations which this Subarea I plan applies to development within the Perimeter Properties and Black Mountain Ranch future development areas are the number of units permitted and the need to observe Design Guidelines as outlined in the Community Design Element. The permitted number of dwelling units cannot exceed the number identified for the parcel in this Subarea Plan, unless a record of transfer is provided to the City at the time of application.

Compatible zones for properties within Subarea I are shown below. Zones have been selected for their

Phase Shift Area

8.1
figure



Phase Shift Area approximately 1410 Acres

no scale

May 2009

Black Mountain Ranch
Subarea Plan

underlying use and design/development standards, not for their density/intensity. The density and intensity of all new development within Subarea I is limited by this Subarea Plan.

Residential Clusters:

Very Low Residential	RS-1-8
Moderately Low Residential	RS-1-9, RS-1-11
Low Residential	RS-1-14
Peripheral Residential	RM-1-1, RX-1-2
Core Residential	RM-1-3
Open Space/MHPA	OR-1-1, AR-1-1

North Village:

Low Residential	RS-1-14, RS-1-14/UVOZ, RX-1-2, RX-1-2/UVOZ
Peripheral Residential	RM-1-2/UVOZ, RM-1-3/UVOZ
Core Residential	RM-1-2, RM-1-3/UVOZ, RM-2-6/UVOZ, RX-1-2/UVOZ
Mixed Use Core Residential	CC-3-5/UVOZ
Mixed Use Commercial	CC-1-3/UVOZ, CC-3-5/UVOZ
Employment Center	CC-4-5/UVOZ

South Village:

Mixed Use Commercial	CN-1-2
Peripheral Residential	RM-1-1/UVOZ
Core Residential	RM-1-3/UVOZ

Residential Care Facility	RM 2-6/CUP

When development proceeds on the basis of underlying zoning, the use and standards applied are those of the underlying zone.

D. DEVELOPING WITH PLANNED DEVELOPMENT REGULATIONS

If development is to be clustered, or if the housing type(s) proposed are other than those allowed by underlying zoning, then a planned development process may be employed. All development of attached multi-family housing in areas designated Peripheral or Core Residential shall be required to utilize a planned development process.

All development proposed for the North Village, the South Village, and the Hotel must be submitted using a planned development permit process. The Urban Village Overlay Zone shall be applied to the North Village and South Village (Figure 8.2). The intent is to utilize a development permit process and regulations that are responsive to the transit, pedestrian and mixed use design objectives of this Subarea Plan.

E. SUBMISSION OF TENTATIVE MAP

Development of property within Subarea I requires approval of tentative and final maps. All maps will be subject to the requirements of the Subdivision Map Act and the City of San Diego Subdivision Ordinance. At the time of subdivision, the location of major streets and collectors, land uses and site design must be in substantial conformance with the Subarea I Plan.

Tentative maps submitted for any development which abuts a designated Resource Open Space area must conform to the MHPA land use adjacency guidelines.

Tentative Maps and development permits shall provide for the preservation of open space through the dedication of applicable land to the City of San Diego or through conservation easements.

Prior to Tentative Map approval, a water quality protection plan, which includes best management practices for urban runoff, will be prepared by the applicant and reviewed by interested parties and approved by the City.

F. BLACK MOUNTAIN RANCH VTM/PRD/DEVELOPMENT AGREEMENT

Approximately 3,690 acres of Subarea I are included for development in the BMR VTM/PRD which was approved in 1995. The project approvals for the VTM/PRD include a number of conditions which must be satisfied as the approved project is implemented. In addition to typical project conditions, there are many specific conditions imposed through a Development Agreement between the developer and the City of San Diego and through a Design Guideline which was a part of the project application and approval. All of the design and development standards included in the previously approved and agreed to conditions are included by reference as a part of this Subarea Plan for the development area of the BMR VTM/PRD

In the event that the approved project is never implemented and a new map is filed, the previously approved standards for preservation and restoration of biological resources, retention of a viable open space system, development of the proposed trail system, provision of detention basins and adherence to the agreed-upon design guidelines shall continue as the standards of this Subarea Plan for the development area included in the BMR VTM/PRD.

G. DEVELOPMENT TRANSFERS

Within Subarea I, estimated total development is that indicated in Table 2.1, Development Summary, in Chapter II of this Plan: 5,400 dwelling units, 740,000 SF of commercial (office/retail) and employment use, and 300 hotel rooms. This is the estimated upper limit of Subarea I development. Development shifts permitted by this section, either through transfers or conversions, shall be based on equivalent dwelling units (EDUs). Transfers are the relocation of development entitlements, and conversions are shifts in the quantity/intensity of development, measured in EDUs, within the same generalized land use (e.g., retail commercial to office commercial or visitor commercial). In no case shall more than 5,400 dwelling units be developed within Black Mountain Ranch.

Following a phase shift, development may be transferred within Subarea I under circumstances and conditions described in this Section.

Shifts Within and Among the Villages and Perimeter Properties

Any transfers or conversions of residential units or non-residential square footage among owners of land within the North or South Villages or the Perimeter Properties is acceptable and requires no amendment of the Subarea I Plan so long as all of the following conditions are met:

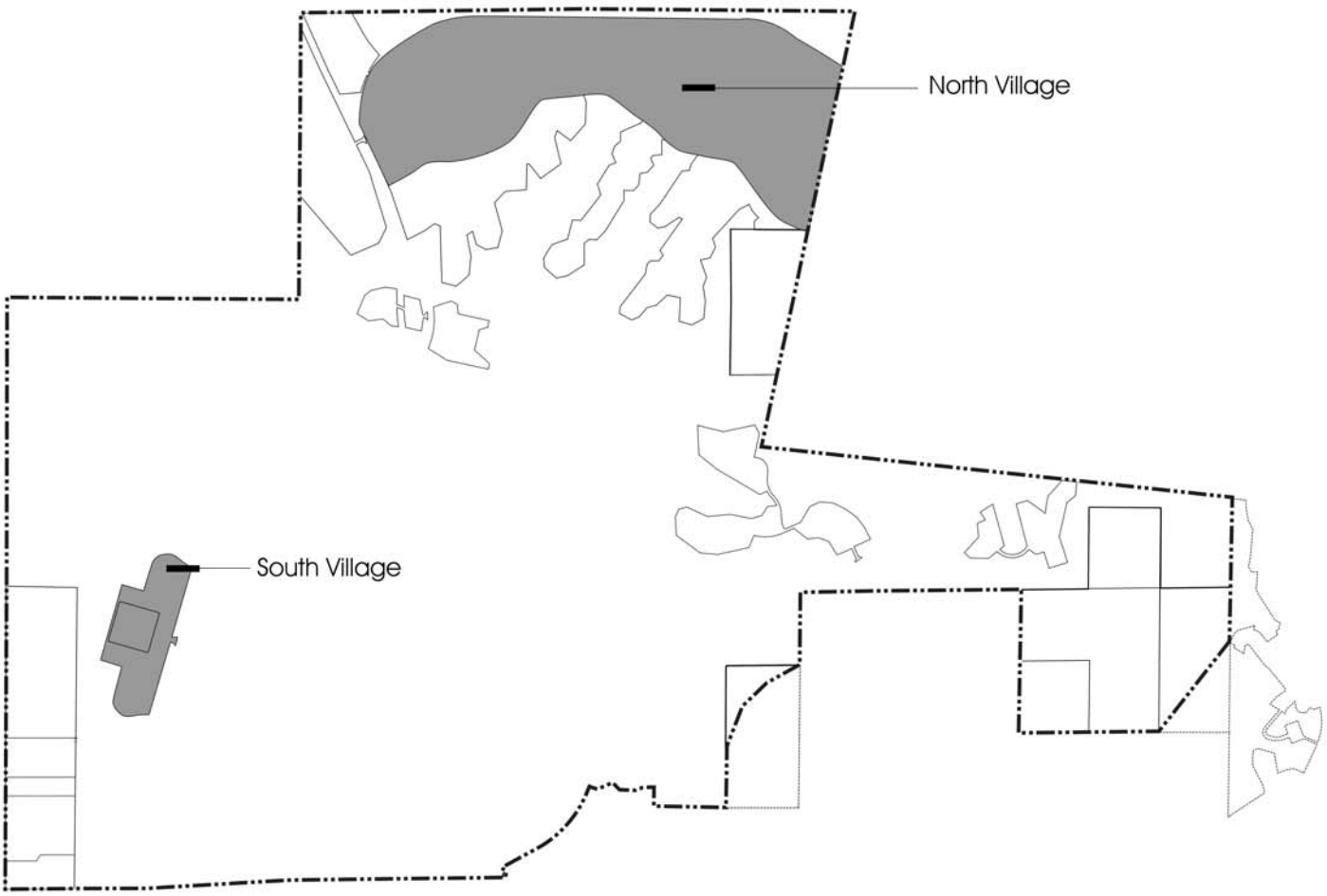
- The transfers or conversions result in no change in the designated land use or residential density category for the sending and receiving area;

- The development application(s) includes appropriate documentation verifying that the right to construct dwelling units or non-residential square footage in a particular area is transferred from one party and/or area to another party and/or area.

- An informational update describing the transfer of densities or non-residential square footage is submitted to the Development Services Department and, upon approval of the application, signed and dated by the Director of Development Services and kept by the Development Services Department with the master copy of the Subarea I Plan. A copy of the signed and dated informational update is to be sent to the project applicant.

Urban Village Overlay Zone

8.2
figure



Areas where Urban Village Overlay Zone (UVOZ) to be applied

no scale

Black Mountain Ranch
Subarea Plan

H. PUBLIC FACILITIES

Public Facility Improvements

A Public Facilities Financing Plan (PFFP) has been prepared for Subarea I. The PFFP identifies backbone infrastructure improvements and other public facilities required to serve the projected population based on ultimate build-out of the Subarea. The timing of the improvements is tied to units constructed. The funding is tied to revenue generated by residential and non-residential development, including subdivision exactions, facility and other development fees, by assessment districts, and/or maintenance districts. Development may occur faster than the time frames anticipated, but no faster than the thresholds identified. For instance, if the market allows construction to proceed with more units than anticipated by the estimates in the PFFP for the year 1995, the units may proceed so long as the infrastructure and other public facilities are built to accommodate them.

Infrastructure serving individual development areas will typically be provided by the developers of those areas. Requirements for such improvements will be established through the tentative map process.

Schools

Development projects within Subarea I will be required to comply with school financing and phasing as set forth in a School Facilities and Financing Plan prepared expressly for Subarea I and in concert with the Poway Unified School District (District). The School Facilities and Financing Plan and related Mitigation Agreements shall be completed to the satisfaction of the District and affected property owners prior to the adoption of the Subarea Plan and prior to the presentation of any phase shift to the voters of the City to ensure that the impacts on school facilities are mitigated.

No owner of land in Subarea I may apply for the rezoning of property or any other permit to increase density entitlements for such property unless such owner has provided for the full mitigation of development impacts on the need for school facilities by the execution of a school Mitigation Agreement between the District and the property owner seeking development approvals. The mitigation agreement shall set forth the terms and methods of fully mitigating impacts of development on the District through participation in a community facility district ("CFD") pursuant to the Mello-Roos Community Facilities Act of 1982. Provisions for the acquisition of property for the eventual construction of the schools shall be contained in a School Facilities and Financing Plan consistent with the requirements of the Framework Plan. These purchase agreements shall commit owners of the designated school sites to sell those sites to the District and commit the District to buy those sites. The terms of the purchase agreements shall be negotiated to the satisfaction of the relevant owner and School District prior to or concurrent with the adoption of the Subarea plan. However, the purchase amount shall not exceed the amount set forth in the School Facilities Financing Plan and the acquisition date shall be no sooner than when the acquisition funding is provided for in the School Facilities Financing Plan.

Park, Library, and Fire Facilities

The NCFUA Framework Plan requires that park site and fire station site purchase agreements be negotiated to the satisfaction of the City prior to or concurrent with the adoption of the Subarea plan. Owners of development projects which contain land designated as a park, library, or fire station site in Subarea I, excluding development projects approved prior to adoption of this subarea plan by the City Council, are required to enter into purchase agreements with the City of San Diego. Purchase agreements between the City of San Diego and owners will be required at the time the Subarea Plan is approved by the City Council to ensure that the impacts on public facilities are mitigated. The Subarea plan shall not be effective until such purchase agreements are fully executed by the affected parties. The terms of the purchase agreements shall be negotiated between the relevant owner and the City.

The developers of the BMR VTM/PRD are required pursuant to a development agreement with the City to provide specific park and fire station sites and improvements. The BMR VTM/PRD development agreement

satisfies the Framework Plan requirement outlined above for purchase agreements for all park sites within Subarea I. It also satisfies the requirement for a purchase agreement for the South Village fire station site. The only purchase agreement that will be required within Subarea I is for the North Village fire station site.

The purchase agreement for the fire station site shall provide that the site acquisition date shall be no sooner than the date the acquisition funding is provided in the PFFP and that the purchase price shall not exceed the amount indicated in the PFFP.

The PFFP includes improvements to the community park and two neighborhood parks designated in Subarea I. A library will be located in the village of Subarea III to serve the entire NCFUA. Fair share funding for the library in Subarea III is included in the PFFP for the Black Mountain Ranch Subarea I. Two fire station sites are designated in this Subarea I Plan and the improvement of those sites is included in the PFFP for the Subarea I.

I. ENVIRONMENTAL REVIEW

The Environmental Impact Report (EIR) prepared for the Subarea I Plan is a comprehensive review and analysis of the impacts associated with development proposed for the Subarea. Future discretionary actions required to implement elements of the plan - i.e., those developments which lie outside the BMR VTM/PRD area - are subject to further environmental review pursuant to CEQA. Development within the BMR VTM/PRD area has already been subject to environmental review under the certified Black Mountain Ranch II EIR (LDR No. 95-0173, SCH No. 95041041).

J. RESOURCE PROTECTION ORDINANCE/ ENVIRONMENTALLY SENSITIVE LANDS ORDINANCE

The Black Mountain Ranch Subarea I Plan constitutes a long-range plan, thus qualifying for alternative compliance with the Resource Protection Ordinance (RPO) and the Environmentally Sensitive Lands (ESL) regulations through implementation of the City's Municipal Code and City Council Policy 600-40. Subsequent discretionary actions will be reviewed for consistency with the Black Mountain Ranch Subarea I Plan. If substantial conformance with the plan is established by the City Manager, future RPO or ESL permits shall be granted through Process Four, without requiring additional "Deviation" findings. Approval of the individual RPO or ESL permit may require additional information or detailed analysis of the specific development proposal. Approval of the individual RPO or ESL permit will require conformance with the approved Subarea plan and any required mitigation shall be provided. Projects which are not in substantial conformance with the Black Mountain Ranch Subarea I Plan and the RPO or ESL analysis must obtain a RPO or ESL permit at a noticed public hearing which may include making new "Deviation" findings and compliance with existing regulations. An amendment to the Black Mountain Ranch Subarea I Plan may also be required.

K. INTERPRETATION

This Subarea I Plan is intended as the guiding policy document for development in the Black Mountain Ranch area of the NCFUA. To the extent that this Subarea Plan may conflict with more generalized policy documents, such as the NCFUA Framework Plan, this Plan should be considered a refinement which amends those other policy documents. It is recognized that aspects of this plan are also subject to refinement as additional information becomes available, more detailed plans are prepared or errors are discovered. In general, such refinements will be accommodated without the need to amend this Subarea Plan so long as they substantially conform with this Plan. Subarea Plan errata or updates may be issued from time to time as appropriate.

Appendix

APPENDIX A

Council Policy 600-40 Analysis

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APPENDIX A. COUNCIL POLICY 600-40 ANALYSIS

I. DEVELOPMENT SUITABILITY ANALYSIS

The planning of Subarea I began with the preparation of a detailed inventory of sensitive lands (see **Figures A.3 - A.7**). The inventory was rigorously compiled in the field and later digitized for the City's use in mapping an Environmental Tier as part of the 1992 Framework Planning Process for the North City Future Urbanizing Areas. While most of the property has been disturbed by past agricultural use—a use no longer economically viable—many important biological and landform resources remain. This section describes the major opportunities and constraints that were used to identify the portions of Subarea I that are most suitable for development.

A. OPPORTUNITIES

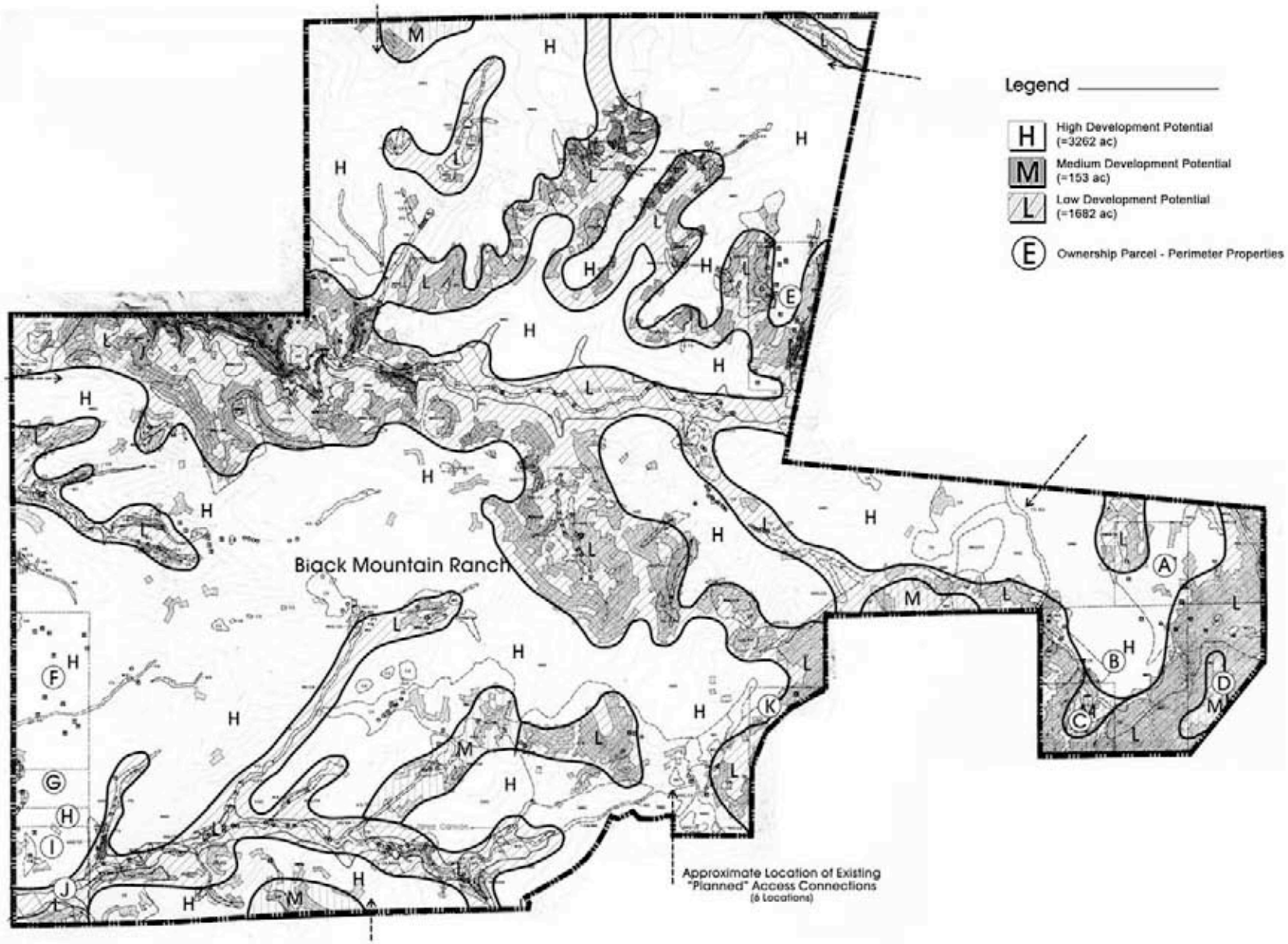
1. Opportunity to create an open space system to preserve ecological and scenic resources

The MHPA is organized into a system of open space units and major linkages creating an interconnected system throughout Subarea I that forms the connections to the Peñasquitos Canyon preserve to the south and the proposed San Dieguito River Valley Regional Open Space Park to the north. These areas are necessary for habitat preservation, the maintenance of biodiversity and healthy functioning of ecosystem and landscape processes. Portions of all of these areas are expected to become part of the final open space designation for Subarea I. While there is some flexibility in designing the open space system, the primary objective to preserve these areas should be considered fixed unless subsequent technical information indicates that its boundaries should be altered.

Upon final location and setting of the open space system, and the addition of areas intended to function as visual and active recreational open space, open space lands should be further partitioned into several "zones" that clearly delineate the difference between areas for habitat conservation and other uses. Monitoring, protection and management of these areas must be ongoing to guarantee that system components continue functioning and to confirm that species needs are met.

2. Opportunity to establish a compact development pattern in Subarea I

Development within Subarea I may take several forms and densities, depending on its location in relation to the natural base, neighboring communities, transportation routes and considerations relating to urban form and market acceptance. This constitutes a "multi-patterned" land use concept and provides a range of development models from very low-density residential to relatively compact, dense "villages" at carefully selected locations in the landscape.



Council Policy 600-40 Analysis/Development Suitability Analysis - 5,097 Acres

Black Mountain Ranch Subarea Plan

A.1
FIGURE

The vision for Subarea I of multi-patterned land use emphasizes the key goals of preserving the character of the natural landscapes while creating neighborhoods with a "diversity of character, sense of community and range of affordability." The principle of focusing compact development in carefully selected and defined areas within Subarea I offers potential to realize the goals of preserving large areas of the natural landscape, creating a regionally significant open space system and developing a multi-patterned land use that is financially and fiscally viable. With this approach, a number of potential development areas can be located and general planning and design principles identified to shape the land use program, development pattern and design character of each area. The objective would be to create distinct neighborhoods clearly defined by the natural features and the open space system, with the open spaces providing the natural breaks in the development pattern. Using this approach, sites would not interrupt the planned regional open space linkages, and they would be located outside the areas of the Environmental Tier causing minimum disturbance to natural features and habitat. These sites would be of sufficient size to support a viable residential neighborhood with at least a small core containing commercial and community services. The sites would also be near employment locations and located adjacent to major thoroughfares with direct links to the I-15 and I-5 corridors, where regional transit is provided.

Given the above criteria, a preliminary analysis of Subarea I was made to identify potential sites for development. These are shown on **Figure A.1**. There are several locations where compact neighborhoods could be focused with minimum disruption of biological resources and direct links to transit.

B. CONSTRAINTS

If Subarea I is to be developed with a more traditional suburban land use pattern, some of the same problems may arise relative to connecting neighborhoods while protecting open space. However, these are likely to be less serious because there is not a comparable requirement for massing of development and proximity to transportation facilities.

1. Constraint: Impacts on adjacent neighborhoods

Planning for activities within Subarea I anticipated likely impacts (positive and negative) on adjoining communities. Impacts may relate to traffic, demand for public facilities and services such as schools and libraries, and patronage of local businesses and services. The extent to which these impacts occur will result in part from the circulation and development pattern in Subarea I.

C. DEVELOPMENT POTENTIAL

Much of the land use pattern in Subarea I is a consequence of comprehensive resource analyses performed early in the planning stage. Because of those studies, development areas are sited in response to a range of environmental considerations, including sensitive landforms, steep slopes, wetlands, biological habitats, archeological sites and watercourses. The areas that were found to cause the least

Council Policy 600-40 Analysis/MHPA Boundary

A.2
FIGURE

Black Mountain Ranch Subarea Plan

amount of disturbance to sensitive areas were seen as having the highest development potential, whereas those areas that caused the most disturbance were assigned the lowest development potential (see **Figure A.1**). A substantial portion of the property (approximately 1,945 acres) would be set aside as resource-based open space. To the extent possible, developments and development areas have been located to minimize grading and respect environmentally significant areas.

II. RESOURCE PROTECTION ORDINANCE ANALYSIS

A. BACKGROUND

1. Summary of the Resource Protection Ordinance

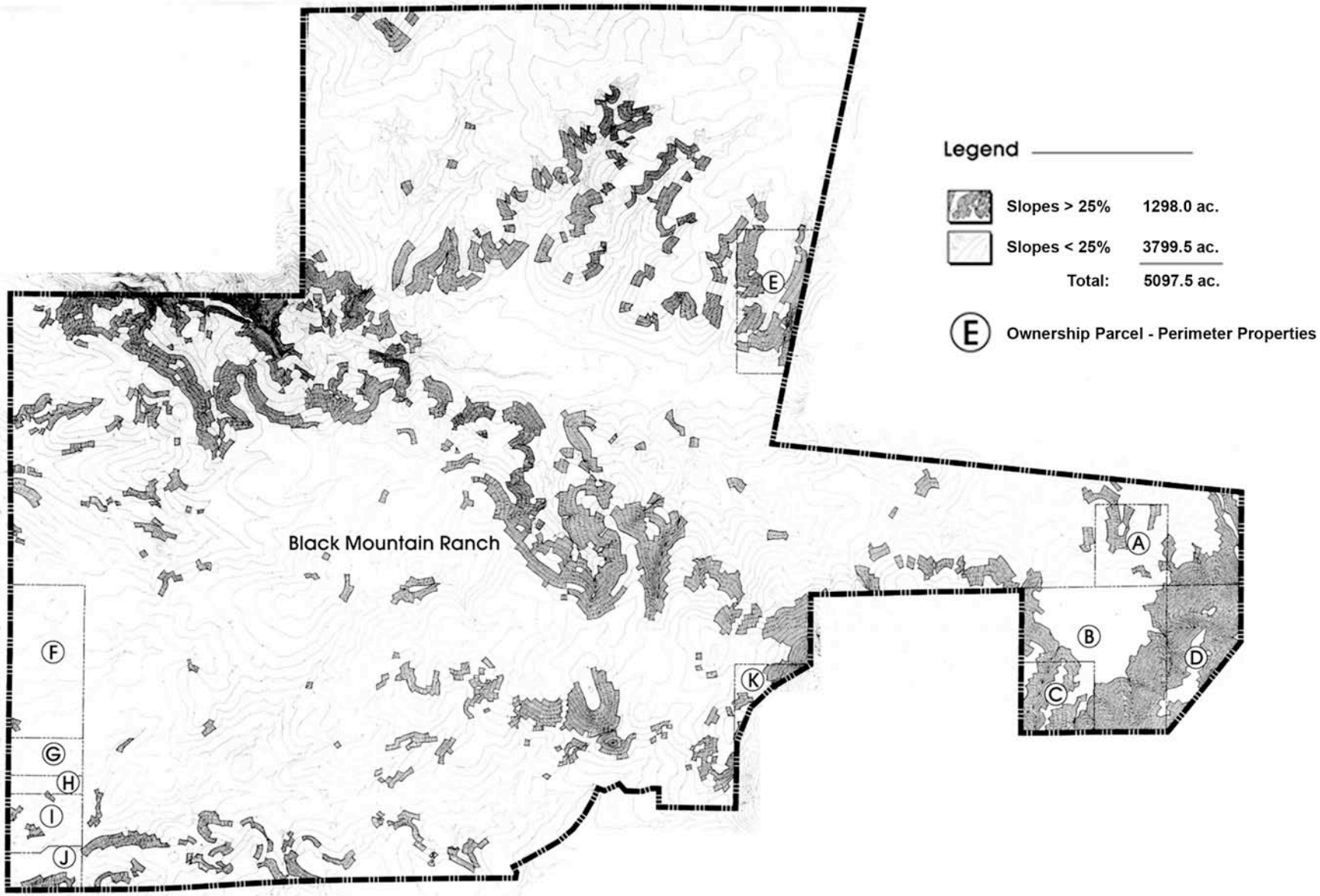
The Resource Protection Ordinance (RPO), adopted by the City Council in February 1989, became effective on March 29, 1989, and was amended on February 19, 1991. The purpose of the ordinance is to regulate development in environmentally sensitive areas of the City such as floodplains, wetlands, hillsides, biologically sensitive lands and significant prehistoric and historic sites and resources.

In March 1997, the Multiple Species Conservation Plan (MSCP) was adopted and superseded the Environmental Tier of the Framework Plan. The MSCP identifies lands for proposed open space and habitat preservation within a MHPA (Multiple Habitat Planning Area). The MHPA identifies areas of the subarea within which conservation of habitat areas and linkages will occur within the "future development areas" as part of the previously approved Black Mountain Ranch VTM/PRD and eleven perimeter properties that together make up the Plan area (see **Figure A.2**).

In December 1997, the City agreed to adopt the Land Development Code, which included regulations protecting biologically sensitive lands of the MSCP. Since the Land Development Code was not scheduled to become effective before May 1998, the City agreed to make the regulations relating to biologically sensitive lands (Ordinance #18456) effective as part of the existing Resource Protection Ordinance.

On January 12, 1998 Ordinance #18456 was adopted which amended RPO and its protection of biological resources. The purpose of this ordinance is to regulate development in areas that contain steep slopes 25 percent and over, wetlands, and sensitive biological resources.

Development that proposes encroachment into steep slopes 25 percent or greater are subject to the regulations of the Hillside Review Overlay Zone pursuant to Section 101.0462.0007 of Ordinance #18456, which states that hillsides containing slopes of 25 percent grade and over shall be preserved in their natural state, provided a minimal encroachment into such lands may be permitted to the extent set forth in the Encroachment Table for Hillsides.



Council Policy 600-40 Analysis/Slope Analysis

A.3
FIGURE

Black Mountain Ranch Subarea Plan

Development that proposes encroachment into sensitive biological resources and wetlands is subject to the regulations and the Biology Guidelines pursuant to Section 101.0462.0026 of Ordinance #18456, which states that outside the MHPA, encroachment into sensitive biological resources is not limited, however, encroachment into wetlands located outside and inside the MHPA shall be avoided. A wetland buffer shall be maintained around all wetlands when necessary and as appropriate to protect the functions and values of the wetland. Mitigation for wetland impacts associated with a deviation shall achieve in-kind functions and values.

According to the ordinance,

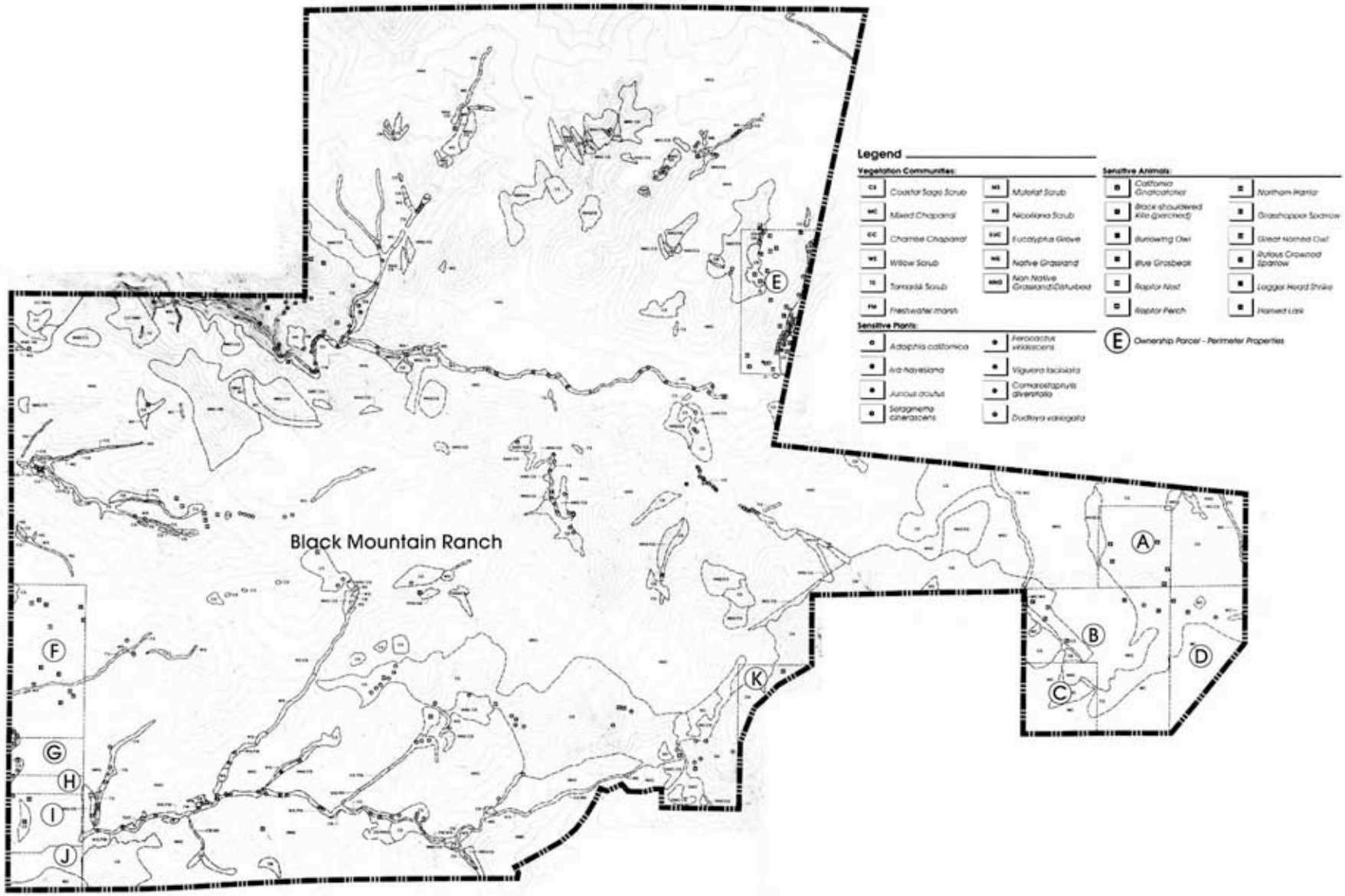
"...all development occurring in sensitive biological resources both inside and outside the MHPA is subject to a site-specific impact analysis conducted by the City Manager in accordance with the Biology Guidelines. The impact analysis shall evaluate impacts to sensitive biological resources and CEQA sensitive species. The analysis shall determine the corresponding mitigation, where appropriate, and the requirements for protection and management. Mitigation may include the acquisition or dedication of another site of equal or greater value that can serve to mitigate the project impacts; the preservation or dedication of on-site sensitive biological resources, creation of a new habitat, or enhancement of an existing degraded habitat of equal or greater value; or in circumstances where the area of impact is small, monetary payment of compensation into a fund to acquire, maintain and administer habitat areas pursuant to City Council Resolution No. R-275129, adopted February 12, 1990 in lieu of other forms of mitigation."

The Council Policy 600-40 requires that all long-range plans demonstrate that a project is consistent with the purpose and intent of the Resource Protection Ordinance (RPO). Long-range plans include a new community plan or community plan update, plan amendment, subarea plan, specific plan, or other mechanism for long-term future planning.

2. Overview of existing sensitive resources

a. Topography

Subarea I consists of approximately 5,098 acres of land. Topographically, the area is characterized by a variety of landforms ranging from flat-lying mesas and gently rolling hills to rugged, steeply sloping hillside terrain. The La Jolla Valley, located in the north-central portion of Subarea I, constitutes the most prominent topographical feature on the site. Running in an east-west direction, La Jolla Valley is bisected by Lusardi Creek, which drains the northern half of Subarea I. The broad valley floor is bounded by gentle to moderately steep slopes in its eastern portion. On the western part of Subarea I, the valley becomes rugged and narrow with steep walls and numerous rock outcrops.



Council Policy 600-40 Analysis/Biology

A.4
FIGURE

Black Mountain Ranch Subarea Plan

The area north of the valley consists of moderately sloping uplands and mesas that are bisected by four small southerly trending canyons serving as tributaries to Lusardi Creek. South of the valley, the land rises to a northwest/southeast-trending ridge that divides Subarea I hydrologically into its two major drainage units, Lusardi Creek and La Zanja Canyon.

The southern portion of the site contains large expanses of rolling topography, sloping generally to the southwest. The eastern panhandle area encompasses rolling hilly terrain along the northerly and westerly base of Black Mountain.

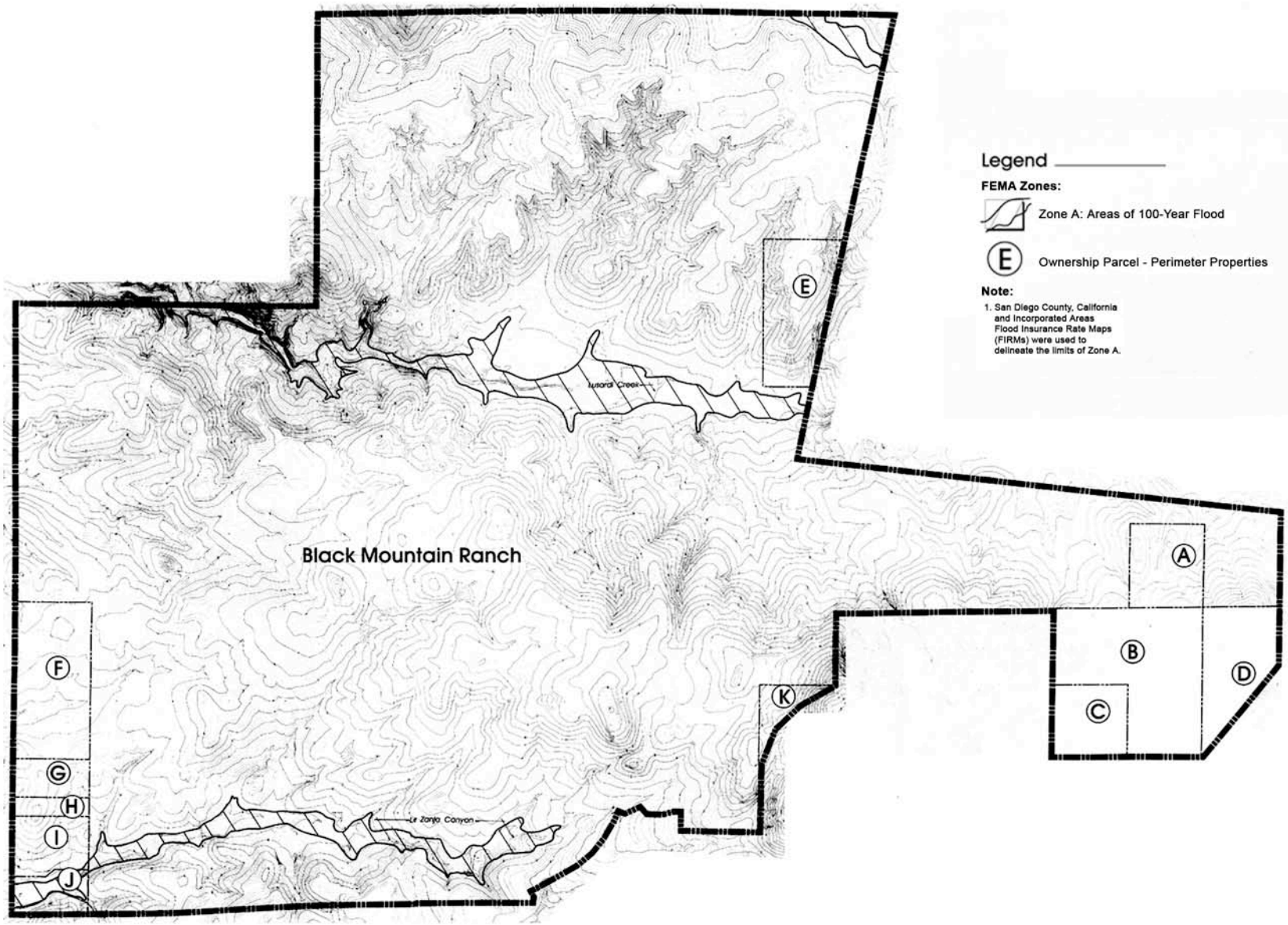
On-site elevations range from 125 feet above mean sea level (MSL) within Lusardi Canyon as it crosses the northwesterly portion of the project site to over 1,100 feet above MSL in that portion of the panhandle adjacent to Black Mountain Park. Off-site, Black Mountain reaches an elevation of 1,550 feet above MSL. It is a dominant feature within the community of Rancho Peñasquitos and can be seen for miles in all directions (see **Figure A.3**).

b. Wetlands

Wetlands include areas mapped as freshwater marsh, southern willow scrub and some areas mapped as tamarisk scrub (see **Figure A.4**). Approximately four acres are considered intact wetlands, while 2.2 acres have been extensively disturbed and are not functional wetland habitat. Wetland delineations have been conducted to define the area falling within the jurisdiction of the U.S. Army Corps of Engineers (USACE) over "waters of the U.S." includes deposition of fill in "waters of the U.S." plus adjacent wetlands as defined by the USACE (1987). The wetland delineation also serves to define mitigation measures required by the City's Resource Protection Ordinance and the California Department of Fish and Game (CDFG), whose policy is no net loss of wetland habitat. Modifications of streambeds are subject to the state Fish and Game Code, Sections 1600-1603, and would require an agreement with the CDFG. These permits have been obtained and a mitigation program consisting of the revegetation of 14 acres of riparian habitat along Lusardi Creek has been undertaken to be in conformance with City guidelines as a result of the approved BMR VTM/PRD project development.

Southern willow scrub and freshwater marsh vegetation types are wetland habitats regulated by the CDFG and the USACE. These riparian habitats have been declining due to the channelization of rivers, streams and drainages for flood control in urbanized areas and due to mining activities.

Other wetlands, including 1.4 acres of tamarisk scrub in the southwest perimeter property and 0.3 acre of riparian woodland in the southeast perimeter property, are within proposed development areas outside the MHPA and could be impacted by access roads and utilities necessary to serve future development. Road and utility crossings would be unavoidable as the wetland areas crisscross a parcel in the southwest or separate parcels under different



Council Policy 600-40 Analysis/Floodplains

A.5
FIGURE

Black Mountain Ranch Subarea Plan

ownerships in the southeast perimeter. Future development plans would also be required to maintain a 100-foot wide wetlands buffer to be consistent with RPO. Encroachment into wetlands due to residential development would not be consistent with RPO.

The Black Mountain Ranch "future development areas" would impact 4.08 acres of wetlands. These impacts were identified in the 1995 EIR and are included in the RPO analysis for Black Mountain Ranch II VTM/PRD. They are not covered under the existing Black Mountain Ranch 404 or streambed alteration permits, however, they will require separate permit applications to the U.S. Army Corps of Engineering and California Department of Fish and Game.

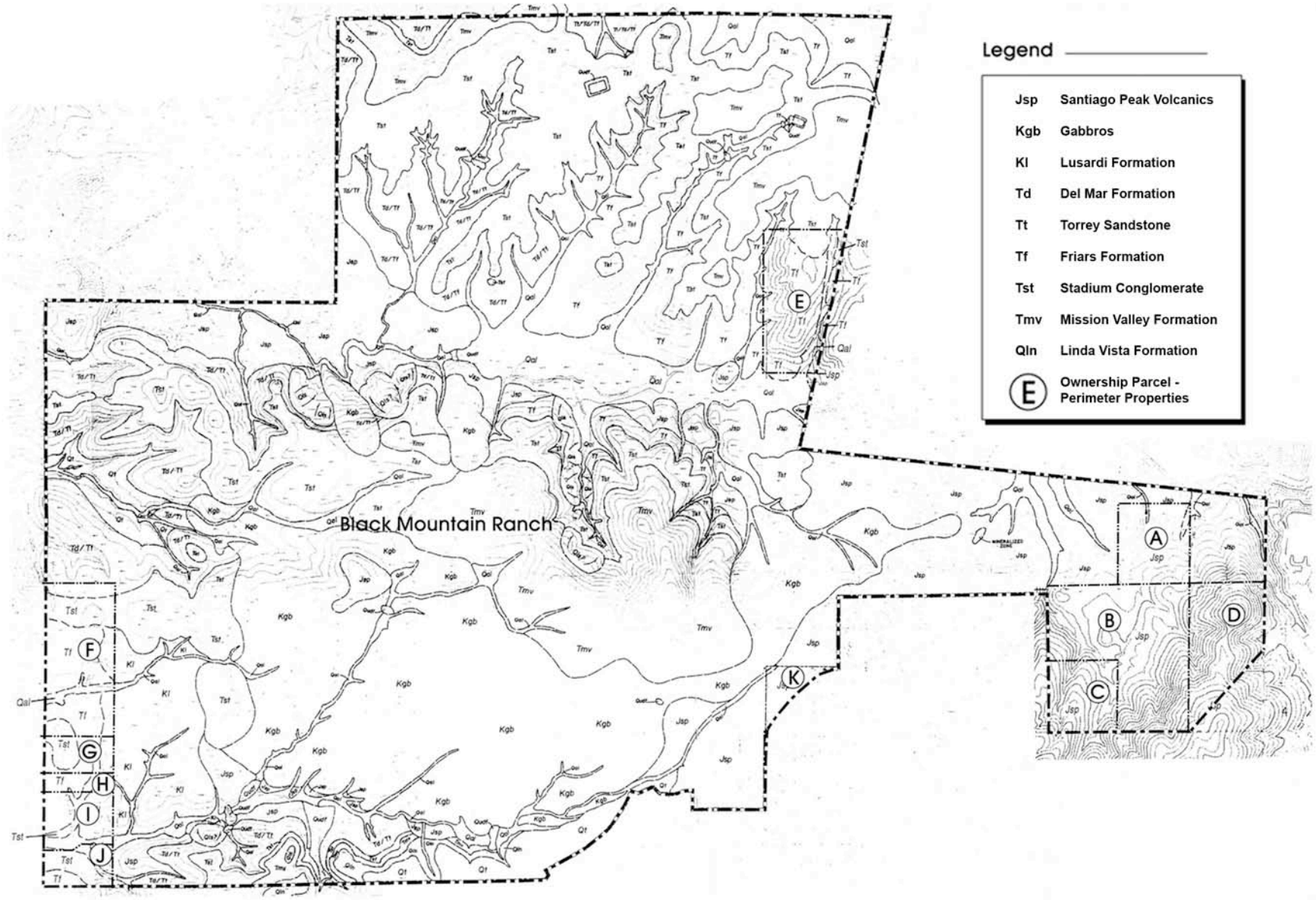
c. Sensitive Biological Resources

Vegetation communities occurring in Subarea I are predominantly non-native grasslands (3,900 acres) resulting from agricultural activities (see **Figure A.4**). The native vegetation includes 856 acres of Diegan coastal sage scrub, 48 acres of southern mixed chaparral, 34.4 acres of southern willow scrub, 27.4 acres of chamise chaparral, 11.7 acres of mule fat scrub, 10.3 acres of native grassland, and 4.5 acres of freshwater marsh. A minimum of ten sensitive plant species are found in Subarea I, including San Diego marsh-elder, adolphia, coast barrel cactus, spiny rush, San Diego sunflower, thornmint and ashy spike-moss.

The native plant communities occurring in Subarea I are capable of supporting a diverse range of wildlife. The California gnatcatcher, a federally listed threatened species and a State Species of Special Concern. The orange-throated whiptail and the San Diego horned lizard, both federal species of concern, have been found in several coastal sage scrub areas. Eleven raptor species have also been observed utilizing the site, eight of which are listed as state Species of Special Concern.

Five habitats considered biologically sensitive by the Resource Protection Ordinance and the City of San Diego's Biology Guidelines occur in Subarea I: southern willow scrub, freshwater marsh, Diegan coastal sage scrub, southern mixed chaparral and non-native grasslands. Concern for these resources has developed due to their cumulative loss over the last decade, the major threat being urban and industrial development. An increasing number of sensitive species rely upon these communities to breed, forage and reside. These habitats are integral in sustaining viable populations of sensitive plant and wildlife species.

Development within Subarea I and outside the MHPA would encroach on approximately 245.2 acres of sensitive biological resources and 155.9 acres of steep slopes. Although a mitigation program will be established to mitigate the project impacts to sensitive biological resources within the development areas, the encroachment into steep slopes falls within the maximum encroachment



Council Policy 600-40 Analysis/Geology

A.6
FIGURE

Black Mountain Ranch Subarea Plan

area allowed for Subarea I (179 acres—including exempt areas) as set forth by the Hillside Review Overlay Zone and is therefore consistent. To be in conformance with Ordinance #18456, the mitigation program for sensitive biological resources will consist of land acquisitions or dedications, the preservation or dedication of on-site sensitive biological resources, the creation of new habitats, the enhancement of existing degraded habitats, or monetary payments of compensation into a fund to acquire, maintain and administer habitat areas in lieu of other forms of mitigation.

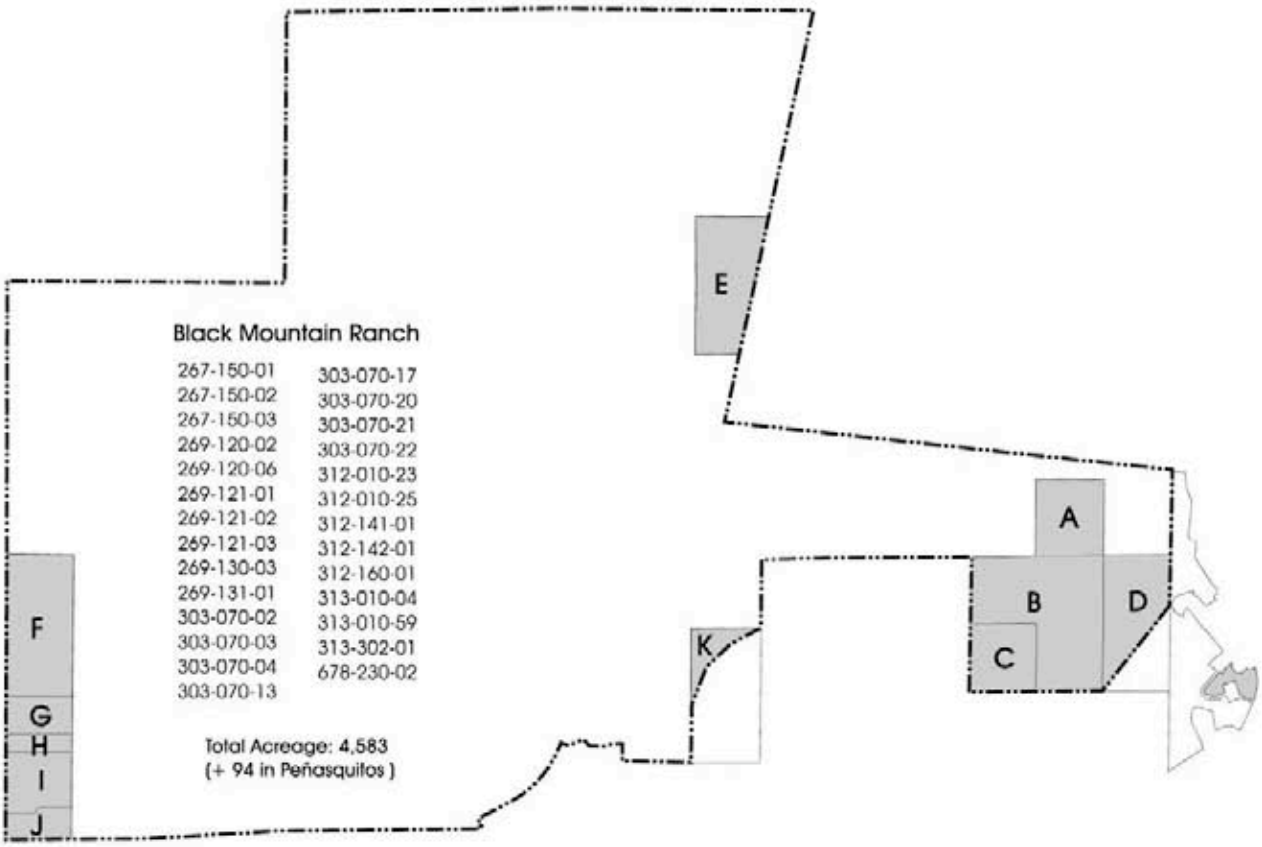
d. Floodplains

Subarea I is located within two major watersheds, the La Jolla Valley and the La Zanja Canyon. Runoff from the project site drains to San Dieguito River by way of an unnamed tributary in La Zanja Canyon in the southwestern portion of Subarea I, and by way of Lusardi Creek in the northwest portion of Subarea I. The San Dieguito River and its tributary creeks are intermittent streams, though they frequently flow for protracted periods.

Surface runoff from a 100-year storm within the two watershed areas was determined by using Flood Insurance Rate Maps (FIRM) for San Diego County and maps prepared by the Federal Emergency Management Agency (FEMA) for California and Incorporated Areas. Based on this information, the limits of inundation for the 100-year storm were derived. **Figure A.5** shows the location of the 100-year floodplains (Zone A) in portions of the southwest corner, central and northeastern corner of Subarea I. Potential flooding may exist in these areas from both heavy rainfall and from a failure of one of the small earthen dams which exist on the site. The adequacy of the capacity and spillway of the reclaimed water reservoir must meet the U.S. Army Corps of Engineers standards. Although no development encroachment is proposed in the floodplains, a tournament golf course is proposed in the canyon drainage which has a portion of the 100-year floodplain. The proposed use is compatible and consistent with the RPO, provided no permanent structures are located within the floodplain.

e. Significant Prehistoric and Historic Resources

There are a total of 53 combined archaeological and historical sites located within Subarea I. These include 19 lithic scatters, ten bedrock milling stations, five habitation sites or camps, seven low-density artifact scatters, a quarry, rock formations, nine locations determined not to be archaeological sites, and a historic homestead. Of these, two sites were found to be significant under RPO and CEQA criteria (CA-SDI-5094 and CA-SDI-11,981), and five were found to be significant under CEQA criteria (CA-SDI-4832/4833, -5103, 6673, -11,982 and -11,983). As conditions of the Black Mountain Ranch VTM/PRD approvals, the RPO significant sites (CA-SDI-5094 and CA-SDI-11,981) and CA-SDI-6673 will be conserved in open space. CA-SDI-4832/4833 and CA-SDI-11,982 have had data recovery procedures performed prior to their destruction. CA-SDI-5103 and CA-SDI-11,983 will have data recovery procedures followed prior to their destruction due to construction of Camino Ruiz and Camino del Norte. All other sites were not found to be significant cultural resources and are not considered further.



Perimeter Ownerships –

Area	APN	Acreage
A	312-160-02	44.8
B	312-010-15	125.0
C	312-010-16	41.5
D	313-010-59	55.0 (+ 25 in Peñasquitos)
E	312-141-02	30.0
	678-230-04	37.2

Area	APN	Acreage
F	303-070-07	82.1
G	303-070-09	20.7
H	303-070-11	10.4
I	303-070-18	30.6
J	303-070-19	21.2
K	312-010-09	16.0. (+ 64 in Peñasquitos)

Total Acreage: 514.5
(+ 89 in Peñasquitos)

Ownership Patterns **A.7**
Black Mountain Ranch Subarea Plan FIGURE

f. Geology

Topographically, the property is characterized by landforms ranging from nearly flat-lying mesas and riverbeds to rugged, steeply sloping hillside terrain (see **Figure A.6**). The more rugged terrain is characteristic of the northwestern portions of the property underlain by hard metavolcanic rocks and/or gabbros. The central and northern portions of the property are generally underlain by sedimentary deposits which form a much gentler morphology. Elevations vary from a high of approximately 1,100 feet MSL within the southeastern portion of the site to a low of approximately 125 feet MSL in the area where the northwesterly boundary crosses the bottom of Lusardi Canyon. Natural drainage occurs through a dense network of canyons and ravines that ultimately converge into the San Dieguito River.

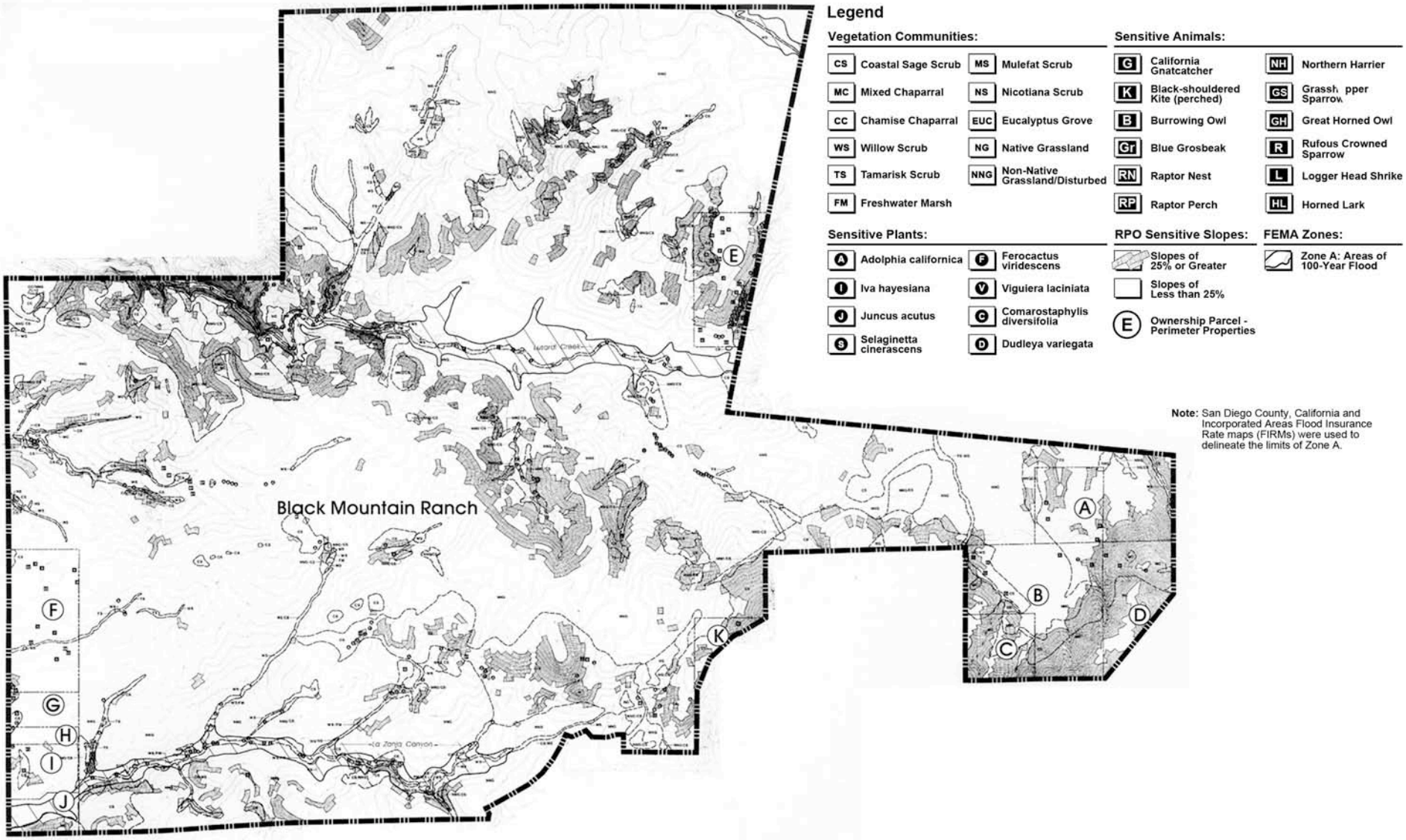
Nine geologic formations have been identified within Subarea I and include five Eocene sedimentary units (Delmar Formation, Torrey Sandstone, Friars Formation, Stadium Conglomerate and Mission Valley Formation). The four remaining formations are the Quaternary Lindavista Formation, Cretaceous Lusardi Formation, Cretaceous igneous rocks of the southern California batholith and the Jurassic-aged Santiago Peak Volcanics. Six types of surficial material were observed at the site and they consist of fill, topsoil, alluvium, colluvium, landslides and stream terrace deposits.

Several geomorphic features were noted in Subarea I including ancient landslides, rockfall potential, liquefaction, faulting and seismicity that may be attributable to the erosion characteristics of the underlying bedrock materials. Although no known active faults were found to transect the site and no significant soil or geologic conditions are known to exist, an appropriate geotechnical investigation including subsurface exploration, laboratory testing and analysis should be performed to assess potentially significant geologic conditions that would require mitigation subsequent to the development of any future tentative maps.

B. PARCEL-BY-PARCEL RPO EVALUATION

This Plan is required to analyze Resource Protection Ordinance (RPO) conformance on parcel-by-parcel or ownership basis per Council Policy 600-40.
The policy requires that long-range plans be reviewed for consistency with the RPO. **Figure A.7** illustrates ownership parcelization within Subarea I. It should be noted that parcel location and acreage have been determined through assessor parcel maps provided by the county. Actual parcel sizes and boundaries may vary, as field surveys will establish more specific parcel boundaries.

This analysis is intended to provide an overall understanding and description of the effects of RPO among individual parcels and owners as required by Council Policy 600-40.



Council Policy 600-40 Analysis/Composite of Sensitive Lands

A.8
FIGURE

Black Mountain Ranch Subarea Plan

The Resource Protection Ordinance determines an encroachment allowance for development based upon the percentage of sensitive lands within each parcel. Sensitive lands are referred to as areas containing steep slopes of 25 percent grade and over, wetlands, sensitive biological resources, archaeology and floodplains. The RPO describes the encroachment allowance and further defines sensitive lands. **Figure A.8** represents a composite map of sensitive lands with ownership/parcel boundaries identified.

Table A.1 presents the effects of RPO on an ownership/parcel basis. Each parcel within Subarea I has been evaluated with respect to its location relative to the MHPA (percent in, percent out), and to steep slopes of 25 percent or greater. The analysis is based on the procedures as outlined in the Hillside Review Overlay Zone, 1984, Resource Protection Ordinance, 1991, and the interim RPO Ordinance #18456, 1998.

Based on the analysis, conformance to the RPO encroachment allowance varies among all of the parcels. In some cases, some of the proposed development exceeds the encroachment allowance, however, most of the parcels within the Plan are under the allowed encroachment for development.

Although variances between the individual parcels represent either conformance or nonconformance. with the RPO Guidelines, on an overall subarea plan level, Subarea I proposes to develop 3,095 acres. The RPO analysis for Subarea I allows for the development of 3,222.65 acres. Therefore, on a subarea plan or long-range plan level, Subarea I is consistent with the Resource Protection Ordinance.

III. GENERAL PLAN AND OTHER CITY POLICIES

A. CONFORMANCE WITH THE FRAMEWORK PLAN

The design and implementation of the Subarea I open space program conforms to the goals and objectives of the Framework Plan. The program results in:

1. **The creation of the MHPA as an interconnected and viable system of natural open spaces, and adherence to the General Plan, the Resource Protection Ordinance (RPO) and the Environmentally Sensitive Lands Ordinance (ESL) by restoration and preservation of the MHPA.**

   Subarea I proposes to provide approximately 3,065 acres of open space within Subarea I of the Framework Plan. The distribution of that open space will be 1,945 acres of resource based open space, 1,070 acres will be maintained as amenity open space, including golf courses, pursuant to permanent open space easements, and 50 acres developed parkland, for a total of approximately 3,065 acres of open space. The open space being proposed will provide an effective regional open space system, connecting Black Mountain Park with the San Dieguito River, enhancing the Lusardi Creek Riparian corridor and providing wildlife corridors and crossings throughout the plan area.

TABLE A.1
RPO ANALYSIS

Parcel/Letter Location	Total Parcel Acreage[1]	Acreage Within MHPA	Percent Within MHPA	Percent Outside MHPA[2]	Addition %/ac. Development Area to Achieve 25% Maximum	25% Slope Acreage	Non-25% Slope Acreage	25% Slope Acreage Within MHPA	25% Slope Acreage Outside MHPA	% of Parcel With 25% Slope	Per RPO Maximum Encroachment (%) Into 25% Slope[3]		Per RPO Maximum Encroachment (acres) Into 25% Slope[3]		25% Slope Acreage Impacted by Proposed Development	Maximum Development Area Per RPO[4]	Maximum Developmen Area Per Suburban Plan[5]
											Dev. Area	Exempt Area	Dev. Area	Exempt Area			
A/southeast[6]	44.8	39.9	89%	11%	14%/6.3 ac.	9.2	35.6	9.2	0.0	20%	0%	0%	0.0	0.0	0.0	11.20	5.0
B/southeast[6]	125.0	86.0	69%	31%	0%	52.8	72.2	52.8	0.0	42%	0%	0%	0.0	0.0	0.0	39.00	39.0
C/southeast[6]	41.5	19.5	47%	53%	0%	23.2	18.3	13.5	9.7	56%	8%	0%	1.9	0.0	9.7	14.20	22.0
D/southeast	55.0[7]	55.0	100%	0%	25%/13.75 ac.	47.4	7.6	47.4	0.0	86%	16%	0%	7.6	0.0	0.0	13.75	0.0[8]
E/northeast[6]	67.2	47.2	70%	30%	0%	30.6	36.6	28.6	2.0	46%	6%	0%	1.8	0.0	2.0	19.80	20.0
F/southwest	82.1	0.0	0%	100%	0%	0.6	81.5	0.0	0.6	1%	0%	0%	0.0	0.0	0.6	81.50	82.0
G/southwest	20.7	0.0	0%	100%	0%	0.0	20.7	0.0	0.0	0%	0%	0%	0.0	0.0	0.0	20.70	21.0
H/southwest	10.4	0.0	0%	100%	0%	0.1	10.3	0.0	0.1	1%	0%	0%	0.0	0.0	0.1	10.30	10.0
I/southwest	30.6	0.0	0%	100%	0%	2.3	28.3	0.0	2.3	8%	0%	0%	0.0	0.0	2.3	28.30	31.0
J/southwest[6]	21.2	5.2	25%	75%	0%	3.9	17.3	3.9	0.0	18%	0%	0%	0.0	0.0	0.0	16.00	16.0
K/southeast[6]	16.0[9]	10.0	63%	37%	0%	4.9	11.1	4.9	0.0	31%	2%	0%	0.1	0.0	0.0	6.00	6.0
Subtotal	**514.5**	**262.7**	**51%**	**49%**	**20.05 ac.**	**175.17**	**339.5**	**160.3**	**14.7**				**11.4**	0.0	**14.7**	**260.75**	**252.0**
Black Mountain Ranch VTM (exclusive of FDA)	3,690.0[10]	1,501.0	41%	59%	0%	1,069.8	2,620.2	834.4	235.4	11%	10%	5%	107.0	53.5	88.0	2,114.10	1,950.0
Black Mountain Ranch-Future Development Areas	893.0	0.0	0%	100%	0%	53.2	839.8	0.0	53.2	6%	10%	5%	5.3	2.7	53.2	847.8	893.0
Subtotal	**4,583.0**	**1,501.0**	**33%**	**67%**	**0%**	**1,123.0**	**3,460.0**	**834.4**	**288.6**				**112.3**	**56.2**	**141.2**	**2,961.90**	**2,843.0**
Total for Subarea I	**5,097.5**	**1,763.7**	**35%**	**65%**	**20.05**	**1,298.17**	**3,799.5**	**994.7**	**303.3**				**123.7**	**56.2**	**155.9**	**3,222.65**	**3,095.0**

1. Acreage areas are approximate only, based on assessor parcel maps and polar planimeter. They are subject to change pending a boundary survey, further refinement of design and engineering.
2. Development that proposes encroachment into sensitive biological resources it subject to the regulations and the Biology Guidelines in the Land Development Manual, which states that outside the MHPA, encroachment into sensitive biological resources is not limited, except when proposed development impacts wetlands as set forth in Section 101.0462.0026 (b). All development occurring in sensitive biological resources both inside and outside the MHPA it subject to a site-specific impact analysis conducted by the City Manager in accordance with the Biology Guidelines. The impact analysis shall evaluate impacts to sensitive biological resources and CEQA sensitive species. The analysis shall determine the corresponding mitigation, where appropriate, and the requirements for protection and management. Mitigation may include the acquisition or dedication of another site of equal or greater value that can serve to mitigate the project impacts; the preservation or dedication of on-site sensitive biological resources, creation of a new habitat, or enhancement of an existing degraded habitat of equal or greater value; or in circumstances where the area of impact is small, monetary payment of compensation into a fund to acquire, maintain and administer habitat areas pursuant to City Council Resolution No. R-275129, adopted February 12, 1990 in lieu of other forms of mitigation.
3. Encroachment into 25% slopes must be outside MHPA.
4. Maximum "Developable" area per RPO is the sum of the encroachment allowances and the areas with no sensitive resources. Some of theses areas are inaccessible or in configurations which preclude development.
5. Maximum "Developable" area per subarea plan is the sum of the development area and a 70-foot brush management area where applicable. The brush management area is included in anticipation of disturbance of sensitive biology.
6. If the property is located partially within the boundary of the MHPA, any development proposed must occur on the portion of the premises not within the MHPA. If the portion of the premises not within the MHPA boundary is less than 25 percent of the premises area, encroachment into the MHPA may be permitted to achieve a maximum development area of 25 percent of the premises.
7. Does not include approximately 25 acres within Rancho Peñasquitos.
8. Property is entitled, however, to develop a maximum of 25% (13.75 acres) per the Development Regulations for Sensitive Biological Resources for properties within the MHPA (Section 101.0462.0026 (d) (I).
9. Does not include approximately 64 acres within Rancho Peñasquitos.
10. Does not include 94 acres originally included within VTM 95-0173 adjacent to Rancho Peñassquitos.

2. **The preservation of lands such as significant topographic features, including canyons and hillsides, that are designated in the General Plan as part of the MHPA through the provision of public and private open space easements and/or dedications, where appropriate.**

   Subarea I provide 3,065 acres in open space, of which approximately 1,945 acres will be set aside as permanent open space and parks. The remaining acreage would be preserved through permanent open space easements for recreational uses as well as for brush management lots to protect health, safety and welfare. This would protect biologically sensitive habitat identified in the MHPA. The 1,945 acres set aside as resource based open space may be enhanced by the removal of invasive species and the revegetation and preservation of native species.

3. **The refinement of the MHPA as a result of detailed land use planning and field assessment of natural resources.**

   Subarea I is consistent with the FUA Framework Plan including an amendment to the Framework Plan which proposes to implement the MHPA open space boundaries. That consistency was achieved by addressing framework planning issues during the design phase of Subarea I. Land use is consistent with the surrounding communities. The character and scale of development will be varied with the open space areas representing approximately 65 percent of the land use on the site. Development has been directed to areas of limited environmental resources and, where encroachment has been unavoidable, detailed mitigation programs have been established to revegetate impacted habitats. The project will provide or contribute to the construction of both local and regional facilities and capital improvements. Wildlife corridors and crossings provided in accordance with the MHPA are consistent with the goals of the FUA Framework Plan.

IV. PRIOR APPROVALS AND RECOMMENDATIONS

A. CITY COUNCIL RECOMMENDATIONS

In October 1992, the NCFUA Framework Plan was adopted by the San Diego City Council as an amendment to the City's Progress Guide and General Plan, which included the Environmental Tier Concept.

In March, 1997 the MSCP was adopted by the San Diego City Council. The MSCP supersedes the Environmental Tier of the Framework Plan.

APPENDIX B

Landscape Guidelines

APPENDIX B. LANDSCAPE GUIDELINES

I. LANDSCAPE GUIDELINES

The landscape philosophy for the Black Mountain Ranch Subarea focuses on blending people, structures, and open spaces into a harmonious and aesthetically pleasing residential community which places primary emphasis on the preservation and enhancement of natural topography and native vegetation. Landscape Guidelines have been developed to implement this philosophy and address technical aspects of both the natural and built landscapes.

A. OVERALL PROJECT CRITERIA

1. Landscape Categories

Landscape areas in Black Mountain Ranch Subarea are categorized based on their intensity of water usage and maintenance requirement.

a. Native Areas (Existing Riparian, Coastal Sage, Grassland and Chaparral Habitat)

These are existing vegetated areas undisturbed by construction operations. Only natural rainfall is required for irrigation. Periodic clean-up and pruning of seasonal growth and removal of invasive exotic species may be required. (Areas where invasive exotic species have been removed will be seeded as Naturalized Areas.)

b. Naturalized Areas (Enhanced and New Coastal Sage, Grassland and Chaparral Habitat)

These are newly planted areas with native and naturalizing vegetation; only temporary irrigation will be provided. Once plants become established, they are capable of surviving without artificial irrigation. Periodic cleanup and pruning of seasonal growth and removal of invasive exotic species may be required. Suitable plant materials are listed on **Table 2** under the heading of Coastal Sage Habitat Revegetation Plant Palette. See Brush Management Program limitation for planting of Brush Management Zones.

c. Riparian Areas (Enhanced and New Willow Scrub, Riparian Woodland and Marsh Habitat)

These are existing corridors which will be enhanced in quantity and quality with revegetated riparian plants. Temporary irrigation will be provided. Periodic cleanup and pruning of seasonal growth and removal of exotic species may be required. Suitable plant materials are listed on **Table 2** under the Willow Scrub, Riparian Woodland and Marsh Habitat Revegetation Plant Palette.

d. Drought Tolerant Areas (Street Accent Planting, Streetscape Planting, Buffer Planting and Naturalized Drought Tolerant Grasses)

These are areas newly planted with drought tolerant vegetation and provided with permanent irrigation systems. Water demand will be low, requiring substantially less irrigation than ornamental areas. Regular maintenance will be required. Plant materials for drought tolerant areas may include plants from the approved plant palette on **Table 1** or from the coastal sage habitat vegetation plant palette on **Table 2**.

e. Transitional Areas

These are disturbed areas or manufactured slopes which lie between areas of native vegetation and Ornamental Areas. They will be revegetated in a manner to provide visual and horticultural compatibility with adjacent native plant materials, while transitioning to the Ornamental landscape. Planting and irrigation will follow the criteria of Naturalized Areas.

f. Ornamental Areas

These are areas with a high degree of usage and visual impact such as parks, villages and clubhouses that will be planted with ornamental vegetation and provided with permanent irrigation systems. Regular maintenance will be required. Plant materials in Ornamental areas may include any plants except those listed on the Prohibited Plant Palette on **Table 1**.

g. Golf Courses

Golf course areas will be planted with a combination of ornamental, drought tolerant and naturalized vegetation and will be provided with permanent and temporary irrigation systems designed to support these different vegetation types. These areas will require daily maintenance.

2. Landscape Concept Plan

The majority of plant materials will be drought tolerant and composed in large-scale random and informal masses to reduce and soften, and not reinforce the framework of roads and development. Golf courses will appear as green oases blended within the native landscape through transitional vegetation zones. Formal landscape schemes shall be reserved for the north and south villages.

All landscaping within the project shall conform to standard horticultural practices, the Citywide Landscape Regulations SDMC 142.040 and all other applicable City and regional standards for landscape installation and maintenance.

3. Prohibited Plants Palette

Table 1 includes a list of plant species with characteristics which are potentially destructive to native vegetation and open space by reason of profuse and noxious pollen, excessive height, weed-like characteristics of excessive growth, high water demands and other undesirable traits. Under no circumstances shall any plant listed on the Prohibited Plant Palette be planted within Black Mountain Ranch. Moreover, these species will be periodically eradicated when found in substantial quantity in any area of the project.

TABLE 1

PALETTE OF APPROVED AND PROHIBITED PLANTS

(Note: Does not include revegetation palette)

SECTION 1: APPROVED PLANT PALETTE

Trees

Albizia julibrissin
Alnus rhombifolia
Angophora costa
Brachychiton populneus
Calodendrum capense
Cedrus deodora
Citrus "thornless" spp.
Eucalyptus cladocalyx
Eucalyptus ficifolia
Eucalyptus lehmannii
Eucalyptus nicholii
Eucalyptus spathulata
Eucalyptus torquata
Hymenosporum flavum
Jacaranda mimosifolia
Koelreuteria bipinnata
Pinus halepensis
Pinus pinea
Pinus torreyana
Pistachia chinensis
Platanus racemosa
Populus fremontii
Pyrus calleryana
Quercus agrifolia
Salix species
Schinus molle
Tabebuia avellanedae
Tipuana tipu
Ulmus parvifolia
Zelkova serrata

Turf

Agrostis spp.
Cynodon dactylon
Festuca elatior
Festuca "tall" fescue
Festuca rubra
Lolium perenne
Poa spp.
Stenotaphrum secundatum
Zoysia japonica

Drought Tolerant Grasses/Wildflowers

Agapanthus africanus
Anemopsis californica
Aristida pulchra
Bromus cariratus
Buchloe dactyloides
Clarkia amoena
Collinsia heterophylla
Eriophyllum confertiflorum
Eriophyllum nevinii
Eschscholzia californica
Festuca longifolia
Festuca rubra
Hemerocallis spp
Hrdeum brachyantherum
Isomeris arborea
Lasthenia chrysostoma
Layia platglossa
Linanthus gradiflorus
Lupinus bicolor
Lupinus nanus
Nernohila menziesii
Orthocarpus purpurascens
Phacelia campanularia
Phonnium tenax
Sisyrinchium bellum
Stipa cemua
Stipa pulchra

Shrubs/Groundcover

Acacia spp.
Agapanthus spp.
Agave spp.
Aloe spp.
Arbutus unedo
Arctostaphylos spp.
Artriplex spp.
Baccharis spp.
Bougainvillea spp.
Buxus spp.
Carissa macrocarpa
Cassia spp.
Ceanothus spp.
Cistus spp.

Shrubs/Groundcover (cont.)

Cotoneaster spp.
Distictis buccinatoria
Dendromecon spp.
Echium fastuosum
Elaeagnus pungens
Encelia spp.
Eriogonum spp.
Escallonia spp.
Frernontodendron spp.
Gazania spp.
Grevillea spp.
Hedera spp.
Heteromeles spp.
Hibiscus spp.
Hypericum spp.
Isomeris arborea
Lantana spp.
Leptospermum spp.
Ligustrumjaponica
Limonium perezii
Losma congestum
Mohonia spp.
Melaleuca spp.
Myoporum pacificum
Oleander spp.
Pelargonium peltatum
Pittosporum crassifolium
Plantago insulari
Plumbago auriculata
Prunus caroliniana
Prunus Iyonii
Punica granata
Quercus dumosa
Rhaphiolepis indica
Rhus integrifolia
Ribes spp.
Rosmarinus spp.
Salvia spp.
Santolina spp.
Strelitzia nicolai
Verbena spp.
Wisteria sinensis
Xylococcus bicolor

SECTION 2: PROHIBITED PLANT PALETTE

Ailanthus altissima
Arundo donax
Atriplex semibaccata
Brassica spp.
Broussonetia papyrifera
Cortaderia selloana
Cynara cardunclus
Cynara skolymus
Foeniculum vulgare
Melilotus spp.
Nicotiana glauca
Pennisetum setaceum
Picris echiodeso
Rhynchelytrum repens
Ricinus communis
Salsola salina
Spartium junceum
Tamari spp.
Xanthium strurnarium

TABLE 2

REVEGETATION PLANT PALETTE

RIPARIAN AREAS: WILLOW SCRUB, MARSH AND RIPARIAN WOODLAND HABITAT REVEGETATION PLANT PALETTE

Trees	Shrubs/Groundcover
Platanus racemosa	Ambrosia psilostachya
Populus fremontii	Anemopsis california
Quercus agrifolia	Artemesia douglasiana
Salix species	Artemesia palmeri
Sambucus mexicana	Baccharis glutinosa
	Carex spissas
	Iva haysiana
	Juncus acutus
	Juncus mexicanus
	Mimulus guttatus
	Oenothera hookeri
	Pluchea purpurascens
	Ribes speciosum
	Ribes vibumifoliom
	Rosa caIifomica
	Rubus ursinus
	Scirpus acutus
	Scirpus olneyi
	Scirpus robustus
	Typha latifolia

NATURALIZED AREAS AND DROUGHT TOLERANT AREAS: COASTAL SAGE HABITAT REVEGETATION PLANT PALETTE

Trees/Shrubs/Groundcover	Wildflowers
Adolphia califomica (container plant)	Clarkia amoena
Artemisia califomica	Collinsia heterophylla
Comarostaphylis diversifolia (container plant)	Layia platyglossa
Encelia californica	Linanthus grandiflorus
Eriodictyon trichocalyx	Lupinus nanus
Erigonium fasciculatum	Orthocarpus purpurascens
Eriophyllum confertiflorum	Phacelia campanularia
Eschsholzia californica	
Ferocatus viridescens (salvaged from exst.)	**Grasses**
Gnaphalium californicum	Bromus carinatus
Haplopappus squarrosus	Eriophyllum confertiflorum
Heteromeles arbutifolia (container plant)	Hordeum brachyantherum
Lotus scoparius	Lasthenia chrysostoma
Malosm laurina (container plant)	Lupinus bicolor
Mimulus puniceus	Lupinus nanus
Nemophila menziesii	Nemophila menziessi
Quercus agrifolia (container plant)	Sisyrinchium bellum
Quercus dumosa (container plant)	Stipa pulchra
Rhus integrifolia	
Salvia apiana	
Salvia leucophylla	
Salvia mellifera	
Selaginella cinerascens (salvaged from exst.)	
Xylococcus bicoIor (container plant)	

4. Approved Plant Palette

Table 1 includes an Approved Plant Palette with species whose characteristics are inherently compatible with the native vegetation existing at Black Mountain Ranch. Any species not contained in the list of Approved Plants shall not be used without the specific formal approval of the City of San Diego at the time of discretionary review.

5. Slope Revegetation

All graded slopes will be promptly revegetated in compliance with City requirements and in conformance with the overall landscape concept.

6. Irrigation Standards

All irrigation systems shall conform to the Citywide Landscape Regulations SDMC 142.040 and all other applicable City and regional standards for irrigation installation and maintenance. Irrigation systems shall be designed so that separate areas of maintenance responsibility are metered and controlled independently. Irrigation within any Landscape Maintenance Districts shall be coordinated with the City of San Diego Parks and Recreation department to assure conformance to standard equipment and installation techniques.

All permanent irrigation systems will be below ground, automatically controlled and in full compliance with building code requirements. The irrigation system will utilize reclaimed water to the maximum extent available and permissible. Water conserving systems such as drip irrigation, moisture sensors, low gallonage heads and matched precipitation rate heads will be used. In addition, central computer control systems will be used for the golf courses. Temporary irrigation systems in naturalized or native areas may utilize above ground systems. All backflow control devices will be located or screened from public view. Habitat areas in the riparian zone will be watered with a combination of overhead spray and drip emitters. The riparian zone system will be installed permanently but used only during initial plant establishment.

7. Maintenance

All landscape maintenance shall conform to community requirements and to the Citywide Landscape Regulations SDMC 142.040 and all other applicable City and regional standards for landscape maintenance. Maintenance responsibilities are divided into the following categories:

a. <u>Individual Property Owner Maintenance</u>

Residential and commercial property owners will be required to maintain landscaping within their lot in conformance with the criteria in CC&Rs which will be established, administered and enforced by Property Owners Associations.

b. Property Owners Association Maintenance

Property Owners Associations' areas of maintenance will include private recreation areas, property owners common open space, Brush Management Zone #2, and private street and entry landscaping.

c. Public Agency Maintenance

Any public park, open space, school, or utility, public street medians and parkways will be maintained by the jurisdictional agency in accordance with their standards. Landscape Maintenance Districts will be created for those areas of public street median, parkway and open space which are proposed to be maintained at a level over and above City of San Diego standards.

8. Brush Management Landscape

Brush management landscape shall conform to the requirements of the Citywide Landscape Regulations SDMC 142.040, Appendix 2A of the Fire Code. The Brush Management Program contained in these Guidelines list a palette of plant materials suitable for installation as a fuel modification zone.

Compliance with these guidelines and requirements of the Brush Management Program shall not be construed as a guarantee against any damage, destruction, or loss of property caused by brush fires.

B. OPEN SPACE SYSTEM

The open space system for Black Mountain Ranch focuses upon a preserved and enhanced park reserve area. The system contains a network of on- and off-site interconnected plant and wildlife habitat areas, pedestrian and equestrian trails, biking trails, scenic overlooks and passive picnicking areas. The components of the open space system include native, naturalized and riparian areas.

In order to minimize impacts to sensitive lands and promote the objectives of the City of San Diego Multiple Species Conservation Program, direct access to public open space is prohibited from individual residential lots. Access will be limited to controlled locations.

1. Habitat Areas

An enhanced willow scrub and marsh habitat corridor that is 400-feet-wide will be developed along the existing Lusardi Creek. It will function primarily as a wildlife habitat. **Table 2** contains the palette of plant materials to be used in the revegetation effort.

Areas of existing coastal sage habitat and other native habitat types, within the open space system will be preserved and revegetated where disturbed by project development activities. **Table 2** contains the palette of plant materials to be used in the coastal sage revegetation effort. The Brush Management Program and the Citywide Landscape Regulations set requirements for the revegetation of brush management lots in a manner compatible with these habitat areas.

2. Trail Systems

A system of pedestrian, bicycle, and equestrian trails will be constructed by Black Mountain Ranch developers, primarily on existing trails and roadbeds within the open space areas to be dedicated to the City of San Diego. The goal for these trails is both to provide circulation within the development and link the San Dieguito River Valley and Black Mountain Park.

C. PARKS/RECREATION SYSTEM

Parks and recreation facilities for residents of Black Mountain Ranch are intended to provide both active and passive recreational opportunities. All park facilities are categorized as Ornamental Areas, although it is expected that portions of the parks will be treated as Drought Tolerant Areas.

1. Community Parks

A single 40-acre community site has been set aside which includes a 30-acre developed area for active recreation/sports facilities. The park will provide access to the regional open space system serving essentially as a trailhead or staging area. A specific development program will be prepared by the City of San Diego Parks and Recreation department and neighboring community recreation advocates.

2. Parks and Schools

Two public neighborhood parks of five acres each will be developed adjacent to public elementary schools for Black Mountain Ranch. These parks will provide active playgrounds and tot lots. Specific park facility design will be coordinated with the staffs of the City Parks and Recreation department and the Poway Unified School District.

II. BRUSH MANAGEMENT PROGRAM

The Brush Management Program described in this section implements the City of San Diego Brush Management Plan as defined in the Citywide Landscape Regulations SDMC 142.0412, which establishes a means of providing fire safety in the landscape.

The Brush Management Program is designed to provide a transition between what has been determined to be either moderately or highly flammable vegetation areas and structures. To do so, management zones have been established to gradually reduce the amount of flammable fuel while maintaining plant coverage for soil protection and minimize visual and biological impacts.

- Zone 1 consists of plantings adjacent to structures. While these plantings typically consists of irrigated, ornamental non-native species, native plants may also be used. Native plants should be able to survive without summer water.

- Zone 2 can be implemented in a variety of ways, the simplest being the selective thinning and pruning of the native plants. Long-term ongoing thinning cost may be reduced by the introduction of low-growing fire retardant shrubs and groundcovers that are visually and horticulturally compatible with the native vegetation. Zone 2 plants can also be established in disturbed areas that have been cleared of native vegetation by replanting appropriate native plant species in combination with appropriate non-native plant materials.

Maintenance of brush management lots will be the responsibility of a Property Owners Association. Hand clearing or selective thinning of flammable species and dead wood should be used for any fire control measures required within the brush management lots encompassing Zone 2. Sensitive plant species shall be identified within the brush management areas and open space areas and their removal shall be restricted. The preferred method of removal is with the use of hand tools, axes and chain saws for cutting back, trimming, thinning and pruning. The existing root systems of the natural brush are critical in the control of erosion. This method preserves the root systems of established plants and reduces the amount of destruction to the habitat.

Maintenance of the brush management lots shall include the removal of invasive species.

The following are the sensitive plant species that have been observed or have the potential to occur within the brush management plan area:

Species

Acanthomintha ilicifolia - San Diego thornmint
Adolphia californica - California adolphia
Artemisia palmeri - San Diego sagewort
Baccharis vanessae - Encinitas coyote bush
Brodiaea orcuttii - Orcutt’s brodiaea
Cenanothus verrucosus - Wart-stemmed ceanothus
Chorizanthe orcuttiana - Orcutt's spine flower
Comarostaphylis diversifolia ssp. diversifolia - Summer holly
Corethrogyne filaginifolia var. incana - San Diego sand aster
Dichondra occidentalis - Western dichondra
Dudleya variegata - Variegated dudleya
Ferocactus viridescens - Coast barrel cactus
Harpagonella palmeri var palmeri - Palmer’s grappling hook
Iva hayesiana - San Diego marsh elder
Juncus acutus var. sphaerocarpus - Spiny rush
Monardella linoides ssp. viminea - Willowy monardella
Muilla clevelandii - San Diego goldenstar
Ophioglossum lusitanicum ssp. californicum - California adder's tongue fern
Selaginella cinerascens - Ashy spike-moss

When revegetation is proposed within the brush management plan area, the following plant species meeting the brush management criteria set forth in the Citywide Landscape Regulations:

Atriplex canescens - Fourwing saltbush
Ceanothus griseus ‘Horizontalis’ - Descanso rockrose
Cistus crispus - Carmel creeper
Eriophyllum confertiflorum - Golden yarrow
Eschscholzia califomica - California poppy
Heteromeles arbutifolia - Toyon
Isomeris arborea - Bladderpod
Lasthenia chrysostoma - Common goldfields
Lupinus bicolor - Annual lupines
Lotus scoparius - Deerweed
Mimulus puniceus - Red bush monkey flower
Plan tago insularis - Plantain
Rhus integrifolia - Lemonade berry
Stipa pulchra - Purple stipa

Compliance with these guidelines shall not be construed as a guarantee against any damage, destruction, or loss of property that may be caused by brush fire.

APPENDIX C

Mitigation Monitoring and Reporting Program

MITIGATION MONITORING AND REPORTING PROGRAM

MITIGATION MONITORING AND REPORTING PROGRAM BLACK MOUNTAIN RANCH (SUBAREA I) SUBAREA PLAN IN THE NORTH CITY FUTURE URBANIZING AREA LDR NO. 96-7902

The California Environmental Quality Act (CEQA), Section 21081.6, requires that a mitigation monitoring and reporting program be adopted upon certification of an environmental impact report (EIR) in order to ensure that the mitigation measures are implemented. The mitigation monitoring and reporting program specifies what the mitigation is, the entity responsible for monitoring the program, and when in the process it should be accomplished.

A mitigation monitoring and reporting program was adopted with the approval of the Black Mountain II VTM/PRD, which is hereby incorporated by reference. The mitigation monitoring and reporting program for Black Mountain Ranch Subarea I is under the jurisdiction of the City of San Diego and other agencies as specified below. The following is a description of the mitigation monitoring and reporting program to be completed for the project. Tables and figures from the EIR for the project are referenced in the following text.

1. LAND USE

a. Impact: The Subarea I Plan has been prepared consistent with the requirements of Council Policy 600-40 and, overall, is consistent with RPO with respect to encroachments to steep slopes, biology, and cultural resources. There are wetlands and floodplain included within development areas that could be encroached upon for access and utilities. As such, this would represent a significant land use impact.

a. Mitigation: Future site-specific development will need to include the 100-foot-wide wetland buffers, demonstrate that proposed encroachments into wetlands for road and utility crossings are unavoidable, and provide mitigation for the encroachments to wetlands consistent with the City Biology Guidelines. State and federal permits must be approved by U.S. Army Corps of Engineers and California Department of Fish and Game if encroachment to wetlands occurs in future development.

b. Impact: Future development in the northeast perimeter property has the potential to conflict with the viewshed in the SDRP La Jolla Valley landscape unit. Adoption of Community Design Guidelines in the Subarea I Plan would serve to minimize the potential conflicts.

b. Mitigation: Residential development adjacent to the FPA in the northeast perimeter property could impact the viewshed from the FPA. This potential impact could be mitigated by implementing Community Design Guidelines to reduce the visual and physical encroachment of development into the FPA. Landscape guidelines would limit the kinds of ornamental trees and shrubs planted around residences and would require natural transition areas within rear yards of lots fronting open space.

Community Design Guidelines are included in the Subarea I Plan which apply to the northeast perimeter property to minimize these potential impacts. Guidelines addressing these issues shall be included in subsequent tentative maps and planned development permits submitted for future site specific development. Specific compatibility would be assessed in subsequent environmental review before the future development could take place.

2. TRANSPORTATION/TRAFFIC CIRCULATION

Impact: The Subarea I project would contribute to significant direct impacts to levels of service on the road and freeway segments identified on **Table 4B-14**. Also, the Subarea I project would incrementally contribute to significant cumulative impacts to levels of service on the roadway segments identified on **Table 4B-15**.

Mitigation: The transportation improvements associated with the Black Mountain Ranch II VTM and each development phase of Subarea I are presented on **Table 4B-5**. These improvements shall be assured to the satisfaction of the City Engineer prior to development within each phase.

The Subarea I phased transportation improvements and range of mitigation measures were derived from a subregional traffic model that made an equivalent assumption for development elsewhere. These assumptions were based on the density and rate of buildout assumed for the NCFUA, as well as for approved and reasonably foreseeable projects proposed for the adjoining county areas through the year 2015. Because this range of possible mitigation measures is based on forecasts and assumptions of future traffic from a variety of proposed projects, and due to the fact that this EIR contains a subarea plan-level of analysis, the final mitigation program necessarily will be further refined in connection with CEQA review of future tentative maps for specific development projects within the subarea. As a result, the improvements and phasing may be modified and different mitigation measures or phasing may be substituted to the satisfaction of the City Engineer, so long as the mitigation measures to be implemented are determined to meet or exceed the level of mitigation provided for in this traffic analysis.

3. BIOLOGICAL RESOURCES

Impact:

- The direct loss of 16.7 acres of Tier II Diegan coastal sage scrub, 12.9 acres of Tier IlIA southern mixed chaparral (including recovering disturbed chaparral), and 0.3-acre of willow scrub on the southeast and southern parcels; and 1.4 acres of disturbed wetlands, on the southwest property would be significant direct impacts. The additional loss of 176.8 acres of Tier IIIB non-native grassland within all the perimeter properties when added to the ongoing loss of open grassland in the region would be a significant direct and cumulative impact. Raptor foraging habitat and prey species would be adversely affected by grassland loss which contributes to the significant cumulative loss regionally. Loss of wetlands is also a cumulative significant impact.

- Impacts to three pairs of coastal California gnatcatcher through reduction in habitat (one each on the northeast, southeast and south properties) would be a direct significant impact. Other indirect impacts to wildlife from construction noise, artificial lighting and other habitat degradation would also be considered potentially significant.

- Impacts to the orange-throated whiptail, San Diego horned lizard, southern California rufous-crowned sparrow, grasshopper sparrow, loggerhead shrike, black-shouldered kite and blue grosbeak, which inhabit the perimeter parcels would also be a significant direct impact. The impacts to western dichondra, coast barrel cactus and dudleya (northeast), and ashy spike-moss (southeast) sensitive plant species would also be significant.

- Edge effects (indirect impacts caused by predation by pets, lighting, invasive plants, and noise during construction) from residential development adjoining the MHPA are potentially significant.

Mitigation:

Upland Vegetation and Sensitive Species. Mitigation for significant direct and indirect impacts to upland resources would be mitigated by implementation of mitigation consistent with the City's MSCP Subarea implementing regulations and Biology Guidelines. Mitigation for impacts to Tier II coastal sage scrub, Tier IlIA mixed chaparral, and Tier IIIB non-native grasslands would be provided by acquisition and conservation of Tiers I, II, or III habitats at the time that development plans are submitted. The City's 1997 Biology Guidelines require replacement ratios of 1:1 for Diegan coastal sage scrub, and 0.5:1 for southern mixed chaparral, and non-native grassland for impacts occurring outside the MHPA if the mitigation lands are dedicated within the MHPA. If the impacts are outside the MHPA, the ratios are lowered to 0.5:1 for mixed chaparral and non-native grasslands. The perimeter properties would impact 16.7 acres of Tier II sage scrub and 13.8 acres of Tier IlIA southern mixed chaparral outside the MHPA. Future development would also impact approximately 176.8 acres of Tier IIIB non-native grassland outside the MHPA. This would require the preservation of 112 acres of habitat within the MHPA to be conserved on-site, acquired off-site, and located within the MHPA or revegetated (16.7 acres of Tier II coastal sage scrub, 6.9 acres of Tier IlIA southern mixed chaparral, and 88.4 acres of Tier IIIB non-native grasslands). The conserved habitat must be shown to be viable and assured prior to any grading or displacement of existing habitat. Impacts to non-native grasslands are cumulative significant and unmitigated.

The revegetation could be targeted for areas adjacent to occupied habitat patches to expand their size and to extend the area of habitat to connect the San Dieguito River and Black Mountain Park. The area of existing and revegetated habitat would be large enough to reasonably ensure occupation and continued viability of breeding coastal California gnatcatchers.

Riparian Vegetation. Impacts to wetlands and riparian habitat within the Black Mountain Ranch II VTM/PRD are being mitigated through a revegetation program approved by the USACE, CDFG, and City of San Diego. The further loss of 1.7 acres of wetlands (0.3 acre of willow scrub and 1.4 acres of disturbed tamarisk scrub), located in the southeast and southwest perimeter properties, and 0.11 acre of willow scrub, 0.92 acre of mule fat scrub, and 0.36 acre of freshwater marsh would be potentially mitigated by extension of the approved revegetation program of riparian habitat along Lusardi Creek in La Jolla Valley. Wetland habitat (willow scrub and freshwater marsh) impacted by the development of the property would be replaced at a 3:1 ratio (2.3 acre) and revegetated or enhanced with riparian taxa. Tamarisk scrub and mule fat scrub would be mitigated at a ratio of 2:1 (4.6 acres). The revegetation would take place within an average 400-footwide riparian corridor along Lusardi Creek. The riparian plantings would include marsh reeds (Juncus sp., Scirpus sp., Typha sp. and Anemopsis sp.), willow scrub trees and shrubs (Salix sp., Baccharis sp.; and [va hayesiana]), and riparian woodland trees (Platanus racemosa, Populus fremontii and Quercus agrifolia). The revegetation plan would restore and enhance riparian areas that had been disturbed and denuded by prior agricultural use. Cumulative impacts remain significant and unmitigated.

Other Measures to Minimize Impacts

Covered Species Special Conditions. Two MSCP-covered plant species occur on the northeast perimeter property: variegated dudleya (Dudleya variegata) and coast barrel cactus (Ferocactus viridescens) for which specific management directives apply. These include minimization of edge effects (all), minimization of recreational use impacts (dudleya), and prohibiting collection and fire management (coast barrel cactus). The MHPA boundary has been designed to minimize edge effects (species are within the open space area within the subarea) and brush management will be incorporated into future development envelopes. These measures would be shown in future development proposals for the northeast property development area of the northern village.

One reptile species, the San Diego horned lizard (Phymosoma coronatum blainvillel), was observed on the southwest perimeter properties. Management actions directed to this species include maintaining native ant species for forage, discouraging frequent irrigation within and around the perimeter of the MHPA, and minimizing edge effects. Restricting the planting at the edge of the MHPA to drought-tolerant plants would be incorporated into landscape and design guidelines for residential development adjoining the MHPA in future site-specific development proposals consistent with Subarea I Plan guidelines. The orange-throated whiptail was observed in the northeast perimeter property. Special management conditions are directed at the minimization of edge effects.

Two species of birds covered by the MSCP were observed on the perimeter properties: California gnatcatcher (all) and southern California rufous-crowned sparrow (south, southeast, and southwest). Management directives apply to the rufous-crowned sparrow include maintenance of dynamic processes, such as fire, to perpetuate open phases of coastal sage scrub with herbaceous components. The MSCP guidelines for California gnatcatcher provide area-specific measures to reduce edge effects and minimize

disturbance during the nesting period, fire protection measures to reduce the potential for habitat degradation due to unplanned fires, and management measures to maintain or improve habitat quality including vegetation structure. Land use adjacency measures are included in the Subarea I Plan and would be incorporated into future development proposals (e.g., no clearing of occupied habitat within the City's MHPA and the county's Biological Reserve Core Areas may occur between March 1 and August 15).

Indirect effects can be minimized through restricting construction activities adjacent to habitat areas during breeding seasons, incorporating appropriate land use adjacency guidelines, and requiring controls for erosion and sedimentation. The following measures would be incorporated in future development proposals:

1. Any artificial lighting associated with development, including parking lots adjacent to the MHPA, would be selectively placed, shielded, and directed away from the MHPA.

2. Future maps and grading plans for development would specify that grading would not occur beyond the limits of an approved grading envelope. Grading plans would indicate all natural open space areas as off-limits to equipment or other disturbance. The grading plans would require that a preconstruction meeting be held to describe to all construction personnel the required avoidance techniques and areas to be avoided and that prior to any work, the construction supervisor and the biologist together would mark the grading limits to ensure against impacts to the MHPA. The grading plans would also specify that a biologist be on-site to monitor grading activity adjacent to biologically sensitive lands.

3. Cut and fill slopes adjacent to natural open space and some of the disturbed habitats within the MHPA would be revegetated to reestablish native habitat types. Such slopes would be revegetated as quickly as possible to prevent erosion of graded areas and resultant siltation elsewhere. Under no circumstances would graded cut or fill slopes remain denuded during the rainy season. The requirements for revegetation would be shown on the tentative map and grading plans.

4. Indirect impacts to the willow riparian scrub would be avoided by the establishment of a buffer zone of at least 100 feet between the outer edge of the willow riparian canopy and any development. The buffer zones may be less than 100 feet if it can be shown that the adjacent use would not impact the quality of the habitat. The buffer zones would be shown as open space on the tentative map, final map, and grading plans.

5. Prior to the issuance of a grading permit for the project, the applicant would have received a federal Clean Water Act Section 404 permit and an agreement under Section 1600 of the Fish and Game Code which are required for alterations to streambeds and for filling in the riparian scrub, mule fat scrub, disturbed nicotianaltamarisk scrub, and freshwater marsh wetlands vegetation. The applicant would demonstrate compliance with mitigation conditions to the satisfaction of the permitting agencies.

6. The applicant would provide a notice to each buyer prior to sale that risks to pets exist due to the presence of coyotes, bobcats and other natural predators which inhabit the natural open space in the area.

7. Prior to the construction of hiking or equestrian trails or bike paths not constructed within road rights-of-way, a qualified biologist would walk the proposed trail alignments and delineate an acceptable route that avoids or minimizes encroachments into sensitive habitats and avoids impacts to sensitive plant species. The biologist would delineate the trail route on maps and submit them with recommendations for construction methods and areas that should be avoided to the Manager of the Park and Recreation Department and the Deputy Director of the MSCP section.

8. Brush management and fire control measures would be limited to City requirements and excess habitat loss would be avoided. Brush management shall be the responsibility of the homeowners association and would be conducted in strict conformance with the brush management requirements of the landscape plan. Hand clearing or selective thinning of flammable species and dead wood should be used for any fire control measures required within the brush management area. Sensitive plant species would be identified in the brush management plan and their removal restricted. As a part of the tentative map submittal, the brush management plan would be reviewed and approved by the City Fire Department and the Environmental Review Manager of the Land Development Review Division.

9. Development along the boundary of the MHPA would include provisions for barrier walls, fencing, plantings, or other means to direct public access and restrict pet encroachment into the MHPA as identified in the Subarea I Plan.

10. Grading or construction for future development adjacent to the MHPA during the nesting season would include temporary noise barriers or other measures to minimize noise impacts to sensitive species.

Cumulative significant unmitigated impacts to wetlands and non-native grasslands can only be avoided through adoption of the No Project Alternative, as discussed in the **Community Design Element**.

4. HYDROLOGY

a. Impact: The increase in runoff due to the introduction of streets, roads and other hardscape surfaces could result in adverse impacts to drainage to the west, but can be mitigated to below a level of significance though design of a drainage system and incorporation of sediment basins and flow control.

a. Mitigation: As mitigation for the increased runoff, water surface elevations as determined by a HEC-2 analysis shall be used to provide design specifications for site drainage to protect individual sites and adjacent properties from future development within Subarea I. Interceptor ditches and detention/desilting basins shall be provided to allow water to accumulate and be released back to the natural watercourse at a rate similar to the existing conditions. Sediment basins shall be placed in swales to protect

downstream properties. Detailed design of any desilting basins recommended for the southeast perimeter property and BMPs (see below) shall be required as conditions of subsequent tentative maps for development within these areas.

b. Impact: The implementation of the Subarea I Plan has the potential to significantly impact water quality (both directly and cumulatively) in the San Dieguito River and Lagoon. Such impact may be associated with increased erosion, siltation, sedimentation and downstream flooding from project-related activities.

b. Mitigation: The following measures would reduce levels of erosion sedimentation and runoff during construction activities. The Plan shall require that these or equivalent measures be conditions of future tentative maps in Subarea I.

1. Hydroseeding and landscaping of any cut/fill slopes disturbed or built during the construction phase of this project with appropriate ground cover vegetation shall be performed within 30 days of completion of grading activities.

2. Areas of native vegetation or adjoining slopes to be avoided during grading activities shall be delineated to minimize disturbance to existing vegetation and slopes.

3. Artificial ground cover, hay bales, and catch basins to retard the rate of runoff from manufactured slopes shall be installed if grading occurs during wet weather season, November 1 through April 1.

4. Fine particulates in geologic materials used to construct the surficial layers of manufactured slopes shall not be specified unless a suitable alternative is not available.

5. Temporary sedimentation and desilting basins between graded areas and streams shall be provided during grading.

Development in the southeast perimeter property may require detailed design and construction of additional desilting/detention basins not already approved under the Black Mountain Ranch II VTM. These basins would use extended detention methods to maximize their usefulness in controlling erosion and sedimentation impacts. The basins shall be constructed and maintained by the developer during construction. Once the project is completed, responsibility for the maintenance of these basins would be transferred to the homeowners association. The construction of these basins would mitigate the increased silt direct impacts to below a level of significance. Cumulative impacts to San Dieguito Lagoon, however, would still be considered an incremental and significant impact. This significant impact is unmitigable and may only be avoided by adoption of the No Project alternative.

The requirements for sedimentation basins and the use of Best Management Practices shall be noted on future tentative maps. It shall also be a condition of future tentative maps that permanent basins and all other drainage facilities shall be constructed prior to issuance of building permits.

The following is a description of some Best Management Practices which would be incorporated into the design of the detention/desilting basins.

Desilting Basin. Desilting basins act as traps for site-generated sediments, thereby reducing the negative impacts from erosion and sediment transport. A flow control device located in the basin would control the outflow from the project site and allow for ponding in the basin. The ponded water would contain sediments and dissolved pollutants that have adhered to the soil particles. These particles would be removed through the sedimentation and siltation process, accumulating at the bottom of the basin. The sediments can then be removed and disposed of properly on a periodic basis. The desilting basins would be permanent structures to ensure that sediment would not be transported from the site. The basins would be cleaned and invasive vegetation removed periodically.

Extended Detention. To achieve efficient pollutant removal rates from an urbanized project site, the use of permanent extended detention facilities can be employed. The detention facility provides temporary storage for increased runoff from the project site due to urbanization; the storage facility is usually a dry pond/basin system. Site-generated pollutants can consist of oil and grease, biological nutrients, oxygen-demanding organics, toxic organics and metals. Pollutant removal is achieved through the extended detention method, in which sediments and chemical constituents are allowed to accumulate at the bottom of the basin through the sedimentation process. Extended detention facilitates the adequate removal of particulate pollutants. To enhance the removal of soluble pollutants, marsh planting can be provided in the bottom of the basin. Cleaning and removal of invasive vegetation would occur on a periodic basis.

The following is a description of some Best Management Practices which, with the two detention basins, shall be conditions of future approvals (e.g., PRDs and landscape plans) for development within Subarea I:

Filter Strips. Filter strips can be utilized to enhance pollutant removal from the site. Filter strips are planted with erosion-resistant grasses or plant species and are designed to spread flows from the site into a wide area where overland sheet-flow conditions can occur. The vegetation within the strips slows the flows, causing heavier particulates to fallout of suspension, and also acts as a biological filter when direct absorption of dissolved pollutants occurs. The use of vegetation to reduce the flow velocities also allows for enhanced soil infiltration to take place. The soil also acts as a filter; dissolved pollutants are absorbed onto the soil particles. This is an important method for removal of dissolved heavy metals and phosphorus (fertilizers). Biological activity in the soil can also metabolize toxic organic contaminants (pesticides).

Source Control. An integral part of achieving adequate pollutant removal from collected storm water is the implementation of source control practices that reduce the amount of contaminants of the ground surface that can come in direct contact with surface flows. These practices include:

1. Cover outdoor storage facilities that contain potential contaminants.

2. Encourage proper use and disposal of materials including fertilizers, pesticides, and herbicides and including appropriate methods, rates, and frequency of application of these chemicals.

3. Encourage alternative methods for controlling weeds and insects using physical, biological, and lower-toxicity methods.

4. Recycle chemicals to the extent possible, and dispose of materials in a safe and proper manner.

The following measure was incorporated by reference from the Black Mountain Ranch II VTM/PRD EIR:

- Monitoring for TDS and nutrient levels shall be required on a regular basis by the RWQCB. If the levels exceed waste discharge requirements for the use of reclaimed water in the basin, the discharge must cease until proper treatment has been accomplished or the reclaimed water has been diluted to meet the requirements.

5. LANDFORM ALTERATION/VISUAL QUALITY

a. Impact: Future extensions of Camino Ruiz to the north, Camino del Norte and Carmel Valley Road east of Black Mountain Road would result in cut and fill slopes in excess of 30 feet in height and would exceed City grading thresholds. Due to the need to cross La Zanja Canyon for Camino Ruiz and Carmel Valley Road and, in the future, Lusardi Creek/La Jolla Valley to extend Camino Ruiz northward, and the otherwise varying terrain across the site, there would be no alignment within the project which would avoid or substantially lessen the landform alteration impacts while maintaining the regional circulation objectives. This would be a significant impact.

The amount of grading for future development areas cannot be fully quantified at this time, as lot grading would be part of the specific design concepts for the individual areas. None of the areas except the finger ridges fronting La Jolla Valley contain steep slopes or other major topographic features. The potential landform impacts for the areas other than the finger ridges are not expected to be significant. Grading of the finger ridges may result in significant adverse effects as identified in the 1995 Black Mountain Ranch II VTM/PRD EIR.

The amount and severity of grading for development proposed for the four perimeter ownership areas cannot be quantified at this time, as lot grading would be part of the specific design concepts for the individual areas. In general, grading of the northeast and southeast perimeter properties may result in significant adverse landform impacts.

The potential landform impacts from grading would be evaluated in future environmental review of development plans for these areas.

a. Mitigation: The following measures would be incorporated into approvals to partially mitigate direct impacts for any future development within Subarea I.

Individual lot development for Subarea I would include guidelines that specifically address grading techniques to minimize large manufactured or major alterations to underlying terrain. The guidelines would place limitations on the severity of slopes and require blending and contouring to natural adjacent slopes with appropriate landscaping. Pertinent requirements would include:

1. Design structures to fit the natural landform.

2. Locate architectural and site elements at different elevations to avoid grading one large pad.

3. Utilize stepped building foundations or retaining structures as an alternative to conventional cut and fill methods.

4. Encourage site development that avoids steeply sloping terrain.

5. Locate site access roads and driveways to follow natural contours.

6. Encourage daylight cut situations where pads interface with natural open space.

7. Blend transitional manufactured slopes with the natural slope.

8. Balance earthwork on the individual lot when possible to avoid soil import or export.

9. Do not grade outside individual property lines.

10. Employ blending and rounding techniques where manufactured slopes meet natural ground.

11. Vary slope gradient and width and contour edges to achieve a more natural appearance to slope banks.

12. Limit the height and gradient of slopes fronting open space to ten feet at 2:1 and to no more than 30 feet in any case.

Implementation of the grading techniques would be shown on the tentative maps and would be assured through the approval of the final grading plans. Those slopes, which are visible from major roadways and public viewing areas, would vary slope gradient, width and contour edges, and use blending and rounding to blend to natural slopes. The applicant would clearly indicate on the grading plans special design requirements for slopes that are to be graded. Grading for major slopes would minimize encroachment into sensitive vegetation. A note would be included on the grading plans for the tentative and final grading plans for all future development indicating that the grading techniques are environmental mitigation measures.

Grading for major roads and other common facilities and areas must include provisions for erosion control and hydroseeding. Landscape plantings for native shrubs or exotics as shown on the overall landscape plans must be shown on the grading plans. The landscape plans would be implemented in phases coincident with development phases.

Prior to the issuance of grading permits, the Development Coordinator would review the grading and landscape plans to ensure that sensitive grading techniques are being utilized and that manufactured slopes are landscaped in conformance with the conceptual landscape plan. Areas shown as open space would be flagged in the field and construction crews would be restricted from these areas. The applicant would retain a soils engineer to monitor the grading and construction and a landscape architect to monitor revegetation of the project. Landscaping would be in place along the developed roadways and development areas prior to issuance of building permits for each area. The soils engineer and landscape architect would submit in writing to the City Engineer and provide certification that the project has complied with the required mitigation measures on the grading plans. Only after the Development Services Manager and City Engineer approve the grading would recommendations be made to the City Council for the release of the subdivision bond.

Direct impacts remain significant, however. The No Project and Development Without a Phase Shift alternatives would reduce the impacts, but not to a level below significance.

b. Impact: The creation of manufactured slopes greater than 30 feet in height associated with grading for circulation element roads would cause a significant visual impact to the viewshed from both Black Mountain Park and the SDRP.

Future Specific Plan development at Santa Fe Valley may be adversely impacted by the northern village development.

Development of the resort hotel may result in significant visual impacts but would be made compatible with incorporation of the mitigation measures listed below.

Potential impacts to views from the FPA to future development around La Jolla Valley including the northeast perimeter property and impacts to views from Black Mountain Park of the future residential development within the southeast perimeter properties may be significant.

b. Mitigation: Visual impacts associated with the cut and fill slopes from the roadways would be partially mitigated by sensitive grading techniques (contouring, varying slope face to present more natural appearance, and minimizing slope height and aspect) landscaping and revegetation, which were made conditions of future grading permits as part of the Black Mountain Ranch II VTM/PRD EIR. These measures or similar measures to minimize visual impacts from manufactured slopes will be implemented once Subarea I development is approved.

In addition, design guidelines, such as residential lot grading, siting of structures, architectural styles, setbacks and exterior use areas, walls and fences, exterior lighting and landscape, would be included to maintain a consistent community character throughout Subarea I. Development along the edge of any open space visible from public open space areas, parks, trails, and major roads shall include these or similar design standards that address visual character.

Direct impacts to views from the FPA to residential areas within the subarea would be partially mitigated by future conditions of tentative maps and grading permits. The guidelines would include measures to restrict the size and aspect of residential lot grading, provide adequate setbacks and visually compatible landscaping around residential structures so as not to be visible from the creek bed in the valley floor, and require the use of structural design guidelines and landscape plans. Lots bordering on the rim of La Jolla Valley would be subject to guidelines which encompass building setbacks, a naturalized planting transition zone from the edge of the open space, grading restrictions to minimize heights of graded pads or severity of graded slopes fronting to open space, landscape palette, and exterior architectural styles, colors, materials, and roofing guidelines.

Architectural and landscape design and treatment would mitigate potential significant visual impacts from development of the resort hotel.

Potential impacts to the Santa Fe Valley from development of the northern village would be mitigated through siting lower-density development along the northern edge of the village area, through architectural design and landscaping.

Guidelines compatible with existing surrounding development would be made a requirement of future tentative maps and other development approvals.

Direct visual impacts associated with the cut and fill slopes from the roadways would not be fully mitigated.

6. AIR QUALITY

Impact: Development of Subarea I would create significant direct and indirect air quality impacts, and contribute to the region's current inability to meet air quality standards, thus adding incrementally to a significant cumulative impact.

Mitigation: In order to reduce construction-related air quality impacts, if feasible, the area being graded at any one time would be minimized. Also, if possible, low pollutant-emitting construction equipment would be used and the equipment would be equipped with prechamber diesel engines or their equivalent. Electrical construction equipment would be used if feasible.

In addition, dust control during construction and grading operations would be regulated in accordance with the rules of the San Diego APCD. The following measures would reduce fugitive dust impacts:

1. All unpaved construction areas would be sprinkled with water or other acceptable San Diego APCD dust control agents during dust-generating activities to reduce dust emissions. Additional watering or acceptable APCD dust control agents would be applied during dry weather or windy days until dust emissions are not visible.

2. Trucks hauling dirt and debris would be covered to reduce windblown dust and spills.

3. On dry days, dirt and debris spilled onto paved surfaces would be swept up immediately to reduce resuspension of particulate matter caused by vehicle movement. Approach routes to construction sites would be cleaned daily of construction-related dirt in dry weather.

4. On-site stockpiles of excavated material would be covered or watered.

To reduce construction-related vehicle emissions, ride share opportunities would be encouraged and construction vehicle access would be limited to roads determined in a temporary traffic construction management plan. In addition, construction staging areas would be as far away from existing or completed residences as possible. Construction activities would also be limited to the hours of 7 A.M. to 7 P.M. Monday through Saturday under San Diego's Noise Ordinance Section 36.410 for operating construction equipment.

Incorporation of these measures, combined with the fact that construction is a one-time impact, would reduce potentially significant air quality impacts to below a level of significance.

Measures to reduce vehicle miles traveled, such as provision of bike lanes, sidewalks, and transit facilities, which have been discussed above, would be incorporated into the proposed development of the remaining parts of Subarea I. No additional mitigation measures for long-term direct and cumulatively significant air quality impacts is available other than compliance with the goals and objectives of the RAQS.

7. GEOLOGY AND SOILS

a. Impact: There are no significant soil or geologic conditions which were observed or known to exist within Subarea I which would preclude implementation of the Plan. However, potentially significant geologic conditions exist which would require mitigation as part of any future tentative maps.

a. Mitigation: Implementation of the conclusions and recommendations in the geotechnical report prepared for Black Mountain Ranch (Geocon Incorporated 1991) would mitigate the potentially significant effects within its future development areas to below a level of significance. These measures are summarized below. Implementation of these measures shall be made conditions of approval for future tentative maps within Subarea I.

General Measures

1. The presence of landslides, weak claystones, uncompacted fill soils and potentially compressible colluvial and alluvial deposits require special consideration where development is planned. If weak claystones or landslides are present in areas proposed to be graded, stabilization measures in the form of buttresses or stability fills shall likely be required.

2. Very heavy ripping may be necessary within areas underlain by the Santiago Peak Volcanics, Lusardi Formation and gabbro. Deep cuts in the Santiago Peak Volcanics or gabbroic rocks shall require blasting. Special handling of the excavated rock and placement of oversized materials would also be anticipated.

3. Highly expansive soils may be encountered within the Delmar, Mission Valley, and Friars formations and some of the topsoils. It is anticipated, however, that there would be sufficient low expansive soils available on the site to mitigate the adverse impact of expansive soils where encountered.

4. Compressible alluvium and colluvium present along canyon alignments and on the lower flanks of the ridges shall require at least partial removal and recompaction where settlement sensitive improvements are planned.

5. Perched groundwater is anticipated to be present within the low-lying alluvial areas. Hence, remedial measures in the form of subdrains shall be required where filling of the drainage courses is planned.

Grading

1. For preliminary design purposes, it is recommended that proposed cut and fill slopes be planned no steeper than 2:1 (horizontal to vertical). Safe allowable slope heights shall generally be limited by the shear strength characteristics of the particular soil or rock conditions present. It is recommended that areas where high cut slopes are planned be investigated in detail to evaluate the potential impact of the local geology on the stability of the slopes.

2. Due to the increased grading costs associated with rock blasting and handling, it is recommended that planned excavations and underground utility lines for building pads shall be kept to a minimum within those portions of the site underlain by Santiago Peak Volcanics and/or gabbroic formations.

Drainage and Maintenance

1. Providing and maintaining proper surface drainage is imperative to assure soil stability and reduce erosion. All graded pads shall have drainage swales which direct storm or irrigation runoff away from structures or the top of slopes to control drainage facilities.

2. No storm or irrigation water shall be allowed to discharge over the top of cut or fill slopes.

Consultation and Plan Review

Prior to the finalization of the grading plans for other future tentative maps within the perimeter properties, detailed soil and geologic investigations addressing the proposed development shall be performed. The Development Services Department shall ensure that measures recommended in those reports shall be made conditions of the tentative maps and grading plans.

b. Impact: Without erosion control measures, there is a potentially significant increased erosion impact associated with the implementation of the Plan. These impacts would be mitigated to a level below significance by incorporation of appropriate control measures, as outlined below.

b. Mitigation: The following mitigation measures shall be carried forward for future tentative map approvals within Subarea I. These measures shall reduce the potential erosion impacts from grading and brush management to below a level of significance. These measures shall be made a condition of approval for future development within Subarea I.

1. Fill areas or areas stripped of native vegetation shall require special consideration, such as desilting basins, improved surface drainage, and early planting of erosion resistant ground covers to reduce the erosion potential.

2. Grading plans shall incorporate short-term erosion control measures, including planting on disturbed and manufactured slopes, grading to facilitate drainage away from the slope faces, use of hay bales and swales at the top of slopes, and construction of desilting basins, to the satisfaction of the City Engineer and the Development Services Manager. Any special grading techniques, as recommended in subsequent geotechnical investigations, shall be implemented.

3. Catch basins shall be provided during grading.

4. No grading shall occur between October 1 and April 30 unless an erosion control system has been made a part of grading plans to the satisfaction and approval of the City Engineer.

5. All manufactured slopes shall be immediately revegetated or hydroseeded with erosion-resistant plant mixes and irrigated to ensure plant coverage prior to the next rainy season. In areas to be included as naturalized open space, such plantings shall be noninvasive native grasslands and shrubs and include native plant mixes preferencing the surrounding native habitat.

6. Permanent erosion control measures, such as complete landscaping with drought tolerant, slope-stabilizing vegetation, shall be provided to the satisfaction of the City Engineer.

7. In areas near watercourses, construction sedimentation control measures, such as interim desiltation basins, gravel bags, hay bales or silt fences at the toe of slopes to prevent erosion, or punch straw or matting to stabilize graded slopes, shall be installed to prevent sloughing of materials into watercourses.

8. A brush management plan shall be prepared for subsequent tentative maps to the satisfaction of the City Fire Department and the Land Development Review Division of the Development Services Business Center.

Mitigation measures concerning grading shall be specified on grading plans for future tentative maps. The Development Services Business Center shall review the site preparation/grading and landscape plans for consistency with the above measures prior to issuance of a grading permit. Revegetation of manufactured slopes shall be inspected by a landscape architect or qualified biologist and a report submitted prior to issuance of building permits.

9. PALEONTOLOGY

Impact: Development within Subarea I would likely result in the destruction of additional significant fossiliferous areas. This would be a significant adverse impact on the region's paleontological resources. Mitigation measures presented below would reduce these adverse impacts from proposed development to below a level of significance.

Mitigation: Mitigation, monitoring, and reporting requirements for paleontological resources would be required as conditions of approval for future development within the northern and southern villages, the northwest and finger ridge residential clusters within Black Mountain Ranch and the northeast and southwest perimeter properties to reduce the adverse impacts of development upon paleontological resources within the remainder of Subarea I. These mitigation measures are drawn from past efforts and have proven successful in protecting paleontological resources while allowing the timely completion of developments in San Diego and elsewhere in southern California.

1. Prior to the issuance of grading permits or recordation of final maps, the applicant for future tentative maps would provide a letter verifying that a qualified paleontologist has been retained to implement the paleontological mitigation program. This letter would be presented to the Environmental Review Manager of the Land Development Review (LDR) Division. All persons involved in the paleontological monitoring of this project would be approved by EAS at least 30 days prior to the preconstruction meeting.

2. The qualified paleontologist would attend the preconstruction meeting to consult with the grading and excavation contractors. The requirement for a paleontological monitoring program would be noted on the grading plans.

3. The paleontologist or paleontological monitor would be on-site full time during the original cutting of previously undisturbed sediments of the Delmar Formation, Friars Formation, Mission Valley Formation, and Stadium Conglomerate at the project site

to inspect for contained fossils. The frequency of inspections would depend upon the rate of excavation, the materials excavated, and the abundance of fossils. The paleontologist would work with the contractor to determine the monitoring locations and amount of time necessary to ensure adequate monitoring of the project site.

4. In the event that fossils are encountered, the paleontologist (or paleontological monitor) would have the authority to divert or temporarily halt construction activities in the area of discovery to allow recovery of fossil remains in a timely fashion. Because of the potential for recovery of small fossil remains, it may be necessary to set up a screen-washing operation on-site. At the time of discovery the paleontologist would contact LDR. The LDR must approve salvaging procedures to be performed before construction activities are allowed to resume.

5. The qualified paleontologist would be responsible for preparation of fossils to a point of identification as defined in the City of San Diego Paleontological Guidelines, and submitting a letter of acceptance from a local qualified curation facility. Any discovered fossil sites would be recorded by the paleontologist at the San Diego Natural History Museum.

6. Prior to the issuance of a certificate of occupancy, a monitoring results report, with appropriate graphics, summarizing the results (even if negative), analyses and conclusions of the above program would be prepared and submitted to LDR within three months following the termination of the paleontological monitoring program, and prior to the final inspection.

10. NOISE

Impact: Development in the Black Mountain Ranch future residential development areas, as well as the northern villages and the northeastern and southern perimeter properties may be exposed to future projected traffic noise levels greater than the City's standards.

Potential future construction-related noise impacts to existing residences could occur with development of the southwest perimeter property and the northern village. Impacts to sensitive wildlife within the MHPA may result from grading and construction in the southeast, northeast, and south perimeter properties. These impacts could potentially be significant short-term impacts.

Unless off-site pump stations are designed so that they achieve the noise level standards established in the City's noise ordinance, then significant impacts to surrounding residences may occur.

Noise from future flight operations at Marine Corps Air Station (MCAS) Miramar would not result in exposure to significant noise levels.

Significant noise impacts would not be generated by power lines or the potential future substation.

Mitigation:

Traffic Noise

Future Development Areas and Southern Perimeter Property. Future traffic noise levels may exceed City standards in portions of the future development areas within Black Mountain Ranch (northern village and residential areas) and the southern and northeastern perimeter properties. Future traffic noise levels about 50 feet from Camino del Norte, Camino Ruiz, and Carmel Valley Road are projected to be about 74 CNEL; traffic levels from Resort Street are anticipated to be 68 CNEL within 50 feet. Mitigation for exterior noise generally consists of the use of setbacks or construction of noise walls or berms. To achieve the City's exterior standard for residences, these wall or berms would have to achieve between three dB and eight dB reduction in noise. The effectiveness of a noise barrier depends on the relative locations and elevations of the noise source, barrier and receiver which are not known specifically. However, noise reductions up to ten dBA are generally attainable with noise walls or berms constructed of solid material (Bolt, Beranek, and Newman 1973:5-2). Therefore, mitigation of exterior noise levels to below City standards would be feasible. Specific design features of the barriers shall be provided when or once specific land uses are proposed, however.

To meet the interior noise standard of 45 CNEL with an outdoor environment of 74 CNEL shall require exterior to interior noise reduction of 29 dB. "Upgraded window glazing with mechanical ventilation could reduce noise by 20 to 30 dB" (City of San Diego 1991). Therefore, interior noise level standards may also be achieved for residences in the northern village and southern perimeter property using window glazing and mechanical ventilation.

Upon review of subsequent permits, additional analyses shall be completed which determine detailed locations and heights of noise barriers, locations and widths of setbacks, and exterior to interior attenuation requirements.

Construction-related Noise Impacts

To reduce construction-related noise impacts, all construction activities, except in an emergency, shall be limited to the hours of 7 A.M. to 7 P.M. Monday through Saturday, which are the times allowed in San Diego's Noise Ordinance Section 36.410 for operating construction equipment.

Construction occurring adjacent to existing residences or the MHPA will be required to implement measures to reduce noise from construction equipment. These measures may include seasonal restrictions on grading during sensitive species breeding seasons, assuring that on-site construction equipment is properly equipped with mufflers or other noise-attenuating equipment or that temporary noise attenuating walls or barriers are installed. These measures would be included in future development proposals and shown on construction drawings or plans as mitigation measures.

Pump Station Noise

In order to conform with the City Noise Abatement and Control Ordinance and mitigate potential impacts to below a level of significance, the pump stations shall be designed so that noise levels generated by the pump stations do not exceed 57.5 dBA L_{eq} at any residential property line.

MCAS Miramar

Lessening of nuisance impacts from aircraft overflights shall be achieved with the application of the following disclosure statement:
The development (within Subarea I) is located within the Julian Departure corridor used by fixed-wing aircraft departing from Marine Corps Air Station (MCAS) Miramar. While this development is considered compatible with these air operations, occupants will occasionally experience varying degrees of noise and vibration. Miramar normally operates between 7:00 A.M. and midnight Monday through Thursday, 7:00 A.M. to 6:00 P.M. Friday, and 8:00 A.M. until 6:00 P.M. on weekends and holidays. However, as a master jet base, MCAS Miramar may operate 24 hours per day, seven days per week. Therefore, on occasions operations may be on a 24-hour basis.

11. PUBLIC FACILITIES AND SERVICES

a. Impact: The additional elementary, middle, and high school students generated by the Subarea I plan development would contribute to the already overcrowded schools and is considered a direct and cumulatively significant impact. This impact would be reduced to below a level of significance by implementing the mitigation measures identified below.

a. Mitigation: Implementation of the following conditions and offers of dedication would reduce direct and cumulative school impacts from Subarea I development to below a level of significance:

1. Collection of required fees and setting aside three school sites, and provision of partial acreage for a future high school site.

2. Mitigation for school impacts would include implementation of a final financing agreement and phasing plan for future development in the subarea and the Poway Unified School District as identified in the school districts School Facilities Master Plan and Financing Plan for the Black Mountain Ranch Subarea, which mayor may not include participation in school facilities financing with other surrounding development projects. The Poway Unified School District proposes establishment of a Mello-Roos community facilities district; however, some other mutually acceptable means could be employed. Proof of a final financing agreement and school site purchase agreement would be required prior to City Council approval of the Plan.

b. Impact: The Rancho Santa Fe County Fire Department and the City of San Diego Fire Department would provide service to the project site. Sites for planned future fire stations have been reserved in the southern and northern villages. The future development areas and the perimeter properties would be approximately 2.5 miles from either an existing or planned future fire station; therefore, it is likely that acceptable response times would be met. However, a potential impact would occur if response times cannot be met.

b. Mitigation: City fire departments mayor may not be able to provide a first response to the subarea within six minutes. Service letters from the City of San Diego Fire Department shall be submitted when building permits are applied for. If the Fire Department cannot respond within six minutes, then building plans would include fire sprinkler systems, or other measures to the satisfaction of the Fire Department. Similar requirements would apply to all other development proposals in the subarea.

c. Impact: The project would affect City waste management programs and services; however, impacts could be minimized by incorporation of recycling and waste-reduction measures in project design. Services that will not be affected by the proposed project include recyclables and yard waste collection, and multifamily and commercial sectors refuse collection since these services would be provided by the private sector and not by City forces. This is considered a less than significant impact to the City's waste management services.

The amount of solid waste generated by the project represents a small increase of the solid waste disposed at Miramar Landfill. Implementation of the Plan would only incrementally shorten the life of the Miramar Landfill and would not affect the year 2006 closure schedule. These impacts are not considered significant. However, until additional landfills are sited, the approved Black Mountain Ranch II project, the Black Mountain Ranch future development areas and perimeter properties within Subarea I, and the rest of the Future Urbanizing area, as well as in other parts of the City, would contribute to a cumulative impact to solid waste disposal facilities.

c. Mitigation: For solid waste reduction, future single-family residential development within Subarea I shall comply with the City's recycling program. If the City curbside recycling has not been established for the project development, the homeowners association shall provide recycling containers and enter into an agreement with a recycling contractor to handle recyclable materials. The requirement for recycling bins or containers shall be included in the Design Review Guidelines for all projects and the Conditions, Covenants and Restrictions (CC&Rs). Refuse collection services for the commercial/industrial development, and multifamily residences shall be provided by the private sector, thereby not affecting City refuse collection forces. The City offers commercial/industrial waste reduction programs.

Future development will be required to develop a waste reduction/recycling plan addressing both construction phase as well as ongoing project impacts and specifying waste reduction measures that would be incorporated in project design to minimize solid waste impacts. Waste reduction and recycling measures to consider include:

1. Source reduction (on-site reuse of products);

2. Source separation and recycling (particularly during the construction phase of the project);

3. Provision of interior spaces for the storage of recyclable;

4. Landscaping with drought tolerant, preferable native species to minimize generation of yard waste; and

5. Use of recycled-content products in the construction of the proposed developments.

Additionally, the Plan must describe the location of exterior and interior storage areas for the collection of recyclables in multifamily residential and non-residential areas as required per Municipal Code Section 101.2001. The storage areas should be located in areas convenient for use by residents/tenants and service providers.

12. WATER CONSERVATION/DOMESTIC WATER/WASTEWATER

Impact: The project's contribution to the cumulative impact associated with water supplies would be reduced to a nominal level by the mitigation measures outlined below.

Mitigation: The following mitigation measures would be incorporated into future development project design guidelines to address cumulative water usage concerns.

1. Limit grading in areas where no construction is proposed; thereby reducing the need for planting and irrigation of graded areas.

2. Provide lifts of low-clay content soil in landscaped areas to improve infiltration.

3. Reduce runoff potential from landscaped areas by using berming, raised planters, and drip irrigation systems.

4. Install soil moisture override systems in all common irrigation areas to avoid sprinkling when the ground is already saturated.

5. Identify in the plant materials list in the project design guidelines whether or not plants are native or naturalize easily and incorporate a list of local California sources for native plants.

6. Incorporate low-flush toilets, low-flow faucets, and timers on sprinklers (including nighttime watering) into project design.

7. Provide information regarding water conservation measures to new residents at the time of lot purchase.

The Development Coordinator would review grading, landscape, and building permits to ensure the above measures have been noted on plans.

APPENDIX D

Transit Study

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APPENDIX D. TRANSIT STUDY

SUMMARY RECOMMENDATIONS

The transit plan for the Black Mountain Ranch North Village suggests a phased approach to transit development, based in great part on partnerships to be developed with major employers and the regional transit agencies. The development of such relationships will depend on the leadership of certain key institutions, including the developers of Black Mountain Ranch. These three themes, phasing, partnerships and leadership, are detailed below.

Phasing

Current plans for road development to the North Village (essentially, building only access to the south until improvements are made on the I-15 corridor) suggest a two-phased approach to transit development. These phases also follow a pattern identified in the case studies that accompany this report, and hence represent not just the reality of traffic planning, but the preferred means of transit service implementation.

Phase I. The "chicken-and-egg" problem of developing transit service to new developments (whether transit should precede or follow settlement) suggests an initial approach to transit development which is low-cost, flexible, and tied directly to places of high demand (so as to "jump-start" interest in transit services). A vanpool program, connecting the North Village with a few key employment sites, is recommended for Phase I. Such a program involves manageable capital costs, low operating costs, relatively low administrative overhead and allows for cost-sharing among a variety of beneficiaries and agencies. What's more, a vanpool program creates a class of transit service which is time-competitive with the auto, a key factor in appealing to the mode-choice (auto driver) market. Vanpools do not happen in a vacuum. An effective vanpool program will require the identification of employer partners and the support and leadership of the San Diego Association of Governments (SANDAG) and the regional transit agencies (especially as effective vanpool programs require a package of related services, such as Guaranteed Ride Home). Still, the low costs and high potential benefit of this type of program makes it a natural choice for Phase I services.

Phase II. Once a road connection to the east is established, two kinds of transit services become feasible. The first involves the extension of the terminus of the County Commuter Express Bus Route 850 to the North Village Transit Center. Such an extension could be accomplished at very little additional cost to county Transit and would provide direct peak-hour service from Black Mountain Ranch to employment sites downtown.

The second kind of Phase II transit service depends on the development by the Metropolitan Transit Development Board (MTDB) of some kind of rapid transit service along the I-15 corridor, most likely the "Bus Rapid Transit" alternative currently being studied. If this, or some similar service, provides direct connections to major employment centers and residential zones, then it would be feasible to design a bus shuttle system connecting Black Mountain Ranch with the proposed transit station at Bernardo Center Drive and I-15,

providing that co-sponsoring arrangements may be made with key employers in the Bernardo Industrial Park and potentially with the 4S Ranch development. Such a multi-purpose shuttle can be designed to provide excellent connections for Black Mountain (and possibly 4S) residents to and from the I-15 service, as well as for employees of the industrial park making the reverse commute. Several potential routings are included in the body of this report. The experience of other developments implementing similar shuttles is outlined in the case studies that accompany this report.

Partnerships

The key to devising effective transit services is the development of partnerships with other key actors. Both the proposed vanpool program and the potential shuttle program depend on the quality of transit connections that are made for residents of Black Mountain Ranch. For that reason, it is important to identify the employment sites most likely to benefit from co-sponsoring vanpools, as well as to plan jointly with neighboring residential and industrial developments any potential shuttle service to connect into I-15 service, when and if that service becomes established. Partnerships will necessarily involve several key elements: capital financing, operating financing and facility provision. Employers who will benefit from the vanpool program (a direct benefit is a reduction in parking needs; an indirect benefit is a reduction in employee stress levels) may contribute directly to the costs of establishing vanpools (both capital and operating), or may contribute indirectly through an “eco pass” program with the appropriate transit agency. Eco passes (essentially, a program by which transit passes are made available to all employees in an organization in exchange for a steep discount in the per-employee price, paid by the employer) offer an excellent opportunity to design and fund such tailor-made services as part of a coherent package of services; the MTDB in particular is interested in developing its eco pass program.

Employers will also need to make certain facilities available to vanpoolers, such as preferred parking, so as to reward participation in pool programs.

Leadership

If the phased transit strategy depends on building effective partnerships, and effective partnerships involve more than just a strong bilateral relationship, then it is clear that some leadership will be necessary to create and sustain mutually beneficial partnerships. Black Mountain Ranch will need to work directly with the MTDB, the NCTD and SANDAG (through its RideLink office) to encourage these organizations to assume a leadership role in identifying potential partners, establishing policies that encourage joint vanpool and shuttle programs, and in devising equitable financing arrangements to make such services and programs economically viable. A strong commitment by the regional transit agencies to develop strong vanpool and shuttle programs can help ensure widespread participation and cost efficiencies. Both the Santa Clara Valley Transportation Authority’s shuttle program and the suburban Chicago PACE’s vanpool program should be studied as models for how to develop these kinds of programs. Black Mountain Ranch has already demonstrated significant initiative in promoting a transit-friendly urban design for the North Village and in highlighting the importance of transit in serving this project. This report contains several suggestions as to how to maximize the centrality of transit to the project; such efforts on the part of Black Mountain Ranch should prompt the regional transit agencies and employer partners to provide

the kinds of services and facilities that will truly provide viable and popular alternatives to automobile travel.

CURRENT TRANSIT PLANS FOR THE I-15 CORRIDOR

The Interstate 15 corridor south of Escondido falls within the service area of the Metropolitan Transit Development Board (MTDB). The corridor is minimally served by the San Diego Transit Route 20 bus and several "commuter express" buses run by county Transit. The corridor is the focus of a major investment study to determine whether improved services are warranted. The ultimate quality of transit service to Black Mountain Ranch will depend on the results of this study.

MTDB Route 20

The Route 20 bus runs "express" service between North County Fair and downtown San Diego. Buses run approximately every half hour during the day in both directions seven days a week (with shorter service spans on weekends). Trip times from the Bernardo Industrial Park to Downtown are approximately 1:25; trips to Fashion Valley take about 1:15. This route will almost definitely be terminated or changed significantly following implementation of any new major I-15 corridor transit service.

Commuter Express Route 850

County Transit Service (CTS) runs a commuter express bus between downtown San Diego and the western fringe of Rancho Bernardo. This bus has a terminus at Bernardo Center Drive and Maturin Drive, just off Camino del Norte. The 850 makes six stops en route through Rancho Peñasquitos before continuing direct to downtown. There are four runs, all southbound, in the morning (beginning at 5:53 A.M. at 30-minute frequencies) and four, all northbound, in the afternoon (beginning at 4:01 P.M. and leaving at 30-minute frequencies). Trip time between the terminus and Fifth & B is 45 minutes. The commuter express buses are generally well used and popular with riders. Most riders are drawn from the mode-choice (car owner) market, and average household incomes are above $40,000/year. Though riders pay a premium to use these buses, a large per-passenger subsidy is still required (due in part to the relatively small share of in-service time per each hour of operation). This large subsidy threatens the expandability of the program. Buses are contracted to private operators, who use the vehicles to conduct tour and charter services during the day.

I-15 Corridor Service

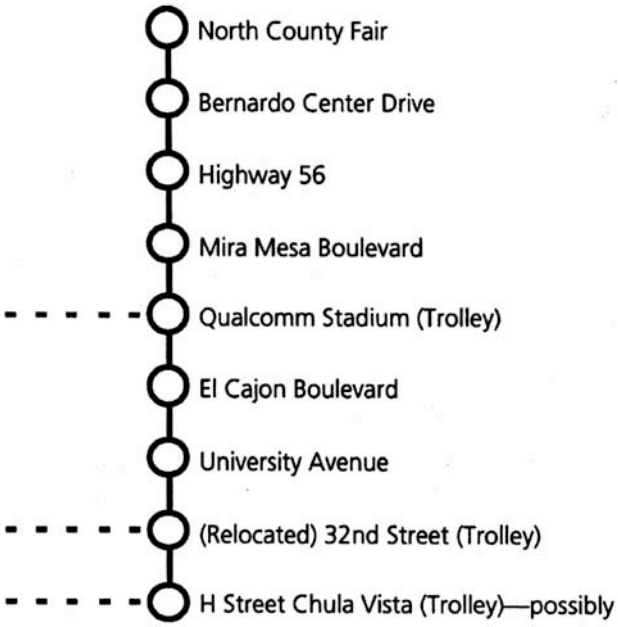
The MTDB is in the early stages of a major study analyzing service alternatives for the Interstate 15 corridor. Though Light Rail (trolley) is frequently championed by elected officials, usage and cost studies tend to highlight the impracticality of trolley service on this corridor.* The MTDB is currently investigating the possibility of "Bus Rapid Transit" service instead, using some form of bus running on managed lanes with direct on/off ramps to transit centers en route. The Bus Rapid Transit system would be comprised of two kinds of routes:

* The four primary problems with Light Rail in this corridor are costs of construction, routing, station location and service speed.

1. Trunk line service along the corridor, operating throughout the day; and

2. Peak-hour overlay service, serving origins or destinations not on the corridor itself (for example, from BMR Transit Center to Sorrento Mesa).

The stations planned for the corridor would be as follows (dashed lines indicate transfer stations to existing or planned trolley stations).



It is worth noting that no station is planned for Camino del Norte; any access to Black Mountain Ranch will need to be via Bernardo Center Drive. If the planned Bus Rapid Transit system were run with the frequency of the trolley, it would feature service every 15 minutes throughout the day.

Phase I of the I-15 corridor study, the narrowing of alternatives, will be completed by Fall, 1998. Phase II, the refining of the service concepts, will begin in 1999. Funding concerns, particularly for the operating costs of providing service, will be a major issue. There are a number of concerns with the proposed routing of the Bus Rapid Transit system which are addressed in the Key Points to Be Raised with the MTDB section of this report.

SERVICE OPTIONS

There are four service options which can provide transit service to the Black Mountain Ranch North Village.

Extend Commuter Express Bus 850

There are two means of extending the County Transit Route 850 bus:

1. Extension. Establish a new terminus at the North Village Transit Center, possibly moving the Bernardo Center Drive/Maturin Drive stop to Bernardo Center Drive by Camino del Norte.

2. Route splitting. Divide the 850 into two routes: one serving just Rancho Peñasquitos (with a terminus at Peñasquitos Drive and Carmel Mountain Road), the other serving Rancho Bernardo West, 4S Ranch and Black Mountain Ranch, with a terminus at the North Village Transit Center. This arrangement may make sense, when one considers that the 850 has the highest ridership per revenue mile (FY 1996 data), the lowest per-passenger subsidy, and the highest ridership per revenue hour of all the Commuter Express services. By splitting the route, new ridership can be accommodated on the route and trip times improved for Bernardo-area riders. If service were provided on the reverse commute, it might be possible to solicit employer contributions to the routes provided they were served by direct stops.

The cost of providing 850 service (1996 data) was $212,788, of which $92,598 was recovered by fares. Total subsidy amount was $120,190. It is possible that financial performance could be improved, at least slightly, if revenue service were offered in both directions during each time period, especially if the buses were routed by one of the key employers in the Bernardo Industrial Park.

Of the two options, the first—extension—appears to involve the fewest costs (though the time implications of extending the terminus have not yet been worked out), whereas the second—route splitting—involves considerable costs.

Establish vanpools to key employment sites

Vanpools are a very cost-effective transit service, since they eliminate the single largest component of operating costs: the price of labor. The concentration of some 2,000 residential units near the North Village Transit Center, as well as the presence of HOV lanes (and future managed lanes) on I-15 improves the potential attractiveness of vanpools to those who choose to live in Black Mountain Ranch and work at major employment sites in the metro area. Vanpools may also be partially funded through employer eco pass programs (which the MTDB is currently developing). Vanpools may also run on alternative routes, such as south to State Route 56 (SR-56), with no degradation in service compared to automobiles.

Establish a local shuttle service

Should some form of regular, high-grade transit service be established along the I-15 corridor (such as the Bus Rapid Transit system under consideration), and should this system feature appropriate links to key demand generators (such as employment and entertainment sites), there might be sufficient incentive to establish a supporting local shuttle service connecting the North Village Transit Center with the I-15 system.

A local shuttle service works best when it offers a reasonably direct, quick and convenient connection. A local shuttle also works best if it supports employment as well as residential destinations.

A rough routing for a local shuttle service suggests a single “loop” connecting the residential areas of North Village and potentially 4S Ranch, major employers in the Bernardo Industrial Park (and North Village), and the proposed Rapid Bus station on Bernardo Center Drive. Service need only be offered in one direction in the A.M. peak and the reverse direction in the P.M. peak. In the A.M. peak, shuttles would leave the Rapid Bus station and traverse the industrial park, dropping off workers brought in on the rapid buses. The shuttle would then continue to the residential developments, where it would take on local residents on their way to the rapid buses. The shuttle would then proceed directly back to the rapid bus station. In the P.M. peak, the direction would be reversed. This routing minimizes trip times and maximizes capacity along the route. Maps illustrating potential routings follow the route descriptions.

A.M. Peak Routing	A.M. Peak Alternative Routing	P.M. Peak Routing	P.M. Peak Alternative Routing
Begin at Rapid Bus Station “A”	Begin at Rapid Bus Station “A”	Begin at Rapid Bus Station “A”	Begin at Rapid Bus Station “A”
Continue through Industrial Park “B” on route, stops to be determined	Continue through Industrial Park “B” on route, stops to be determined	Proceed to North Village East Stop “D,” serving the employment centers and schools	Proceed potentially to 4S Ranch Transit Center “C”
Proceed potentially to 4S Ranch Transit Center “C”	Proceed to North Village East Stop “D,” serving the employment centers and schools	Proceed to North Village Plaza/Transit Center “E”	Proceed to North Village East Stop “D,” serving the employment centers and schools
Proceed to North Village East Stop “D,” serving the employment centers and schools	Proceed to North Village Plaza/Transit Center “E”	Proceed to North Village Senior Center “F” (possibly off-peak only)	Proceed to North Village Plaza/Transit Center “E”
Proceed to North Village Plaza/Transit Center “E”	Proceed to North Village Senior Center “F” (possibly off-peak only)	Proceed potentially to 4S Ranch Transit Center “C”	Proceed to North Village Senior Center “F” (possibly off-peak only)
Proceed to North Village Senior Center “F” (possibly off-peak only)	Proceed potentially to 4S Ranch Transit Center “C”	Continue through Industrial Park “B” on route, stops to be determined	Continue through Industrial Park “B” on route, stops to be determined
Continue directly to Rapid Bus Station “A”	Continue directly to Rapid Bus Station “A”	Continue directly to Rapid Bus Station “A”	Continue directly to Rapid Bus Station “A”

Proposed A.M. — Peak Routing

Begin at Rapid Bus Station “A”

Continue through Industrial Park “B” on route, stops to be determined

Proceed potentially to 4S Ranch Transit Center “C”

Proceed to North Village East Stop “D,” serving the employment centers and schools

Proceed to North Village Plaza/Transit Center “E”

Proceed to North Village Senior Center “F” (possibly off-peak only)

Continue directly to Rapid Bus Station “A”

Proposed A.M. — Peak Alternative Routing

Begin at Rapid Bus Station “A”

Continue through Industrial Park “B” on route, stops to be determined

Proceed to North Village East Stop “D,” serving the employment centers and schools

Proceed to North Village Plaza/Transit Center “E”

Proceed to North Village Senior Center “F” (possibly off-peak only)

Proceed potentially to 4S Ranch Transit Center “C”

Continue directly to Rapid Bus Station “A”

Proposed P.M. — Peak Routing

Begin at Rapid Bus Station “A”

Proceed to North Village East Stop “D,” serving the employment centers and schools

Proceed to North Village Plaza/Transit Center “E”

Proceed to North Village Senior Center “F” (possibly off-peak only)

Proceed potentially to 4S Ranch Transit Center “C”

Continue through Industrial Park “B” on route, stops to be determined

Continue directly to Rapid Bus Station “A”

Proposed P.M. — Peak Alternative Routing

Begin at Rapid Bus Station “A”

Proceed potentially to 4S Ranch Transit Center “C”

Proceed to North Village East Stop “D,” serving the employment centers and schools

Proceed to North Village Plaza/Transit Center “E”

Proceed to North Village Senior Center “F” (possibly off-peak only)

Continue through Industrial Park “B” on route, stops to be determined

Continue directly to Rapid Bus Station “A”

The development of this kind of shuttle routing accomplishes several objectives.

1. Unlike current Commuter Express Bus system, it creates a viable two-way system (bringing workers to the target zone and bringing residents from that zone to employment sites elsewhere).

2. It allows for a wider base of support than a shuttle serving one residential development exclusively or serving such developments only.

3. By providing transit access in three points of North Village, it meets the needs of three distinct groups: those arriving from other points (including 4S Ranch) who work in the North Village employment district or in the schools, residents in the core village area, and seniors in the senior housing to the west.

What would a shuttle system cost? There are a number of variables at work, such as hours of service and number of vehicles needed. If a single round trip can be accomplished in under 15 minutes, then only a single vehicle would be needed to achieve service matching likely service on the proposed Bus Rapid Transit system. The following table suggests a range of likely costs.

Hours of Operation		**Hours per Day**	**Days per Week**	**Hours per Year**	**Cost per Year @**	
A.M.	**P.M.**				**$37.50/hr**	**$60.00/hr**
6:00 - 9:00	4:00 - 7:00	6	5	1,560	$58,500	$93,600
5:30 - 9:30	3:30 - 7:30	8	6	2,496	$93,600	$149,760
6:00 - 11:59	12:00 - 10:00	16	7	5,824	$218,400	$349,440

Clearly, there is a wide range of potential costs. It is recommended that any funding plan involve partnerships among the beneficiaries of such services as well as the regional transportation agencies. Such collaborative efforts can also improve the chances of qualifying for state or federal assistance. It is also recommended, following the Santa Clara VTA's example (outlined in the case studies that accompany this report), that shuttle services remain free to the rider, especially if residents and employers (the beneficiaries) make contributions to the operating budget for the service.

Establish bus rapid transit special service

The Bus Rapid Transit Service being studied for the I-15 corridor involves two kinds of services: trunk line and peak-hour. Peak-hour services will supplement the trunk line service, and will involve buses leaving the I-15 corridor in order to reach key employment sites throughout the metro area. Such buses will pass through a major transit center at the intersection of I-15 and SR-56, allowing extensive transfers among routes. Black Mountain Ranch should keep apprised of the development of these services, and offer its North Village Transit Center as a logical terminus for some of these routes. In addition to the benefits to the regional transit agencies, such services will allow residents of Black Mountain Ranch to ride single vehicles to get to a range of important destinations.

KEY ISSUES FOR BLACK MOUNTAIN RANCH

Station location and design

The design and siting of the proposed North Village Transit Center depends in part on the kinds of transit services to be developed.

Potential Service	Station Requirements
Extension of Route 850	Single Transit Center
Vanpool Program	Single Transit Center
Local Shuttle Service	“Split” Transit Center plus two supplemental stations 'West Senior Station and East Employment Station)
Rapid Bus Peak Service	Single Transit Center

As described above, stations requirements depend in great part on the kinds of transit services offered. Commuter services generally require only a single transit station, since most workers live within walking distance of the likely locations of that station or will access that center through park-and-ride or kiss-and-ride. Shuttle services create two additional kinds of trips: people arriving to work in the North Village and seniors from the North Village (and students) making non-work trips. To accommodate these two groups, additional roadside "stations" may be useful, one in the eastern part of North Village by the schools and employment center, the other in the heart of the seniors residential complex (almost all of which lies beyond 1/4 mile of the proposed Transit Center).

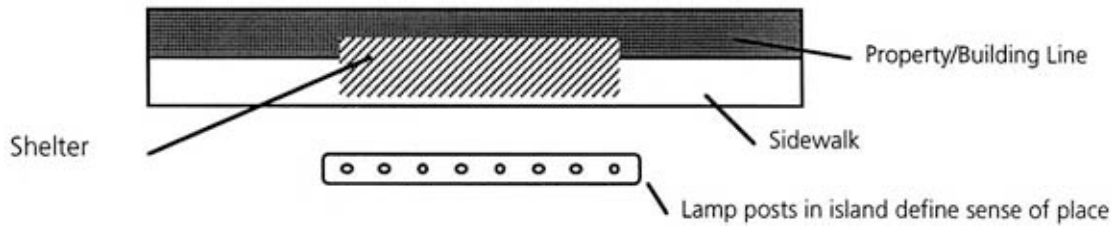
Station location principles. A goal of developments influenced by the “New Urbanism” is to promote transit use through design that accords transit a central role in serving destinations. Peripheral locations for transit access are discouraged, as peripheral locations tend to diminish the value and utility of transit in the eyes of potential users. This is known as the “Harvard Square Rule”—to the extent that transit access is in the center of the target area, it becomes synonymous with that area.

The proposed location for the Transit Center places it slightly outside the core service area. While this location makes sense in terms of the adjacent park-and-ride facility, it means that those walking to transit from the surrounding neighborhood will need to leave the core “defined” spaces and wait in what is essentially a parking lot.

At the same time, there are two different transit conditions at the Transit Center. Commuter bus services, if offered, generally feature larger vehicles. Any shuttle service would likely feature smaller, more street-friendly vehicles.

A possible solution to the “centrality” problem would be to locate transit access one block south of the proposed Transit Center (which would remain a park-and-ride facility), with the station itself “bridging” the block. The shuttle bus stop could be located on the Promenade as close as possible to the Village Green, with a walk-through to the rear of the block, where commuter bus bays and kiss-and-ride facilities can be offered. An illustration of this concept follows.

The East and West substations should, if adopted, follow a similar design pattern to the Village Green Shuttle Station. A row of street lamps can help define the space, and seating should be sheltered and pushed back from the street curb so that those waiting feel less "exposed." Sensitive design can help ensure acceptance of the transit services. An illustrated diagram of a satellite station follows.



Potential vehicle design

There exists a growing body of evidence, to which the case studies bear witness, that smaller buses are viewed more favorably in residential zones, both by nonriders and riders. Smaller buses appear less threatening, are easier to maneuver, and can feel safer to riders. At the same time, transit agency personnel prefer to avoid the smaller transit vehicles due to claims that such vehicles are not sufficiently robust to last through a reasonable duty cycle. There is therefore a growing tendency to settle on 30-foot (as opposed to the more traditional 40-foot) buses as the shuttle vehicles of choice for serving residential neighborhoods. Such vehicles are typically stronger than smaller buses, have reasonable capacity (approximately 25 passengers), and are generally viewed more positively than larger buses.

Partnership-building

The shuttle and vanpool proposals suggested here both require partnerships among several actors—Black Mountain Ranch, other nearby residential developments, key employers in Bernardo Industrial Park, key employers in other locations in the metro area and the various regional transportation agencies. Such partnerships require some degree of leadership to forge; assistance in developing these relationships may be available from the MTDB, SANDAG's RideLink Program and the Transportation Alliance of Greater San Diego (formerly the Transportation Management Association).

KEY ISSUES TO BE RAISED WITH THE MTDB

Improve I-15 Rapid Transit Routing

Current plans for the I-15 Rapid Bus alternative are only tentative. Just the same, these plans anticipate a service along the I-15 corridor that will not serve any key employment centers south of SR-56. Such a system may make sense on operational grounds (by operating solely on I-15, the buses can achieve impressive throughspeeds and maintain schedule adherence), but fails on market grounds—the system will require too many potential riders to make too many transfers, some of them uncomfortable, in order to access major employment centers.

For the I-15 service to truly meet the needs of future residents of Black Mountain Ranch, it will need to feature direct service to major employment centers: downtown, Kearny Mesa and the UTC/Sorrento area. Even then, local connecting shuttles might be necessary. The following diagram suggests the kinds of linkages that will be important.

A related issue deals with the frequency of service along the corridor. The current trolley system runs trains every fifteen minutes—but only attracts an approximately 35 percent mode-choice ridership (riders who claim they could have driven a car instead).

The MTDB will need to ensure that service frequencies on the I-15 rapid transit service are sufficient to attract and meet the needs of this overwhelmingly mode-choice market.

Promote a regional shuttle strategy

The development of new high-speed bus services along I-15 suggests the need for a range of connecting shuttle services, much as have been developed by the Santa Clara VTA (outlined in the case studies that accompany this report). The MTDB should be encouraged to develop a shuttle strategy, based on some of the lessons learned in this study, so as to achieve the following goals:

- Better qualify for any state or federal discretionary or demonstration funding;
- Achieve cost-savings through combined bids;
- Extend the reach (and hence attractiveness) of transit investments, thereby improving the likelihood of employer participation;
- Attract more riders to transit services; and
- Prioritize such services for funding, particularly when they meet multiple objectives (such as supporting transit-oriented developments and employment sites.

Design vanpool/shuttle services into Eco Pass programs

Eco pass programs are ideal vehicles for developing funding for specific vanpool and shuttle services. Employers benefit as their need for parking is reduced (and many employers are currently experiencing parking shortages), employees benefit from the range of supporting services (such as guaranteed ride home programs) that are usually built into eco passes, and developments such as Black Mountain Ranch benefit by establishing low-cost, high-impact transit services that reduce local traffic and attract transit-friendly residents.

Stress importance of SR-56/I-15 transfer station

The proposed Bus Rapid Transit station to be located at the intersection of I-15 and SR-56 will be the most important station on the route, as it will serve as the primary transfer point for vehicles traveling west to major employment centers in the Sorrento/Golden Triangle/Miramar zones and east to employment centers in Poway. The MTDB should be encouraged to develop a facility which meets the needs of those for whom the Bus Rapid Transit service is being explored.

SOURCES OF FUNDING

The case studies reviewed at the end of this report suggest a range of funding sources.

Clean Air funding

The Santa Clara Valley Transportation Authority (VTA) relies on state Clean Air Funding to help operate its shuttle service. Each metro area/county disburses these funds according to localized criteria, but there is no reason this alternative should not be explored further, especially if the proposed services enhance the value and attractiveness of transit services in general.

Subscription fees

Certain agencies run subscription services, which are buses that provide transportation to specific employment sites only for those riders who reserve and pay for a seat on these services. While such a service may be established where demand warrants, it is the experience of some agencies that such services are transitional: they either want to be vanpools (lower cost) or grow to become fixed-route regular service. Still, subscription services may be fine for initiating new transit routes.

One-time fees on developers or residents

This is the approach being explored in Sacramento along the Cal Traction Corridor.
A per-dwelling unit fee would be paid one-time only into a fund that would then cover the costs of operating new services for a two or three year period.

Shared costs

This is the approach used by the Santa Clara VTA to provide an extensive network of shuttle services. Under such a scheme, residential developments and employers served by shuttles together pay a percentage of the costs of providing the shuttle service, in perpetuity. Because the transit agency agrees to cover a major share of the costs (which it partly recoups by expanded use of existing connecting services), this approach results in relatively modest fees to the residential and industrial partners.

Both the one-time fee and shared cost arrangements create the possibility of offering shuttle services which are free to end-users. This kind of arrangement is useful for establishing services and building ridership quickly, particularly when most riders who use the shuttles will be connecting to paid services.

Eco pass fees

Eco passes are transportation passes purchased by employers for all of their employees at heavily discounted prices. They are easy to administer, which accounts in part for their popularity. Because the price of eco passes is based in part on a calculation of the costs of providing transit services to employees (only a portion of whom which actually use such services), the cost per employee is relatively low. An eco pass program can also specify special or new transit services, such as shuttles, when they add value to the employer (it is often much cheaper to provide transit than to rent more parking spaces). Eco passes also shift the cost burden of providing useful transit services from users or residential projects to those who benefit most: employers of the people now served. The San Diego MTDB has expressed considerable interest in developing its eco pass program.

Multiagency agreements

In certain cases, some funding arrangements are not possible due to legal concerns. In such cases, multiagency agreements can ensure the flow of funds from those paying for transit services to those operating such services. An example is Sacramento, which is exploring an arrangement by which transit fees are paid to the county, which may receive such funds, instead of to the transit agency directly, as it is prohibited from receiving fees for operating services.

ELEMENTS FOR SUCCESS

The following "elements for success" were gleaned from the case studies that are included at the end of this report.

Service Planning

- Focus on employers. Shuttle connections make more sense when they serve some people very well, as opposed to serving more people less well. It is better to work with certain key employers in providing direct connections than with providing generalized but low-quality access to more employment sites.

- Connections count. Links to regional systems make sense only if that system can take people where they want to go. It won't be enough to link stations on I-15; the system must include direct links to major employment sites.

- Attract the right customers. Some homebuyers will find transit access to be a positive attribute of Black Mountain Ranch. Attract these transit-friendly people to the project by making the connections visible.

Service Phasing

- Look into vanpools. Vanpools are a simple and cost-effective way of initiating transit services. Because they rely on volunteer drivers, they have low operating costs. They also establish the presence of a transit center and promote the idea of transit services. Vanpools can be negotiated with specific employers and can form part of that employer's "eco pass" program.

- Don't jump the gun. Open-ridership services (those without a captive audience—the opposite of vanpools or subscription services) should not be implemented until a critical mass of residents is achieved. It is generally sufficient to publicize the fact that such services will be established once some critical milestone is reached.

- Start with peak-hour service. It is usually more cost-effective to offer new services during peak hours only. Once established, service hours may be increased.

Funding

- Partnerships are critical. The most effective developments seem to involve the collaboration of regional transit agencies, residential developments and employment sites. What's more, such partnerships are weighed favorably by state and federal granting authorities.

- Explore the options. Some systems collect fees from residents/businesses or developers in order to guarantee funding for services for a start-up period of two to three years, with the agencies committed to assuming all funding responsibilities if ridership meets certain standards. Some agencies charge fares to use shuttle services, while others make them free to riders, especially if most riders are connecting to/from paid transit services. This shift of costs from users to beneficiaries also improves the attractiveness and operations of transit services (fare delays are avoided and it becomes easier to ride).

- Look to employers. Employers may be willing to pay to support certain kinds of transit services, especially if they are facing parking shortages. Employers may make specific contributions to fund shuttles or they may purchase shuttle services as part of an overall "eco-pass" program. Either way, employer buy-in is crucial. It is also much easier to work with a "lead employer" such as Sony, and have other employers sign Memos of Understanding with the lead employer to ensure funding and minimize administrative difficulties.

- Promote a regional approach to shuttles. Economies of scale are achieved when multiple shuttle systems are put out to bid as a group. The MTDB should be encouraged to package shuttle services together in order to obtain the lowest cost for operating them.

Equipment and Facilities

- Use smaller vehicles. Transit users and residents seem to prefer smaller, nicely painted vehicles. They appear more inviting to riders, less threatening to residents, and are identified more with the areas they serve.

- Build places. Transit Centers seem to be more effective and more popular when they are identifiable "places" that are themselves pleasant and somehow visually tied into activity centers. When Transit Centers are visually identifiable, they confer a greater sense of permanence, which means they tend to attract transit-friendly people to become residents in the nearby areas.

- Location is critical. Transit Centers need to be located in central as opposed to peripheral sites. The ideal location for transit access is between a served destination and its parking lot.

- Drop-offs are important. Kiss-and-ride drop-offs seem to be more popular in practice than in theory. Transit Centers should have ample space for drop-offs.

- Mixed-use parking works. Whenever possible, park-and-ride lots should do double duty as parking for other activities, particularly those with complementary demand curves (such as cinemas, churches and even certain kinds of shops). This improves the feel of safety and security, as well as activity.

Organization

- Identify lead employers. Any potential shuttle serving Black Mountain Ranch may also easily serve the Bernardo Industrial Park. It would be worthwhile to identify and work with a lead employer in this park to develop a funding and service plan for a specific shuttle route. There are also major employment sites, such as Qualcomm, SAIC, UCSD, SDSU and the New Century Center, where vanpool services might be jointly planned.

CASE STUDIES

A number of case studies were identified nationwide with at least partial relevance to the Black Mountain Ranch development. Of these, the most important cases are the San Jose River Oaks Shuttle and the Sacramento Cal Traction Corridor.

Pittsburgh-Airport Busway Transit Center

Context. The Port Authority of Allegheny County (PAT Transit) is developing a bus rapid transit service to the Pittsburgh airport, utilizing a dedicated "Busway" and interstate highways. Project. A new Transit Center is being developed at a shopping mall two miles beyond the end of the busway. PAT will be rerouting area service to use this center as a hub, allowing for greater efficiencies and expanded local service. Project completion date is set for 2000/2001. Funding. The developer is donating the land and setting aside 1,000 parking spaces. PAT Transit will pay all operating costs, using funding from ISTEA, §3 transit funding, flex funding and bus rerouting.

San Jose-River Oaks Shuttl*e*

Context. The Santa Clara Valley Transportation Authority has developed a network of 12 shuttle bus routes connecting to Light Rail or CalTrain stations. These shuttles serve major employment centers; one, the River Oaks Shuttle, also serves a residential development.

Project. The VTA runs peak hour shuttles (in-service times from 6:35 - 8:47 A.M. and 4:30 - 6:36 P.M.) with service every 20 minutes (seven trips each am and pm period) during weekdays only; total round-trip time is 12-15 minutes. The River Oaks Shuttle serves several major employers as well as residential developments (primarily condominiums and apartments) with 1,987 dwelling units, many of which are occupied by single professionals (with very few seniors).

Funding. The total annual cost of running the River Oaks Shuttle is between $55,000-60,000. Costs are split three ways: 25 percent is paid by the seven residential developments and three employers served by the shuttle (Sony's share, for example, is $2,400 per year); 50 percent comes from state grants (Transportation Fund for Clean Air Act AB434); the remainder is paid for by general VTA funds. Riders are not charged a fee for service. State funding is encouraged by the local cooperation.

Administration of program. The VTA bids multiple shuttles at once in order to achieve economies of scale. As a result of this approach, the VTA has reduced its shuttle per-hour cost of service from $55-60 to $37.50. The contract is held by Laidlaw, a national company.

Employer participation is handled by designating one company (in this case, Sony) as the "lead employer." The VTA signs a contract only with this company; Sony then signs Memos of Understanding with other employers and collects contributions from them. This arrangement is much easier for the transit agency to administer. Employers are assessed their contribution based on projected use of the shuttle; actual use is then audited, and contributions adjusted, after a period of service.

Chicago-Prairie Stone Industrial Park

Context. Has no specific development resembling Black Mountain Ranch, though reports a Del Web development "on the drawing board." However, PACE—the suburban Chicago transit agency—is highly experienced in developing transit services to suburban locations. They report the following "lessons learned":

- *Location matters*. Placing transit access between a parking lot and the entrance to whatever the parking lot serves results in far better transit penetration than locating transit peripherally. PACE attributes such location decisions to transit's 30 percent share of work trips to the new suburban Sears corporate headquarters in the Prairie Stone Industrial Park.
- *Focus shuttle services*. It is better to target a single key employer than to attempt to serve all employers equally. Focus allows you to "get closer" and actually solve real trip needs. Such focused service is especially important if connections are also made to residential areas. It is normally quite difficult to get both industrial and residential areas served by a single shuttle.
- *Phasing happens*. The more permanent the transit facility, the more it helps the phasing process by stimulating people to locate near the facility. Subscription bus services should be seen as transitional: they either drop down to vanpool service (with a volunteer driver) or move up to fixed-route service. Be careful about preceding your market for service: you can waste a lot of money.
- *Drop-offs happen*. More people will be dropped-off than you expect. Kiss-and-ride is very big—much bigger than expected. Be sure to have adequate and convenient drop-off facilities.
- *Vehicles matter*. People don't like big buses. Fit the environment. Don't use too large vehicles. Smaller vehicles are less scary coming down the street, especially in residential neighborhoods.

Funding. PACE has an extensive vanpool program—the low operating costs (due to volunteer drivers) results in service that is all but self-financing.

Denver-Highlands Ranch

Context. Highlands Ranch is a 35,000-person "New Urbanism" development located on the southern fringe of the Denver Metropolitan Area. Though the site is partially developed, most of it is still in the planning stages. The development had been begun by Mission Viejo, but had since been purchased by Shea Homes. Denver's Light Rail system will be extended to within a few miles of Highlands Ranch; the area is currently served by several bus routes, including a form of commuter express service to downtown Denver.

Project. Denver's Regional Transit District (RTD) is planning service changes associated with the Highlands Ranch development. The current express bus to downtown, which operates in the Ranch area as a local route, then as express-stop only in the nearby area, then direct express to Downtown, will be replaced with two key services: a "main line" shuttle connecting a new Light Rail station with the Highlands Ranch Transit Center (using 40-foot vehicles), and a local circulator shuttle within Highlands Ranch (using smaller vehicles, likely 30 feet). Travel time to the Light Rail will be approximately 12 minutes (with perhaps half a dozen stops en route); the trip downtown by train will take approximately 20 minutes. A third service, a "main line" bus route running up Broadway to downtown, will remain in place. The Town Center portion of the Highlands Ranch is designed similarly to Black Mountain Ranch's North Village, though appears to be slightly larger, with a 15-acre "Civic Center" complex art of the town center.

The LRT connection will initially run with the same frequency as the commuter express service, with four runs during peak hours. Vanpools in Denver have not been especially successful; they are run by the Regional Council of Governments. The RTD is frequently asked to step in with 40-foot bus service to replace pool programs.

Funding. The RTD does not appear to worry terribly about funding.

Sacramento-Cal Traction Corridor

Context. Sacramento has no current projects with the characteristics of Black Mountain Ranch, but it has a corridor, the Cal Traction Corridor, located in the southeast portion of the county, with characteristics somewhat reminiscent of I-15 in San Diego.

Project. Sacramento is looking at how to fund transit development in the Cal Traction Corridor. They're looking at developer agreements paid to the county, with the county then paying the transit agency to provide service. Though the corridor was initially intended for Light Rail, the transit agency is now exploring a bus rapid transit option.

The general policy for the corridor is to begin service only when a "critical mass" is achieved, and then to begin with just peak-hour service, either direct to downtown or to the nearest LRT station.

Developers will be expected to provide land for transit centers and parking. The transit agency would be responsible for providing bus shelters. Joint-use parking is fully permissible.

Funding. The fee plan being investigated is intended to generate seed money with which to establish new service. The goal is to fund, in advance, 100 percent of the direct operating costs (70-80 percent of the fully allocated costs) for two to three years of service, at which point the new routes can be evaluated for their efficacy. All development in this corridor will be expected to contribute an amount for both capital and operating costs (approximately $150-200 per dwelling unit for capital costs, which may be paid in kind, and approximately $100-150 per dwelling unit for operating costs). Capital costs are included in current fees paid by developers. The transit agency anticipates the cost of providing a single bus during peak hours at $75,000 per year; a minimum of two buses would be needed to provide the necessary frequencies.

Los Angeles-Smart Shuttles/DASH Service

Context. The city of Los Angeles, and the Los Angeles County Metropolitan Transportation Authority, have been instituting new forms of shuttle services in order to test the concepts involved and provide better alternative for short trip-making. All of the current shuttles serve well-developed urban areas (MacArthur Park, South Central, San Fernando Valley East and San Fernando Valley West).

Project. Two kinds of shuttle services are currently offered. Smart Shuttles follow generalized routes but may deviate a block or so to either pick people up or let them off closer to their origins/destinations. Fares are $1, with a “deviation” fee of 25-50¢ additional. DASH buses (30 feet, 25-passenger vehicles) are fixed-route, fixed-schedule services that serve local routes. Both are proving popular. The smaller vehicles are deemed an important element of service, especially in residential areas.

Funding. The Smart Shuttles are funded for 18-month demonstration periods (the service is six months old). The entrepreneurs running these services contract directly with the city of Los Angeles. They receive from $1 million to over $2 million over the contract period; the entrepreneur has some discretion in determining the exact nature of service.

Lessons leaned. The MTA reports a few key lessons:

- *Understand your market*. It's important to pay attention to where residents are most likely to come from. It is also helpful to involve the community in designing actual routings—community members may wish to access certain places by transit, and others by taxi or private vehicles.

- *System access*. If shuttles are links to a regional transit system, it’s important to ensure that enough of that system is accessible to make transit a viable option.

- *System identification*. Riders seem to respond to services that are viewed as belonging to a neighborhood or community.

Seattle-Issaqua Highlands

Context. Issaqua Highlands is a New Urbanism development planned for a suburban location approximately 18-20 miles east of central Seattle. Though it falls within the modified urban growth boundaries (modified in part to allow this "new urbanism" experiment to be built), it falls outside of the boundaries of the ten-year Sound Move rapid transit plan being implemented in the Puget Sound area (due most likely to inattention).

Project. Issaqua Highlands is still in the planning stages. Information posted on their web site (www.issaquahighlands.com) may not reflect current plans, but indicated three stages of development as follows.

Phase	Year	Single-family Units	Multifamily Units	Retail s.f.	Commercial s.f.
1	1998	320	320	50,000	250,000
2	2001	=1,300	=1,300	375,000	1,250,000
3	2002				1,450,000
Totals:		**=1,620**	**=1,620**	**425,000**	**2,950,000**

The proposed project is comparable to Black Mountain Ranch, with approximately 60 percent of the housing units, nearly three times the retail, and six times the commercial. Microsoft Corporation has an option on all of the commercial space.

A central feature of the proposed Issaqua Highlands is the proposed transit center/park-and-ride lot(s). At least 500 parking spaces, and perhaps more, will be dedicated to park-and-ride in at least one, and possibly more locations. King County Metro, the transit provider, is looking at providing a total of 20,000 annual service hours to Issaqua Highlands (approximately 40 one-way trips per day), divided among two classes of transit services: commuter express service in the peak periods (most likely to downtown Seattle) and a more local routing throughout the off-peak periods (involving stops at other demand generators en route, such as the University of Washington campus). In addition, the developer has suggested the need for a local circulator shuttle; King County Metro has requested that the developer fund the shuttle at first, and that Metro would take over the route "if it is successful." No decisions have been reached on any of these points.

Funding. Funding has not been determined for any of the transit alternatives, and there is still considerable discussion as to what form transit will take to the development.

APPENDIX E

Transportation Phasing Program

Summary of Required Circulation Improvements by Phase
Black Mountain Ranch Revised VTM and the Remainder of Black Mountain Ranch Subarea I

VTM PHASE

PFFP Proj No.	*Facility*	*Location*	*Required Improvement Description*
	Vesting Tentative Map Phase One: Prior to development in the Vesting Tentative Map area, the following improvements shall be assured to the satisfaction of the City Engineer:		
	On-Site Roads		
T-3	Black Mtn. Rd.	Carmel Valley Rd. to existing Black Mtn. Rd.	Construct 4-lane major street.
T-9	Camino Del Sur	At San Dieguito Rd.	Construct traffic signal.
T-9	Camino Del Sur	San Dieguito Rd. to Carmel Valley Rd.	Construct 2 lanes of an ultimate 4-lane major road.
T-9	Camino Del Sur	At B Street	Construct traffic signal.
T-9	Camino Del Sur	At Carmel Valley Rd.	Construct traffic signal.
T-3	Carmel Valley Rd.	At Black Mountain Rd.	Construct traffic signal.
T-1	San Dieguito Rd.	Property boundary east to Camino Del Sur	Construct a 2-lane collector street with intersection widening.
	Off-Site Roads		
T-4	Black Mtn. Rd.	At Maler Rd.	Construct traffic signal.
T-4	Black Mtn. Rd.	At SR-56 WB Ramp	Widen WB approach for dual lefts and right turn lanes. Modify signal.
T-4	Black Mtn. Rd.	At SR-56 EB Ramp	Widen SB approach for dual lefts; Widen NB approach for exclusive right turn lane.
T-4	Black Mtn. Rd.	At Park Village Rd.	Widen SB approach for exclusive right turn lane.
T-19	Carmel Valley Rd.	Western portion of SR-56 to Via Abertura	Provide striping, signing, and widening improvements as required by City Engineer, enhance existing 2-lane road.
T-21.1, T-21.2	Carmel Valley Rd.	Via Abertura to Black Mtn. Rd.	Construct 2 lanes of an ultimate 4-lane major road with intersection widening.
T-19	Carmel Valley Rd.	At Rancho Santa Fe Farms Rd.	Construct traffic signal.
T-28	El Camino Real	At San Dieguito Rd.	Widen WB approach for shared left and right turn lane.
T-4	Rancho Penasquitos Blvd.	At SR-56 WB Ramp	Widen WB off ramp to provide a center left/through/right turn lane.
	Vesting Tentative Map Phase Two: Prior to exceeding 600 equivalent dwelling units in the Vesting Tentative Map area, the following improvements shall be assured to the satisfaction of the City Engineer:		
	On-Site Roads		
N/A T-9	SR-56 or Camino Del Sur	Black Mountain Rd. to Camino Del Sur San Dieguito Rd. to Carmel Valley Rd.	Extend to Camino Del Sur. Widen to 4-lane major street.
T-13, T-14	Camino Del Sur	Carmel Valley Rd. to SR-56	Construct 4-lane major street.
	Off-Site Roads		
T-18	Carmel Valley Rd.	At I-5 SB Ramp	Restripe the intersection for a WB shared left/through lane. Modify signal for split phasing.

NAME CHANGE NOTES:

a) Former North Village Drive has been renamed Paseo Del Sur and is included herein as an Internal Roadway.
b) Former Camino Ruiz and those portions of Camino del Norte within Subarea I and Subarea IV have been renamed Camino Del Sur.
c) The portion of Camino Santa Fe within Subarea III at SR-56 and north to Del Mar Heights Road has been renamed Carmel Valley Road.

Summary of Required Circulation Improvements by Phase
Black Mountain Ranch Revised VTM and the Remainder of Black Mountain Ranch Subarea I

PHASE I-A & I-B

PFFP Proj No.	*Facility*	*Location*	*Required Improvement Description*
	Black Mountain Ranch Subarea I Phase I-A: Prior to exceeding 2,610 equivalent dwelling units in the Vesting Tentative Map phase and any equivalent dwelling units in the remainder of Subarea I, the following improvements shall be assured to the satisfaction of the City Engineer.		
	On-Site Roads		
T-5	Camino Del Sur	San Dieguito Rd. to Paseo Del Sur	Construct 2 lanes of ultimate 4-lane major street.
T-47, T-48	Internal Roadways	As required by internal development	Construct roadways and traffic signals.
	Off-Site Roads		
T-14	Camino Del Sur	Carmel Valley Rd. to SR-56	If not complete, widen to 4 lanes.
T-21.1	Carmel Valley Rd.	Via Abertura to Camino Del Sur	Widen to 4 lanes.
N/A	SR-56	Black Mountain Rd. to Camino Del Sur	Construct 4 lane freeway (3)(4).
T-53	San Dieguito Rd.	At El Apajo	Traffic signal or Contribute funding for improvement.
T-29.1	El Camino Real	San Dieguito Rd. south to Half Mile Dr.	Widen to 4 lanes.
T-32.1	Via de la Valle	El Camino Real West to San Andres Dr.	Widen to 4 lanes (1)(5).
T-32.1	Via de la Valle	San Andres Dr. to I-5	Restripe for 6 lanes (1).
	Black Mountain Ranch Subarea I Phase I-B: Prior to exceeding 2,610 equivalent dwelling units in the Vesting Tentative Map phase and 1,282 equivalent dwelling units in the remainder of Subarea I, the following improvements shall be assured to the satisfaction of the City Engineer.		
	On-Site Roads		
T-10	Camino Del Sur	San Dieguito Rd. to Carmel Valley Rd.	If not complete, widen to 4 lanes.
T-47, T-48	Internal Roadways	As required by internal development	Construct roadways and traffic signals.
	Off-Site Roads		
N/A	Camino Del Sur	SR-56 south to Carmel Mountain Rd.	Construct 4 lanes.
N/A	Camino Del Sur	Carmel Mountain Rd to Dormouse Rd.	Construct 2 lanes (2).
T-19, T-20	Carmel Valley Rd.	Del Mar Heights Rd. to SR-56	Construct 4 lanes.
T-20	Carmel Valley Rd.	Via Abertura west to Del Mar Heights Rd.	Widen to 4 lanes.
T-22.2	Carmel Valley Rd.	Camino Del Sur to Black Mountain Rd.	Widen to 4 lanes.
N/A	Del Mar Heights Rd.	Lansdale Dr. to Carmel Valley Rd.	Construct 4 lanes.
T-2	El Apajo	Via de Santa Fe to San Dieguito Rd.	Widen to 3 lanes.
	SR-56	Camino Del Sur to east of Carmel Country Rd.	Construct 4 lane freeway (3)(4).
T-15.1	SR-56	At Camino Del Sur	Construct diamond interchange.
N/A	SR-56	At Carmel Valley Rd.	Construct diamond interchange.
T-56	SR-56	At I-15	Contribution of $580,000 for interchange. Improvements.
T-29.2	El Camino Real	Via de la Valle to San Dieguito Rd.	Widen to 4 lanes (2).
T-29.2	Via de la Valle	El Camino Real (E) to El Camino Real (W)	Widen to 4 lanes (2)(5).
N/A	Interstate 5	SR-56 to I-805	Construct dual freeways (3).

(1) If unable to assure at time of first EDU in Phase I-A because of failure to acquire right of way, obtain Coastal Commission approval or other reason beyond City or developer control, improvement will be subject to a bonded deferred improvement agreement and moved into Phase I-B.
(2) Current City CIP projects. City will assure in Phase I-B; otherwise, Phase II EDUs will not be released until assured
(3) SR-56 is assured by the City and the dual freeways are assured by Caltrans.
(4) SR-56 was formerly described as a single project from Carmel Valley to Black Mountain Road.
(5) Via de la Valle was formerly described as a single project from San Andres Drive to El Camino Real (E).

Summary of Required Circulation Improvements by Phase
Black Mountain Ranch Revised VTM and the Remainder of Black Mountain Ranch Subarea I

PHASE II-A & II-B

PFFP Proj. No.	*Facility*	*Location*	*Required Improvement Description*
	Black Mountain Ranch Subarea I Phase II-A: Prior to exceeding 2,610 equivalent dwelling units in the Vesting Tentative Map phase and 1,582 equivalent dwelling units in the remainder of Subarea I, (totaling 4,192 equivalent dwelling units in all of Subarea I), the following improvements shall be assured to the satisfaction of the City Engineer.		
	On-Site Roadways		
T-6, T-34	Camino Del Sur	San Dieguito Rd. to Camino del Norte	Widen to 4 lanes (6).
T-25	Carmel Valley Rd.	Black Mountain Rd. to Camino Crisalida	Construct 2 lanes (7)(8).
T-47, T-48	Internal Roadways	As needed	Construct roadways and traffic signals.
	Off-site Roadways		
T-46	Bernardo Center Dr.	At I-15	Construct ramp improvements.
T-35, T-36	Camino del Norte	Camino Del Sur to Camino San Bernardo	If not constructed, construct 4 lanes (9).
T-37	Camino del Norte	At Bernardo Center Dr.	Improve capacity at-grade, pedestrian bridge.
T-38	Camino del Norte	At I-15 Ramps	Complete interchange improvements, NB & SB truck climbing lanes.
T-55	I-15	SR-163 to Escondido	Construct capacity enhancements (HOV, auxiliary lanes or comparable improvements) to facility.
T-39	Rancho Bernardo Rd.	Bernardo Center Dr. to West Bernardo Dr.	Widen to 6 lanes.
T-39	Rancho Bernardo Rd.	At West Bernardo Dr.	Construct intersection improvements.
T-39	Rancho Bernardo Rd.	At I-15 NB/SB Ramps	Construct intersection improvements.
T-45	West Bernardo Dr.	At Bernardo Center Dr.	Construct intersection improvements.
T-43	West Bernardo Dr.	I-15 SB Ramps to Aguamiel Rd.	Improve cross-section.
T-44	West Bernardo Dr.	At I-15 SB Ramp	Construct traffic signal.
T-54.2	SR-56 Westbound	Between Carmel Creek Rd. On & Off Ramps	Contribute fair share of $1,000,000 for Auxiliary Lane.
T-18	El Camino Real SB	At Carmel Valley Rd./SR-56	Contribute fair share of $600,000 for turn pocket.
	Black Mountain Ranch Subarea I Phase II-B: Prior to exceeding 2,610 equivalent dwelling units in the Vesting Tentative Map phase and 2,602 equivalent dwelling units in the remainder of Subarea I, (totaling 5,212 equivalent dwelling units in all of Subarea I), the following improvements shall be assured to the satisfaction of the City Engineer.		
	On-Site Roadways		
T-47, T-48	Internal Roadways	As needed	Construct roadways and traffic signals.
	Off-Site Roadways		
N/A	I-5	I-805 to Birmingham	Construct capacity enhancements (HOV, auxiliary lanes or comparable improvements) to facility.
T-25	Carmel Valley Rd.	Black Mountain Rd. to Camino Crisalida	Widen to 4 lanes (8).
N/A	Camino Del Sur	Carmel Mountain Rd to Dormouse Rd.	Widen to 4 lanes.

(6) Project formerly described as three separate increments: Camino Ruiz from San Dieguito Road to North Village Drive, Camino Ruiz from North Village Drive to Camino del Norte and Camino del Norte from the Eastern Project Boundary to the Western Project Boundary.
(7) 138 EDUs will be released with the assurance of two lanes of Carmel Valley Road between Black Mountain Road and Camino Crisalida without regard to other transportation phasing or EDU limitations.
(8) Project formerly described as Black Mountain Rd. to Bernardo Center Dr.
(9) Project formerly described as two separate increments: Camino del Norte from Eastern Project Boundary to 4S Parkway and from 4S Parkway to Existing Terminus which was Camino San Bernardo.

Summary of Required Circulation Improvements by Phase
Black Mountain Ranch Revised VTM and the Remainder of Black Mountain Ranch Subarea I

PHASE III

PFFP Proj No.	*Facility*	*Location*	*Required Improvement Description*
	Black Mountain Ranch Subarea I Phase III: Prior to exceeding 2,610 equivalent dwelling units in the Vesting Tentative Map phase and 3,682 equivalent dwelling units in the remainder of Subarea I, (totaling 6,292 equivalent dwelling units in all of Subarea I), the following improvements shall be assured to the satisfaction of the City Engineer.		
	On-Site Roadways		
T-47, T-48	Internal Roadways	As needed	Construct roadways and traffic signals.
	Off-Site Roadways		
N/A	Camino Del Sur	Carmel Valley Rd. to Carmel Mountain Rd.	Widen to 6 lanes.
T-54.2	State Route 56	I-5 to I-15	Widen to 6-lane freeway.
T-58	State Route 56	At I-5	Construct north facing ramps.
T-15.1	State Route 56	At Camino Del Sur	Construct partial cloverleaf interchange.
N/A	Carmel Valley Rd.	Del Mar Heights Rd. to SR-56	Widen to 6 lanes.
T-57	Black Mountain Rd.	Twin Trails Rd. to north of Mercy Rd.	Widen to 6 lanes.

Black Mountain Ranch Land Uses

Land Use	*Units*	*Intensity*	*Daily Trip Rate (Vehicle Trips)*	*Total Daily Trips (Vehicle Trips)*
VTM PHASE				
Black Mountain Ranch Land Uses Under VTM 95-0173				
Estate Residential	Dwelling Units	71	12	852
Single Family Residential	Dwelling Units	871	10	8,710
Affordable Housing	Dwelling Units	179	8	1,432
Middle School	Acres	17	40	680
Elementary School	Acres	10	60	600
Church (2)	Acres (Total)	6	60	360
Golf Course	Courses (Total)	1	600	600
Neighborhood Park (2)	Acres (Total)	10	10	100
Community Park	Acres	30	10	300
Subtotals:	**Dwelling Units:**	**1,121**	**Trips:**	**13,634**
Black Mountain Ranch Land Uses Under Proposition C 1996 and VTM 99-1161				
Neighborhood Commercial	Thousand Sq. Feet	16	120	1,920
Single Family Residential	Dwelling Units	218	10	2,180
Multi-Family Residential	Dwelling Units	42	8	336
Subtotals:	**Dwelling Units:**	**260**	**Trips:**	**4,436**
Perimeter Ownership Land Uses				
Single Family Residential	Dwelling Units	190	10	1,900
Affordable Housing	Dwelling Units	36	7	252
Subtotals:	**Dwelling Units:**	**226**	**Trips:**	**2,152**
VTM PHASE TOTALS:	**Dwelling Units:**	**1,607**	**Trips:**	**20,222**

PHASE I, II & III				
Phase I, II & III Black Mountain Ranch Ownership Land Uses				
Estate Residential	Dwelling Units	120	12	1,440
Single Family Residential	Dwelling Units	1,600	10	16,000
Multi-Family Residential	Dwelling Units	830	8	6,640
Age Restricted Residential	Dwelling Units	500	4	2,000
High School (portion)	Acres	40	50	2,000
Middle School	Acres	20	40	800
Elementary School	Acres	10	60	600
Employment Center	Thousand Sq. Feet	450	16	7,200
Neighborhood/ Community Shopping	Thousand Sq. Feet	225	70	15,750
Office	Thousand Sq. Feet	65	20	1,300
Hotel	Rooms	300	8	2,400
Neighborhood Park	Acres	7	40	280
Subtotals:	**Dwelling Units:**	**3,050**	**Trips:**	**56,410**
Phase I, II & III Perimeter Ownership Land Uses				
SW Perimeter – Single Family	Dwelling Units	79	10	790
SW Perimeter - Affordable	Dwelling Units	15	8	120
SE Perimeter – Single Family	Dwelling Units	293	10	2,930
SE Perimeter - Affordable	Dwelling Units	56	8	448
NE Perimeter – Multi- Family	Dwelling Units	252	8	2,016
NE Perimeter - Affordable	Dwelling Units	48	8	384
Subtotals:	**Dwelling Units:**	**743**	**Trips:**	**6,688**
PHASE I, II & III TOTALS:	**Dwelling Units:**	**3,793**	**Trips:**	**63,098**
TOTAL DWELLING UNITS BLACK MOUNTAIN RANCH SUBAREA I		**5,400**		
TOTAL TRIPS BLACK MOUNTAIN RANCH SUBAREA I				**83,320***

* Note: Original Subarea Plan EIR, Table 4B-6, shows the total approved trips as 84,206. The difference is mainly due to the deletion of the south High School and other small changes over time.

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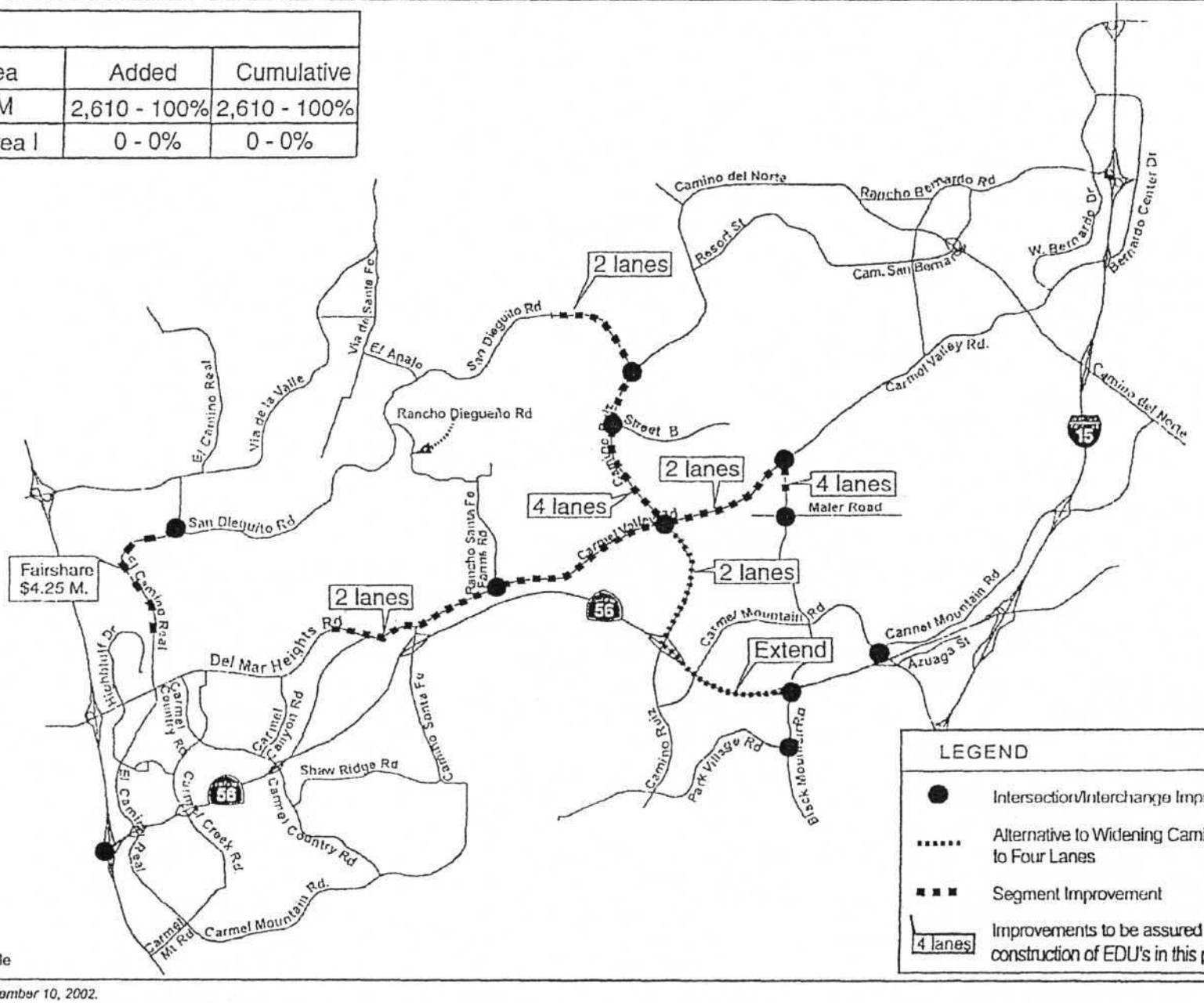
VTM		
Area	Added	Cumulative
VTM	2,610 - 100%	2,610 - 100%
Subarea I	0 - 0%	0 - 0%



Last Revised: September 10, 2002.

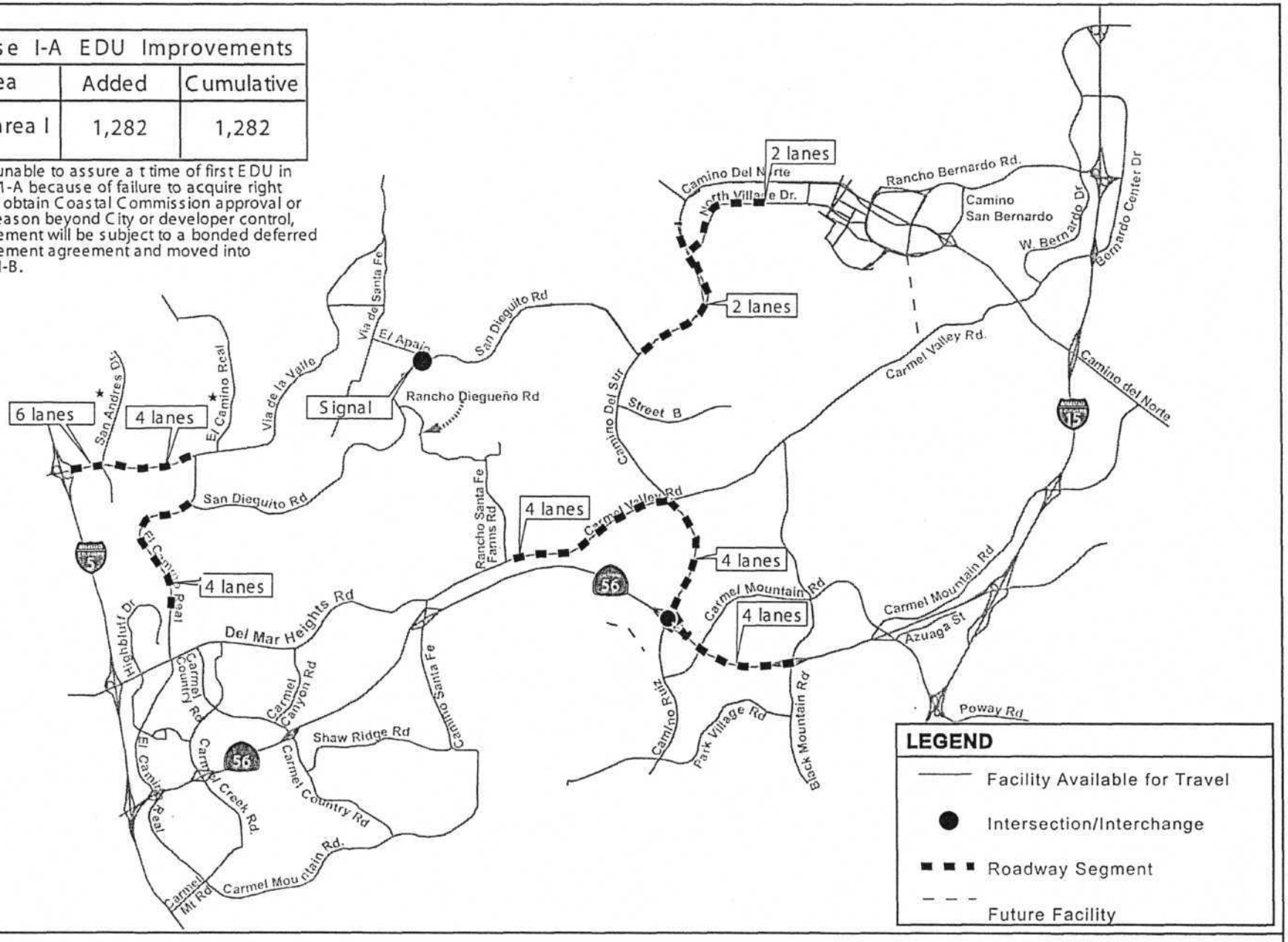
VTM Circulation Network Improvements

Kitsu & Associates

Black Mountain Ranch Subarea Plan
Circulation Ir 'nalysis

Phase I-A EDU Improvements		
Area	Added	Cumulative
Subarea I	1,282	1,282

★ If unable to assure a t time of first EDU in Phase 1-A because of failure to acquire right of way, obtain Coastal Commission approval or other reason beyond City or developer control, improvement will be subject to a bonded deferred improvement agreement and moved into Phase I-B.



Last Revised: July 9, 2004
JA3577

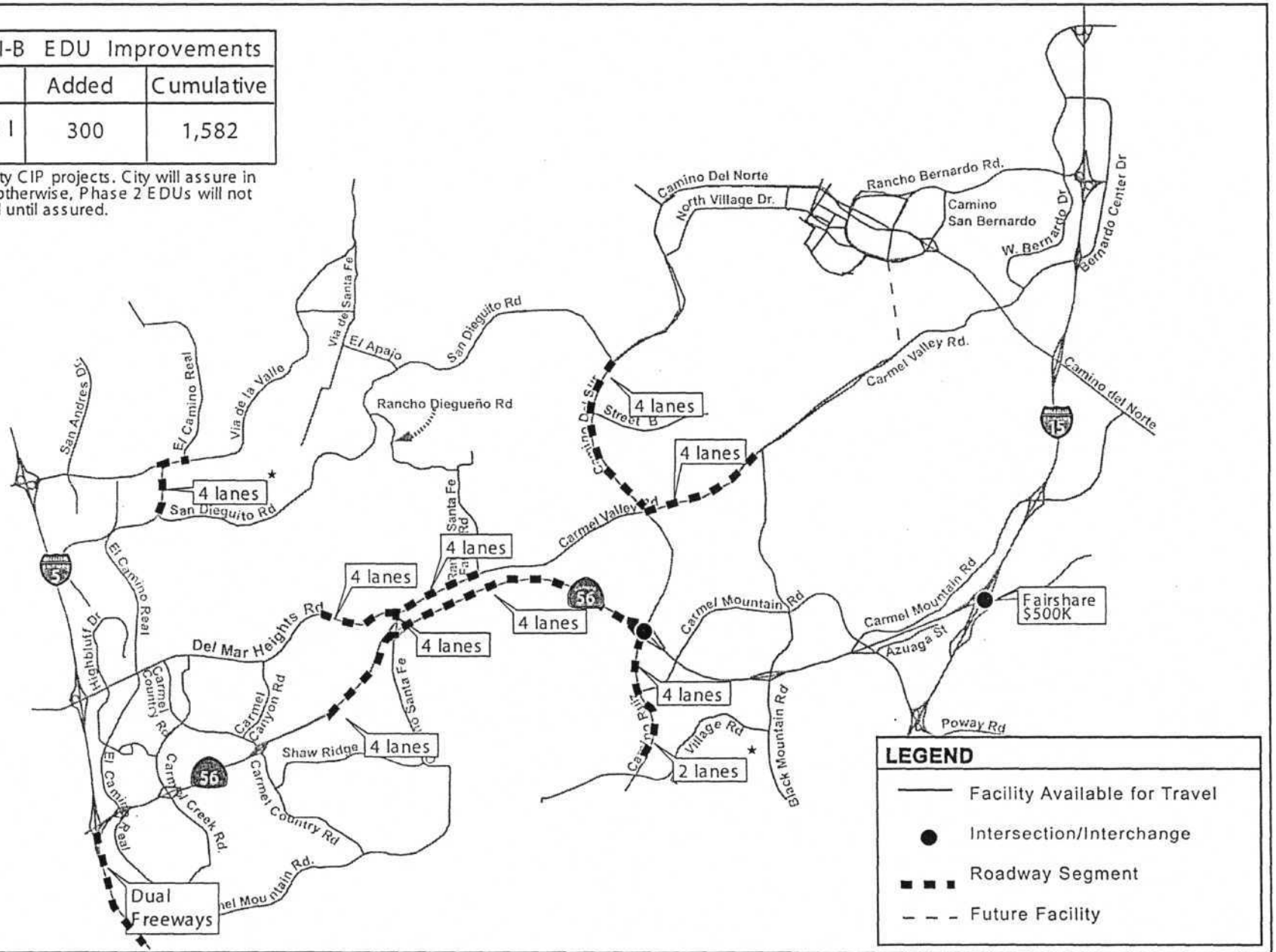
Black Mountain Ranch Phasing
Phase I-A

Katz, Okitsu & Associates
Traffic Engineers and Transportation Planners

Black Mountain Ranch Subarea Plan
Transportation Phasing

Phase I-B EDU Improvements		
Area	Added	Cumulative
Subarea I	300	1,582

*Current City CIP projects. City will assure in Phase 1B; otherwise, Phase 2 EDUs will not be released until assured.



Last Revised: July 9, 2004
JA3577

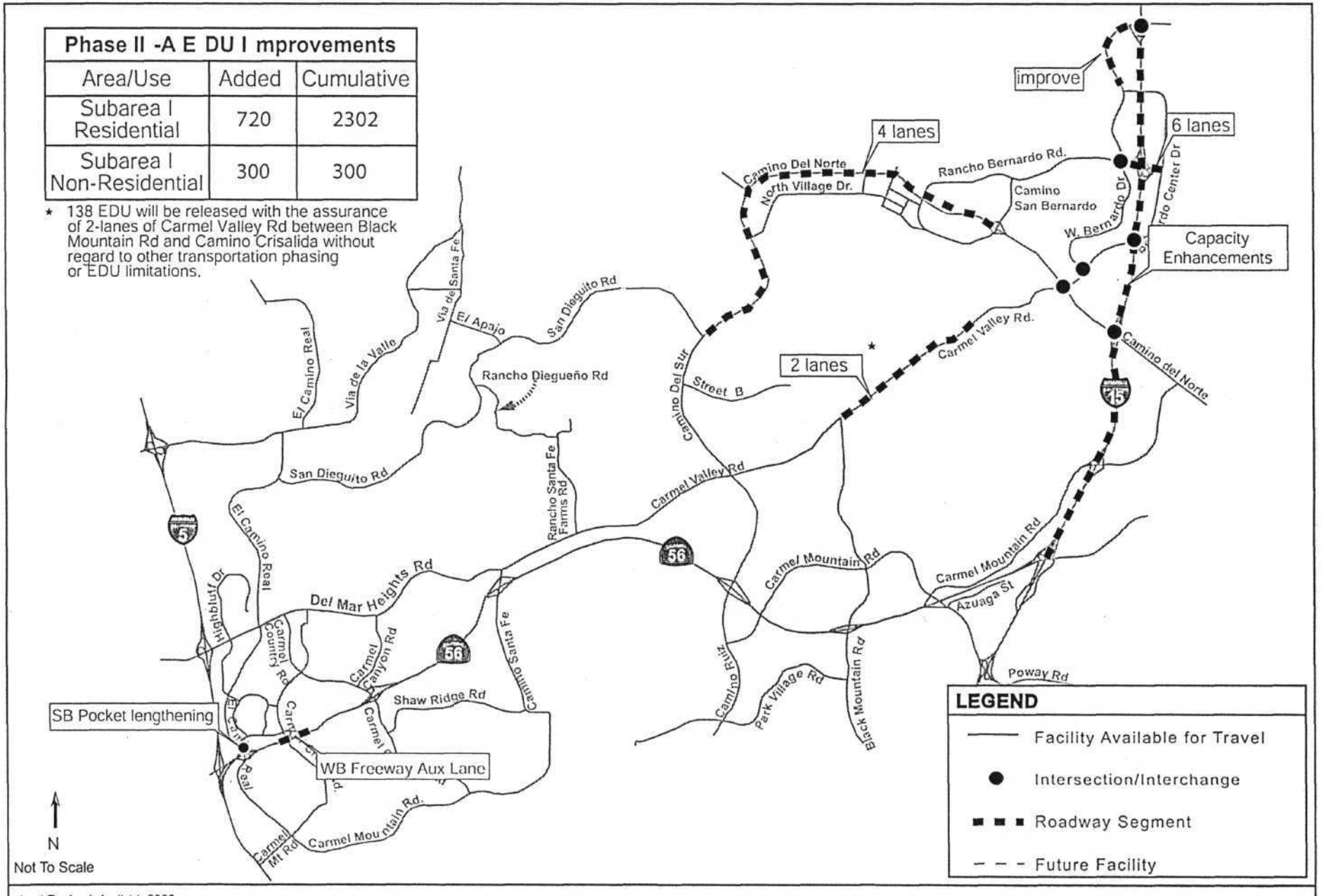
Black Mountain Ranch Phasing
Phase I-B

Katz, Okitsu & Associates
Traffic Engineers and Transportation Planners

Black Mountain Ranch Subarea Plan
Transportation Phasing

Phase II -A E DU I mprovements		
Area/Use	Added	Cumulative
Subarea I Residential	720	2302
Subarea I Non-Residential	300	300

* 138 EDU will be released with the assurance of 2-lanes of Carmel Valley Rd between Black Mountain Rd and Camino Crisalida without regard to other transportation phasing or EDU limitations.



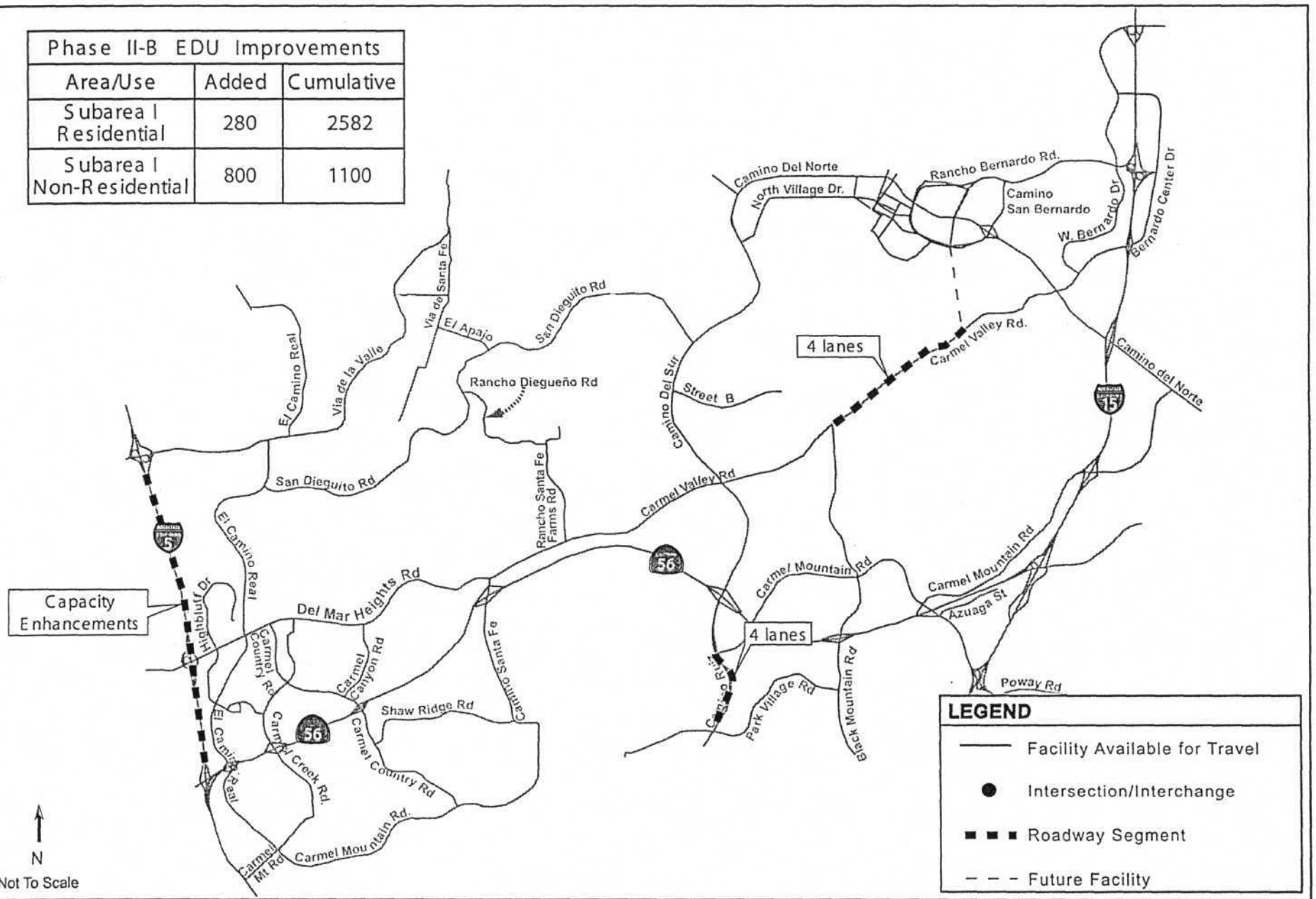
Last Revised: April 14, 2005
JA3577

Black Mountain Ranch Phasing
Phase II-A

Katz, Okitsu & Associates
Traffic Engineers and Transportation Planners

Black Mountain Ranch Subarea Plan
Transportation Phasing

Phase II-B EDU Improvements		
Area/Use	Added	Cumulative
Subarea I Residential	280	2582
Subarea I Non-Residential	800	1100



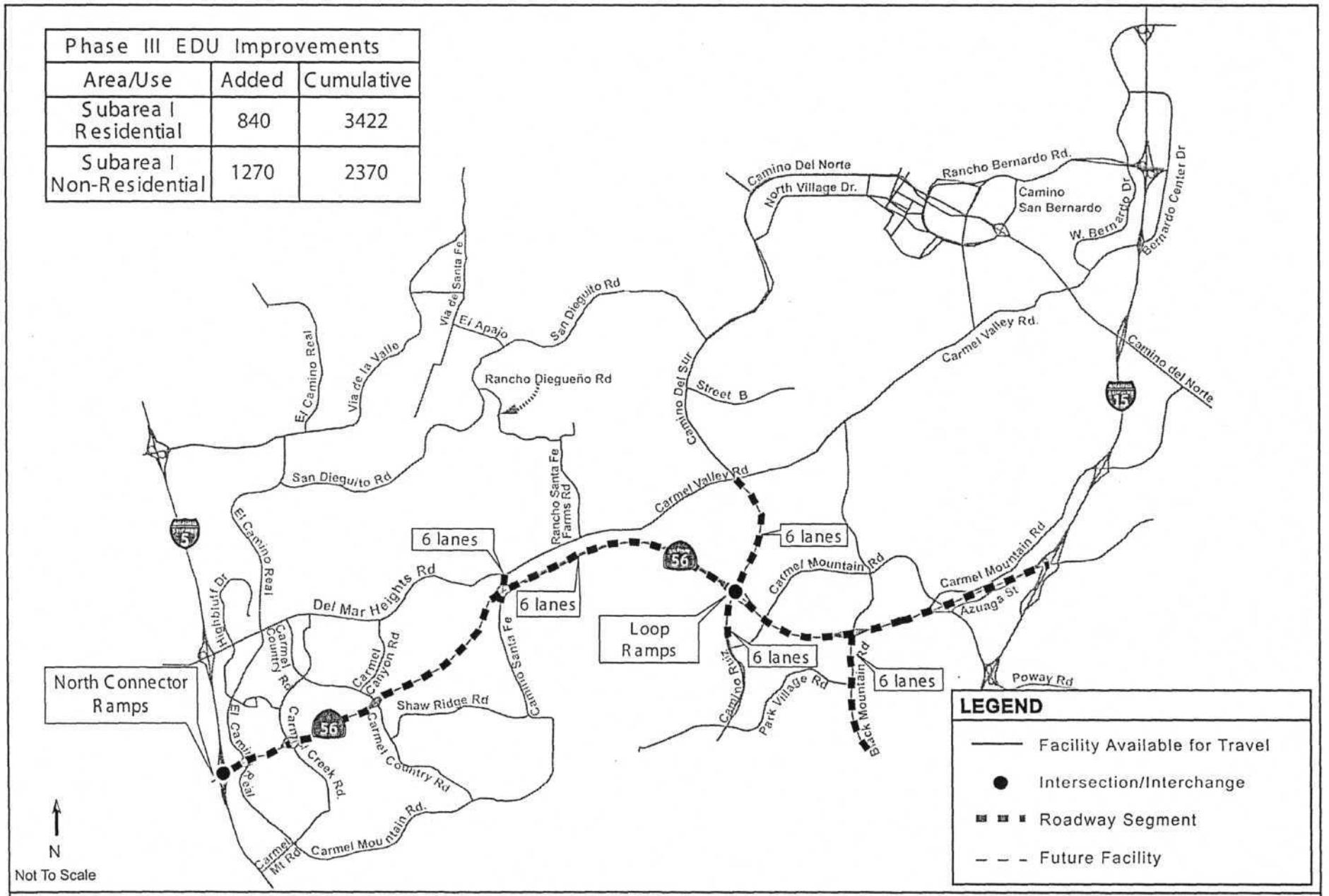
Last Revised: July 9, 2004
JA3577

Black Mountain Ranch Phasing
Phase II-B

Katz, Okitsu & Associates
Traffic Engineers and Transportation Planners

Black Mountain Ranch Subarea Plan
Transportation Phasing

Phase III EDU Improvements		
Area/Use	Added	Cumulative
Subarea I Residential	840	3422
Subarea I Non-Residential	1270	2370



Last Revised: July 9, 2004
JA3577

Black Mountain Ranch Phasing
Phase III

Katz, Okitsu & Associates
Traffic Engineers and Transportation Planners

Black Mountain Ranch Subarea Plan
Transportation Phasing