
RESIDENTIAL ELEMENT

PRIMARY GOAL

To provide housing opportunities for a variety of household types, lifestyles and income levels, while maximizing the health, safety and welfare of the community.

EXISTING CONDITIONS

The Peñasquitos community currently offers a relatively wide range of housing types and prices. Single-family detached units and a variety of multifamily units are available with both ownership and rental options. Approximately 76 percent of the housing units in the community are single-family detached and about 24 percent are multifamily. This ratio is expected to be maintained at total buildout. Approximately 11 percent of all housing units in Rancho Peñasquitos are assisted through federal programs including HUD Section 221(d) 4 programs, and the Below Mortgage Interest Rate (BMIR) Program. Both of these programs are considered affordable to moderate-income households. The Village neighborhood has the highest concentration (40-55 percent of all households) of government subsidized housing within the community.

ISSUES

A major issue in the community concerns future residential development. The remaining available residential land in Rancho Peñasquitos is characterized by canyons and hillsides. Many community residents would prefer development at lower densities and clustered to preserve open space and to avoid excessive grading on sensitive slopes. Other community issues related to new development include traffic impacts, both noise and congestion, the maintenance of landscaping in new subdivisions, and the architecture, site design and color of residential development on hillsides.

The existing development in Rancho Peñasquitos has emphasized the provision of 5,000-square-foot lots. Some members of the community have expressed a desire to move up to larger, more expensive homes without having to move out of the community. Therefore, larger, single-family homes on estate-type view lots are desired by the community.

POLICIES

- A harmonious community appearance should be created by using a compatible variety of architectural styles, colors, building heights, lot sizes, setbacks, landscaping and street furniture.
- Identifiable neighborhood units should be developed based on location, access, natural features, land use mix, design qualities and open space.
- Residential development should use creative and flexible site planning to maximize the preservation of open space and hillside areas.

- The density of new residential development should be based on the capacity of the land for development consistent with the objective of preserving the character of the hillside and canyon areas.
- All new subdivision maps should clearly define short- and long-term landscaping maintenance responsibilities. Homeowners' associations, assessment districts or some other process should be established in all new subdivisions to maintain landscaping within residential areas.
- Additional low- and moderate-income housing should be created through the use of all available public and private financing programs or as a requirement of new residential development.
- The existing low- and very low-density residential areas in Rancho Peñasquitos are characterized by traditional single-family development (i.e., detached housing on individual lots). These areas should continue to be protected as single-family neighborhoods.

RECOMMENDATIONS

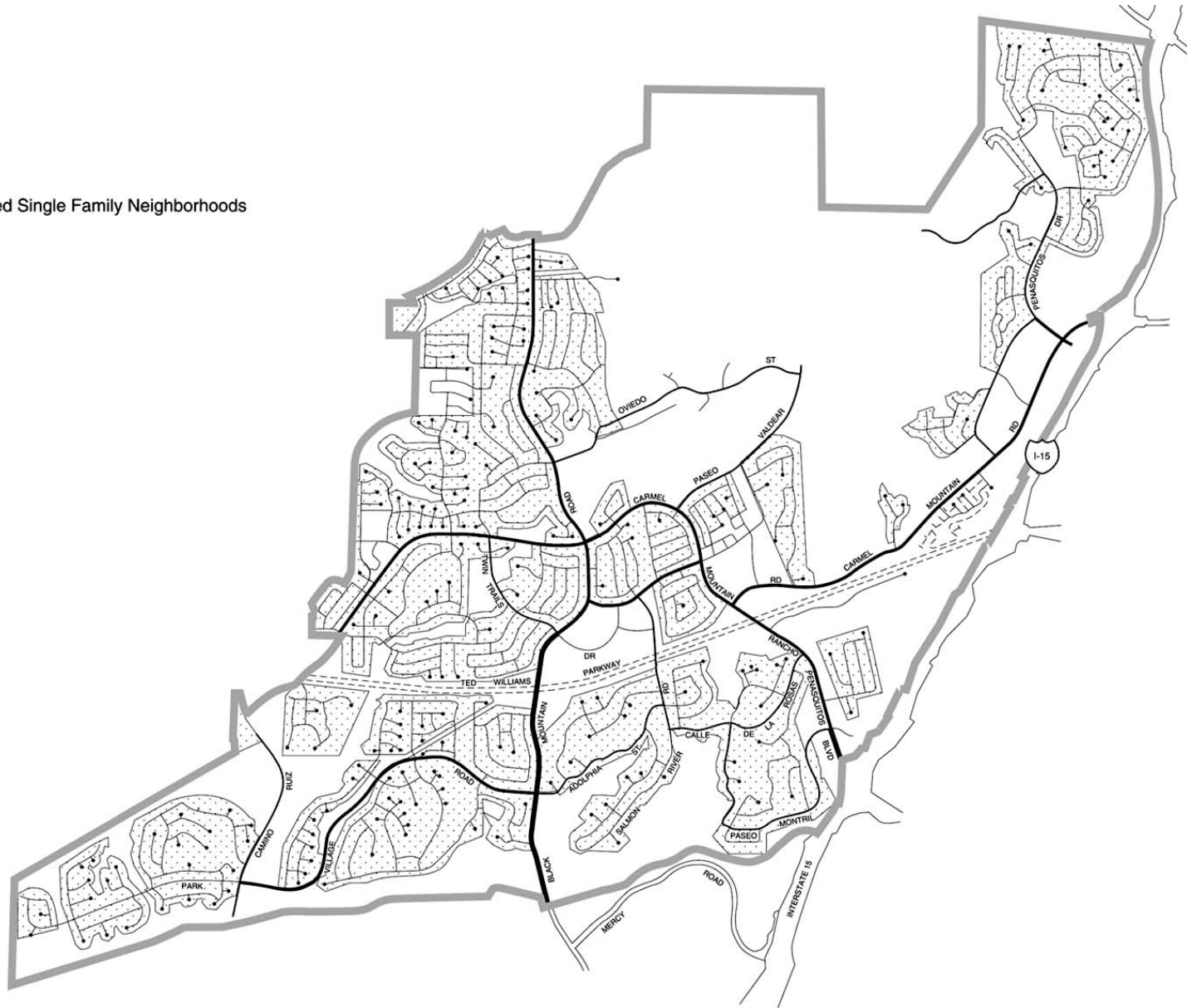
- Limit the residential density of those areas located within the HR Overlay Zone and designate those areas as Very Low-Density Residential (0-1 DU/ACRE). Where applicable, rezone HR areas to R-1-40000. Areas designated for open space should be zoned A-1-10, which would permit development of one DU/ten acres in the event these areas are not acquired for open space.
- At the time of development, rezone all 11 areas designated as Low-Density Residential (1-5 DU/DA) to R-1-8000. Smaller lots (5,000 square feet) may be allowed through the PRD process if the recommended density criteria are met.
- Do not approve requests for rezoning or other discretionary actions which could result in construction of any type of residential structures other than traditional single-family residential dwellings (in areas designated protected single-family as shown in **Figure 5**).

Buildout Projections

Based on the existing densities recommended in this Plan and previously approved maps, at total buildout Rancho Peñasquitos may accommodate approximately 15,800 housing units. If a development proposal exceeds this range, a reevaluation of public facilities will be necessary and shall require an amendment to the Plan. Buildout of the community is estimated to occur in the year 2000. The average household population in Rancho Peñasquitos has been estimated by the Planning Department to be 2.99 (persons per household). Using this factor, the total buildout population of Rancho Peñasquitos will be between 46,000 and 50,000 residents.

The estimated buildout projections are not intended to be an absolute building limitation but are used as a measure to anticipate and provide both the quantity and quality of public facilities necessary within the community.

 Protected Single Family Neighborhoods

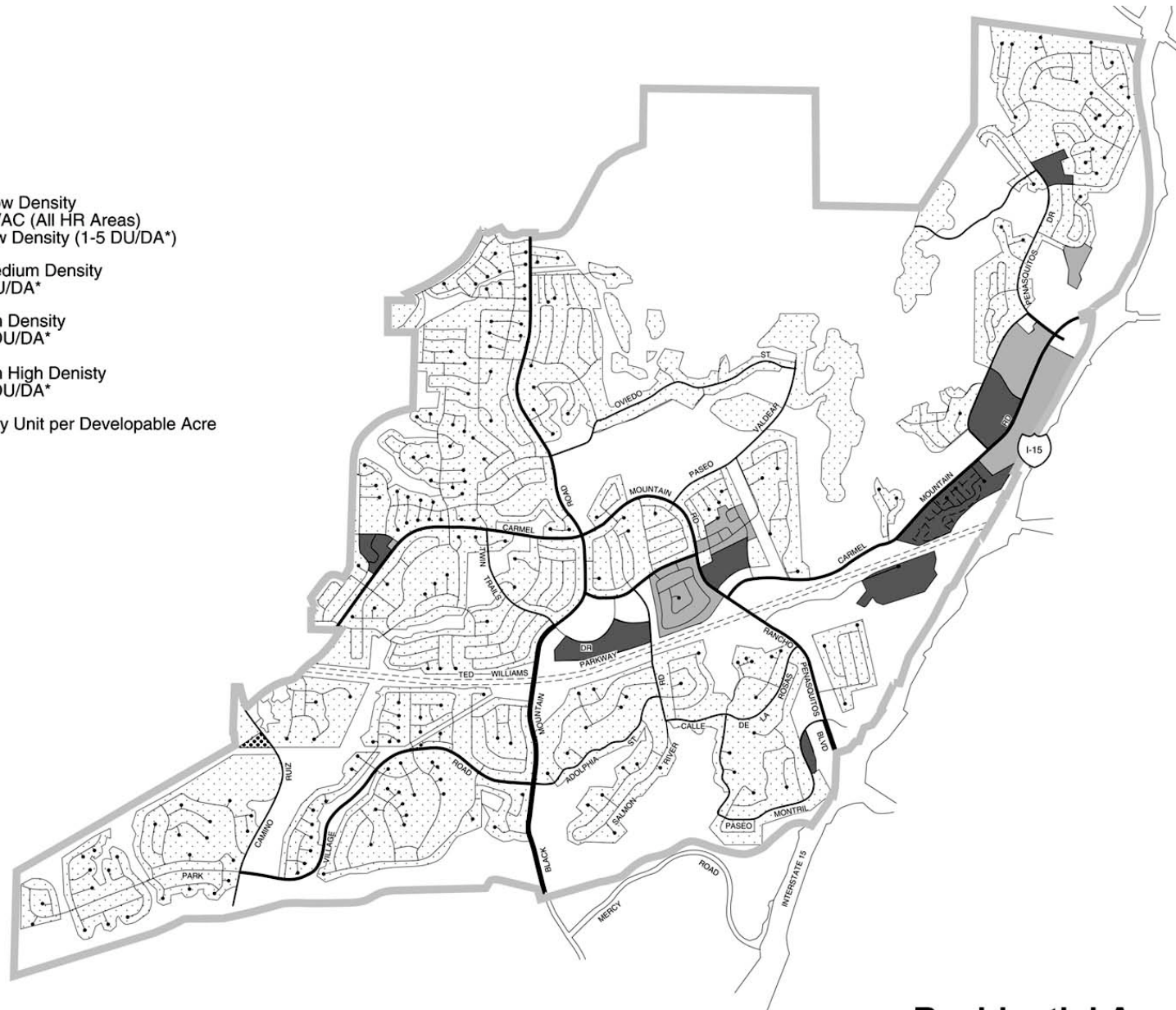


Protected Single-Family Neighborhoods
Rancho Peñasquitos Community Plan

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FIGURE



-  Very Low Density
0-1 DU/AC (All HR Areas)
and Low Density (1-5 DU/DA*)
 -  Low Medium Density
5-10 DU/DA*
 -  Medium Density
10-22 DU/DA*
 -  Medium High Density
22-45 DU/DA*
- * DU/DA-Density Unit per Developable Acre



Residential Areas
Rancho Peñasquitos Community Plan

6
FIGURE

Density Calculation

Although the community should maintain a predominately low-density character, a variety of densities and housing types should be encouraged in residential development. In Rancho Peñasquitos density is calculated based upon the number of dwelling units per developable acre (DA).

Developable Acres are calculated by subtracting the following areas from the total project area:

- Open space areas designated in the Plan.
- Areas designated for public facilities in the Plan (including but not limited to schools, public open space areas, parks, fire stations and other governmental facilities).
- Areas designated for commercial or industrial land uses.
- The measured areas of the public streets rights-of-way or 15 percent of the area remaining after subtraction of the above three, whichever is less.

The density of a PRD shall not exceed the maximum density recommended for the area by the Plan.

Density Criteria

Recommended density and lot sizes within the density ranges will be based on the following criteria:

- Compatibility with the design guidelines established in the Plan and with the adjacent land uses.
- Dedication of public parkland, open space areas and/or public facilities or improvements in addition to those designated in the Plan.
- Planned developments that provide creative design approaches which implement the objectives of the Plan and the General Plan.
- Brush management requirements may also restrict density.
- Consideration of the topography of the project site and assurance that the site design minimizes impacts on areas regulated under the HR Overlay Zone Guidelines and designated open space areas.
- Sensitive resources such as biology and archaeology may also restrict density.

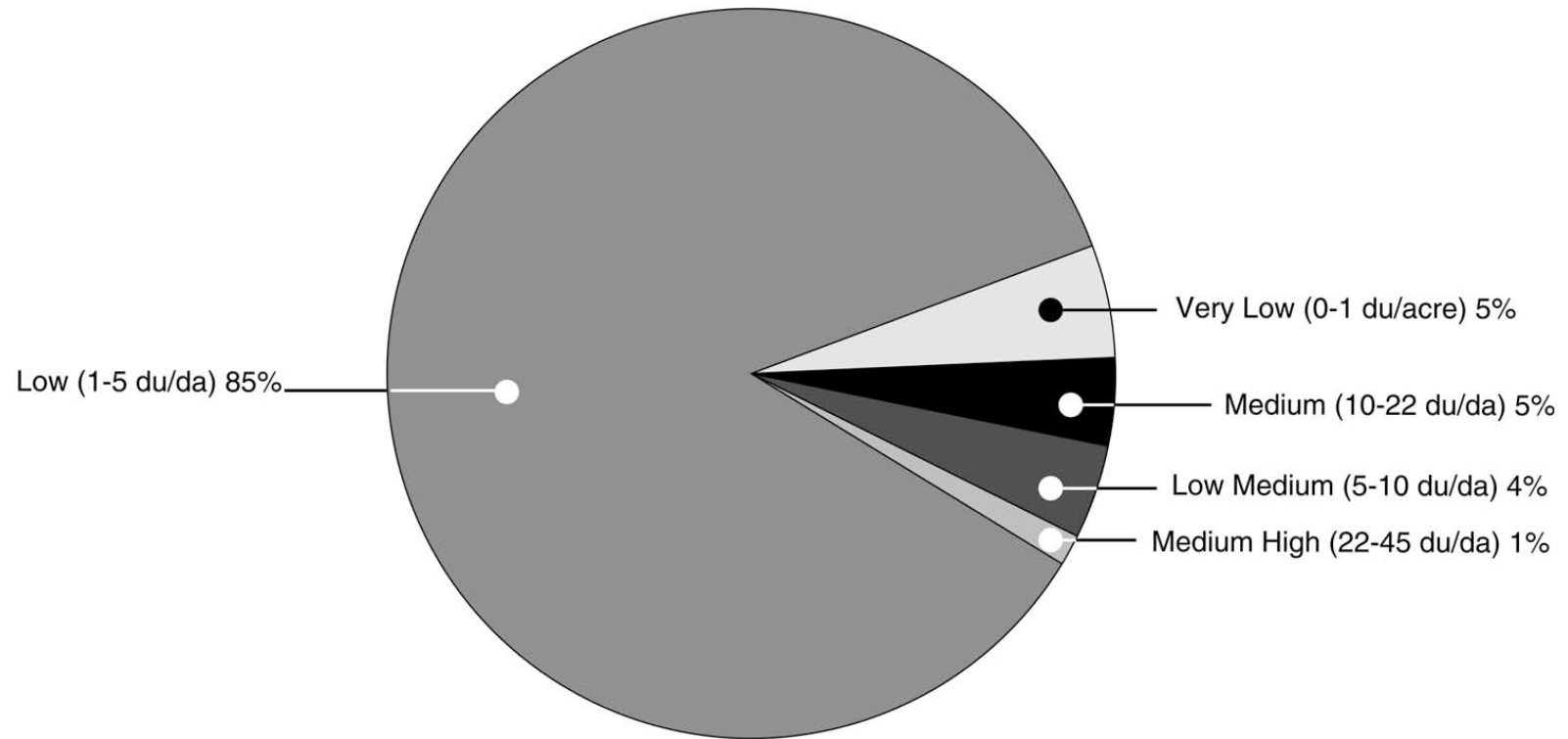
Density Ranges

This Plan proposes the following density ranges to meet community goals and objectives:

- **Very Low-Density.** (zero through one dwelling unit per acre). When calculating developable acreage for a residential project, the maximum density to be calculated for areas within the HR Overlay Zone shall be one dwelling unit per acre. For designated open space areas, density shall be calculated at one dwelling unit per ten acres.
- **Low-Density.** (one through five dwelling units per developable acre). Residential projects developed under this category includes single-family detached homes constructed on 8,000-square-foot lots or larger. A mixture of lot sizes is recommended under this category with the development of 5,000-square-foot lots possible on portions of projects through the PRD process. All projects developed under this category must provide a majority of 8,000-square-foot lots with street frontages consistent with the R-1-8000 Zone. This density range encompasses the City's R-1-8000 through R-1-40000 zones.
- **Low-Medium Density.** (5 through 10 dwelling units per developable acre). This category is characterized by single- or multifamily attached development in low-rise form. This includes single-family, townhome, duplex and similar types of developments. In general, this density encompasses the City's R-1-5000 zone.
- **Medium Density.** (10 through 22 dwelling units per developable acre). This category includes multifamily attached development in low-rise form (primarily one to two stories). This includes some types of fourplex development and most forms of apartments. In general, this density range encompasses the City's R-3000 and R-2000 Zones. The Plan recommends Planned Residential Development for these areas. Building heights should be limited to 30 feet in these areas.
- **Medium-High Density.** (22-45 dwelling units per developable acre). This category includes multifamily attached development in medium-rise form (primarily two or three stories). This includes developments for sale and apartment projects with subterranean or wrapped parking facilities (parking surrounded by residential units). This density range is achieved through approval of a planned development permit for these areas.

Density Allocations

Figure 7 identifies the densities assigned to various residential areas within the planning area. These designations represent desired ranges of net residential density based on topography, geology, views, land use configurations, access and other considerations. The Plan calls for approximately five percent of the total residential area of the community to be developed at very low-density, 86 percent of the area as low-density developments, four percent as low-medium-density and four percent as medium density and one percent as medium-high density. **Table 1** (see **page 12**) provides a summary of the recommended Land Use Allocations.



Residential Density Allocations
Rancho Peñasquitos Community Plan

7
FIGURE

COMMERCIAL ELEMENT

PRIMARY GOAL

Provide attractive commercial development serving the community's day-to-day shopping, service and recreational requirements.

EXISTING CONDITIONS

Within the Rancho Peñasquitos planning area, approximately 144 acres of land have been designated for commercial use. Approximately 31 acres (23 percent) of this commercial property has been developed residentially with 602 condominium and multifamily rental units.

Commercial development is distributed in nodes throughout the community to reduce vehicle trips and provide services convenient to all neighborhoods. The Town Center shopping area, centrally located, is the focal point of the community and provides the widest variety of goods and services to the planning area.

ISSUES

Many of the issues regarding commercial development in Rancho Peñasquitos are related to impacts on adjacent residential neighborhoods. Noise, traffic and visual impacts generated by commercial development are the most common complaints from the community.

While the Rancho Peñasquitos Planning Board would ideally like to review and provide comments on all commercial development proposals, the 1992 City of San Diego Zoning Code update project is assessing reduction of the number of discretionary development projects in the City. The Zoning Code update project is expected to result in the creation of new or revised commercial zones which include use restrictions, development standards and design criteria which address many of the issues regarding commercial development in Rancho Peñasquitos. Therefore, this Plan does not recommend applying the Community Plan Implementation Overlay Zone (CPIOZ) Type B to all commercially designated property nor does it recommend requiring Planned Commercial Development (PCD) permits. However, in order to implement the commercial design and development guidelines outlined in this Plan for three specific sites, two undeveloped neighborhood commercial sites are recommended for development as PCDs, and one neighborhood commercial site which may redevelop is recommended for the CPIOZ-Type B. Developers of commercial property are also encouraged to submit their development projects to the Rancho Peñasquitos Community Planning Board for review to ensure they address the following issues:

- Noise and visual screening between commercial and residential uses including:
 - Landscape buffer (extensive tree planting, shrub buffers) consistent with the Citywide Landscape Regulations.
 - Earthen berms, walls or combination of both.
 - Adequate setbacks between uses.
 - Elevation differences between uses where possible.
- Architectural and urban design considerations:
 - Compatibility with neighborhood architectural style and color.
 - Low-scale structures and signage (30-foot height limit).
 - Compatible colors (earth tones).
 - Unified design and signage theme.
 - Provision of benches and other pedestrian amenities.
 - Integrated pedestrian circulation system.
- Provision of adequate parking and an efficient parking layout.
- Provision of bicycle parking facilities.
- Shopping area parking lots must provide for shopping cart collection points.

POLICIES

- Sufficient commercial area should be provided for retail, professional and recreational uses and other commercial services to meet the basic requirements of present and future community residents.
- Major commercial facilities should be centralized in community shopping centers and commercial development should be phased to serve community growth.
- Automobile-related commercial uses such as gasoline stations, auto repair and service shops should be located near freeway access points and should be restricted from the central area of the community.
- Commercial development should enhance the community's appearance by using an appropriate architectural style in buildings, signs and street furniture, such as Spanish mission style (adobe, stucco, tile) and Old West ranch style (wood siding and wood shingles).

- Commercial developments should integrate with surrounding land uses where possible. However, landscaped buffers should provide effective visual screening and noise attenuation between different land uses.
- In order to preserve existing commercial acreage, exclusively residential development should not be permitted on commercially designated property.
- Commercial facilities must adequately accommodate private automobile traffic. Equally important, however, are accessible bikeways and bicycle storage areas, convenient pedestrian pathways and seating and public transit availability with well-designed transit stops.
- All new commercial development projects should be developed in a manner which ensures integrated design, including architectural features, continuous landscaping, shared parking and coordinated circulation.
- The City's review of commercial development projects should specifically analyze impacts upon adjacent residential neighborhoods.
- Commercial development on the site at the corner of Camino del Sur and Carmel Mountain Road should avoid impacts to the adjacent vernal pool preserve and the vernal pool watershed.

RECOMMENDATIONS

Commercial uses are classified into four broad categories: neighborhood commercial, community commercial, general commercial and commercial recreation. Rental space for small, community-based enterprises can be made available in all of the categories. The location of recommended commercial areas is depicted in **Figure 8**.

Neighborhood Commercial

Neighborhood commercial facilities are designed to serve the immediate shopping and services needs of one or more neighborhoods.

A total of three sites have been designated neighborhood commercial—two are developed and one remains undeveloped.

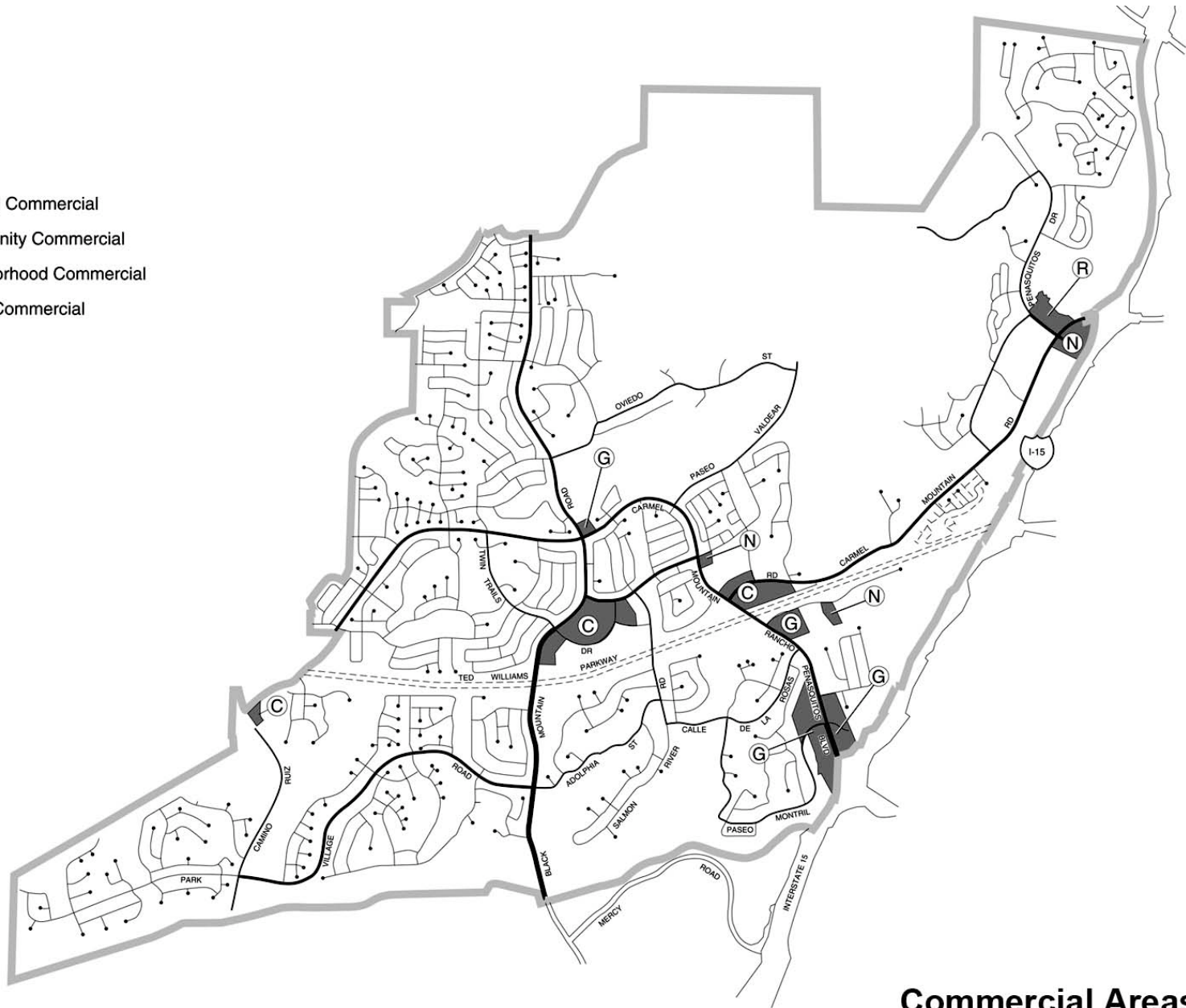
- The first site contains ten acres, located at the I-15 and Carmel Mountain Road interchange. This site is intended to serve the northern neighborhoods of Rancho Peñasquitos. Only a portion of this site is currently developed with approximately 77,875 square feet of commercial floor area. Future plans for this site may include total redevelopment of the shopping center. Redevelopment should utilize the CPIOZ-Type B or PCD permit process and should be in accordance with the commercial design and development guidelines outlined in the previous section of this Plan. In addition, redevelopment of this center should accomplish the following objectives:
 - Strengthen pedestrian connections between buildings and between the parking area and buildings.

- Tie the north and south portions of the site together to create a unified village center, providing commercial uses and institutional services to the northern portion of the community. Consideration should be given to reducing the width of Peñasquitos Drive or eliminating this stub street east of Carmel Mountain Road to help achieve this goal. The landscape treatment, signage and architectural treatment should also be unified.
 - Blank walls and facades should be shielded from Carmel Mountain Road and I-15 by landscaping.
 - Institutional uses such as community centers and day care centers should be encouraged in the portion of the site south of Peñasquitos Drive.
- A second center is located at the intersection of Carmel Mountain Road and Paseo Montalban on a one-acre site. This facility contains 13,120 square feet of retail commercial and office space, serving the central area of the community.
 - A third neighborhood commercial center is recommended on a 3.78-acre site proposed immediately to the east of the existing SDG&E electrical substation on Azuaga Street. Development of this site will require a rezone and it is recommended for development as a PCD. Approval of a PCD application requires City approval of a comprehensive project plan and involves a public hearing thereby allowing for public input regarding the proposed project. Special attention should be given to uses allowed adjacent to the substation because of the potential for noise impacts. This parcel would allow for a limited number of commercial uses and should specifically exclude residential development because of the noise-sensitive aspect. Commercial uses that could be developed at this location include: business and professional offices, medical office, private clubs, fraternal organizations and lodges, plant nurseries, church, gymnasium/health clubs and public facilities (library, fire station, police station).
 - Finally, an approximately two-acre neighborhood commercial site is recommended at the southeast corner of future Camino del Sur and Carmel Mountain Road. Commercial uses that would be allowed on this site shall provide auto-oriented-serving uses, including such establishments as personal vehicle repair and maintenance, vehicle equipment and supplies, sales and rentals, and automobile service stations (Conditional Use Permit is required). Entirely residential development of this site is specifically prohibited. Development of this site requires a rezone to CC-2-3 and is recommended for development with a Planned Development Permit (PDP).

Community Commercial

Community commercial facilities are shopping centers providing the goods and services necessary to meet the day-to-day convenience shopping needs of the Peñasquitos community. It is not intended that community commercial areas include highway-oriented commercial vehicle service or maintenance facilities.

- G** General Commercial
- C** Community Commercial
- N** Neighborhood Commercial
- R** Visitor Commercial



Commercial Areas
Rancho Peñasquitos Community Plan

8
FIGURE

Three community shopping areas are designated in the centrally located Town Center neighborhood:

- The first community shopping area is a center on the southeast corner of the intersection of Carmel Mountain Road and Rancho Peñasquitos Boulevard. The site is 13.9 acres in size and has been completely developed, except for a 1.1-acre site on the eastern portion which has been developed as a park-and-ride facility. The rear of this development, visible from SR-56, should be shielded with landscaping and/or berms to reduce the visual impacts of the blank walls and delivery areas.
- Across Carmel Mountain Road from this center is the second community shopping area located on the northeast corner of the intersection of Carmel Mountain Road and Rancho Peñasquitos Boulevard. This site contains 4.7 acres and has been developed as a community shopping center.
- The third community shopping center is the Town Center Planned Commercial Development area. The Town Center area contains approximately 31.6 acres of commercial property. Development within the Town Center is subject to the PCD process.

Because the Town Center development area is the focus of the Rancho Peñasquitos community, it should be developed as a single PCD, ensuring that the entire site is developed in an integrated fashion, including design characteristics, continuous landscaping, shared parking and coordinated circulation. Special attention should also be given to minimizing adverse traffic, noise, and visual impacts generated by the development area on surrounding residential areas.

The various uses in the Town Center should be integrated by:

- Providing a major node for pedestrian and bicycle circulation, including a tie to the major north-south pathway running between Black Mountain and Peñasquitos Canyon and a direct connection into the Town Center shopping center.
- Creating an atmosphere for the entire development through the use of a particular architectural style or compatible styles, certain building and pavement materials, an integrated pedestrian pathway and compatible signing and street furniture, such as fountains, kiosks, trash containers, lighting fixtures and benches.

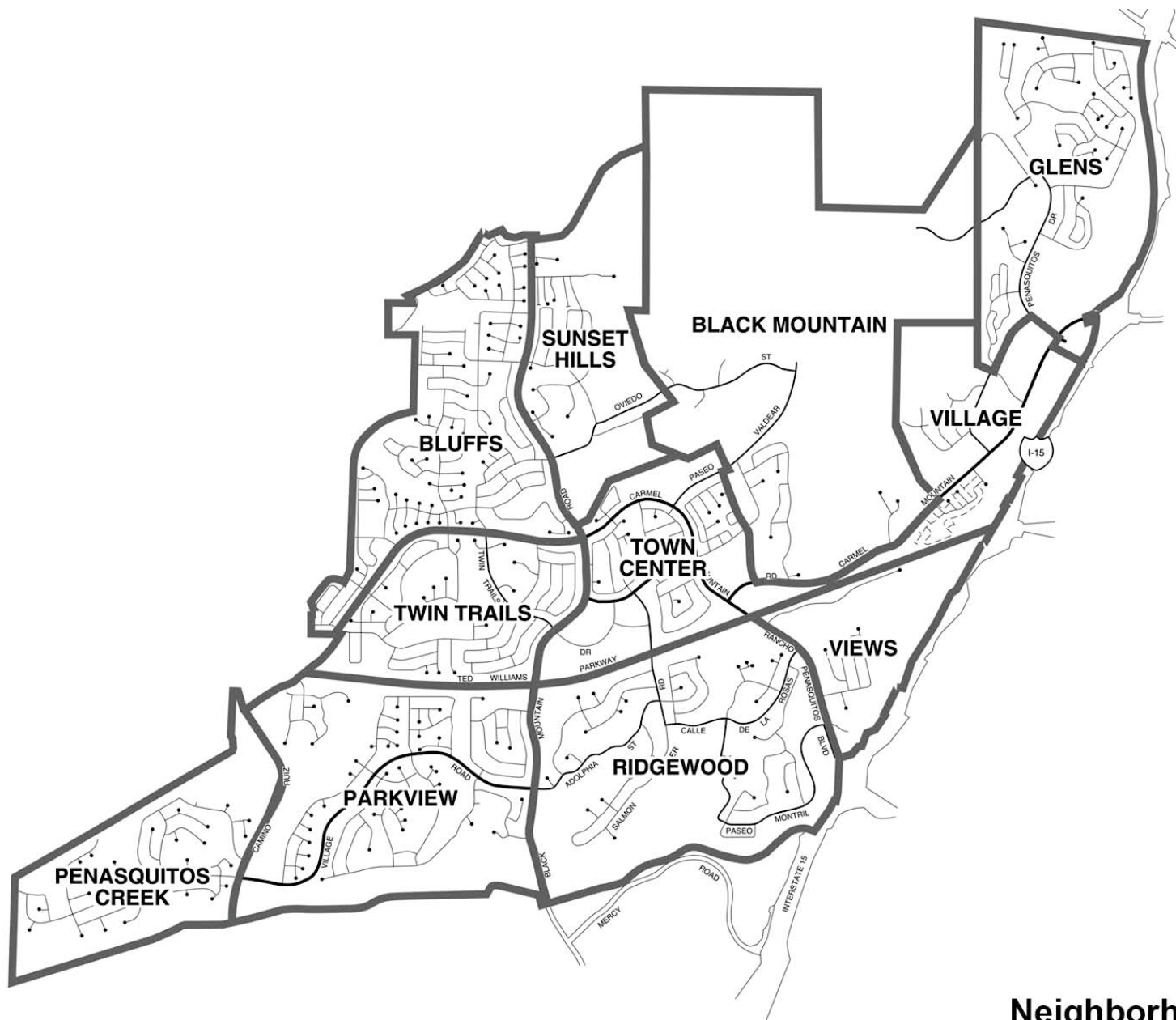
General Commercial

In addition to the neighborhood and community shopping areas, a number of other commercial facilities are required to serve both community needs and the requirements of persons outside the community. These facilities are located near the intersections of I-15 and Rancho Peñasquitos Boulevard and include commercial office, commercial recreation, auto-oriented commercial, hotel and motel and social and other services.

Approximately 47 acres are designated for general commercial in this area. Approximately 30 of these acres have been residentially developed and six acres are vacant. Although some commercially designated property has been developed residentially and may remain residential for some time, this Plan recommends that these properties retain a commercial designation in order to encourage redevelopment to commercial facilities.

Commercial Recreation (Visitor-Oriented)

One commercial recreation area is designated in the northeastern portion of the planning area at the intersection of Carmel Mountain Road and Peñasquitos Drive. A PCD consistent with the Plan has been approved on this 8.4-acre site for a 175-room hotel and associated service buildings including a restaurant, conference center and community center. The hotel and conference center is permitted by the CR (commercial recreation) Zone now on this property, which allows visitor-oriented commercial use. This Plan recommends hotel/conference center type uses for this property.



Neighborhoods
Rancho Peñasquitos Community Plan

9
FIGURE

NEIGHBORHOOD PLANNING ELEMENT

While the community overall should maintain a quiet residential atmosphere, each neighborhood should be developed in a manner appropriate to its particular topography, geology, views and other natural features, as well as its location with respect to existing and proposed land uses. Eleven neighborhoods within the Peñasquitos community have been identified, as shown in **Figure 9**. Generally, these neighborhoods are recommended to contain about 1,200 to 2,000 dwelling units, or 3,500 to 6,500 residents, although smaller neighborhoods have been designated in special cases.

The following provides a summary of the land use, transportation and urban design recommendations for each of the neighborhoods. These recommendations focus on the specific needs of the neighborhoods. This section provides a more detailed analysis of the community based upon a neighborhood specific study.

**TABLE 3
NEIGHBORHOOD PLANNING AREAS
RECOMMENDED LAND USE**

Neighborhood	Single-family Detached Units	Multifamily Attached Units	Commercial Acreage	Industrial Acreage	Parks	Schools
Glens	1,229	291	19		1	1
Village	116	1,604			1	1
Black Mountain	397	178			3	1
Sunset Hills	633					2
Bluffs	2,177				1	3
Twin Trails	1,330				3	1
Town Center	1,213	657	57		1	1
Views	200	680	24	10		
Ridgewood	1,513	426	26		2	1
Parkview	1,790		2		8	1
Peñasquitos Creek	877	367			13	
TOTAL	11,475	4,203	131	10	33	12

Residential

-  Low Density
-  Low Medium Density
-  Medium Density

Commercial

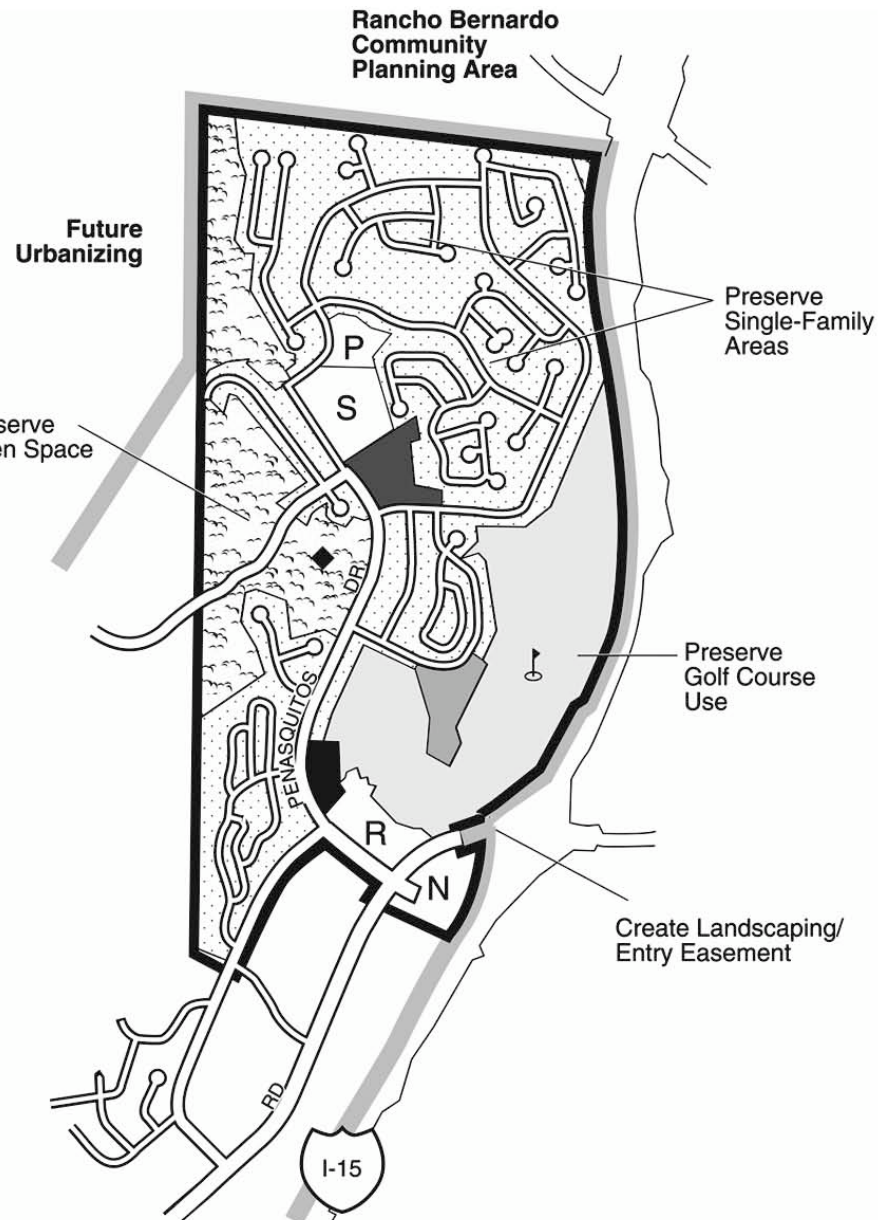
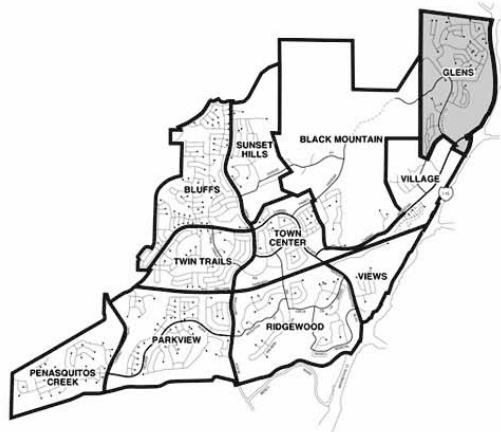
-  Neighborhood Commercial
-  Commercial Recreation

Education

-  Rolling Hills Elementary School

Recreational

-  Swimming and Tennis Club
-  Golf Course
-  Rolling Hills Neighborhood Park
-  Open Space
-  Water Tower



Glens
Rancho Peñasquitos Community Plan

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FIGURE

GLENS

The Glens neighborhood is located at the northeast corner of the community. The area fronts on the Peñasquitos Golf Course and I-15 to the east with Rancho Bernardo to the north and rough terrain sloping towards Black Mountain to the west. Access to the neighborhoods is gained by the existing Peñasquitos Drive, which connects into Carmel Mountain Road and the proposed Paseo Valdear extension.

The Glens neighborhood is one of the oldest areas in Rancho Peñasquitos and is fully developed (except for a few lots in the northern portion of the neighborhood). Of the 1,505 dwelling units existing in the Glens neighborhood, 1,214 are single-family, 67 are townhouse units overlooking the golf course and 224 are apartments located near the school/park area.

The neighborhood is predominately single-family in nature. Supportive facilities include an elementary school (Rolling Hills), a neighborhood park (Rolling Hills Park), swim, tennis and golf clubs, community meeting facilities, a gas station, a neighborhood shopping center, a 175-room hotel, restaurant and conference facility, and a senior center.

The terrain is gently rolling, with streets climbing up, down and around hillsides. Quality views are towards the west and northwest and consist primarily of the chaparral covered slopes of Black Mountain. A number of single-family lots include backyard slopes in open space. The predominant architectural styles are Spanish mission and Old West ranch style. Because of the age of the neighborhood, much of the landscaping is mature.

The major recommendations in the Glens neighborhood are to preserve the golf course as a unifying open space element and buffer from the freeway, and to maintain the existing quality of development in the area. When the neighborhood commercial area redevelops, the scale and character of the development should be compatible with the neighborhood in terms of architectural style and color (Spanish mission or Old West ranch style).

Residential

 Low and Very Low Density (All HR Areas)

 Low Medium Density

 Medium Density

Education

 Los Penasquitos Elementary School

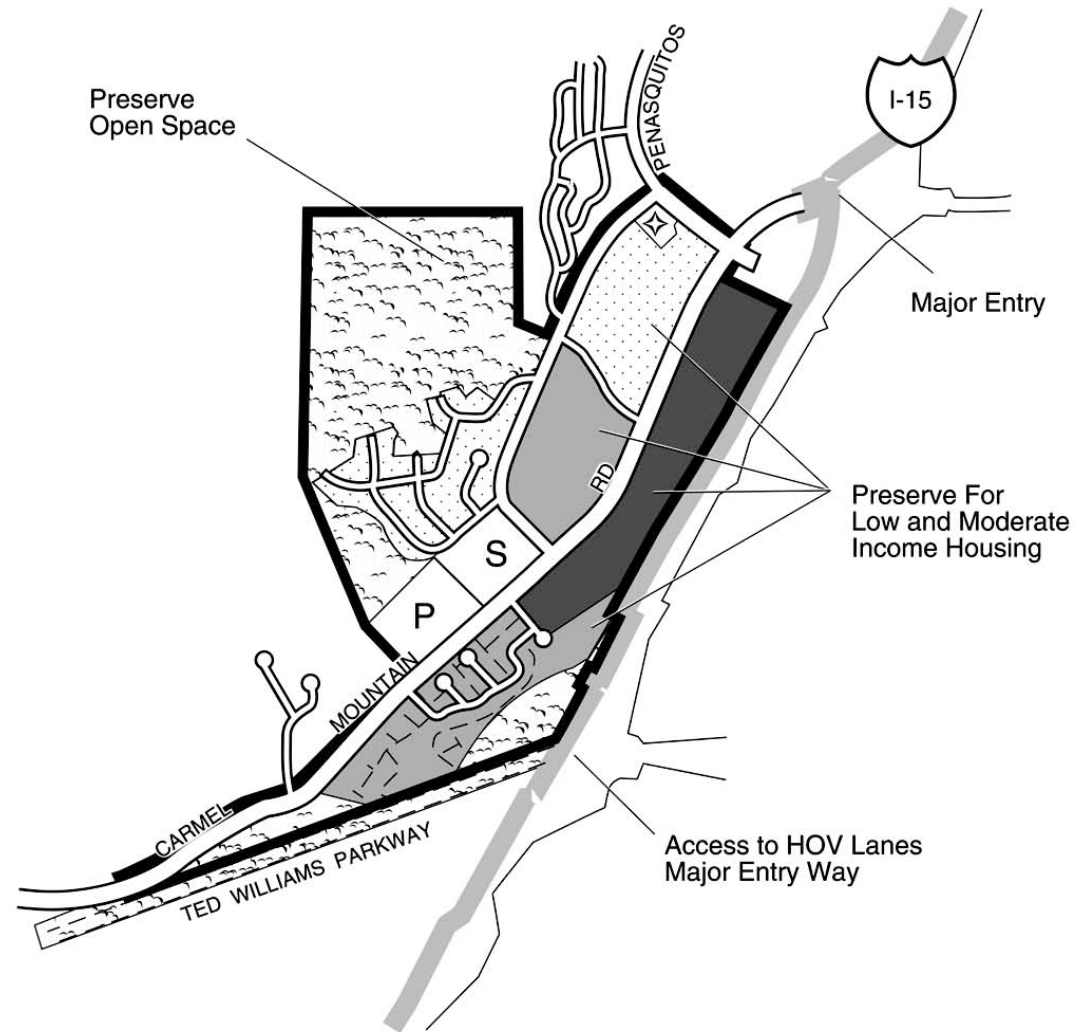
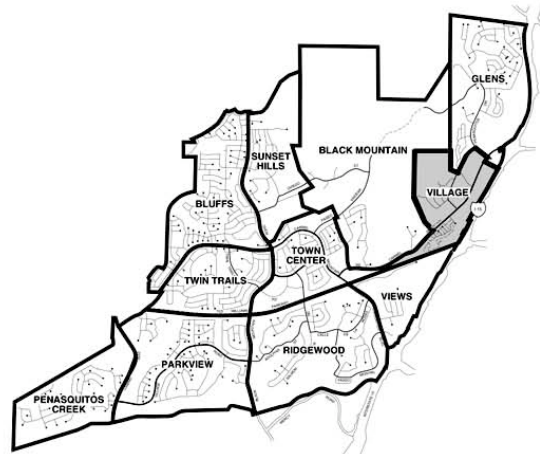
Religious

 Religious Facility

Recreational

 Penasquitos Village Neighborhood Park

 Open Space



VILLAGE

The Village neighborhood is located along I-15 at the foot of Black Mountain. It extends along both sides of Carmel Mountain Road from the I-15 interchange southward to SR-56.

The Village neighborhood is completely developed. The developed residential areas date from the 1960s and early 1970s and include low-medium-density, multifamily development totaling about 1,600 units. A total of 116 single-family units exist in the neighborhood.

The neighborhood is multifamily residential in nature. The multifamily residential projects in this area have been developed at densities between nine and 21 dwelling units per developable acre. Uses other than residential include a neighborhood school (Los Peñasquitos Elementary), a neighborhood park and a church site. The terrain has been molded into a series of pads stepping down to I-15. Local streets step up and down from Carmel Mountain Road, which acts as a major through corridor. Each residential development and community facility is isolated from its neighbor in terms of access; in most cases, individual areas can only be reached from Carmel Mountain Road. Freeway noise, littering, and lack of trees and quality landscaping are problems.

Redevelopment of the multifamily areas of the neighborhood should provide low- and moderate-income housing. Any redevelopment in this neighborhood should occur through the Planned Development Permit process. Additional landscaping should be provided at the major entry ways to the community, along Carmel Mountain Road, and the slopes in the northern portion of the neighborhood should be retained as open space. Care should be taken when planning and building the connecting road through the northern open space area to minimize the need for grading and cut and fill operations in order to mitigate impacts to the natural environment.

Attention should be paid to the following considerations: impacts on views and visual quality, maintaining natural drainage and controlling erosion, protection and replanting of the local native vegetation and ensuring that wildlife corridors are maintained.

Residential

 Low and Very Low Density (All HR Areas)

Education

 Black Mountain Elementary School

Religious

 Religious Facility

Recreational

 Open Space

 Black Mountain Regional Park

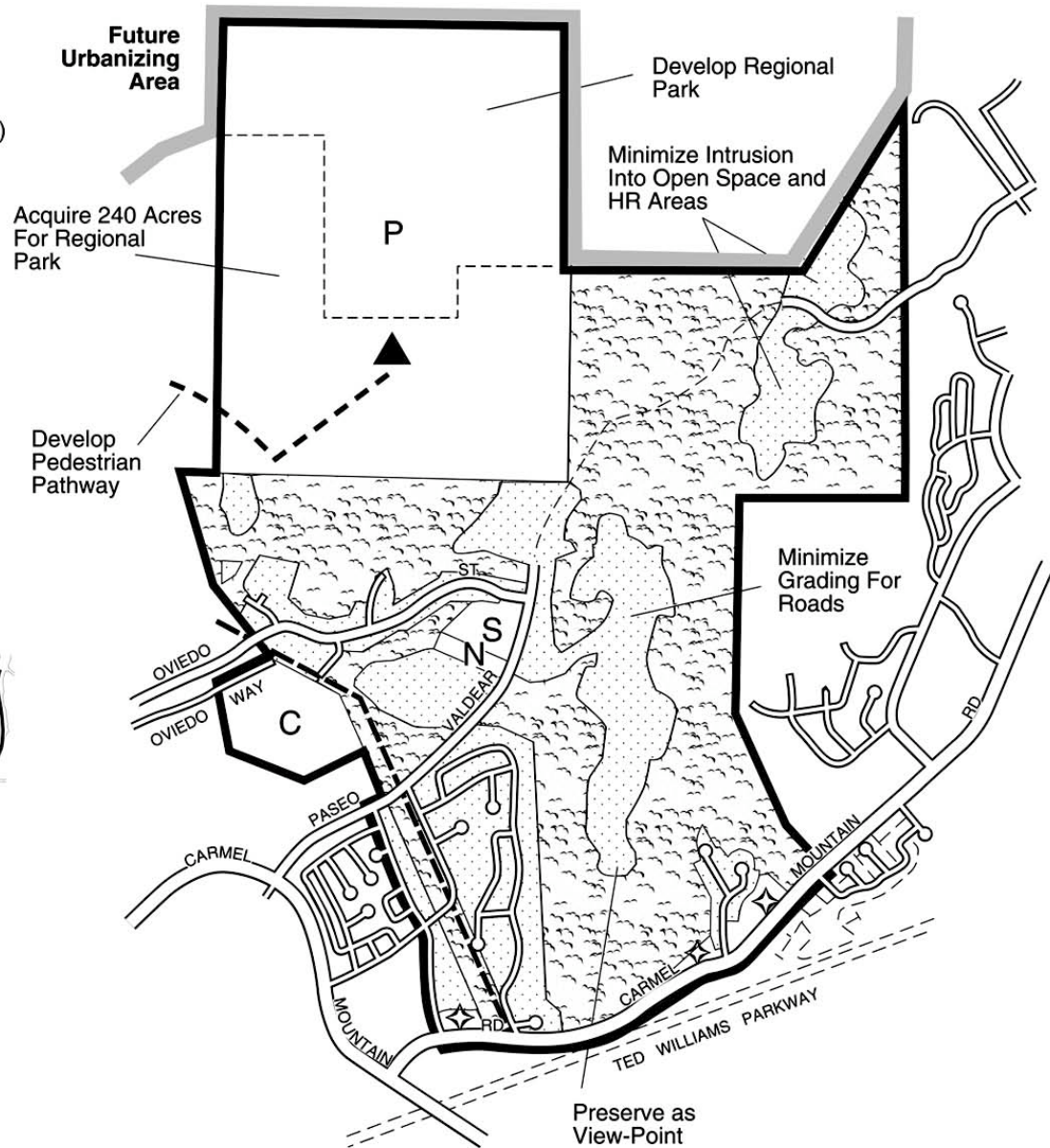
 Black Mountain Neighborhood Park

 Hilltop Community Park

 Black Mountain Peak

 Pedestrian Pathway

 S.D.G.E. Easement



BLACK MOUNTAIN

The Black Mountain neighborhood is located in the north central part of the Peñasquitos community. It is served by a short stretch of Carmel Mountain Road to the east, as well as the proposed extension of Paseo Valdear northeast from the Town Center to the Glens.

The Black Mountain neighborhood is the largest and most undeveloped neighborhood in the area. Currently approximately 340 single-family residential units and two church sites have been approved in the neighborhood. Development of most of the neighborhood will require a new water pumping facility and system to serve areas above the 790-foot elevation.

Most of the Black Mountain neighborhood consists of slopes in excess of 25 percent, which are protected by the HR Overlay Zone. Most slopes in excess of 25 percent are designated as open space. Maintenance and ownership of these open space areas will be determined during the map review process. The major issues in the Black Mountain neighborhood are development on steep topography and preservation of views and open space; therefore, the neighborhood is recommended to be developed on lots of varying sizes suitable to the terrain. Proposed uses other than residential include an elementary school and neighborhood park in the center of the neighborhood, the Hilltop Community Park next to the community's central school complex and three religious facilities along Carmel Mountain Road.

The topography is characterized by a series of canyons and ridges culminating in Black Mountain and several smaller hilltops nearby. There are a number of steep, rocky areas and numerous vistas. Design of developments in this area should take into account the terrain and views as well as the visibility of the neighborhood from other portions of the community. All development should meet the guidelines presented in the **Community Environment and Design Element**, in particular, those relating to grading, site design, roads and building design in the Black Mountain area. Existing topography should be retained to the extent possible. Special treatment of the ridge view is outlined in the **Open Space and Resource Management Element**. Large portions of the neighborhood are proposed to be retained as permanent open space. Care needs to be taken to assure that development interfaces with adjacent open space with a minimum of impacts upon natural resources in the community, and that road stub-outs in project proposals are reviewed for the appropriateness of their locations, especially with regard to roads going into proposed park or open space lands. Wildlife corridors into Black Mountain Park must be retained to ensure that open space areas are not left isolated.

Within the Black Mountain and Sunset Hills neighborhoods, a major residential development project encompassing over 635 acres is currently in the planning process. This project, Montana Mirador, has been in the plan review process undergoing redesign in an effort to provide residential development consistent with the policies and recommendations set forth in this Plan. It is the largest area of Rancho Peñasquitos remaining to be developed and, for that reason, is of special interest to the community.

Within the portion of Montana Mirador available for development, no more than 575 units will be constructed. Housing is to be provided in a variety of product types within the following ranges:

25-35% Estate lots (8,000-square-foot lots)

35-45% Single-family lots (4,000- to 5,000-square-foot lots)

25-35% Attached Units

Approximately 450 acres of the site are to be designated for open space. In order to preserve existing topography within Montana Mirador, some residential development is proposed to be clustered. In addition, the project will include a ten-acre school site and five-acre park site.

The policies described in the **Community Appearance and Design Element** of this Plan should be followed in developing this site; of particular importance are the Landform and Grading and Site Design guidelines.

Every effort should be made to minimize landform alteration and employ sensitive grading techniques. In addition, of special concern to the community, are the views of the project from areas located below it.

Residential

 Low Density

Education

 E Sunset Hills Elementary School

 M Black Mountain Middle School

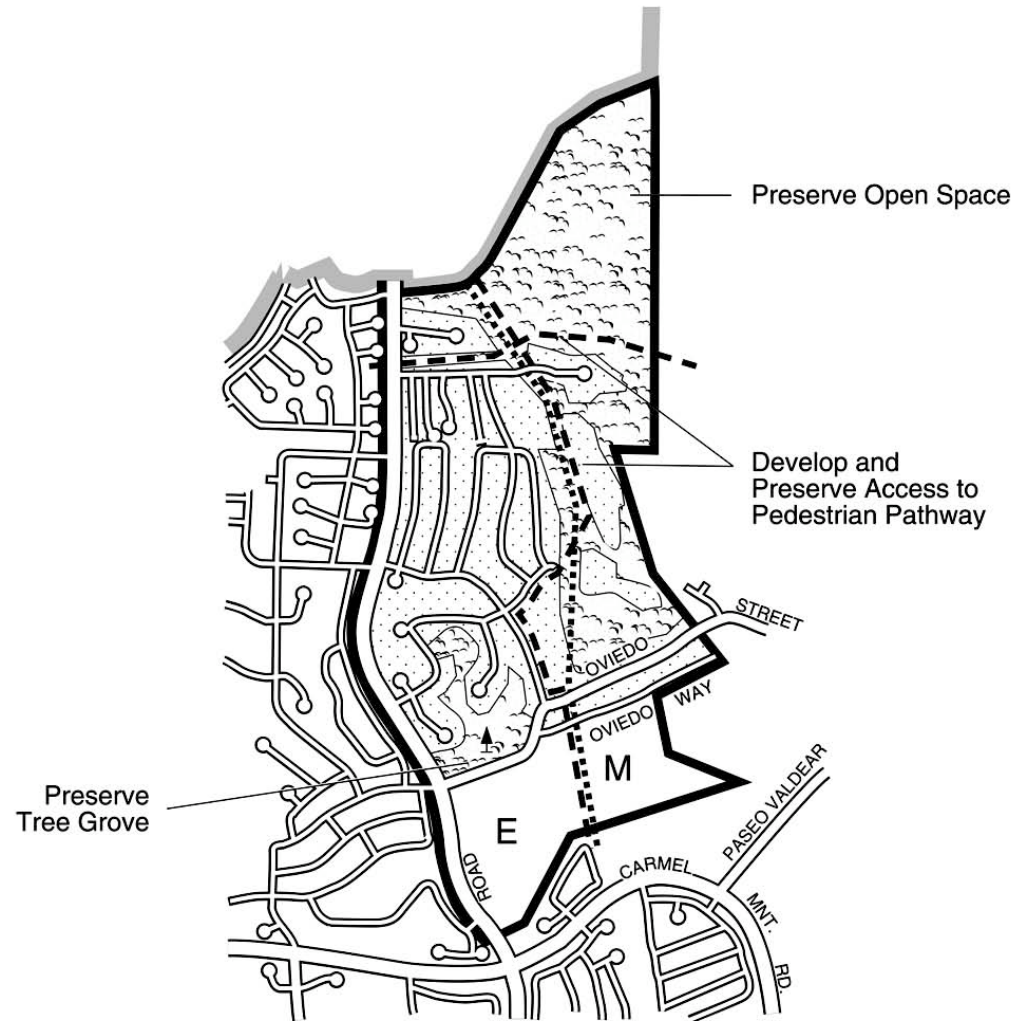
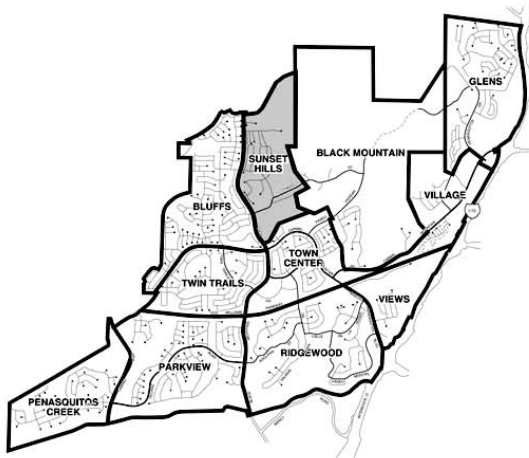
Recreational

 Open Space

 Tree Grove

 Pedestrian Pathway

 SDCWA Easement



SUNSET HILLS

The Sunset Hills neighborhood is located in the north central part of the community east of Black Mountain Road. Oviedo Street provides additional access to areas in the southern part of Sunset Hills.

Approximately 633 single-family residential units are proposed in the Sunset Hills neighborhood at full buildout. Retention of the low-density residential character in the Sunset Hills neighborhood is recommended. Uses other than residential include Sunset Hills Elementary School and Black Mountain Middle School, both of which are adjacent to Hilltop Community Park in the Black Mountain neighborhood.

The terrain is varied with the eastern part of the neighborhood climbing towards Black Mountain. Design of developments in Sunset Hills should consider the topography and, in some areas, the views. In the open space area at the corner of Black Mountain Road and Oviedo Street, existing trees should be preserved. In addition, the existing power easement, which is recommended for a pedestrian pathway, should remain in open space, with wildlife access provided, where feasible, for linkages through developed or developing areas.

The proposed vehicular, bicycle, and pedestrian routes discussed in the **Transportation Element** are important in adequately linking Sunset Hills with community facilities.

Residential

 Low Density

 Medium Density

Commercial

 N Neighborhood Commercial

Education

 1 Adobe Bluffs Elementary School

 2 Deer Canyon Elementary School

 M Mesa Verde Middle School

Religious

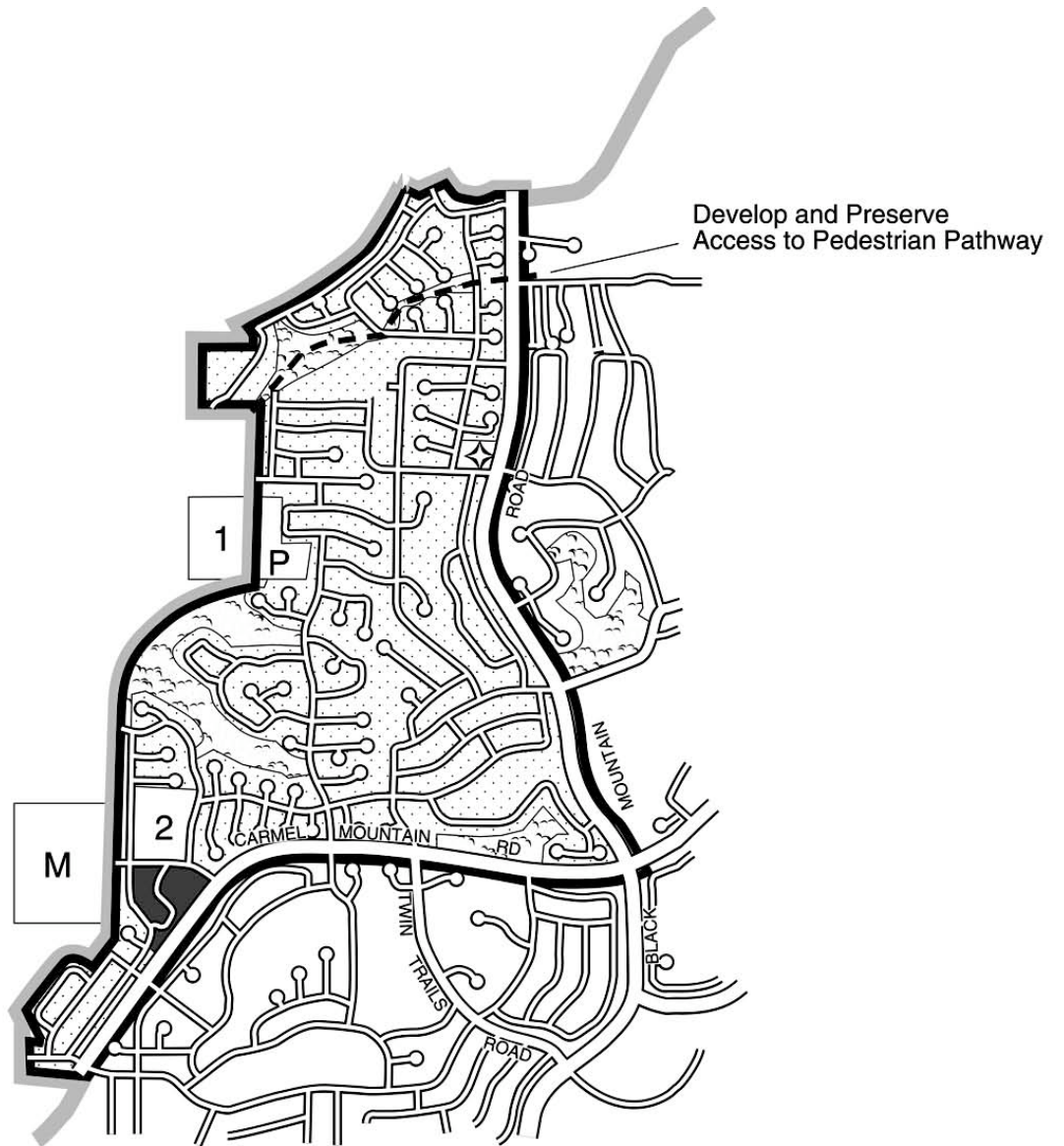
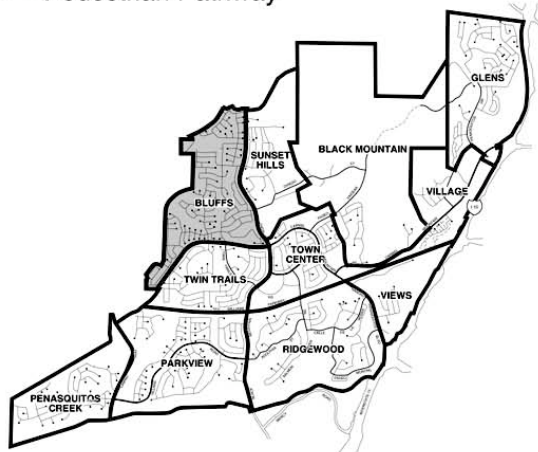
 Religious Facility

Recreational

 Open Space

 P Adobe Bluffs Neighborhood Park

 Pedestrian Pathway



BLUFFS

The Bluffs Neighborhood is situated in the northwest portion of the Peñasquitos East community. Carmel Mountain Road and Black Mountain Road both provide vehicular and bikeway access to facilities located elsewhere in the Peñasquitos Community.

Residential development is currently completed, under construction or in process for the entire neighborhood totaling approximately 2,177 single-family dwelling units.

The Bluffs Neighborhood is recommended to be single-family detached residential in nature. Nonresidential uses within the Bluffs Neighborhood include the Adobe Bluffs Neighborhood Park, located in the western portion of the neighborhood within the boundaries of the Plan. In order to increase needed park acreage within the community, this park should be expanded westward into the Future Urbanizing Area. Other nonresidential uses include a religious facility, Deer Canyon Elementary School and a three-acre neighborhood commercial site. Two school sites (one elementary and one middle school) are proposed to be located just outside the Bluffs Neighborhood in the Future Urbanizing Area.

The terrain in the neighborhood consists largely of mesa tops dropping off into canyons. Care should be taken in designing residential developments suitable to the terrain. While the single-family development in the planning area is on moderately sized lots, larger lots maintaining the existing semi-rural atmosphere are appropriate. Attention needs to be paid to the interface between development and adjacent natural open space areas. The use of invasive non-native plants in these areas should be strongly discouraged, as should other impacts, such as excessive backyard or street lighting, and the effects of grading, fill or changes to natural drainage characteristics.

In particular, care needs to be taken with areas near the wetlands site next to old, unpaved Black Mountain Road in the northwestern portion of this neighborhood, and with a potential vernal pool area to the west of the Sundance Avenue terminus in the southwest part of the neighborhood.

Residential

 Low Density

Education

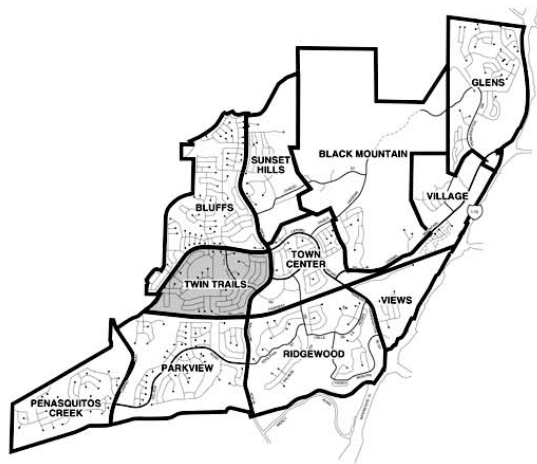
 Sundance Elementary School

Recreational

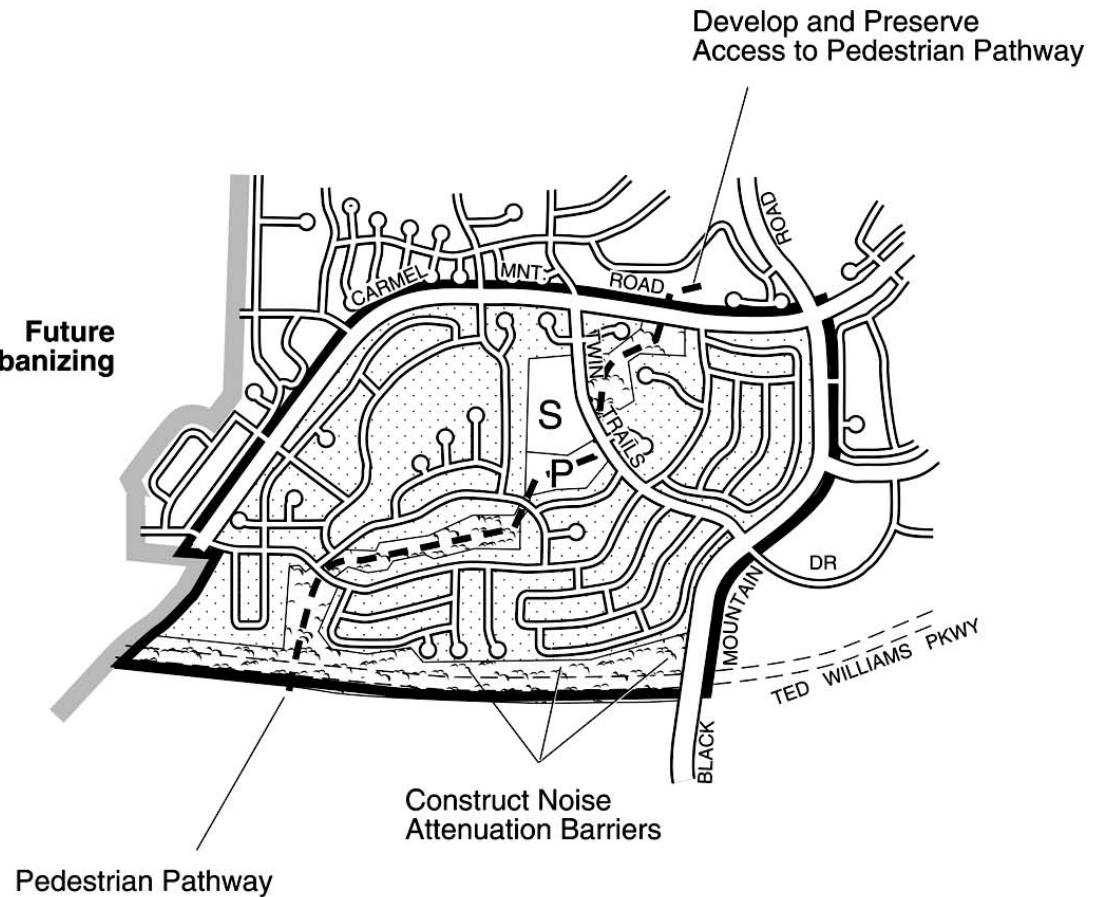
 Open Space

 Twin Trails Neighborhood Park

 Pedestrian Pathway



Future
Urbanizing



TWIN TRAILS

The Twin Trails neighborhood is located in the west-central portion of the community. It is bounded on the south by SR-56, on the west and north by existing and proposed Carmel Mountain Road and on the east by Black Mountain Road. The neighborhood is also served by a collector street, Twin Trails Drive.

The Twin Trails community is developed with approximately 1,330 single-family detached homes. Nonresidential uses include Sundance Elementary School and Twin Trails neighborhood park. The Twin Trails neighborhood is situated in an areas of mesas and small canyons.

A dedicated open space corridor and pedestrian pathway through the neighborhood, with the park and school at its heart, has been largely preserved. It is recommended that this system be improved where necessary and the linkage will be made under SR-56 to Peñasquitos Canyon. In addition, a major pathway is proposed for development through the open space system, based on the existing informal pathway and sewer easement. If development and maintenance of these pathways is required, it should be the joint responsibility of the developer and the Landscape Maintenance District. Care needs to be taken when planning and developing the pathway to ensure that grading does not fill or otherwise impact the natural drainage and open space values of the corridor and that the corridor, and the passage under SR-56, remain wide enough to accommodate wildlife. It is suggested that the landscaping in the corridor and drainage area consist of native plant species representing the indigenous plant communities, and that non-native invasive plants such as Pampas Grass and Giant Reed be removed.

Residential

-  Low Density
-  Low Medium Density
-  Medium Density

Commercial

-  N Neighborhood Commercial
-  C Community Commercial
-  G General Commercial

Education

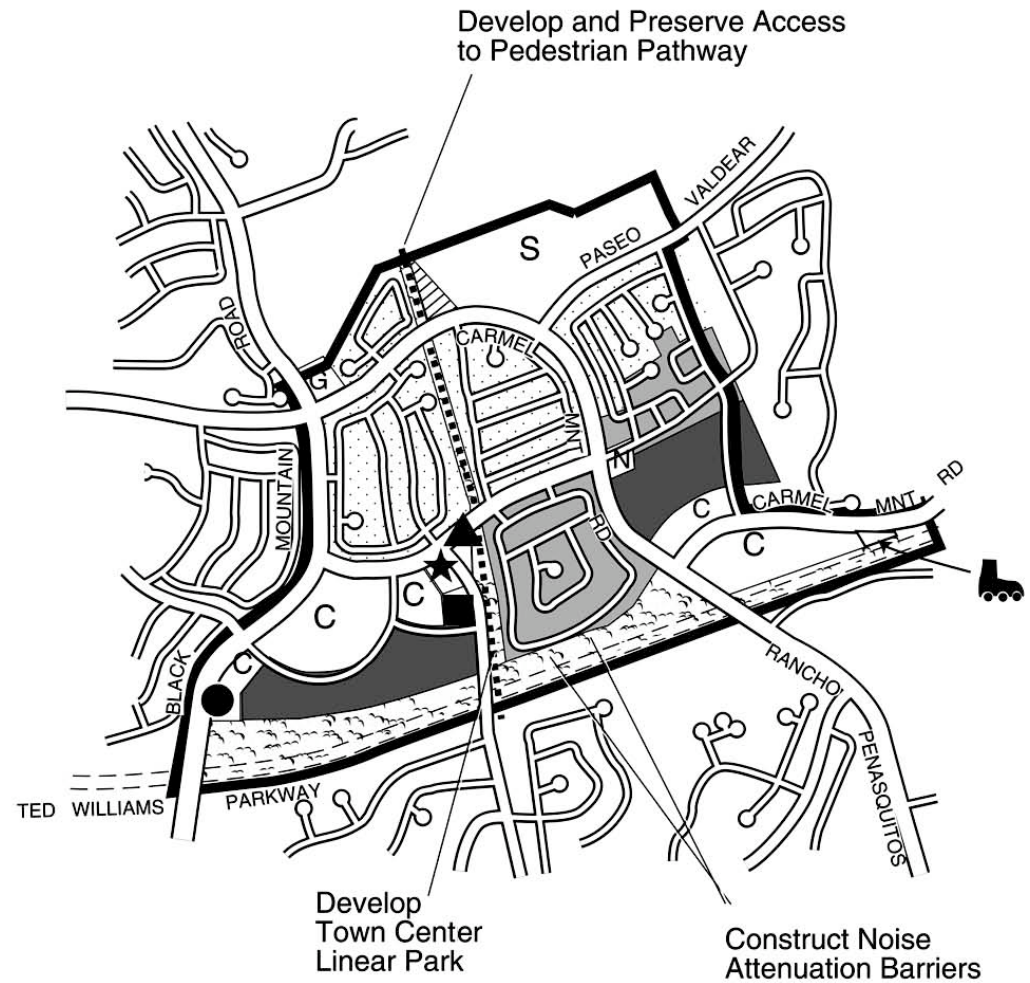
-  S Mount Carmel High School
-  Day Care Center

Institutional

-  ★ Police
-  ▲ Fire Station
-  ● Post Office
-  ■ Library

Recreation

-  Open Space
-  Pedestrian Pathway (SDCW Easement) / Linear Park
-  Skate Park



TOWN CENTER

The Town Center neighborhood is centrally located in the Peñasquitos community, just north of proposed SR-56. It is served by Black Mountain Road to the west, while Carmel Mountain Road and Paseo Montalban provide access within the neighborhood. The neighborhood is easily reached from all parts of the community.

Existing residential development within the Town Center neighborhood includes single-family detached, duplex, fourplex, and apartment units, with a total of approximately 1,870 housing units.

The neighborhood is a community center of mixed uses. Existing and proposed nonresidential uses include: fire station, police station, library, high school, post office, linear park, day care center, YMCA, service station, grocery store and other retail shops, park-and-ride lot, public skate park, and a Pacific Bell Telephone switching station. Automobile-oriented uses are not allowed within the Town Center shopping area.

Generally, the terrain is gently rolling. Development now occurs on pads stepped up and down the hills. This area should be developed in an integrated fashion, with continuity in building design, landscaping, open space, and urban design features, such as street furniture, pedestrian pathways, lighting and signs. The Town Center commercial area is not only an important part of the neighborhood, but the focus of the Rancho Peñasquitos community as a whole.

Other recommendations for this neighborhood include the development of the pedestrian paths and bikeways for the area, to serve both the neighborhood and the entire community; and careful design in siting, grading, landscaping, fencing, lighting, integrated parking, and landscape buffers.

The proposed vehicular, bicycle, and pedestrian routes discussed in the **Transportation Element** are important in adequately linking the Town Center with community facilities.

Residential

Medium Density

Commercial

G General Commercial

N Neighborhood Commercial

Religious

Religious Facility

Industrial

Recreational Vehicle / Mini-Storage Facility

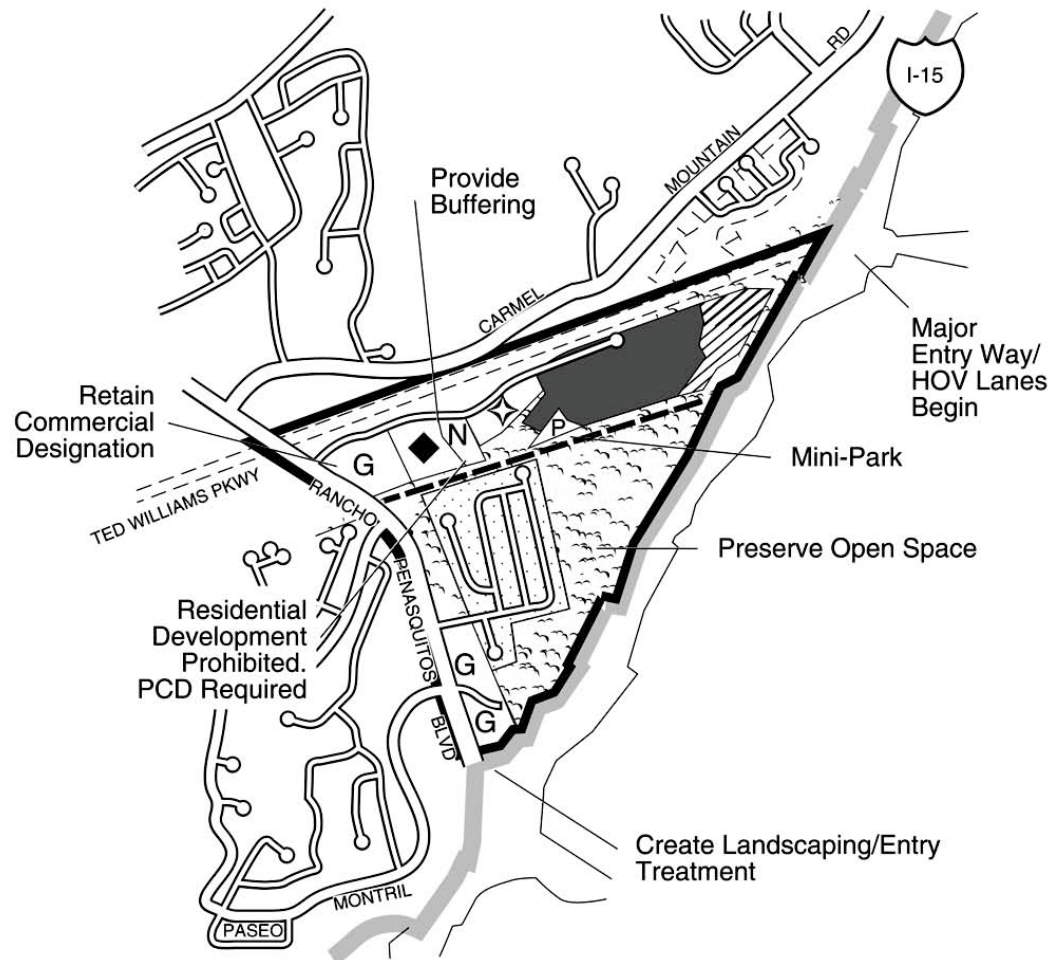
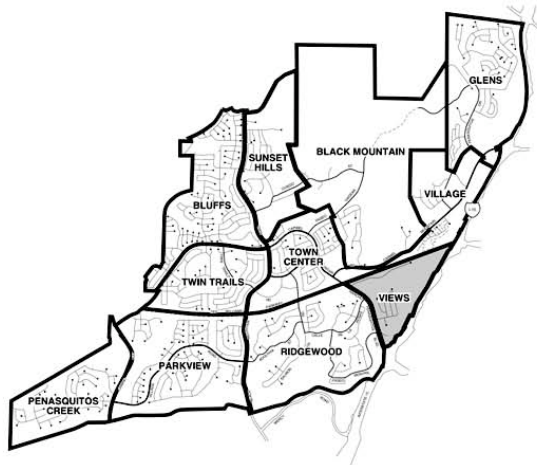
Recreational

Open Space

Mini Park

SDG&E Easement

SDG&E Substation



VIEWS

The Views neighborhood is a relatively small neighborhood delineated by I-15 to the east, SR-56 to the north and Rancho Peñasquitos Boulevard to the south. Residential areas are reached via residential streets off of Rancho Peñasquitos Boulevard. The Views neighborhood has a total of 200 single-family residential dwelling units and 680 multifamily residential units. Nonresidential uses include the Chicarita power substation, a small neighborhood commercial area just east of the substation (see neighborhood commercial areas for permitted uses), existing and proposed general commercial development along portions of Rancho Peñasquitos Boulevard (including two hotels, two service stations and three fast food restaurants), a mini-park serving the neighborhood and a religious facility site off of Azuaga Street. The residential areas are substantially isolated from the commercial uses by elevation changes and the power easement.

The large open space areas in the neighborhood should be preserved to provide a buffer between I-15 and residential areas. The ten-acre parcel located at the southwest intersection of SR-56 and I-15 is recommended for a RV, mini-storage facility. The parcel should be rezoned to M-1B and developed through the Planned Industrial Development Permit process. This parcel shall be used only for an RV storage/mini-storage facility and will revert to open space if not used for this purpose. Recommendations for the design of this facility can be found in the **Industrial Element**.

Residential

-  Low Density
-  Medium Density

Commercial

-  General Commercial

Education

-  Canyonview Elementary School

Religious Facility

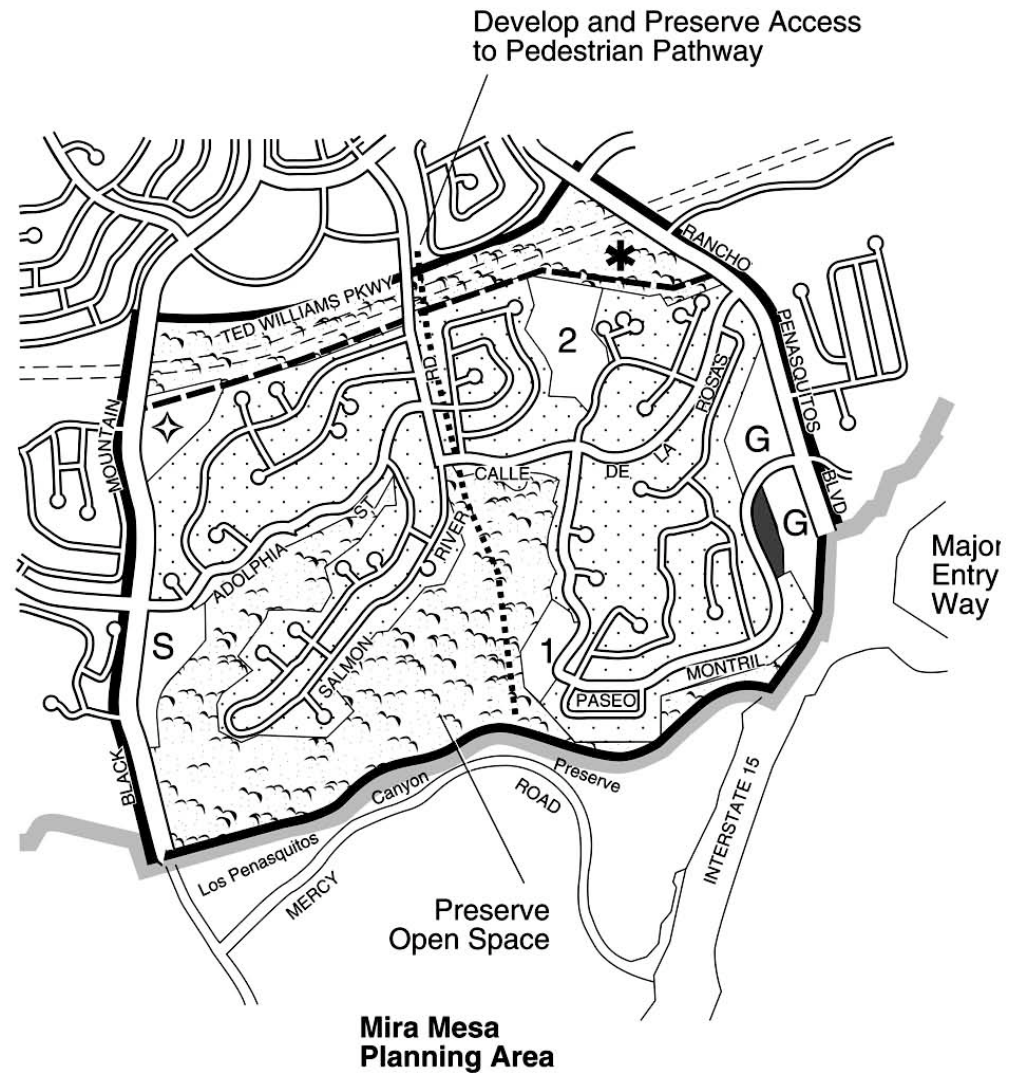
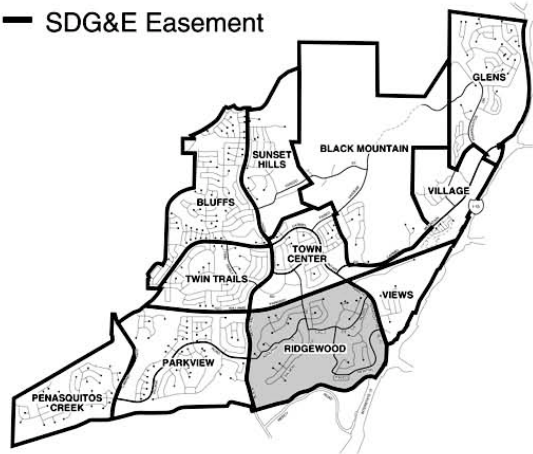
-  Religious Facility

Recreation

-  Open Space
-  1 Ridgewood Neighborhood Park
-  2 View West Neighborhood Park
-  * Special Treatment Area

..... Pedestrian Pathway (SDCW Easement)

——— SDG&E Easement



RIDGEWOOD

The Ridgewood neighborhood is located in the south-central portion of the community, west of I-15. It is served by Rancho Peñasquitos Boulevard on the north and Black Mountain Road on the west. State Route 56 is situated to the north, with Salmon River Road providing access to the community facilities in the Town Center development area. To the south lies Peñasquitos Canyon and the Mira Mesa community. The land area is totally developed with approximately 1,513 single-family units and 426 multifamily units.

The neighborhood is proposed as predominately single-family in nature. Recommended uses other than residential include general commercial development along Rancho Peñasquitos Boulevard and one religious facility site off Black Mountain Road. In addition, two neighborhood parks (Ridgewood and Views West) are recommended for development in the central portion of the neighborhood.

Safe and convenient pedestrian access to commercial facilities south of Rancho Peñasquitos Boulevard and to the proposed neighborhood parks in the Ridgewood neighborhood should be provided. Noise attenuation barriers should be provided to mitigate noise impacts from SR-56 on adjacent residential development.

Since the southern portion of this neighborhood lies adjacent to the Los Peñasquitos Canyon Preserve, care must be taken to ensure that the interface between existing or proposed developments (whether residential, park, trails or other use) and the preserve remain as non-intrusive as possible. In particular, the use of native plant species should be encouraged in these areas; non-natives are discouraged and invasive species should be removed. Wildlife corridors must remain wide, provide adequate cover and be protected from excessive noise, night lighting and domestic animals.

The proposed vehicular, bicycle and pedestrian routes discussed in the **Transportation Element** are important in adequately linking Ridgewood with community facilities.

Residential

 Low Density

Commercial

 N 10-15 Acre Neighborhood Commercial

Education

 S Park Village Elementary School

Recreation

 Open Space

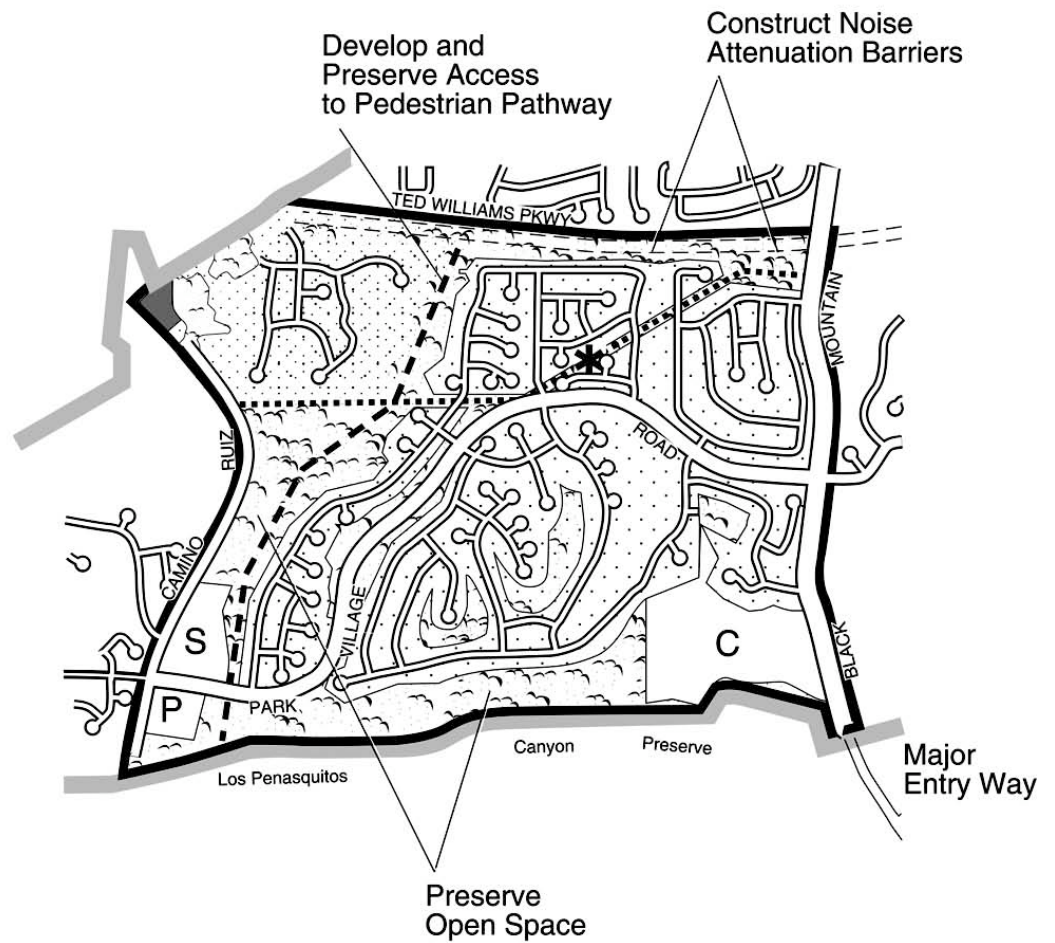
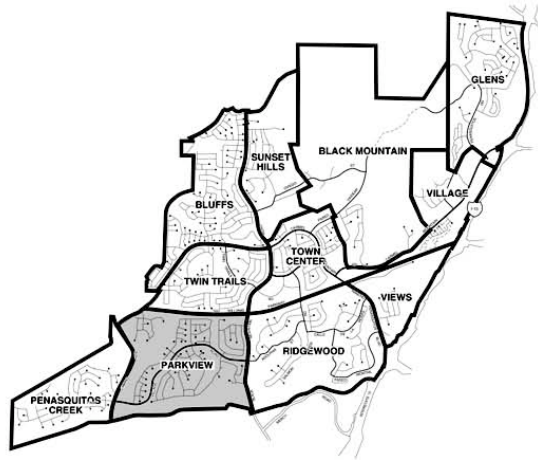
 P Penasquitos Creek Neighborhood Park

 C Canyonside Community Park

* Pedestrian Pathway

--- Pedestrian Pathway

--- SDG&E Easement



PARKVIEW

The Parkview neighborhood is situated in the south-central portion of the community, directly south of SR-56. It fronts directly on Peñasquitos Canyon Preserve to the south. The neighborhood is served by Black Mountain Road to the east, Carmel Mountain Road and proposed Camino del Sur to the west, and proposed Park Village Road through its center.

Approximately 1,790 single-family units have been approved for development in Parkview. This area is expected to be fully built out in early 2010. Recommended uses other than residential developments include Canyonside Community Park located adjacent to Peñasquitos Canyon Preserve and accessible from Black Mountain Road; a greenbelt mini-park; a proposed neighborhood park site and elementary school site located in the western undeveloped portion of the neighborhood; and a two-acre neighborhood commercial site located on the northeast corner of proposed Camino del Sur and Carmel Mountain Road. The commercial site is located adjacent to a vernal pool preserve. Development on this site should avoid impacts to the sensitive resources of the preserve and the vernal pool watershed.

The terrain is characterized by finger canyon and ridge structures opening out into Peñasquitos Canyon. A number of geologically and environmentally sensitive areas have been identified, some of which are included in dedicated open space areas. Development design should preserve the existing topography. In addition, views between the canyon bottom and the residential areas should be taken into account in site planning, building design and landscaping. The guidelines outlined in the **Community Environment and Design Element** should be followed, particularly those relating to grading, site design, roads and building design in the Peñasquitos Canyon special development area.

Development of the proposed bikeway and vehicular circulation system is important, not only to serve the neighborhood, but also to link together different parts of the Rancho Peñasquitos community.

Planning of the Parkview neighborhood should take into account the proposed pathway linking the Camino del Sur open space corridor and the Twin Trails neighborhood across proposed SR-56. Noise impacts from SR-56 should be mitigated through noise attenuation barriers.

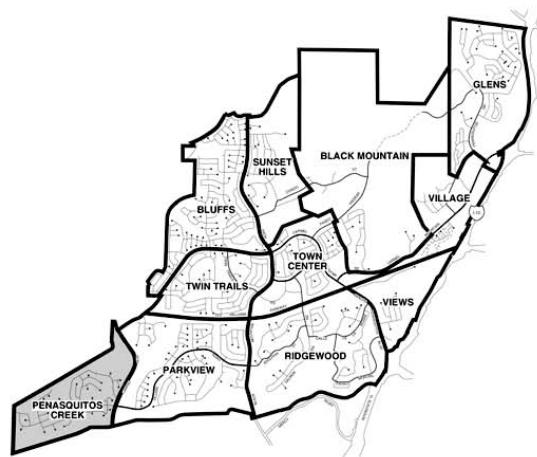
Residential

 Low Density

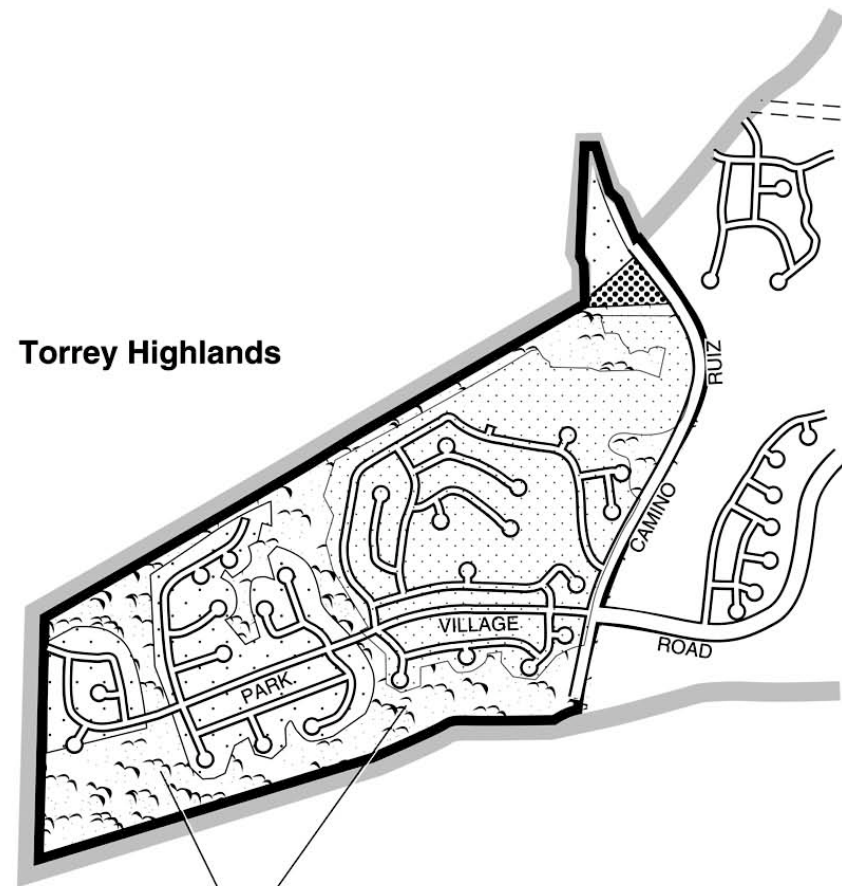
 Mediu High Density

Recreation

 Open Space



Torrey Highlands



Preserve
Open Space



PEÑASQUITOS CREEK

The Peñasquitos Creek neighborhood lies in the southwest corner of the community, adjacent to the Los Peñasquitos Canyon Preserve. It is served by proposed Camino del Sur and proposed Parkview Road.

Residential development is in process in the Peñasquitos Creek neighborhood. At buildout the neighborhood will contain approximately 877 single-family units and 367 multifamily units. The neighborhood is predominantly recommended for single-family development on lots of varying size suitable to the terrain.

The terrain in the neighborhood is characterized by finger canyon and ridge structures abutting Los Peñasquitos Canyon. Some environmentally sensitive areas have been included in recommended open space areas. A large open space corridor with a footpath running into Peñasquitos Canyon Preserve is recommended for public dedication along proposed Camino del Sur. In addition, several internal open space areas in the neighborhood are planned for preservation as open space easements within individual residential lots. All development design should consider topography, views and other natural features. Views between the canyon bottom and proposed residential areas merit special attention. The neighborhood should be developed in the architectural style or styles consistent with that of the Parkview neighborhood and should address design issues outlined in the **Community Environment and Design Element**, in particular those relating to the Peñasquitos Canyon special development area.

Since this area is currently surrounded by open space on three sides, it is important that development, grading and planned uses are sensitive to the natural open space systems. The interface between natural and developed areas should be carefully designed to prevent impacts to the Canyon Preserve to the south, the Vernal Pool Preserve to the northwest and any potential preserve along the west edge of the neighborhood.

INDUSTRIAL ELEMENT

PRIMARY GOAL

Provide an attractive, compatible, recreational, vehicle/mini-storage facility that will provide adequate space to house the community's RVs.

EXISTING CONDITIONS

A critical need exists in the Rancho Peñasquitos planning area for recreational vehicle storage sites. This need is complicated by the fact that a majority of the community's codes, covenants and restrictions prohibit RVs from parking within residential neighborhoods. Currently, there are no RV storage facility sites within Rancho Peñasquitos. As a result, many residents park their RVs illegally on residential streets.

ISSUES

The lack of RV storage facilities has been an issue in Rancho Peñasquitos for several years. Although one parcel had been identified as a potential RV storage site for years, it was ultimately developed into an office project. In 1989, the Planning Department analyzed the Rancho Peñasquitos community to identify possible sites that could be developed for RV storage use. Sixteen vacant sites were evaluated.

The study concluded that most of these sites are not suitable for RV storage and mini-warehouse uses due to economic and locational factors. The most suitable site identified in the study is a 10.23-acre parcel on the southwest corner of the I-15 and SR-56 interchange (see **Figure 21**). This site, which is accessible only through an adjacent multifamily development (Sun Ridge Vista), currently has an open space easement which was granted to the City when the residential development was approved. However, the property has been heavily disturbed due to previous use as a construction yard. Recreational vehicle storage and mini-warehousing are appropriate uses in relatively noisy locations adjacent to highways such as this site.

POLICIES

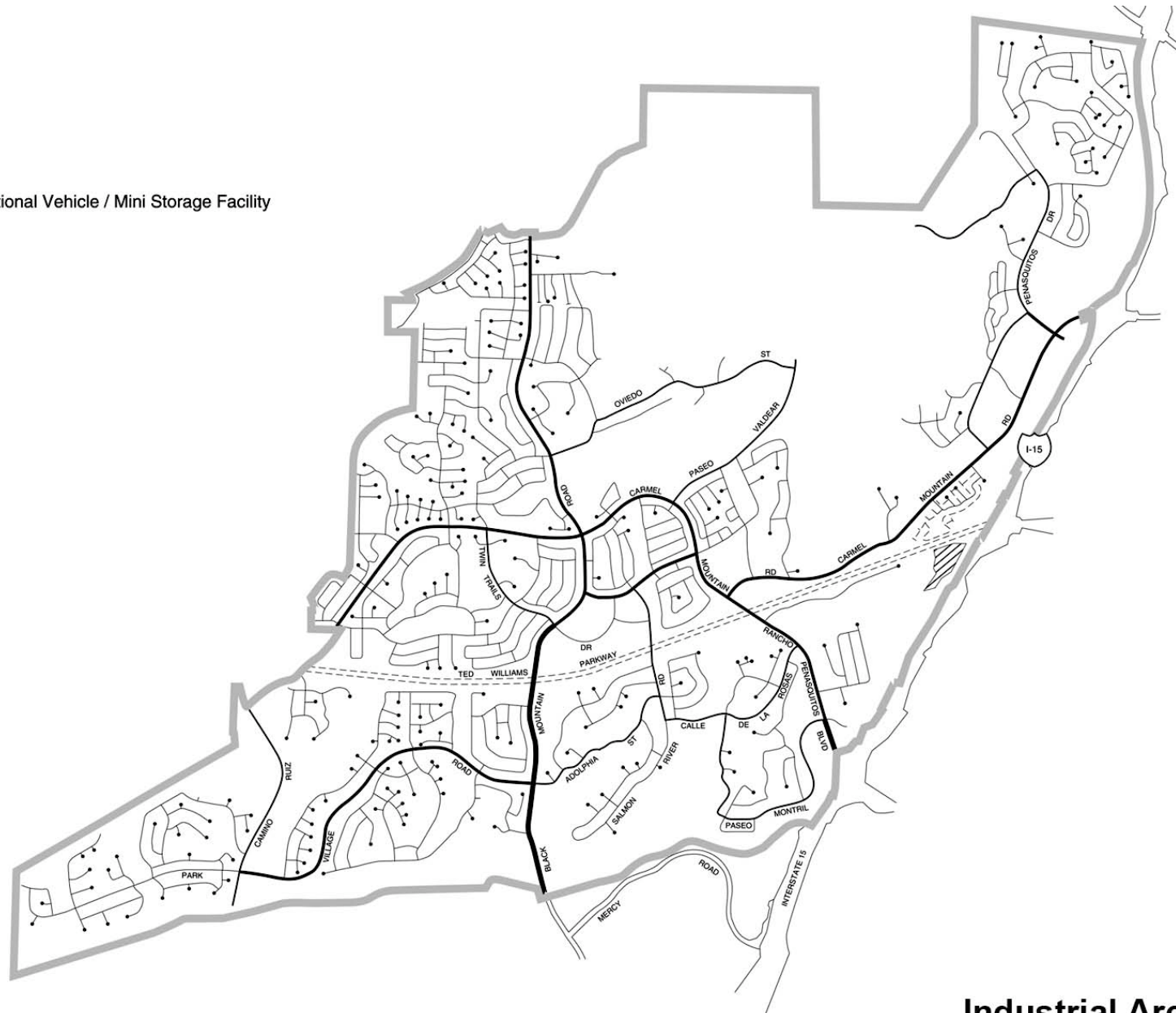
An RV storage and mini-warehouse site should be located in Rancho Peñasquitos to serve a demonstrated need for such facilities in the community.

RECOMMENDATIONS

- Permit development of an RV storage and mini-warehouse facility on an approximately ten-acre open space easement southwest of the I-15 and SR-56 interchange.
- Vacate the existing open space easement (Lot 12) that was established when the Sun Ridge Vista development was approved and provide equivalent open space at another location acceptable to the Park and Recreation department.

- Development of this site should be restricted to RV storage and mini-storage warehouse uses and associated uses. Other uses should not be permitted.
- If development of an RV storage and mini-warehouse facility is determined to be infeasible at this location, the land use designation for the site should be open space and the open space easement should remain on the property.
- The open space easement should remain on this site until such time as an RV/mini-storage project is approved by the City. If RV/mini-storage use is discontinued, the open space easement should be re-established.
- The RV storage portion of the site should contain approximately 200 spaces.
- The site should be heavily landscaped to provide an effective visual buffer from the adjacent residential development and freeways.
- Outdoor lighting should be permitted only on the RV storage facility and should be designed to minimize potential visual impacts.
- The design, color and materials of mini-storage structures should be compatible with the adjacent residential neighborhood and natural areas. Mini-storage buildings and paved areas should be designed and sited so as to be as unobtrusive as possible.
- Only low-scale monument type signs should be permitted.

 Recreational Vehicle / Mini Storage Facility



Industrial Area
Rancho Peñasquitos Community Plan

21
FIGURE



COMMUNITY APPEARANCE AND DESIGN ELEMENT

PRIMARY GOAL

Ensure a pleasant, healthful, physical and social environment for Rancho Peñasquitos residents by balancing development with the preservation of the community's natural resources and amenities.

EXISTING CONDITIONS

Rancho Peñasquitos is a community physically characterized by a unique system of canyons, hillsides and ridges. As a consequence, most of the neighborhoods in the community possess substantial open space areas, views into canyons, and in some cases views of the Pacific Ocean. A major issue in the community is the preservation of open space and significant environmental resources including major canyon systems, sensitive slopes and tree grove areas. The two most sensitive environmental resources in the community include Black Mountain and its surrounding hillsides, and the Peñasquitos Canyon Preserve and its finger canyons.

ISSUES

Urban design is an important issue to the residents of Rancho Peñasquitos. This design concern is reflected by the community's landscape maintenance district which is responsible for the landscaped medians constructed throughout the community. Other design issues include: design compatibility of grading, landscaping, buildings and developments; sensitive site design of buildings or groups of buildings on individual parcels; flexible design of streets and parking; high-quality design of signs, street furniture, fences and walls; entry treatments; crime preventive design; and architectural design and color of residential, commercial and public buildings.

POLICIES

- All new development should be sensitive to the environment and be designed to avoid incremental contributions to the problems of air and water pollution, natural fire hazards, soil erosion, siltation, slope instability, flooding and severe hillside cutting and scarring.
- Preserve significant natural features and canyons as viable connected open space systems.
- Protect environmental resources that are typically associated with hillsides, preserve significant public views of and from hillsides, and maintain a clear sense of natural hillside topography throughout the Rancho Peñasquitos Community.
- Develop a sense of neighborhood identity by encouraging design diversity between development areas while promoting design integration and compatibility within neighborhood areas.

- The transportation system should be developed to enhance the overall efficiency of pedestrian and vehicular circulation within the community.
- Use high-quality design, materials and workmanship in buildings and developments. Gates and guard houses should not be permitted in new developments because they restrict access for pedestrians, bicyclists, fire and police services and have a negative impact on overall feeling of community.
- All new development should incorporate aesthetics and functional features into the design of fences, signs, street furniture and lighting.
- Crime preventive design and defensible space should be used in all future developments.

RECOMMENDATIONS

Sensitive design is important in determining whether a particular building, group of buildings or development area will be a functional and aesthetic asset to the community. The following basic guidelines are set forth to aid potential developers, City and other governmental officials, and community members in making site design decisions before land development. The tentative map, hillside review and planned development processes should be used where applicable to ensure sensitive design in all developments, as discussed in the **Implementation and Action Plan** section.

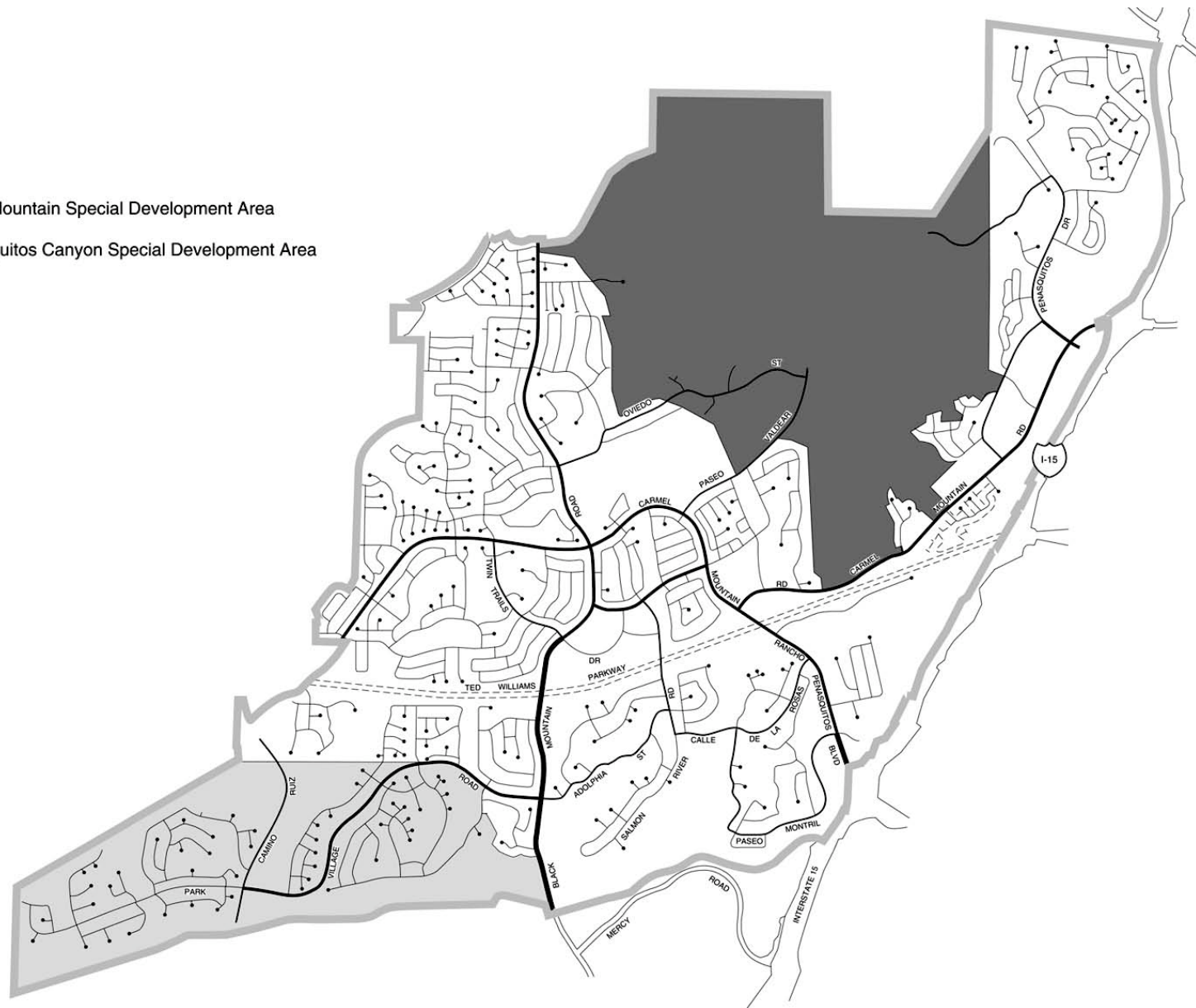
Special Development Areas

While sensitive design is important in the development of the entire community, environmental conditions require that special care be taken in development of two areas of Peñasquitos designated special development areas in **Figure 22**. The Black Mountain Special Development Area encompasses a series of ridges and canyons leading up to Black Mountain peak. The Peñasquitos Canyon Special Development Area includes the area west of the 130-foot water easement and south of proposed SR-56. Development of both areas should consider topography, views, biological resources, drainage and other environmental factors. Portions of this element set forth proposals and standards specifically related to these special development areas.

In addition to these areas, transition zones in both the Black Mountain and Peñasquitos Canyon Special Development Areas are shown in **Figures 23** and **24**. The transition zones are areas where park and open space lands interface with development areas. These zones require particular care in the design, implementation and maintenance of improvements as outlined in this element.

Design compatibility is of particular importance within the special development areas. Developments in these areas will often be visible from each other and from other portions of the community. Care should be taken to develop both the Peñasquitos Canyon and Black Mountain areas in a unified manner, creating an overall atmosphere of moderately scaled residential development in earth tones, complemented by extensive vegetation and open space.

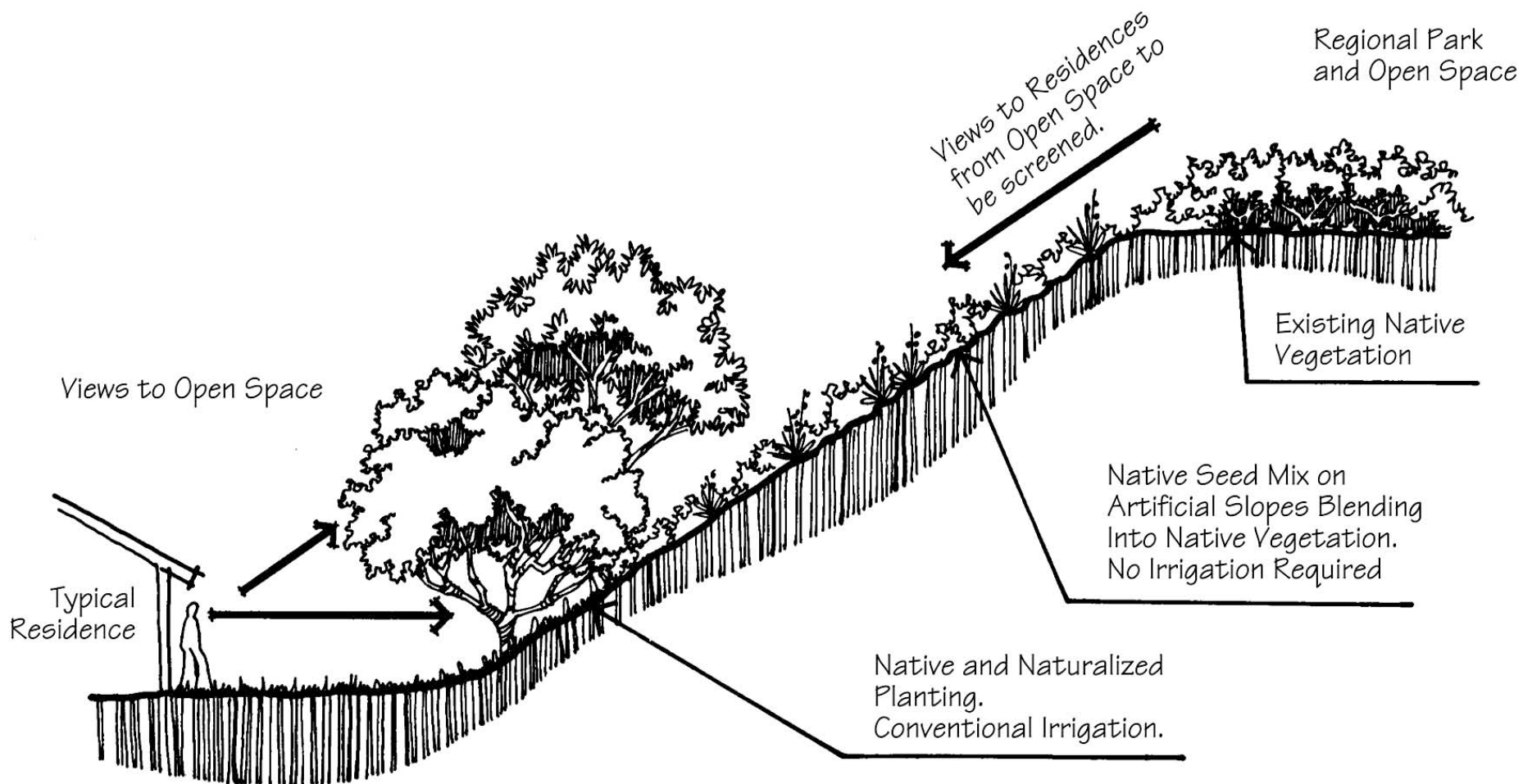
-  Black Mountain Special Development Area
-  Penasquitos Canyon Special Development Area



Special Development Areas
Rancho Peñasquitos Community Plan

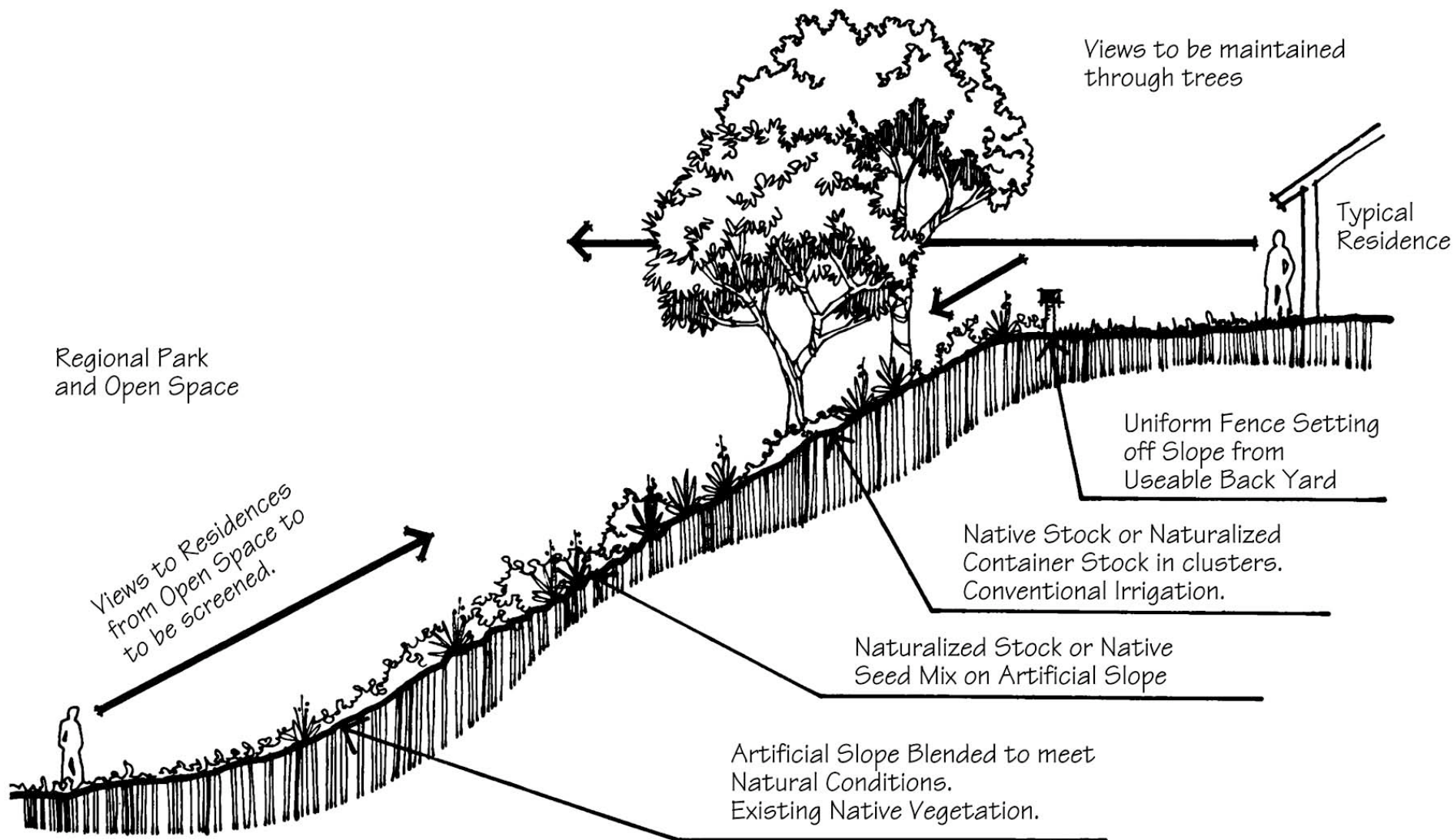
22
FIGURE





Black Mountain Transition
Rancho Peñasquitos Community Plan

23
 FIGURE



Peñasquitos Canyon Transition

Rancho Peñasquitos Community Plan

24
FIGURE

A further consideration in the special development areas is the location of the HR Overlay Zone. In those cases where the standards and proposals called out in the Plan are more stringent or specific than the HR Overlay Zone, the Plan guidelines should apply. Environmental and design standards for the special development areas shall be enforced through the hillside review process.

Black Mountain Transition Zone

In the transition zones, special treatment of the relationship between park and open space and urbanized developments is required. In the Black Mountain transition zone, a gradual transition using landscaping and moderate horizontal (50 feet) and vertical separations should be used, as shown in **Figure 23**.

Black Mountain Park and adjacent open space should act as a backdrop for the residential developments when viewed from other parts of the ranch and from I-15. The rear yards of residential units should be blended into the natural open space areas.

Wildlife corridors connecting Black Mountain Park to other open space in the community must be maintained. Wildlife must be able to safely move through a continuous, natural habitat system to ensure their survival.

Peñasquitos Canyon Transition Zone

For the Peñasquitos Canyon transition zone, in those areas where residential development backs onto proposed open space, a buffer at least 50 feet wide should be created as shown in **Figure 24**. Layers of the buffer should include the rear yard areas, a single-style fence along the length of the development, clusters of shrubs and trees offsetting the fence line and a rounded slope with the landscaping gradually blended into the natural vegetation where manufactured slopes are necessary. The natural vegetation should be replaced whenever possible, except within the Fire Management Zone.

In those cases where parks or schools front onto the regional park and open space system, care should be taken to develop a sensitive transition between the uses while maintaining pedestrian access to regional park areas from the public facilities. Where Park Village Road lies within the transition zone, both sides of the road should be fully landscaped with native or compatible non-invasive vegetation.

Predator control is an important issue in residential areas adjacent to Peñasquitos Canyon. Dogs and cats should be kept out of the preserve to avoid destruction of wildlife in the canyon.

Urban Design Guidelines

The intent of these proposals is to set out general areas of concern relating to the compatibility of buildings and developments.

- **Compatibility with Existing Development.** The design of any new construction should respect existing development with regard to preservation of views from public rights-of-way where possible, and compatibility of scale, bulk, architectural styles, building materials, color and landscaping.

- **Differential Land Uses.** Particular care should be given to the treatment of different land uses sited side-by-side, such as single-family and multifamily developments located adjacent to each other. Such developments should be compatible in design. Buffers between land uses, such as fencing, landscaping and elevation separations, may be appropriate in order to reduce adverse visual, noise and other impacts.
- **Neighborhoods.** A harmonious appearance within neighborhoods is sought by using compatible design features; architectural styles and colors, lot sizes and setbacks, building heights, landscaping, signs and street furniture.

Landform and Grading

The intent of these proposals is to define and permit reasonable grading for development, while ensuring grading and landscaping which blends into the natural landform and vegetation.

- **Overall Landform.** Site planning should maintain the topographic relief of the existing terrain, minimize cut and fill slopes and preserve significant views from and of development areas. The ridge-canyon relationship should be maintained and not obliterated. While hilltops and valleys may be graded to permit development, the sense of distinctive landform should remain. Special care should be taken to preserve the landform of the ridgetop in the Black Mountain area and the Camino del Sur open space corridor in Peñasquitos Canyon.
- **Artificial Slopes.** In engineering design throughout the community, the heights of manufactured slope banks should be minimized. For artificial slopes over 15 feet in height, slopes should be blended, tops of slope banks should be rounded and contoured or sculptured, grading should be both horizontally and vertically, all artificial slopes should be blended to meet native terrain. The overall effect desired is a natural undulating terrain rather than a manufactured appearance.
- **Special Development Areas.** In the special development areas slopes should have variable ratios: different slopes should have different ratios depending on topographic and design conditions, while the tops and toes of slopes should be rounded and more sloped than the middle portions of the banks. Use of variable slope ratios is especially important in the treatment of slopes in the transition zones, and in slopes over 30 feet in height where the banks should be naturalized by changes in the gradient angle. Overall, slopes should be as gentle as possible, in the 2:1 to 3:1 range.
- **Landscaping.** Areas disturbed by grading should be landscaped expediently, with planting done in sequence with grading rather than on a project-wide basis. On manufactured slopes greater than 30 feet in height in the special development areas, clusters of trees with other plant materials should be planted to visually break up the tall banks.

Site Design

The intent of these proposals is to set forth guidelines for the siting of buildings on individual parcels.

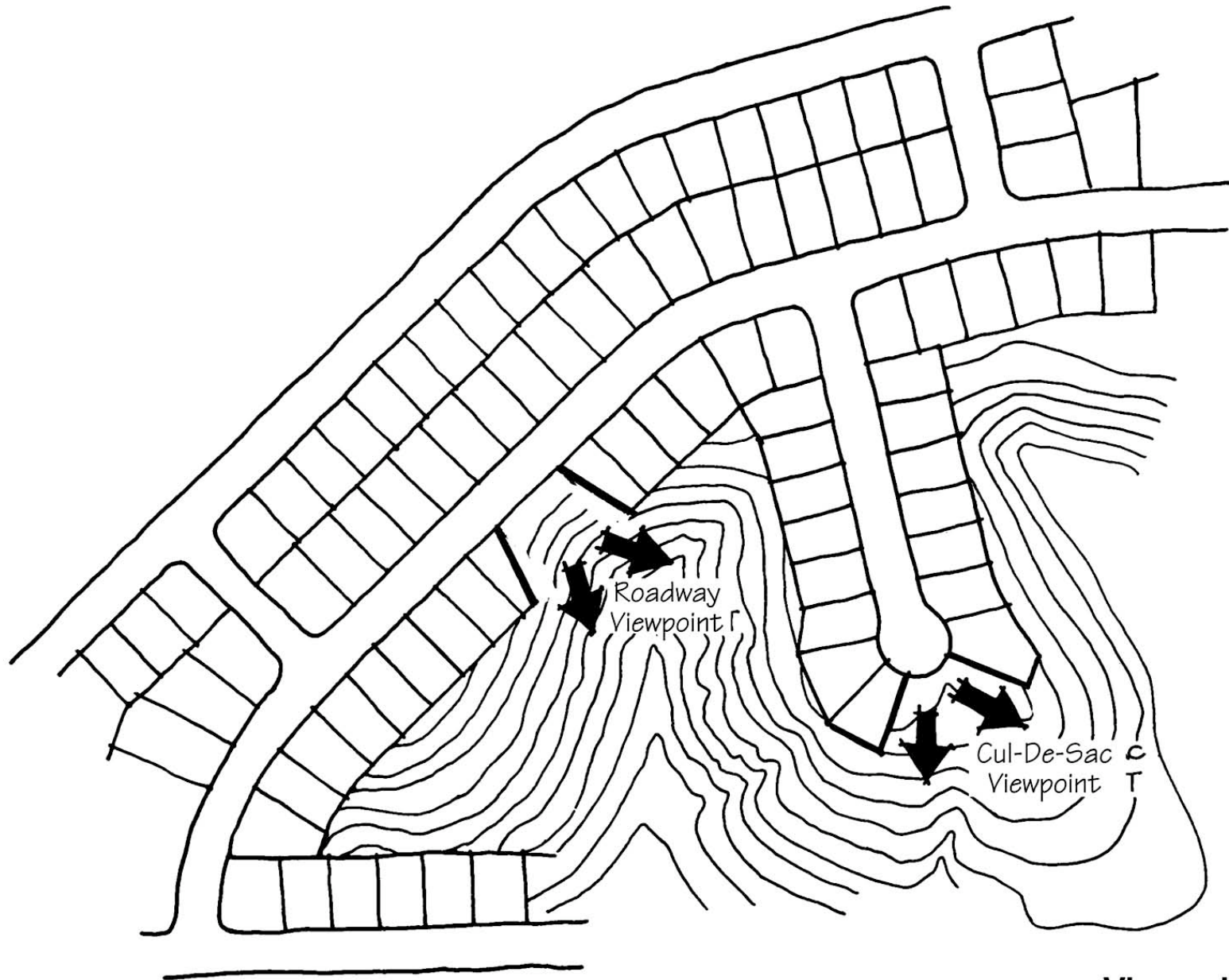
- **Sensitive Site Design and Flexible Siting Techniques.** In site planning, care should be taken in the layout of building sites and streets, in the placement of buildings on lots, and in the treatment of yards, slopes and canyons. Flexible siting techniques should consider major topographic and other natural features as well as relationships with other buildings. The use of variable side, back and front setbacks is recommended. Siting of buildings along canyon rims should consider citywide Brush Management requirements. Minimum setbacks from top of slope ranging from 20 to 50 feet (depending on fire severity rating) should be required in order to reduce the potentially significant environmental impacts associated with the brush management. Residential developments should be required to step down hillsides and leave open space areas, instead of massive grading and flattening large areas for development. Views should be a major consideration in siting residential units.
- **Clustered Housing.** In some parts of the community, clustered housing may provide a better solution to problems posed by topography and other environmental concerns than conventional subdivision lot patterns. Clustered housing may be recommended in this case, as long as it is developed as a PRD and retains a density consistent with the community plan density designated for that area.
- **Variable Lot Sizes and Lot Widths.** Variable lot sizes should be considered in residential development. Estate-type or large-lot development is appropriate in areas where exceptional topography and natural features warrant. In large-lot development, emphasis should be placed on retaining substantial portions of parcels as open space and siting and designing buildings to minimize damage to the site. For these areas, the width of the lot should be increased to be more consistent with the estate-type character of the area.
- **Alternative Foundations.** In residential development, particularly in the special development areas and estate lots, alternatives to flat pad development should be considered, such as split-level units, cantilevered homes, pole houses, bridge or open span dwellings and other alternatives to standard slab foundations.
- **Building Coverage.** Building coverage should take into account the quality and intensity of site vegetation, geology, topography and other environmental resources. A mix of one- and two-story dwellings should be considered, permitting a variety of responses to site features.
- **Building Drainage.** In the siting of buildings, water flows and the natural drainage patterns should be considered. Efforts to limit the amount of hard-surfaced ground (land covered by impervious surfaces such as foundations, driveways, patios, etc.) should be made in order to support the natural system of drainage.

- **Slope Drainage Systems.** Provision for the collection of sediment and control of erosion on manufactured slopes shall be the responsibility of the developer for two years following construction. Access to drainage systems should be provided such that cleaning and maintenance are facilitated. Drainage outletting to the Peñasquitos Canyon floor should be nonerosive. Drains should extend to the natural drainage bottom. All drains leading to Los Peñasquitos Canyon Preserve or Black Mountain Park open spaces should be publicly-owned to ensure proper maintenance.
- **Roadway Design.** Design should take into account the special conditions of hillside areas, which may mean deviation from City or other engineering standards, as long as public safety is assured. Design possibilities include variable location of the road within the right-of-way; pop-outs for emergency parking and viewpoints; landscaping of median strips, adjacent slope banks or road side pockets (see **Figure 25**); and split-level roadways.
 - Black Mountain Road and Camino del Sur should be sited to retain major adjacent open spaces, rather than fragmenting open spaces into smaller areas. Adequate pedestrian and bicycle crossings should be provided. Landscaping should be used as a transition from roadways to open space areas.
 - Portions of Park Village Road lying within the Peñasquitos Canyon transition zone should be sensitively designed and fully landscaped on the regional park side with a mix of trees, shrubs and groundcover. Trees and large shrubs should be artistically clustered to achieve a natural effect, rather than planted symmetrically or at even intervals along the road. A specifically designed crossing connecting the regional park to the Camino del Sur open space corridor should be constructed to permit safe passage of pedestrians across Park Village Road. The crossing should be designed and constructed by the developer. Maintenance of the crossing should be the responsibility of the landscape maintenance district.

Building Design

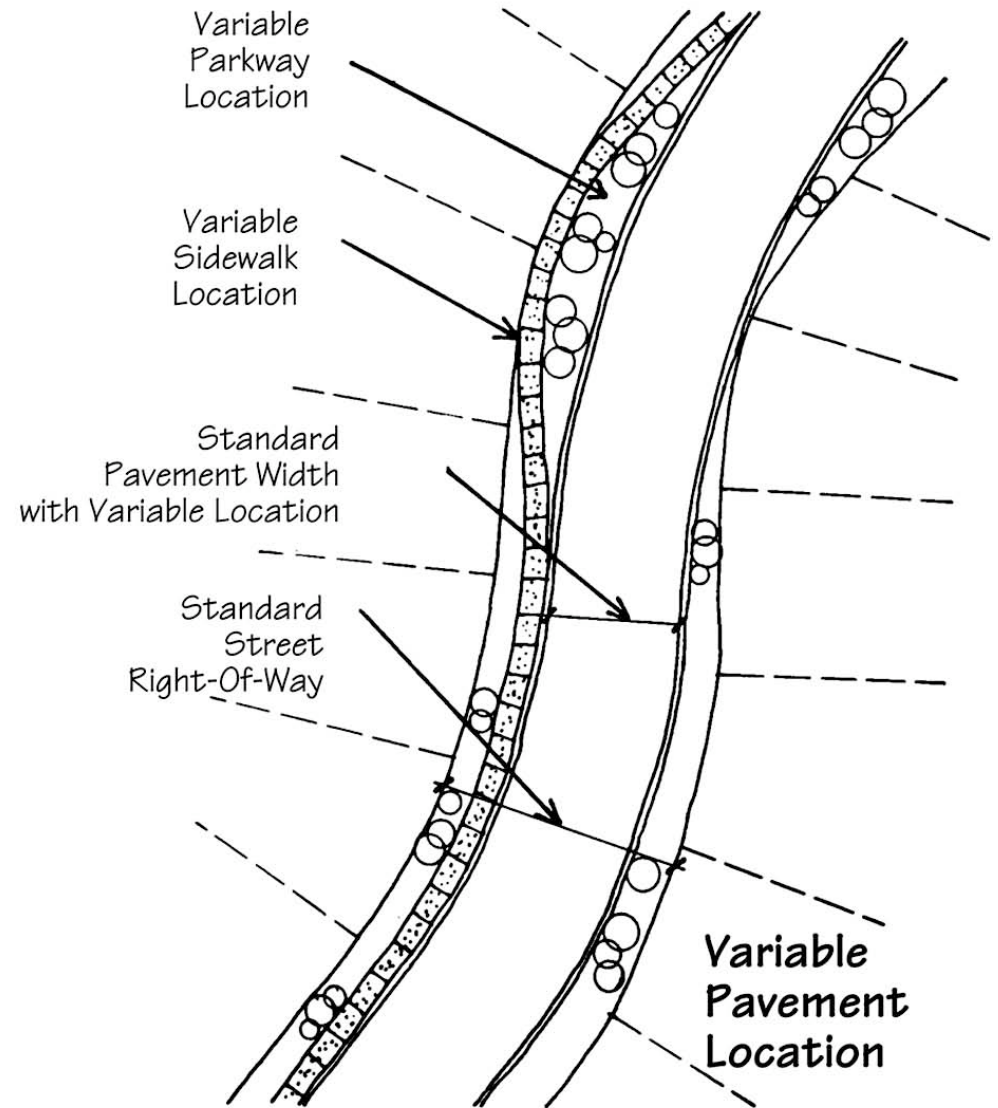
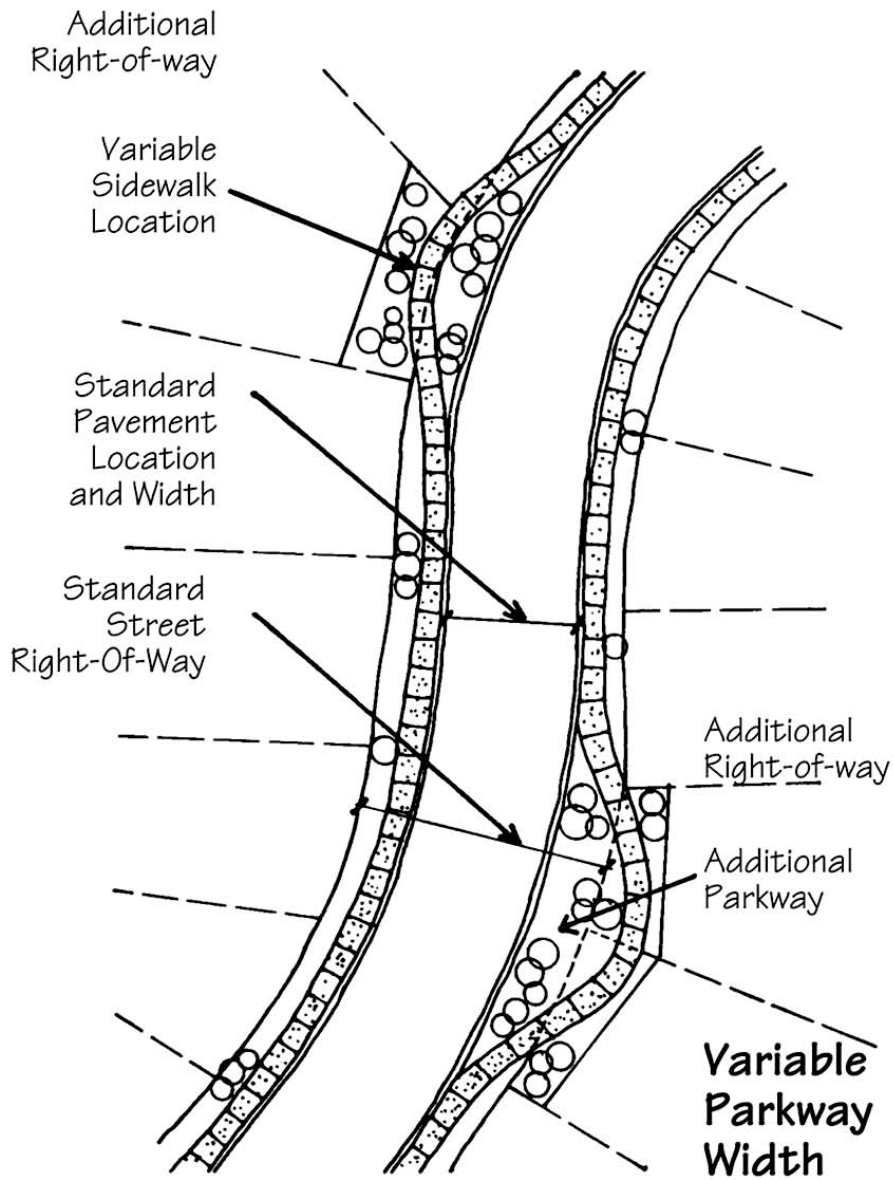
The intent of these proposals is to require high-quality design and construction of buildings and groups of buildings.

- **Building Compatibility.** In order to preserve existing landform, building design should reflect split-level, hillside development techniques. Structures within a development should possess similar architectural styles but also provide visual variety. Earth tones, textured materials and California ranch house and Spanish mission styles are considered appropriate in residential construction in Rancho Peñasquitos.
- **Massing.** Special care should be taken in the massing of buildings. In the special development areas, dwellings should be low-scale in design.
- **Shadow Relief.** All buildings should have shadow relief where pop-outs, offsetting planes, overhangs and recesses are used to produce effective visual interest. Large unbroken expanses of wall should usually be avoided.



Viewpoints
Rancho Peñasquitos Community Plan

25
FIGURE



- **Rear Elevations.** The rear elevations of buildings facing into canyons or visible from streets should be as well-detailed and visually interesting as front elevations.
- **Roofs.** Special care should be taken in roof design and selection of roofing materials in hillside areas because of roof visibility. Roofs should be constructed of shake or Spanish tile.

Landscaping and Urban Design

These proposals call for careful design of lighting, signs, street furniture, fences and walls and landscaping. Although these proposals specifically treat residential areas, the same general concerns apply to other developments and projects as well.

- **Function and Aesthetics.** Landscaping and urban design features should enhance residential developments aesthetically, while meeting functional requirements such as screened outdoor living areas, sufficient night lighting and adequate signage.
- **Climate.** Landscaping and building materials should be durable, easy to maintain and appropriate to the local climate. Use of drought-resistant plant materials is recommended.
- **Street Lighting.** Low-intensity, shielded light standards should be used in all areas of the community.
- **Slope Banks.** Appropriate measures should be taken to maintain highly visible slope banks and fences both within private lots and abutting residential development areas. Homeowners' associations, for example, may take responsibility for grounds maintenance for their areas.
- **Transition Zones.** Fences should be constructed of wood, masonry or a wood-masonry combination. Fences directly abutting the regional park and open space areas in the Peñasquitos Canyon transition zone should be planted with intermittent landscape clusters as shown in **Figure 24**. In the Black Mountain transition zone, landscape materials should be blended into native species on slope banks.

Crime Preventive Design

The principles of crime preventive design and defensible space should be used in the design of all developments. In residential developments, this includes design which permits ease in police patrolling, maintains views into yards and buildings to aid in the detection of vandals and thieves, and encourages mutual aid among neighbors in protecting their homes.

TRANSPORTATION ELEMENT

PRIMARY GOAL

Construct and maintain an adequate system for vehicular, bicycle and pedestrian circulation within the community, while providing adequate access to the larger San Diego Region.

EXISTING CONDITIONS

The Rancho Peñasquitos planning area is bounded by one major freeway and traversed by another. Interstate 15 runs the entire length of the eastern boundary of the community and provides north-south regional access. State Route 56, partially completed, runs through the south central portion of the community and will eventually provide an east-west link between I-15 in Rancho Peñasquitos and I-5 in Carmel Valley.

Congestion near access points into and out of the community was a serious problem during the late 1980s but has been reduced due to construction of SR-56 between Rancho Peñasquitos Boulevard and I-15, construction of Mercy Road between Black Mountain Road and I-15, and completion of the High Occupancy Vehicle (HOV) lanes located in the median of I-15 between Rancho Peñasquitos and Kearny Mesa. There continues to be some peak hour morning traffic congestion on Rancho Peñasquitos Boulevard near the access point to I-15. Traffic is expected to be at mostly acceptable levels when SR-56 is completed between Rancho Peñasquitos and I-5. Lengthy delays in the construction of SR-56 will result in continued congestion near access points to I-15 because westbound traffic is forced to travel east to I-15 to gain access to alternate east-west roads such as Mira Mesa Boulevard and Miramar Road.

Public transit service in Rancho Peñasquitos is minimal. Three bus routes and two park-and-ride lots serve the community. These provide service to downtown San Diego, the I-15 corridor and Poway. Intra-community transit is inhibited by many factors including low densities, hilly terrain and lack of a transit orientation in the layouts of subdivisions and commercial areas. With considerable growth in Rancho Peñasquitos in recent years, there is a need for additional transit service. Several areas are currently underserved or not served at all. The Metropolitan Transit Development Board (MTDB) Short Range Transit Plan (FY 1993-99) shows virtually no bus service improvement plans in the MTDB region. Long-term proposals include a light rail line parallel to I-15, a transit center and expansion of DART service (Demand Responsive or Dial-a-Ride Transit) into the Rancho Peñasquitos Community. Currently DART serves Mira Mesa and Rancho Bernardo but not Rancho Peñasquitos. The MTDB will conduct a bus route study of the I-15 corridor during FY93.

Traffic Forecast

During 1990, a traffic study and forecast was completed for the Mira Mesa and Rancho Peñasquitos Communities. By modeling the land use and density designations of this Plan and the adopted community plans in surrounding areas as well as the San Diego Association of Governments (SANDAG) population and employment projections, it was possible to predict future travel demand and road network needs.

The 1962 and 1970 Master Plans for Peñasquitos East established the basic roadway network serving the community. The network includes Black Mountain Road, Carmel Mountain Road, Paseo Montalban, Twin Trails Drive, Paseo Valdear, Rancho Peñasquitos Boulevard and Peñasquitos Drive. **Figure 27** from the recent traffic study shows the anticipated average daily trips (ADT) on these roadways at community buildout.

ISSUES

Traffic circulation and congestion is one of the issues most frequently cited by Rancho Peñasquitos residents when discussing problems facing the community. While recent road improvements and traffic signals have provided easier access to I-15, the community continues to experience peak hour congestion and excessive travel times to locations east and south of the community. This is due to lack of an east-west connection from Rancho Peñasquitos to I-5 and limited access to the south. Other issues of concern to residents are inadequate transit service, noise and pollution from major roadways and freeways, the lack of a comprehensive pedestrian and bicycle circulation system and unsafe conditions for pedestrians crossing certain heavily used roadways. The policy objectives and recommendations for specific transportation facilities and improvements which follow are intended to ameliorate these existing transportation deficiencies.

GENERAL POLICY RECOMMENDATIONS

- Developers of all future residential, commercial and industrial projects in Rancho Peñasquitos must participate in building or funding needed transportation improvements identified in this Plan and further defined in the Public Facilities Financing Plan.
- Each new development should contribute its fair share to needed transportation improvements based on traffic, transit ridership and population expected to be generated by the development.
- Adequate vehicular and pedestrian access should be available to serve all significant community resources and public facilities with an emphasis on safety, aesthetics and integration of facilities.
- A continuous pedestrian and bicycle system should be provided throughout the community focused on open space areas and minimizing conflicts with motor vehicles.
- Public transit should be expanded to serve the entire Rancho Peñasquitos community and should be increased in frequency.
- Off-road vehicles should be prohibited on designated open space areas and public property.



27
FIGURE

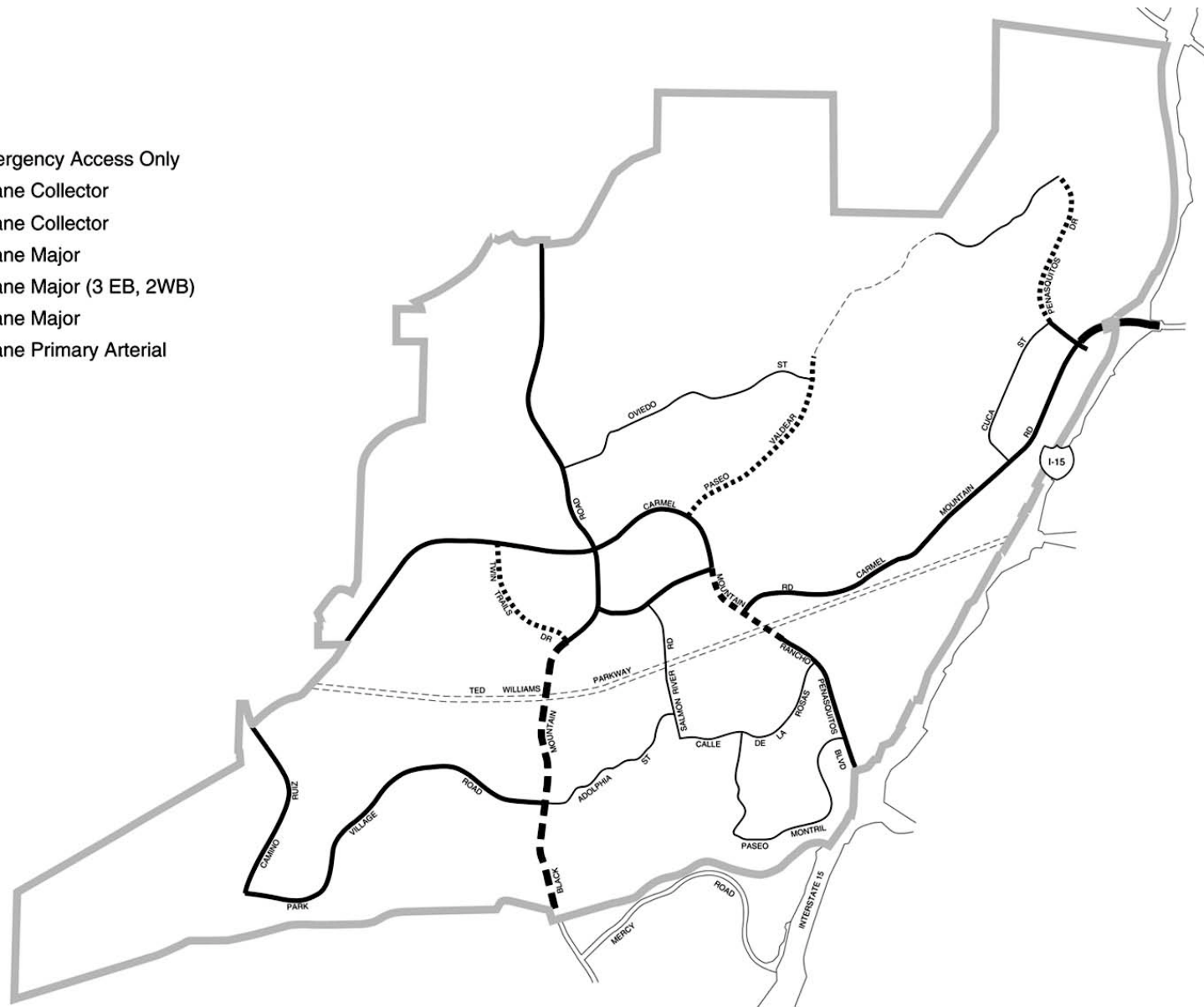
SPECIFIC RECOMMENDATIONS

Roadway Improvements

The following recommendations regarding specific roadway improvements have been developed based upon the recently completed traffic study and expressed desires of the community. Transportation improvements will be constructed in accordance with the phasing schedule in the Public Facilities Financing Plan. Roadway classifications shown on **Figure 28** which are not discussed in this section are unchanged from the previous community plan.

- **State Route 56.** State Route 56 (Ted Williams Parkway) should be constructed as a six-lane freeway from I-15 to the western boundary of Rancho Peñasquitos using TRANSNET and Facility Benefit Assessment (FBA) funds earmarked for this purpose. State Route 56 from I-15 to I-5 is a critical east-west link between Rancho Peñasquitos and surrounding communities and coastal areas. Money is currently being collected from assessments in six communities, including Rancho Peñasquitos, to obtain right-of-way for the portion of SR-56 that would traverse the future urbanizing area. It is recommended that, if environmental issues can be resolved, a financing mechanism should be developed to construct SR-56 as at least a four-lane facility through the future urbanizing area and that this road be built when sufficient funds have been obtained.
- **Black Mountain Road.** From just north of Twin Trails Drive to the southern community boundary, this road may be improved to modified six-lane arterial status with Class II bicycle lanes.
- **Camino Ruiz Extension across Los Peñasquitos Canyon.** The Camino Ruiz extension has been deleted from this Plan due to widespread opposition from residents and community groups in Rancho Peñasquitos and Mira Mesa. They feel that the environmental impacts of the roadway to Los Peñasquitos Canyon Preserve outweigh the benefits to traffic flow and access that would be achieved if the roadway extension were built, and they accept the severe congestion that will result on Black Mountain Road.
- **Camino del Sur.** Northerly terminus to Carmel Mountain Road – Retain four-lane major classification. The road should be designed in an environmentally and aesthetically sensitive manner, having minimal impact upon the natural open space system. The median can be reduced where there is no fronting property, which will help to minimize grading impacts.
- **Carmel Mountain Road.** Paseo Montalban to Rancho Peñasquitos Boulevard – Classify as a modified five-lane major street (3EB, 2WB).
- **Carmel Mountain Road.** Interstate 15 to Peñasquitos Drive – Classify as a modified six-lane major street.
- **Paseo Valdear.** Westerly portion, from Oviedo Street approximately 300 feet north – Classify as four-lane collector street; to limit of development in Montana Mirador classify as a local street. Cul-de-sac at Montana Mirador subdivision. Provide an emergency access road to westerly portion of Paseo Valdear.

- Emergency Access Only
- 2 Lane Collector
- 4 Lane Collector
- 4 Lane Major
- 5 Lane Major (3 EB, 2WB)
- 6 Lane Major
- 6 Lane Primary Arterial



Recommended Street Classifications
Rancho Peñasquitos Community Plan

28
FIGURE



- **Paseo Valdear.** Easterly portion, from Peñasquitos Drive to terminus – Retain two-lane collector street classification. Cul-de-sac at Paraiso Cumbres subdivision. Provide an emergency access road to westerly portion of Paseo Valdear.
- **Rancho Peñasquitos Boulevard.** Carmel Mountain Road to Azuaga Street, i.e., southerly ramps for Ted Williams Parkway – Classify as a modified five-lane major (3EB, 2WB) with Class II bicycle lanes as illustrated on the attached street classification map (**Figure 28**).
- **Rancho Peñasquitos Boulevard.** Azuaga Street, i.e., southerly ramps for Ted Williams Parkway to I-15 – Classify as a four-lane major with Class II bicycle lanes as illustrated on the attached street classification map (**Figure 28**).
- **Salmon River Road.** Paseo Montalban to Adolphia Street – The existing two-lane collector street is sufficient to accommodate the traffic volumes forecasted in the recent traffic study. Therefore, the recommended classification for this roadway, formerly four-lane collector, is a two-lane collector.
- **Peñasquitos Drive.** Paseo Valdear to northerly community boundary – This road previously designated as a four-lane collector is now recommended for classification as a local street due to rough topography and low anticipated traffic.

Public Transportation

The existing transit services connecting Rancho Peñasquitos to downtown Poway and the I-15 corridor should be increased in frequency and should be supplemented by intra-community transit service. Intra-community transit service must be developed to provide an alternative to automobile dependence, despite the serious difficulties encountered in providing transit service to an area with hilly topography, low density and an irregular street system. Increased availability and use of transit is one of the goals the City's Transportation Demand Management Program. The following recommendations are offered to accomplish these goals, recognizing that funding to develop all the desirable services may not be available in the short term.

- **Existing Express Bus Service.** Existing express bus service from Rancho Peñasquitos to downtown San Diego should be increased in frequency.
- **New I-15 Bus Service.** Express and/or limited stop bus service should be provided from Rancho Peñasquitos to major employment and community activity centers outside downtown San Diego.
- **Light Rail (Trolley).** A light rail line should be constructed along the I-15 corridor, connecting Rancho Peñasquitos with downtown, Mission Valley and other major activity centers. Two or more stops should be provided adjacent to the community to assure adequate access. Studies should also be undertaken to determine the feasibility of light rail along SR-56. These are long-term recommendations which would reduce the need for express bus service.

- **Park-and-Ride Lots.** The two existing park-and-ride lots should be augmented by an additional lot (or lots), in the vicinity of the intersection of Carmel Mountain Road and Rancho Peñasquitos Boulevard. Joint use of parking areas at schools, churches and parks for park-and-ride purposes should be encouraged.
- **Transit Stops.** Attractive covered waiting areas for bus stops should be provided throughout the community. These should be sited in highly visible locations where conflicts with vehicular traffic are minimized.
- **Intra-community Transit.** DART (demand responsive transit) or dial-a-ride transit service should be provided throughout Rancho Peñasquitos. Such service exists in neighboring communities. Provision of a fixed route intra-community transit system in Rancho Peñasquitos appears infeasible in the short term due to topography, low-density and existing road layouts but should be periodically re-examined and remains a stated community desire. If fuel prices rise sharply or fuel shortages develop, fixed routes traversing the community may become cost effective.

Non-Motorized Transportation

Non-motorized transportation systems include pedestrian paths and sidewalks, bikeways and equestrian paths. Pedestrian and bicycle circulation systems should provide access from residential neighborhoods to public facilities and commercial services and should link neighborhoods throughout the community.

A system of safe, accessible pathways and sidewalks should be provided along roads and through open spaces and public utility easements (see **Figure 30**). Pathways within the open space system are discussed in more detail in the **Open Space and Resource Management Element**. Pedestrian access must be designed and developed to avoid mid-block street crossings.

Pedestrian pathways in new commercial and residential developments should link with existing paths and conflicts with motor vehicles should be minimized. Where feasible, these pathways should provide direct access to public transit stops.

Public rights for pedestrian and bicycle access along the County Water Authority's right-of-way should be secured.

The public parklands of Black Mountain and Peñasquitos Canyon should be linked by a system of hiking, biking, equestrian and walking trails.

A system of bridle trails should be completed through the Peñasquitos Canyon Preserve to connect with the countywide riding system.

Bikeways should be provided on important streets in accordance with **Figure 30**. All major streets within the community should have Class II bike lanes with on-street parking prohibited where possible.

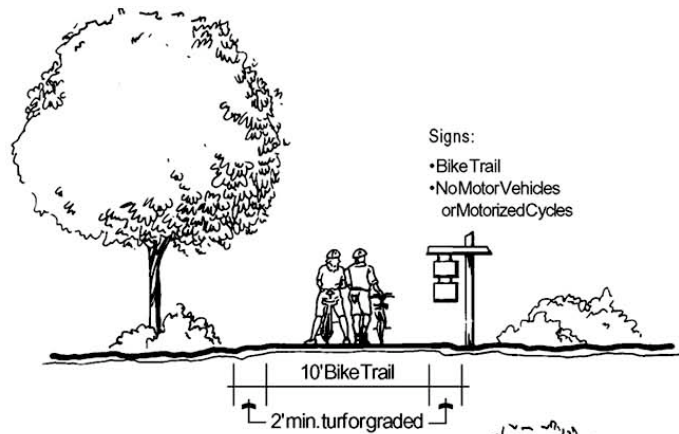


30
FIGURE

Bicycle parking facilities include both bicycle racks and bicycle lockers. Bicycle racks should be designed to allow the user to lock both wheels and the frame of the bicycle without the use of chains or cables. Chains and cables are easily cut by thieves using bolt cutters. It is recommended that bicyclists use U-shaped high security locks to lock bicycles. Bicycle racks should be provided for visitors to major activity centers arriving by bicycle. A combination of bike racks and lockers should be provided at transit centers.

Bicycle parking facilities should be identified by bicycle parking signs. Bicycle parking signs with directional arrows should be used to guide bicyclists to bicycle parking facilities when the facilities are not immediately visible to arriving cyclists.

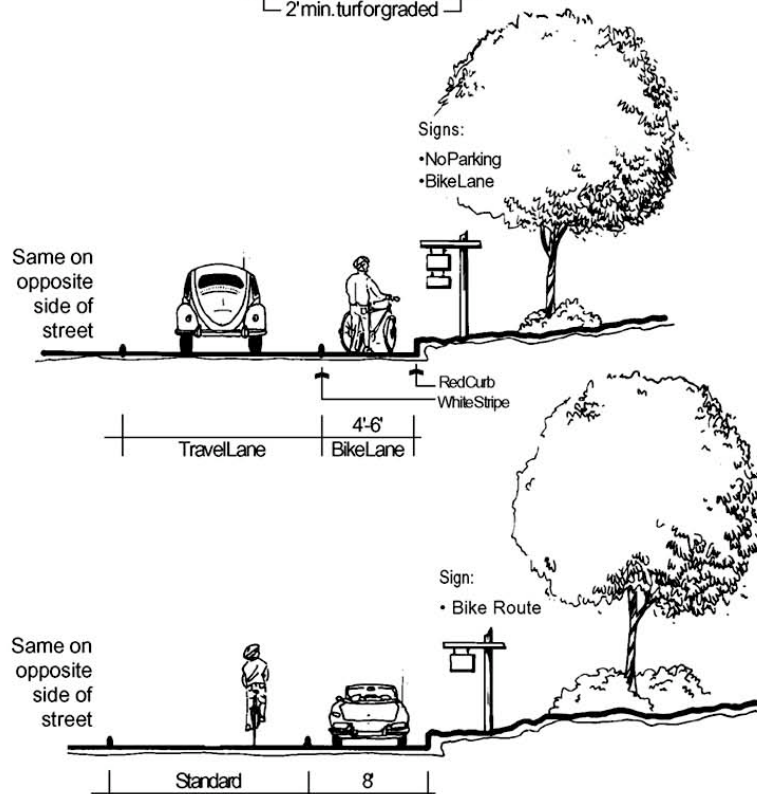
Bicycle parking facilities should be located closer to the entrance of the activity center than the nearest motor vehicle parking space. The placement of bicycle parking facilities should not block pedestrian traffic.



Class I (Typical location—open space)

Bicycle Path

A completely separate right-of-way for the exclusive use of non-motorized vehicles.



Class II (Typical location—major street)

Bicycle Lane

A restricted right-of-way located on the paved road surface alongside the traffic lane nearest the curb, and identified by special signs, land striping, and other pavement markings.

Class III (Typical location—neighborhood street)

Bicycle Route

A shared right-of-way designated by signs only, with bicycle traffic sharing the roadway with motor vehicles.

Bicycle Facilities Classifications Rancho Peñasquitos Community Plan

31
FIGURE



PARK AND RECREATION ELEMENT

PRIMARY GOAL

Provide public parks and recreation facilities as needed.

EXISTING CONDITIONS

Rancho Peñasquitos currently (1991) has four operational neighborhood parks and one operational community park. Sites have been acquired by the City for one additional community park and two additional neighborhood parks (Peñasquitos Village and Views West). Two other neighborhood park site acquisitions, Town Center and Adobe Bluffs, are assured through developer agreements. Funding for construction of improvements for four neighborhood parks and a community park have been identified through the Facilities Benefit Assessment and/or developer agreements. Construction of the improvements for three of the neighborhood parks is assured through agreements with developers (see **Table 4**). The development of population-based parks and recreation facilities in Rancho Peñasquitos has lagged behind need for much of the community's history due to the rapidity of residential construction and lack of adequate funding for park development. This situation is gradually easing as residential construction slows and acquisition and construction of park facilities proceeds. There continues to be a need for such recreational facilities as swimming pools and recreational playing fields. Obtaining adequate funding to construct and maintain park facilities is an ongoing problem.

ISSUES

The primary issue regarding parks and recreation in Rancho Peñasquitos is the need to eliminate the gap between residential development and provision of park facilities. The General Plan indicates that at buildout the community should have a minimum of eight neighborhood parks and two community parks. Although the community was approximately 85 percent built out in 1991, only about 50 percent of the park facilities designated in this Plan were operational in that year. Another related issue is the need for expansion of joint use agreements between the City and the Poway Unified School District to allow more efficient and extensive use of school property for active use. Although significant progress has been made in identifying funding sources and developing a construction schedule, the community continues to strive to use every available and potential means of acquiring park land and facilities at the lowest possible cost.

POLICIES

- Neighborhood and community parks should be developed to adequately meet the needs of residents in accordance with General Plan standards.
- Joint use agreements for the use of existing school recreation facilities should continue to be pursued.
- Natural and landscaped open space areas should be protected from unauthorized use of off-road vehicles.
- Land for parks should be acquired through dedication or purchase in advance of need in order to avoid excessive land acquisition costs and to provide parks as needed.

- Developers should be required to dedicate selected open space areas which can serve as visual and noise buffers between and within neighborhoods.
- Streets with existing or proposed Class II bicycle lanes adjacent to parks without adequate off-street parking should be widened to provide for both on-street parking and Class II bicycle lanes.

RECOMMENDATIONS

In order to expedite the construction of park facilities, private developers may initiate design and construction of the facilities, subject to the review and approval by the City Council, and then turn ownership over to the City for ongoing maintenance after acceptance by the City.

Dedication of land for parks should be required at the time of tentative map approval. All or a portion of this dedication may be credited against the Facilities Benefit Assessment (FBA).

The City should pursue the development of future school sites for joint school/park purposes in accordance with Council Policy 700-35. This council policy establishes guidelines whereby the City may seek to guarantee community use of recreational facilities during non-school hours.

Neighborhood Parks

A system of neighborhood parks is recommended to serve each of the neighborhoods described in the **Residential Element**. The General Plan states that neighborhood parks should serve populations of 3,500 to 5,000 within approximately a half-mile radius. Neighborhood park facilities frequently include play areas, multipurpose courts, picnic facilities, landscaping and lawn areas but can vary depending on the needs of individual neighborhoods. Such facilities as multipurpose fields, handball courts, tennis courts, shuffleboard courts and gazebos may be appropriate in some neighborhoods. Each neighborhood park should be developed to meet specific neighborhood needs and to take advantage of site specific topography, trees, views and other natural features. Where feasible, neighborhood parks should tie into open space networks and trail and pathway systems.

The most recent population projections for Rancho Peñasquitos indicate a need for eight population-based parks when the community is fully built out. Nine neighborhood parks have been identified in this Plan. Their locations are shown in **Figure 32**. In most cases, neighborhood parks are situated adjacent to elementary schools on sites of five or more acres. Many neighborhood parks abut open space areas to increase aesthetic appeal and improve access.

Park and Recreation Areas

In 1991, four neighborhood parks had been developed. These are located in the Glens, Twin Trails, Ridgewood and Peñasquitos Creek neighborhoods. Three other neighborhood park sites have been acquired but not developed. These are in the Town Center, Views West and Village neighborhoods. An additional neighborhood park site designated in this Plan but not yet acquired is located in the Black Mountain neighborhood. The size and status of existing and proposed neighborhood and community parks is shown on **Table 4**.

TABLE 4
RECOMMENDED POPULATION-BASED PARKS IN RANCHO PEÑASQUITOS

Park Name	Usable Acres	Neighborhood	Site Acquired	Site Developed	Scheduled Construction/Expansion
Community Parks					
Village	33	Parkview	Yes	Yes	FY 89
Black Mountain	20	Black Mountain	Yes	No	FY 91/92
Neighborhood Parks					
Peñasquitos Town Center	3	Town Center	Yes	No	FY 91
Rolling Hills	5	Glens	Yes	Yes	FY 98
Twin Trails	7	Twin Trails	Yes	Yes	FY 98
Peñasquitos Village	5	Village	Yes	No	FY 93/94
Peñasquitos Creek	6	Peñasquitos Creek	Yes	Yes	N/A
Ridgewood	7	Ridgewood	Yes	Yes	N/A
Adobe Bluffs	5	Bluffs	Yes	No	FY 95
Black Mountain	5-10	Black Mountain	No	No	N/A
Views West	10	Ridgewood	Yes	No	FY 91/92

Date: May 1991. Source: Park and Recreation Department

The following recommendations apply to specific neighborhood park sites designated in this Plan which have been acquired or developed since May 1991 and the Black Mountain Neighborhood Park.

- **The Town Center Park** is proposed as a linear urban park of three or more acres along the eastern portion of the Town Center development area. The park could provide a continuous pedestrian linkage among the residential, commercial and civic building areas of the development. Various recreational uses should be developed along this linkage, such as sitting and lawn areas, childrens' play areas, small paved plazas, bicycle storage areas, outdoor reading and eating areas, and small court games.

The Town Center Park should help integrate the various uses in the Town Center development area by:

- Providing a major node for pedestrian and bicycle circulation, including a tie to the major north-south pathway running between Black Mountain and Peñasquitos Canyon and a direct connection into a possible mall in the community shopping center.
- Creating an atmosphere for the entire development through the use of special paving materials and compatible signing and street furniture, such as fountains, kiosks, trash containers, light fixtures and benches.
- Generating a central open space corridor, with fingers projecting in and around the buildings surrounding it, all landscaped in a compatible fashion.



32
FIGURE

- **Views West Park.** This park, which will contain approximately ten usable acres, is an excellent site for active recreation and should be developed with playing fields, swimming pool and other active recreational uses.
- **Adobe Bluffs Park.** This proposed five-acre park will be located on the western edge of the Bluffs Neighborhood adjacent to the future urbanized area. Both active and passive uses are appropriate for this park which may be expanded west into the Future Urbanizing Area to increase needed park acreage within the community. This park site is adjacent to an identified school site and a joint use agreement has been approved with the Poway Unified School District to use recreation facilities on the school property to augment the facilities on this park.
- **Black Mountain Neighborhood Park.** This proposed five-acre park is located adjacent to a proposed elementary school site on the corner of Paseo Valdear and Oviedo Street. This park must be ten acres if not located on the same level or adjacent to the elementary school site. A joint use agreement with the Poway Unified School District should be sought to use recreation facilities on the school property.
- **Rancho Peñasquitos Skate Park.** This one-acre park, specifically designed to provide a skate and skateboard recreation facility, is located on the south side of Carmel Mountain Road immediately east of the park-and-ride. Approximately one-half of the one-acre site will be devoted to the useable area of the skate park, associated restrooms, board shop and storage room. The remaining area will accommodate parking, a drop-off area and landscape.

According to General Plan standards and depending on actual ultimate buildout, the community will be provided with an adequate number of population-based neighborhood parks. In order to supplement park acreage, this recommends the provision of small (under five acres) parks designated as special treatment areas. These special treatment areas, too small to be purchased and maintained by the City, are typically either unique open space areas and tree groves, or small open space areas constructed through private development. Those special treatment areas that require maintenance are the responsibility of either the landscape maintenance district or homeowners' associations. Six special feature areas comprising a total area of more than 15 acres have been recommended in the community planning area (**Figure 32**).

Community Parks

The projected population of Rancho Peñasquitos warrants the development of two community parks. These parks should provide a wide range of recreational facilities, including play, picnicking and lawn areas, athletic fields, multipurpose courts, a recreation building, and parking and landscaping. The two community park sites are in **Figure 32**.

Hilltop Community Park is located in the Black Mountain neighborhood just north of Mount Carmel High School. The City has acquired the 32-acre site. However, due to topographic constraints, the site may only yield 20 usable acres of which ten will be level and suitable for

active recreation. When developed, Hilltop Community Park could include a recreation building, tennis courts, playing fields, picnic areas, a comfort station and a par course.

Canyonside Community Park is located on the southern border of the community along the westerly side of Black Mountain Road in the Parkview neighborhood. The park contains more than thirty usable acres and is currently developed with ball fields and tennis courts. Additional ball fields and a recreation center were under construction in 1991. Future improvements should include ball field lighting.

Other Recreational Facilities

Private recreation facilities such as swimming pools, in conjunction with multifamily residential developments, are recommended. These facilities meet some of the active recreational needs of residents.

Retention of the existing country club and public golf course is recommended. The golf course should not be developed in the future for any non-recreational use. In addition, the private tennis and swimming club facilities should be retained.

Development of commercial recreational facilities is encouraged in Rancho Peñasquitos. Commercial recreation is appropriate in the Town Center development area. Commercial recreation is also suitable at the Rancho Peñasquitos Boulevard and I-15 interchange. Possible commercial recreation facilities include a skating rink, a bowling alley, court facilities, gymnasiums, health spas, a miniature golf course and driving range. Development guidelines are discussed in the **Commercial Element**.

A joint use community building has been constructed at the Black Mountain Middle School for public and school use. The building was financed jointly with developer-provided City funds and Poway School District funds.

There are numerous recreational facilities within and adjacent to existing and proposed public schools in the community. Where possible, these facilities should be made available for public use when not being used for school purposes.

OPEN SPACE AND RESOURCE MANAGEMENT ELEMENT

PRIMARY GOAL

Conserve, enhance and restore all open space and sensitive resource areas in the Rancho Peñasquitos community. Retain viable connected systems of open space, maintain all open space containing biologically sensitive habitat in its natural state and prohibit encroachment and impacts of adjacent development on areas designated open space.

EXISTING CONDITIONS

The undeveloped natural areas of the Rancho Peñasquitos community have important biological value. Many of the remaining natural areas are designated open space and are either publicly owned or private, open space easements. The majority of the undeveloped areas contain grasslands, chaparral and coastal sage scrub habitat. Coastal sage scrub is particularly sensitive because it serves as habitat for several highly threatened animals including the California gnatcatcher, cactus wren, San Diego horned lizard and orange-throated whiptail.

Figure 33 shows the major recommended open space system for the planning area. The figure indicates general areas for dedication or public acquisition of open space as residential development proceeds but does not illustrate a number of areas which may be preserved as internal open space by open space easements or non-building areas. Major easements and public rights-of-ways which are expected to remain as open space are also shown.

In the Peñasquitos Canyon area south of proposed SR-56, substantial open space fingers should continue to be preserved, including an open space corridor adjacent to Camino del Sur. This Plan restricts residential development to particular portions of the north canyon wall, while no residences are permitted in the canyon bottom. Some open spaces in the Ridgewood, Parkview, and Peñasquitos Creek neighborhoods are recommended to be included in the park and open space network of the Peñasquitos Canyon Preserve. The open space areas within the planning area south of proposed SR-56 and west of the 130-foot water easement total about 450 acres, including utility easements and the park sites, and excluding internal open space easements, school sites and roads.

The Resource Protection Ordinance (RPO) serves to protect and preserve the environmentally sensitive lands of San Diego, including wetlands, wetland buffers, floodplains, hillsides, biologically sensitive lands and significant prehistoric and historic resources as defined in the ordinance. Future development proposals in the Rancho Peñasquitos community on property with sensitive resources will be required to obtain a RPO Permit.

Resource-Based Parks

The 240-acre existing Black Mountain Park is located on the slopes of Black Mountain, in the extreme northern portion of the Rancho Peñasquitos community, approximately two miles west of I-15. The park is a relatively undisturbed natural area which provides an

important wildlife habitat. Black Mountain Park is also important for its visual qualities. The southwest exposure of Black Mountain can be seen from more than 30 miles away on a clear day. Views from the park are spectacular in every direction, with clear days providing views of distant mountain ranges and the San Clemente and Catalina Islands. Black Mountain Mine, located on the north slope of the mountain, was mined for arsenopyrite in the 1920s and is recommended to be developed as an interpretive center.

An additional 240 acres is desired to create an expanded 480-acre park. The General Plan and this Plan recommend two areas of open space acquisition through public and private means in the vicinity of the existing 240-acre Black Mountain Park. The first area represents a 240-acre expansion to the current park, which includes the peak of Black Mountain. The second area is a proposed open space corridor running from Black Mountain Park to the coast via McGonigle Canyon and Carmel Valley. The portion of this corridor within the Peñasquitos community is partly in the Sunset Hills neighborhood and partly in the Bluffs Neighborhood.

The Draft Black Mountain Park Master Plan (November 1987), provides guidance for the present and future development of Black Mountain Park.

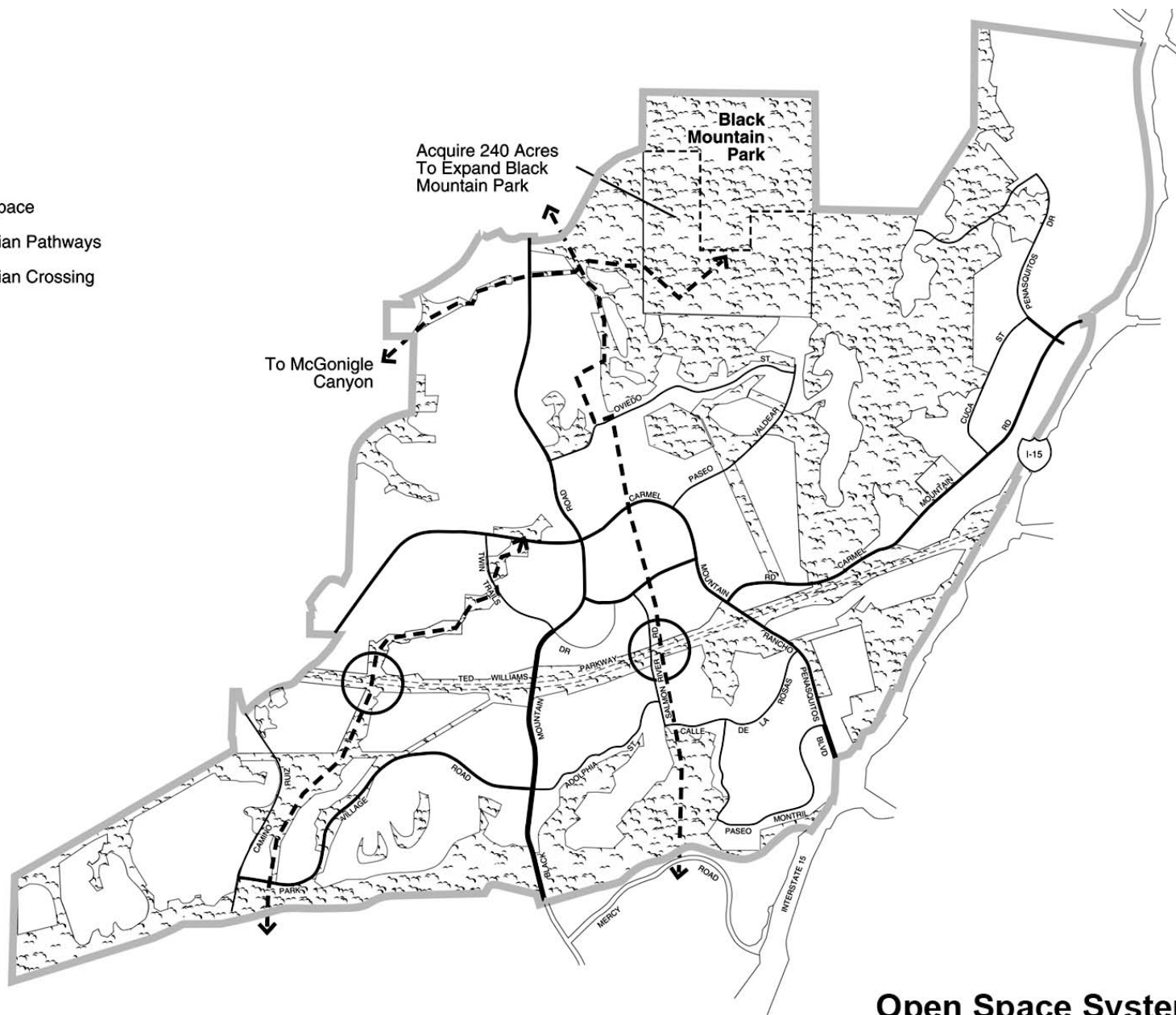
Los Peñasquitos Canyon Preserve

Los Peñasquitos Canyon Preserve is located immediately south of the Rancho Peñasquitos community boundary. It is approximately six miles in length, and generally runs east-west between I-15 and I-5. The preserve consists of two large coastal canyons and currently includes over 3,300 acres of publicly-owned property. Both Peñasquitos Canyon and its tributary, Lopez Canyon, are characterized by perennial streams and steep slopes rising from flat, densely vegetated canyon bottoms.

Los Peñasquitos Canyon Preserve contains significant natural and biological resources including many rare plant and animal species and a boulder-studded waterfall. The preserve also contains significant cultural and archaeological resources such as the Ruiz-Alvarado Adobe (1825), the Johnson-Taylor Adobe (1860), remains of the prehistoric La Jolla Indian culture and the more recent Northern Diegueno Indian culture. Significant paleontological (fossil) resources occur in the underlying geologic formations found in the Peñasquitos Canyon area and in the underlying Mission Valley Formation throughout the Plan area. The preserve also contains significant recreational opportunities and represents an important open space system in the North City area.

Land use concepts and development in and around the Canyon Preserve are identified in the Master Plan, Los Peñasquitos Canyon Preserve, (February 1986). The plan proposes to preserve and enhance the canyon's natural and cultural resources, while allowing for recreational and educational uses by the public. Proposed uses include interpretive complexes, ranger residences, improvement and expansion of hiking and equestrian trails, camping and parking/staging areas.

-  Open Space
-  Pedestrian Pathways
-  Pedestrian Crossing



Open Space System
Rancho Peñasquitos Community Plan

33
 FIGURE

Pedestrian Pathways and Bikeways

Three major pedestrian pathways are recommended for the Rancho Peñasquitos community. The first runs between Black Mountain Peak and Peñasquitos Canyon, via the Town Center area. Most of this path runs along a portion of the 130-foot water aqueduct easement of the San Diego County Water Authority (SDCWA). The second major pathway connects the existing open space system for the Twin Trails neighborhood to Peñasquitos Canyon via the Camino del Sur open space corridor. Special consideration should be given to preserving this pathway as it passes through the area south of proposed SR-56. Both pathways require crossings at proposed SR-56. The third major pathway is shown connecting Black Mountain Park and McGonigle Canyon, through the open space corridor.

The construction of a Class I bicycle path is recommended for inclusion along the SDCWA easement parallel to the proposed major pedestrian pathway. This Class I bicycle path segment is part of a proposed regional bicycle path along this easement between Scripps Ranch and Lake Hodges. The bicycle path will provide non-motorized access within the Rancho Peñasquitos and the proposed San Dieguito Regional River Valley Park to the north.

Other informal pathways are expected to be generated through use within open space areas. A number of these paths already exist. Usually, the informal pathways should not require extensive improvements or special maintenance. Special care should be taken in laying out development in the Black Mountain neighborhood, such that an informal path may be developed connecting open spaces from Carmel Mountain Road and Peñasquitos Village Neighborhood Park to Black Mountain Peak. This informal path should use road viewpoints to provide safe access across streets. The pedestrian pathways should be dedicated by the developer during the tentative map process. Any maintenance required by these pathways will be the responsibility of the Landscape Maintenance District. If this district is not created, other sources of funds for maintenance will be required.

A Plan for Equestrian Trails and Facilities (February 1975), presents a program for the development of equestrian trails in the City of San Diego. The plan describes two equestrian trails that traverse the Black Mountain Park area. The Black Mountain trail connects Lake Hodges with Los Peñasquitos Canyon Preserve, and the Carmel Valley Trail connects the peak of Black Mountain with the western end of Los Peñasquitos Canyon. Other equestrian trails throughout the City and parts of the county are also discussed in this plan.

ISSUES

The impact of development on Los Peñasquitos Canyon Preserve, Black Mountain Park, and adjacent biological resources is an extremely important issue in the Rancho Peñasquitos community. Care must be taken to ensure that the interface between existing and proposed developments and these natural areas remain non-intrusive. The use of native plant species should be strongly encouraged.

Wildlife corridors must remain wide enough to provide adequate crossing under or over roadways and must provide adequate protection from excessive noise, night lighting and predation by domestic animals.

The commercial site at the corner of Camino del Sur and Carmel Mountain Road in the Parkview Neighborhood is adjacent to a vernal pool preserve owned by the state of California Department of Transportation. Development on the site must provide an adequate buffer between the site and the preserve and all runoff should be directed away from the watershed of vernal pools. In addition, the site adjacent to the preserve should be fenced to provide further protection from potential impacts.

The use of off-road vehicles in open space areas should be prohibited. Where feasible, appropriate design layouts, fencing, signing and landscaping should be employed at open space access points and in open space areas where preservation of particular natural features is desired in order to discourage the use of off-road motor vehicles.

POLICIES

- The proposed expansion area (240 acres) of Black Mountain Park should be acquired by the City, the state or another public agency. The underlying land use designation for this expansion area is regional open space park.
- Open space areas should provide a continuous, connected open space system maximizing the use of open spaces as wildlife habitat.
- Open space with reduced long-term biological value (due to proximity of development) should be used for moderate impact activities such as jogging, horseback riding, pet walking and interpretive trail hiking.
- Open space serving as wildlife habitat should be maintained in its natural state.
- Vernal pools and their associated native landforms and contributing watersheds should not be disturbed.
- Exotic or invasive plant species should not be planted adjacent to natural open space areas.
- Development occurring adjacent to Peñasquitos Canyon and Black Mountain Park should follow the criteria outlined below:
 - The filling of lateral canyons and grading over canyon rims should be minimized except in those few areas not visible from the canyon floor. Promontories and canyon rims that are visible from the canyon floor or Black Mountain peak may be developed when suitable landscape screening is provided after thorough design review. This review process can be accomplished by application of the HR Overlay Zone to slopes of 25 percent or greater and use of the PRD procedure. Both of these methods will result in substantial slope areas being placed in open space easements or dedicated to the City when adjacent to regionally significant park or open space areas.
 - Public access to canyon rims and views should be provided at suitable locations in the form of paths, scenic overlooks and streets.

- Grading on ridges should be kept to a minimum. Where grading is feasible, sculptured grading techniques should be used to blend slopes with natural land contours. Graded areas should be built upon or planted rapidly in accordance with the City's land development ordinance. These measures should preclude the erosion of exposed slopes and subsequent erosion and siltation of natural drainage systems.
- Any recontoured slopes should be stabilized with appropriate plant materials to help reestablish the natural biotic systems.
- Development should be sited and designed to prevent impacts which would significantly degrade environmentally sensitive habitat areas.
- Only low-profile dwellings should be allowed near the canyon rims. Such dwellings should be sensitively designed to fit with the hillsides and not be visually prominent from the canyon floor or Black Mountain Park.
- Design of dwelling units should stress a blending of architecture with the natural terrain. Architectural shapes, bulk, color materials and landscaping should be carefully chosen and respect the physical constraints of the land.
- Use of the Planned Development procedures is recommended to minimize grading and to preserve the natural environment.
- Development of land underlain by the Ardath Shale or similar formations (which are often unstable and not suitable for building sites) should be avoided, unless specific engineering studies indicate that potential problems can be mitigated.
- Appropriate mitigation measures should be applied to archaeological sites found in the area. Where development would adversely impact archaeological or paleontological resources, reasonable mitigation measures will be required. When significant archaeological resources are encountered, avoidance or preservation of the resource would be the preferred form of mitigation. This proposal can be implemented by requiring thorough archaeological surveys prior to the approval of rezonings and subdivision maps.

RECOMMENDATIONS

- Include the land acquisition of the remaining 240 acres of Black Mountain Park in the City's CIP.
- Any development on the commercial site at the corner of Camino del Sur and Carmel Mountain Road should be fenced along the portion adjacent to the vernal pool preserve to decrease impacts to the vernal pools and watershed.
- Coordinate with the SDCWA to provide a pedestrian pathway and a Class I bicycle path along its utility easement. Require dedication of land along the paths during development of contiguous property.

- Require that long- and short-term maintenance responsibilities on open space areas be clearly defined as a part of development approvals.
- Require applicants to set aside wildlife crossing areas through the Black Mountain neighborhood, connecting all remaining natural habitat to Black Mountain Park as development is approved.
- Develop pathways or bike trails through the Black Mountain neighborhood for public access to Black Mountain Park.
- Encourage the use of open space with reduced long-term biological value by:
 - Providing well-marked and convenient access points with signage which clearly indicates that these open space areas are intended to be used by people with pets, for mountain biking, hiking, jogging and horseback riding, while other open spaces in the community are not available for such uses.
 - Developing interpretive and environmental outreach programs in these areas.
 - Educating new residents through homeowners' brochures.
- Encourage retention of wildlife habitat value in connected open space systems by:
 - Providing signs which indicate these areas are for pedestrian use only and that pets are not permitted.
 - Providing signs at limited access points which direct moderate impact users to the appropriate areas in the community.
 - Providing visual access, where possible, by overlooks.
 - Educating new residents through homeowners' brochures.

EDUCATION ELEMENT

PRIMARY GOAL

Adequate educational facilities and programs serving local community needs should be provided as needed.

EXISTING CONDITIONS

The schools in Rancho Peñasquitos were operating at five percent over permanent design capacity in 1992 (see **Table 5**). Enrollment estimates for the community developed by the Poway Unified School District project approximately seven percent growth in enrollment between now and the 1996-97 school year (see **Table 6**). The opening of Deer Canyon Elementary in 1990 and Adobe Bluffs Elementary in 1992 has dramatically decreased the need to accommodate student enrollment in portable facilities. The district continues to use portable classrooms for middle (6-8) and high (9-12) school students. Additionally, approximately 969 students are being bused to other middle and high schools within the district but outside the Peñasquitos community. Black Mountain and Mt. Carmel continue to operate over permanent design capacity and the physical and spatial impacts to the campuses include encumbrances to the field and/or asphalt recreational areas. In addition to these impacts, there are adverse impacts on daily operations and educational programs in the schools. The addition of Mesa Verde Middle School, which is currently beginning construction, will reduce these impacts and permit the district to adjust attendance boundaries to permit middle school students residing within the community and currently being bused to either Bernardo Heights and Meadowbrook Middle Schools to attend one of the Peñasquitos middle schools. Construction of the school is scheduled for completion in late April or early May 1994, depending upon weather and other uncontrollable circumstances.

TABLE 5
RANCHO PEÑASQUITOS SCHOOL CAPACITY AND STUDENT ENROLLMENT

School	Permanent Capacity*	9/25/92 Enrollment	Difference	Permanent Capacity
Adobe Bluffs Elementary	686	416	-270	-39%
Rolling Hills Elementary	755	571	-184	-24%
Sunset Hills Elementary	784	652	-132	-17%
Canyon View Elementary	702	1,013	311	44%
Los Peñasquitos Elementary	685	741	56	8%
Deer Canyon Elementary	697	861	164	24%
Sundance Elementary	722	630	-92	-13%
Black Mountain Middle	1,335	1,603	268	20%
Mt. Carmel High	2,088	2,348	260	12%
Totals	8,454	8,835	381	15%

*Permanent capacities in accordance to the state of California LeRoy Greene Lease Purchase Law Loading Standards, as revised July 1988

Source: Poway Unified School District, January 1993

Student Growth Projections

The following table shows student growth projections in the Poway Unified School District for Rancho Peñasquitos. The grade levels addressed are elementary (K-5), middle school (6-8) and high school (9-12).

The table reflects the October 1992 enrollment and projected growth starting in October 1993 through October 1996. Estimates utilize current grade level cohorts and projected growth from new development based upon the current economic conditions.

TABLE 6
STUDENT GROWTH PROJECTIONS
POWAY UNIFIED SCHOOL DISTRICT - RANCHO PEÑASQUITOS

Year	Elementary	TOTAL STUDENTS		
		Middle	High	Total
1992	4,897	2,231	2,743	9,871
1993	4,859	2,413	2,858	10,130
1994	4,839	2,498	3,021	10,358
1995	4,873	2,564	3,095	10,532
1996	4,844	2,586	3,234	10,664

These estimates are for students currently residing and projected to be generated from new development within the Peñasquitos community. Development in the City's Future Urbanizing Area will have an impact on school population beginning in approximately 1995. Financing for permanent and portable classrooms to accommodate this growth will be in place before the growth occurs.

ISSUES

According to the Poway Unified School District, the schools in Rancho Peñasquitos Unified School District are currently operating at five percent over permanent design capacity. The Poway Unified School District has continued to accommodate the growth by housing students in relocatable facilities. The community believes this does not adequately address the overcrowding problem because the main facility was not designed to accommodate such numbers. The portable classroom facilities encroach onto needed playground space.

Another major school issue in the community relates to the location of school sites on major roads heavily impacted by traffic. This situation creates danger for children walking to school.

POLICIES

- Educational opportunities should be tailored to community requirements through community interaction with the Poway Unified School District.
- Integrate public school facilities and residential development planning to assure adequate school housing is available with need.
- Each public elementary school should be developed as a focus of a residential neighborhood, usually near a neighborhood park, accessible from a collector street running through the neighborhood and compatible in design with the character of the neighborhood.
- Elementary schools shall be located such that safe, direct access for a maximum number of students is permitted.
- Secondary schools should be located as part of a community-oriented area close to community recreational facilities and accessible from major community roadways and bikeways.
- The use of school facilities by adults for educational programs, civic and cultural activities and recreational uses should continue.
- The development of community college facilities and programs which are readily accessible to the community and appropriate to community needs should continue.
- When feasible, joint use of school facilities should continue to be provided for community recreational needs.
- Streets with existing or proposed Class II bicycle lanes adjacent to schools without adequate off-street parking should be widened to provide for both on-street parking and Class II bicycle lanes. This widening may require additional right-of-way in order to ensure compliance with the Street Design Manual.

RECOMMENDATIONS

Implement Council Policy 700-35 to guarantee joint use (by the City and the Poway School District) of each school's recreational facilities during non-school hours.

Elementary and Secondary Schools

A total of 12 public school facilities are recommended to serve the planning area. The sites of these schools are shown in **Figure 34** and include nine elementary schools, two middle schools and one high school. All school sites proposed in this Plan, including the sites outside the Plan area, have been identified by the Poway Unified School District.

Generally, the elementary school sites are planned to serve one or two neighborhood units. Although it is the policy of the Poway Unified School District to assign students to schools

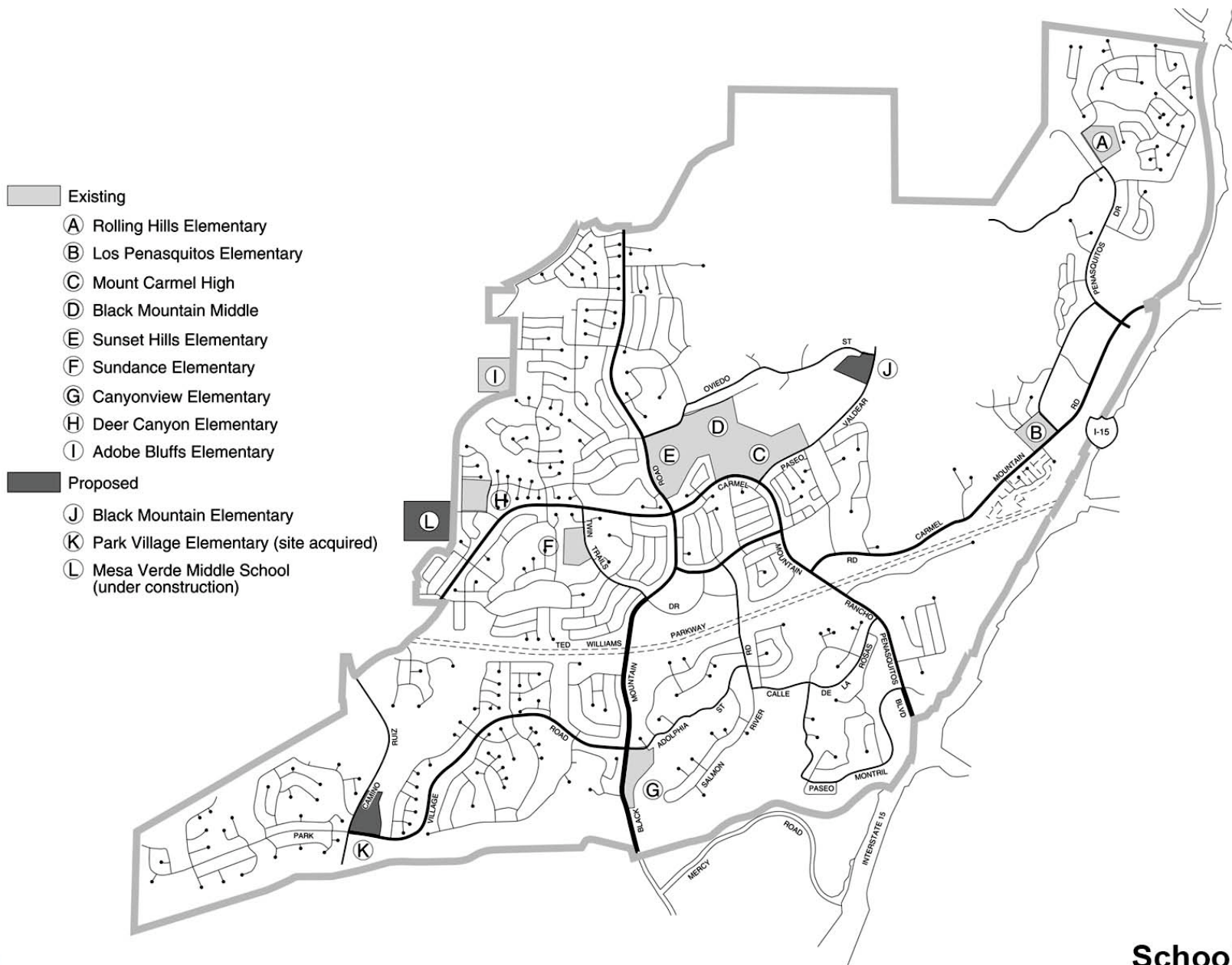
on the basis of availability and not by community or neighborhood name, Rancho Peñasquitos elementary students should be able to attend their own neighborhood schools at the time of full buildout of the community. In the interim, the location and timing of school construction should be phased to the extent possible to match the location and timing of residential development.

There are seven existing elementary schools: Los Peñasquitos Elementary in the Village Neighborhood, Sunset Hills Elementary in the Sunset Hills Neighborhood, Rolling Hills Elementary in the Glens Neighborhood, Sundance Elementary in the Twin Trails Neighborhood, Canyon View Elementary in the Parkview Neighborhood and Deer Canyon Elementary and Adobe Bluffs Elementary in the Bluffs Neighborhood. In addition to these facilities, this Plan recommends elementary school sites in the Black Mountain and Parkview Neighborhoods. One elementary school site located in the Future Urbanizing Area immediately adjacent to the Bluffs Neighborhood has been identified by the Poway Unified School District. The Poway Unified School District is currently seeking an additional high school site within the Poway Unified School District. Many of the elementary school sites are located next to neighborhood parks. Where possible, facilities should be sited such that school playground areas abut active recreation areas in neighborhood parks to facilitate joint use of the facilities. All schools are accessible from a neighborhood or community collector. Safe pedestrian and bicycle access should be taken into account in school and adjacent subdivision design, including consideration of four-way stops, signals, signing, crosswalks, paved walkways and other safety design features.

Two middle school sites and one high school site are shown in **Figure 34**. The existing Black Mountain Middle School is planned to eventually serve the portion of the community south of the existing major power easement. A second middle school site, identified by the Poway Unified School District, is located immediately adjacent to the Bluffs Neighborhood in the Future Urbanizing area. Mount Carmel High School on Carmel Mountain Road is centrally located. Due to the proximity of adjacent future middle schools and high schools to portions of the Peñasquitos community, it is anticipated that some portions of the community will be appropriately served by these adjacent campuses. The 1990 opening of a middle school and a high school in the Rancho Bernardo community has eased the overcrowding at Mount Carmel High School and Black Mountain Middle School.

The existing secondary school sites are located on major streets or collectors, ensuring adequate access. Mount Carmel High School is adjacent to a proposed bikeway. In addition, the existing middle school and the high school are sited next to the Hilltop Community Park to facilitate joint use of recreation facilities.

The design of all school facilities, including additions, should take into account aesthetic impacts on the surrounding neighborhood and community. Buffers may be needed between land uses and appropriate architectural styles should be used. High standards should be maintained in the design, materials and workmanship of school facilities. Landscaping and building material should be durable, easy to maintain and appropriate to the local climate, and vegetation with low water requirements should be used. If possible, building design and selection of equipment should consider life cycle costs rather than short-term capital and installation costs. The principles of crime preventive design should be employed in the planning of schools.



All public school facilities in the Rancho Peñasquitos community should be used to their fullest extent. In addition to regular daytime classes, evening and summer use for adult education, group meetings, cultural events and other community needs should be encouraged.

Higher Education

The Palomar Community College District provides community college facilities and programs for the Rancho Peñasquitos community. The college district currently operates Palomar Community College in San Marcos, a substantial distance from the ranch. The Palomar Community College District uses Mt. Carmel High School four nights a week to provide college classes for Rancho Peñasquitos residents. They provide a comprehensive list of courses and have approximately 1,800 students attending this satellite center weekly. In addition, San Diego Miramar College provides an extensive college level and continuing education curriculum for residents.

The Poway Adult School provides adult education classes at Mt. Carmel High School and Los Peñasquitos Elementary School. Day and evening classes are taught Monday through Thursday during the school year.

Private Schools

Establishment of day care facilities to meet community requirements should be supported. These facilities may be operated as a private business or as a cooperative. These facilities are most appropriately sited in multifamily residential areas, near schools or churches.

PUBLIC FACILITIES AND SERVICES ELEMENT

PRIMARY GOAL

Maintain a high level of public facilities and services as the community grows and in conformance with standards set forth in the General Plan.

EXISTING CONDITIONS

Projected population growth in the planning area warrants the establishment of a number of public facilities to serve the Rancho Peñasquitos community. These facilities are clustered in the centrally located Town Center development area (**Figure 35**) and include a fire station and a police station (both have central locations and ease of access to major streets which helps decrease response times). Also included are a public library and a post office, where a central accessible location near community commercial facilities is important in providing the maximum level of public service to users.

In planning these facilities, public agencies are encouraged to seek community participation in the determination of the types and levels of services and in the design and site planning of the buildings. Sites should be secured in advance of need and facilities should be constructed as soon as possible.

ISSUES

In the mid-1980s, rapid residential growth in Rancho Peñasquitos occurred without corresponding provisions for needed public facilities. Intensive efforts by both the City of San Diego and private development interests have since generated funds to construct several new facilities which serve the community. Existing and proposed projects to accommodate future growth are described as follows:

Library

A 20,000-square-foot library has been constructed on a 1.6-acre site located at 13330 Salmon River Road in the Town Center. This facility includes spaces for children and adults as well as a community meeting room and should provide adequate service for the community at buildout.

The library, YMCA and linear park should be linked through the development of a pedestrian thoroughfare which is recommended to be defined by distinctive hardscape and landscaping treatment. A trellis-type structure or treatment would be appropriate for the entire length of the thoroughfare.

Postal Service

The postal service completed construction of a permanent post office for Rancho Peñasquitos in September 1991. Located in the Town Center, this 19,000-square-foot facility is expected to serve the postal delivery needs of the community for the foreseeable future.

YMCA

The YMCA of San Diego County plans to construct a Teen and Recreation Center in the Rancho Peñasquitos Town Center. These facilities will provide both indoor and outdoor recreation opportunities for Rancho Peñasquitos residents and will supplement the public park and recreation needs of the community.

Health Care Services

The health care services needs of the Rancho Peñasquitos community are currently met by facilities in Escondido, Poway and the north-central portion of the City of San Diego. The community can be expected to be adequately served in the future, in regards to diagnosis and treatment services, emergency medical services, mental health services and long-term care services. However, some consideration should be given to a community health clinic, centrally located in Rancho Peñasquitos, to serve the North City area. This clinic could provide community health education and information services, as well as operate as a center for prevention and detection services provided by the County. Limited emergency, diagnosis and treatment services could be possible. The clinic could use existing buildings, such as schools or the golf course complex, to provide intermittent services, or it could be housed in rented facilities in commercial office space on an interim or permanent basis.

Utilities

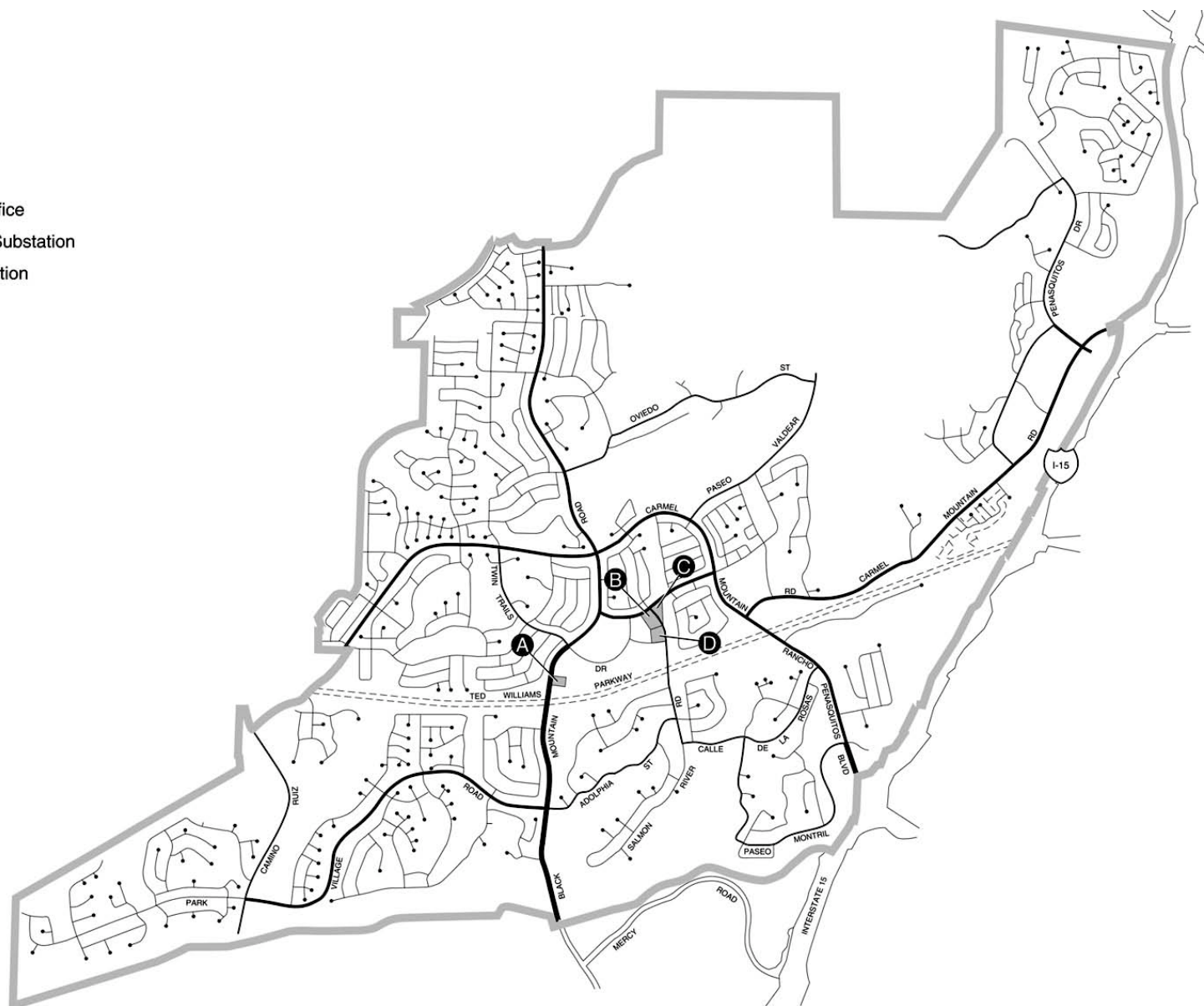
Utilities in the Rancho Peñasquitos community include water provided by the City of San Diego, storm and sanitary sewers maintained by the City and gas and electricity supplied by the SDG&E Company. Advance planning is ongoing to ensure that adequate utility capacities are available to accommodate the community growth proposed in this Plan. The present practice of undergrounding all service distribution lines should be continued, as called for in Council Policy 600-10. Similarly, City efforts to mandate the use of reclaimed water shall be continued, as set forth in Council Ordinance 0-17327.

At this time, the Peñasquitos Trunk Sewer is approaching its ultimate capacity. Any future developments in this area which would discharge sewage into the Peñasquitos Trunk Sewer may have limited connections.

The two viable alternatives for upgrading the Peñasquitos Trunk Sewer are:

- Construct a second parallel interceptor gravity sewer in the canyon.
- Construct a pump station at Poway Road and I-15 or at Black Mountain Road and Mercy Road to divert the flow through Black Mountain Road south to Miramar Road and then west to the future North City Plant proposed by the Clean Water Program.

In addition to this interceptor, the Carmel Valley Trunk Sewer is proposed for rehabilitation. The trunk sewer traverses the City's Future Urbanizing Area to the west of Rancho Peñasquitos and terminates at the western boundary of the Bluffs Neighborhood.



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Utility Easements

Several utility easements traverse the Rancho Peñasquitos planning area. Two SDG&E easements exist within the area. A 150-foot easement cuts east-west through the area just south of proposed SR-56, and a 200-foot power easement runs southeast to northwest.

A 130-foot San Diego County Water Authority (SDCWA) easement runs north-south through the entire area located east of Black Mountain Road and west of Rancho Peñasquitos Boulevard. This easement passes through the Town Center and comprises the property proposed for the linear park. With development of the park, existing SDCWA water tanks would remain underground.

Portions of these easements are expected to be used for parking, recreational vehicle storage and recreational uses, as long as no permanent structures are erected. The SDCWA easement is recommended and designated as both a major pedestrian pathway and a Class I bicycle path. Public access should be preserved. The appropriate utility authority should review all plans for development in or around these easements.

Black Mountain Transmission Towers

Located on the peak of Black Mountain is a two-acre graded site developed by AT&T and used as a transmitting facility. Existing and approved development on the site include facilities by AT&T, Southwestern Cable TV, the City of San Diego, Pacific Bell and PacTel.

American Telephone and Telegraph operates a microwave transmission facility consisting of a small metal building (290 square feet), and a larger block building (2,185 square feet) with a 118-foot steel lattice tower on the roof (131 feet in total height). Southwestern Cable TV operates a microwave transmission facility consisting of a concrete block building (1,800 square feet) with dishes mounted on the roof, three ground-mounted dishes, and a 60-foot steel lattice tower with dishes attached. The City of San Diego operates a 20-foot whip radio antenna mounted to a 38-foot pole with a small associated equipment building (16 square feet).

Pacific Bell operates a 20-foot whip antenna mounted to a 78-foot pole with an associated equipment building (48 square feet). PacTel has approved plans to construct a 60-foot microwave transmission tower with 12 dish antennae, a 415-square-foot equipment building, a generator enclosure and a propane tank.

The transmission towers and related facilities located at the top of Black Mountain are highly visible to the surrounding communities and travelers on I-15. Because Black Mountain is visible from as far away as 30 miles, the cumulative impact of the existing facilities, plus possible future expansion have the potential to degrade the visual quality of a large area. In order to minimize these negative impacts, this Plan makes the following recommendations:

- All transmission towers should be removed when technology becomes available that would render the structures obsolete.
- All towers, dishes and antennae should be painted with a non-reflective, low contrast color.

- Landscape screening should be required around the site to shield all associated equipment buildings.
- All future needed transmission facilities should utilize the existing towers as an alternative to building additional towers.
- The construction of additional towers is discouraged. If additional towers are necessary, they should not exceed the height or bulk of the existing facilities.
- Long Range Master Plans (five to ten years) should be submitted by each user of the site prior to amendments to the existing conditional use permit.

POLICIES

- Public facilities should be required in advance of need where possible in order to ensure proper location, adequate size and lower costs.
- All new development should be phased with the provision of adequate public facilities and services.

RECOMMENDATION

Adopt a public facilities financing plan which identifies needed public facilities and methods to fund such facilities. In addition, revised Development Impact Fees (DIFs) and other fees as needed for the adequate provision of public facilities.

NAVAL AIR STATION (NAS) MIRAMAR ELEMENT

PRIMARY GOAL

Ensure that development within the community conforms to the guidelines set forth in the Comprehensive Land Use Plan (CLUP) for NAS Miramar.

EXISTING CONDITIONS

NAS Miramar is the home base for the Pacific Fleet Fighter and Early Warning Squadrons, and is separated from Rancho Peñasquitos by the Mira Mesa community planning area. NAS Miramar presently accommodates approximately 220,000 to 260,000 flight operations per year. Included in this total are departure corridor, arrivals from the east, Fleet Carrier Landing Practice conducted over a southern loop and touch and go exercises conducted over a northern loop.

ISSUES

SANDAG is charged with implementing the region's CLUP for NAS Miramar. This Plan includes land use compatibility matrices for both noise and accident potential zones. NAS Miramar's operations do not affect the land use designations and development intensities of the Rancho Peñasquitos community at this time. However, according to the CLUP, the southwestern portion of Rancho Peñasquitos presently falls within the airport's Area of Influence (**Figures 36 and 37**). The Area of Influence is defined as “a planning area designated by the Commission around each public airport which is, or reasonably may become, affected by airport-related noise, fumes, or other influence, or which is, or may reasonably become, a site for hazard to aerial navigation.”

As shown by the Airport Noise/Land Use Compatibility Matrix on **Figure 38**, noise in excess of 65 db Community Noise Equivalent Levels (CNEL) is considered to be incompatible with residential development. Military aircraft operations currently occur at noise levels below 65 db CNEL in the Rancho Peñasquitos community. Based upon noise complaint history, NAS Miramar has determined the community plan area is subject to aircraft noise. It is recommended that residential developers contact the air station for assistance in developing noise disclosure.

NAS Miramar has recently been the subject of study as a potential site for the relocation of Lindbergh Field Commercial Airport. The addition of commercial aircraft could alter the overflight noise impacts and accident potential in Rancho Peñasquitos, the degree of which would be determined with the ultimate location of the commercial runways.

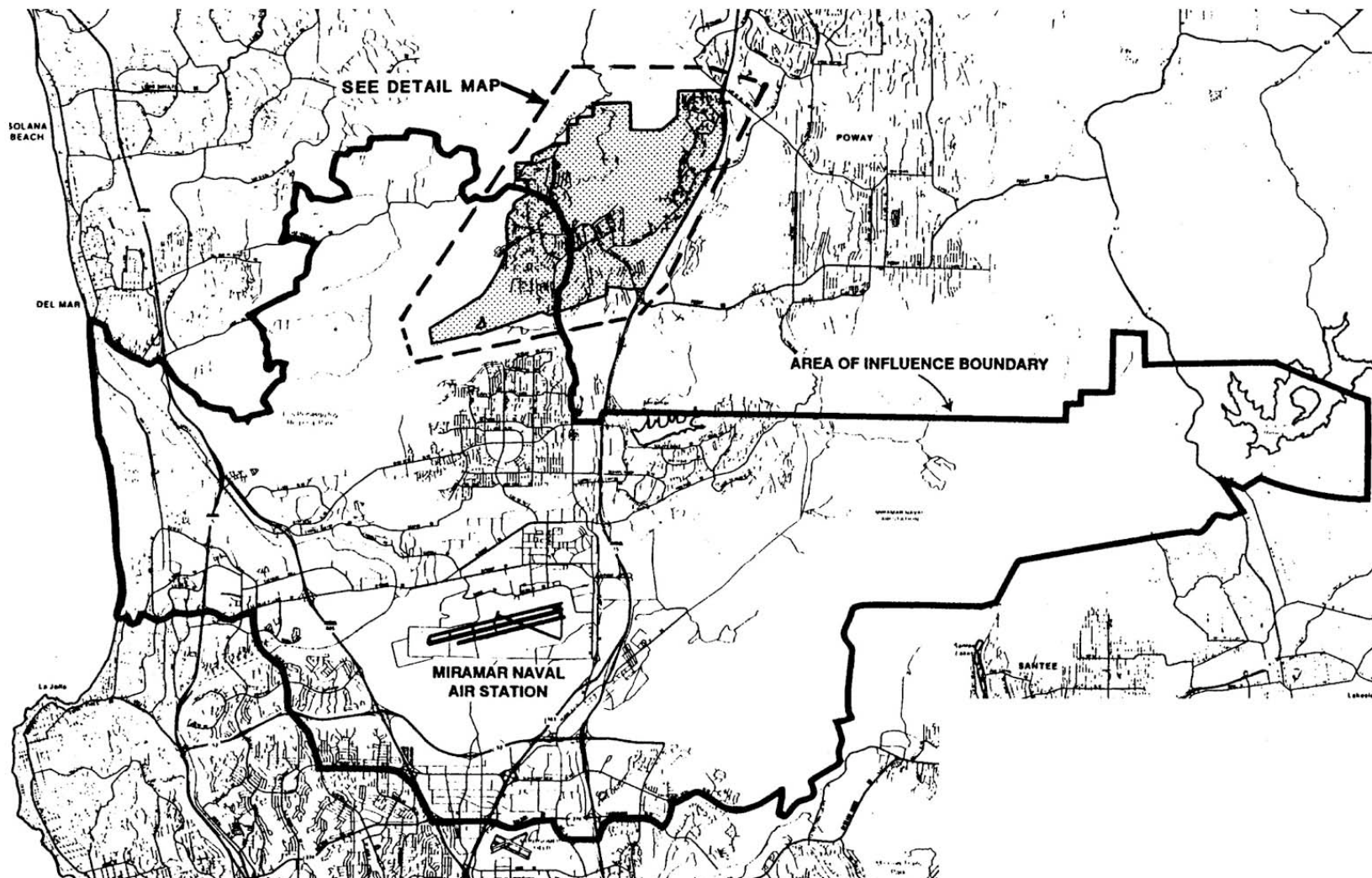
POLICIES

- Rancho Peñasquitos residents should be informed and allowed to review and comment on any future change in NAS Miramar operations, including the addition of commercial aircraft usage, which increase noise levels, accident potentials and other relevant impacts affecting the community.

- If, in the future, aircraft noise in excess of 65 db CNEL does impact the community, noise attenuation methods should be used which reduce interior noise levels for all new developments.
- Noise disclosure to buyers by developers should be encouraged.

RECOMMENDATIONS

- Increase communication between the City, NAS Miramar, SANDAG and community groups when any change or modification to operations at NAS Miramar occurs, in order to allow an assessment of potential impacts to existing or proposed development.
- Monitor the noise impacts, accident potential and other impacts of NAS Miramar on residential and other land uses within Rancho Peñasquitos, and mitigate them if necessary through the proper designation of land use or through noise attenuation methods.
- Review new projects in the community for compliance with the CNEL established by the Comprehensive Land Use Plan for NAS Miramar. The Airport Noise/Land Use Compatibility Matrix specifies compatible uses based on CNELs.
- Residential developers should work with the City and the Navy to develop better noise disclosure methods.



NAS Miramar Airport Influence Area (relative to Rancho Peñasquitos)

Rancho Peñasquitos Community Plan

36
FIGURE



37
FIGURE

LANDUSE	ANNUAL DAY/NIGHT AVERAGE SOUND LEVEL IN DECIBELS				
	55	60	65	70	75
1. OUTDOOR AMPHITHEATERS					
2. NATURE PRESERVES, WILDLIFE PRESERVES, LIVESTOCK FARMING, NEIGHBORHOOD PARKS AND PLAYGROUNDS					
3. SCHOOLS, PRESCHOOLS, LIBRARIES		45			
4. RESIDENTIAL-SINGLE FAMILY, MULTIPLE FAMILY MOBILE HOMES, RESIDENTIAL HOTELS, RETIREMENT HOMES, INTERMEDIATE CARE FACILITIES, HOSPITALS, NURSING HOMES		45			
5. HOTELS AND MOTELS, OTHER TRANSIENT LODGING, AUDITORIUMS, CONCERT HALLS, INDOOR ARENAS, CHURCHES		45	45		
6. OFFICE BUILDINGS-BUSINESS, EDUCATIONAL, PROFESSIONAL AND PERSONAL SERVICES; R&D OFFICES AND LABORATORIES			50		
7. RIDING STABLES, WATER RECREATION FACILITIES, REGIONAL PARKS AND ATHLETIC FIELDS, CEMETERIES, OUTDOOR SPECTATOR SPORTS, GOLF COURSES					
8. COMMERCIAL-RETAIL; SHOPPING CENTERS, RESTAURANTS, MOVIE THEATERS			50	50	
9. COMMERCIAL-WHOLESALE; INDUSTRIAL; MANUFACTURING					
10. AGRICULTURE (EXCEPT RESIDENCES AND LIVESTOCK), EXTRACTIVE INDUSTRY, FISHING, UTILITIES, AND PUBLIC R-O-W					



COMPATIBLE
THE OUTDOOR DAY/NIGHT AVERAGE SOUND LEVEL IS SUFFICIENTLY ATTENUATED BY CONVENTIONAL CONSTRUCTION THAT THE INDOOR NOISE LEVEL IS ACCEPTABLE, AND BOTH INDOOR AND OUTDOOR ACTIVITIES ASSOCIATED WITH THE LAND USE MAY BE CARRIED OUT WITH ESSENTIALLY NO INTERFERENCE FROM AIRCRAFT NOISE.



CONDITIONALLY COMPATIBLE
THE OUTDOOR DAY/NIGHT AVERAGE SOUND LEVEL WILL BE ATTENUATED TO THE INDOOR LEVEL SHOWN, AND THE OUTDOOR NOISE LEVEL IS ACCEPTABLE FOR ASSOCIATED OUTDOOR ACTIVITIES.



INCOMPATIBLE
THE DAY/NIGHT AVERAGE SOUND LEVEL IS SEVERE. ALTHOUGH EXTENSIVE MITIGATION TECHNIQUES COULD MAKE THE INDOOR ENVIRONMENT ACCEPTABLE FOR PERFORMANCE OF ACTIVITIES THE OUTDOOR ENVIRONMENT WOULD BE INTOLERABLE FOR OUTDOOR ACTIVITIES ASSOCIATED WITH THE LAND USE.



Airport Noise/Land Use Compatibility Matrix
Rancho Peñasquitos Community Plan

38
FIGURE

SOCIAL NEEDS ELEMENT

PRIMARY GOAL

Establish social services and cultural facilities and programs responsive to changing physical and socioeconomic needs of the community.

EXISTING CONDITIONS

At present, social activities, programs and institutions are relatively limited in the Rancho Peñasquitos community. In addition, community facilities to house such social activities are limited in number and diversity. Because social needs may be expected to increase as the community grows larger and older, it is necessary that social institutions and programs develop to adequately meet these needs. It is likely that most of the needs can be made on a community basis, with activities responsive at the community and neighborhood levels.

ISSUES

One of the most critical issues in Rancho Peñasquitos in terms of social needs is the lack of organized youth activities and programs. There are very few opportunities within the community for after school activities, and virtually no traditional events to integrate and involve young people. Except for the Town Center shopping area, there are currently no common areas or landmarks within the community where youths can meet, gather or engage in routine socializing.

POLICIES

- Social programs should maximize opportunities for the human development and interaction of residents of both sexes and of all ages and backgrounds.
- Programs and activities should be provided which assist youth in realizing their potential while learning to be responsible citizens.
- Sufficient area for library and cultural facilities and services should be assured to meet the needs of present and future community residents.
- The community should be involved in the formulation, monitoring and evaluation of social service programs within the community.
- A senior center should be located in the community.

RECOMMENDATIONS

Educational Programs and Facilities

Public schools should be used for recreational activities, meetings, vocational and adult education programs, children's and youth activities and general interest classes. The establishment of a community education program which would use the schools at night and draw from the varied employment and avocational interests of community residents is encouraged.

Recreational Programs and Facilities

Both private and public recreational programs and facilities are encouraged, as described in the **Parks and Recreation Element**. Recreational programs should consider overall community requirements as well as serving individual neighborhood and target group needs.

A senior center should be sited in the community center or in a community recreation center or teen center.

The major community recreation building proposed for the Hilltop Community Park should develop a range of recreational programs for children, youths, adults and the elderly, as well as provide meeting space for community groups. Sports leagues and scout programs should be provided.

Civic Activities and Buildings

Continuation of activities by the planning board, other civic groups and renter and neighborhood associations is essential. These organizations allow residents to participate in decision-making for their community or neighborhood. Participation is also encouraged in the planning and decision-making activities and community relations programs of public and semipublic service agencies, such as the Poway Unified School District and the San Diego Police Department.

Religious Groups and Buildings

Eight religious institutional sites from three to seven acres in size are designated in the Plan. Other sites may be designated in residential or commercial zones as the community grows. Plans for religious building development should provide for adequate landscaping and maintenance, and sufficient parking so as not to disrupt surrounding uses. Religious facilities are encouraged to offer meeting rooms, develop day care programs, set up children and teen recreational and educational activities and provide supportive care for individual community members, as well as conduct religious activities.

Public Service

The establishment and operation of social services funded partially or fully by the public is recommended when needed by the community. Such services may include emergency hotlines, health and mental health services, youth employment programs, dial-a-ride and carpool matching and other similar services. These programs may use the community facilities outlined above, or rented space in commercial centers.

Self-Organized Activities and Facilities

The community currently supports few formal self-organized activities and services. Such programs can be organized and managed by community residents to serve their own needs. Opportunities for self-organized activities and facilities include such things as neighborhood gardens, cultural events, cooperatives, communitywide events and development corporations.

Cultural events could be organized by the community, such as concerts, amateur theatrical productions and craft fairs, which serve other communities as well as Rancho Peñasquitos residents. Cooperatives are ordinarily organized and operated by members to meet some community socioeconomic need, such as inexpensive food (food co-op or buying club), credit and financial service (credit co-op or co-op bank), or a day care center (day care co-op). Community-wide events enlarge a sense of community identity and pride, such as an annual holiday parade or a community-wide holiday celebration. Development corporations may function as nonprofit, community-based organizations that can contract to provide social services as well as promote local economic development and operate profit-making enterprises serving local needs.

Community Communications

Adequate communications within the community can promote a sense of community identity as well as make residents aware of social and economic opportunities and activities in their community. Kiosks and bulletin boards should be erected and used in prominent locations, such as the Town Center commercial area, food stores, parks, the post office and the library. Similarly, neighborhood communications are important. Display and bulletin boards should be set up in common areas as neighborhood schools and parks. In addition, the communications media should encourage community participation and provide community coverage. The Peñasquitos News, a weekly newspaper, is urged to provide community-wide distribution. Cable communications should carry community-oriented programming and coverage of community events.