



THE CITY OF SAN DIEGO

## REPORT TO THE PLANNING COMMISSION

**DATE ISSUED:** October 6, 2015

**REPORT NO.** PC-15-117

**ATTENTION:** Planning Commission, Agenda of October 15, 2015

**SUBJECT:** Templeton Street Community Plan Amendment Process 5

### **SUMMARY**

**Issue:** Should the Planning Commission recommend to the City Council **Approval** of the amendment to the Black Mountain Ranch Subarea Plan to remove Templeton Street from the street classification network?

**Staff Recommendation:** Staff recommends that Planning Commission forward the Community Plan Amendment to City Council with a recommendation of **Approval** based on the information contained in this report and the evidence offered as part of the public hearing.

### **Planning Commission Actions:**

1. Recommend to the City Council **Approval** of a resolution amending the Black Mountain Ranch Subarea Plan.

**Other Recommendations:** On June 3, 2015, the Rancho Penasquitos Planning Board voted 10-0-1 to support approval of the proposed Community Plan Amendment.

**Environmental Review:** The project has been determined to be exempt from CEQA pursuant to Section 15305. Section 15305 allows for minor alterations in land use limitations (such as a circulation element designation) in areas with an average slope of less than 20% and which do not result in any changes in land use or density. None of the exceptions listed in CEQA Guidelines Section 15003.2 apply, therefore this exemption is applicable to the proposed project (Attachment 7).

**Fiscal Impact Statement:** No fiscal impact. All costs associated with the processing of the application are recovered through a deposit account funded by the applicant.

**Code Enforcement Impact:** Not applicable.

**Housing Impact Statement:** Not applicable.

## **BACKGROUND**

The proposed amendment site is located in the North Village of the Black Mountain Ranch Subarea Plan Land Use Map (Attachment 1). The site is located south of Camino Del Sur, west of Paseo del Sur, north of Del Sur Ridge Road and east of Garretson Street. The proposed amendment site is within the Del Sur Retail Center project approved by Planning Commission on August 21, 2014. The approved development project, which included the Templeton Street alignment, allows for the development of approximately 171,437 square feet of retail space within four buildings and two building pads for a total of 8,000 square feet for future uses (as discussed in PC Report 14-052).

## **DISCUSSION**

The proposed amendment would remove Templeton Street alignment between Paseo Del Sur and Garretson Street from the Subarea Plan street classification network. The segment of Templeton Street would be a private drive consistent with the Del Sur Town Center Site Development Permit approved on August 21, 2014. The Black Mountain Ranch Subarea Plan contains graphic representations of Templeton Street as a two-lane collector; there are no text references within the Plan. The proposed amendment removes the street from all affected figures within the Subarea Plan (Attachment 2).

The Subarea Plan Circulation Element identifies Templeton Street - the east-west street south of Camino del Sur, between Paseo del Sur and Garretson Street - as a two-lane collector. Where the current Circulation Element of the Plan requires the dedication and construction of a public street, the approved Del Sur Retail Center development project identified Templeton Street as a private driveway. To facilitate the proposed development of the Del Sur Retail Center, the owner offered the area of Templeton Street as an Irrevocable Offer to Dedicate (IOD) to the City for right-of-way purposes. The owner agreed to process an amendment to the Subarea Plan to remove Templeton Street from the circulation element and to vacate the IOD. The proposed amendment is consistent with the agreement to complete the process.

An amendment to the Black Mountain Ranch Subarea Plan was initiated by City Council on March 24, 2015 (Attachment 3). The initiation authorized staff to begin analysis of removing Templeton Street, a 2 Lane Collector between Paseo del Sur and Garretson Street, from the Subarea Plan street classification network. The amendment directed staff to evaluate the following issues as part of the community plan amendment process:

- Impacts to the connectivity for pedestrians, bicyclists, and transit riders;
- Impacts on parallel streets, as well as the broader circulation network; and
- Level of the community's support.

The traffic assessment completed through the evaluation of the Del Sur Retail Center development project determined that the proposed use of Templeton Street as a private driveway would not adversely affect the connectivity for pedestrians, bicyclists and transit riders (Attachment 4). The adopted Subarea Plan identified the northern portion of the amendment site for auto-oriented commercial uses. As a result, a majority of vehicle

trips on Templeton Street were expected to be generated by the site's commercial uses, and not as cut-through trips through the community. Therefore, the functionality of the Templeton Street segment would remain consistent with the Subarea Plan.

Both the previously approved Del Sur Retail Center development project and the proposed Black Mountain Ranch Subarea Plan amendment were supported by the Community. On June 4, 2014 the Rancho Penasquitos Planning Board voted 11-0-2 to support approval of the Del Sur Retail Center, and on June 3, 2015, the Board voted 10-0-1 to support approval of the proposed Community Plan Amendment (Attachment 5).

## **CONCLUSION**

Staff has reviewed the proposed amendment to the Black Mountain Ranch Subarea Plan and all issues identified through the plan amendment initiation and review process have been resolved in conformance with adopted City Council policies and regulations of the Land Development Code. Staff has provided a draft resolution to support approval of the project (Attachment 6). Staff recommends approval of the amendment as proposed.

**[SIGNED]**

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Michael Prinz  
Senior Planner, Planning Department

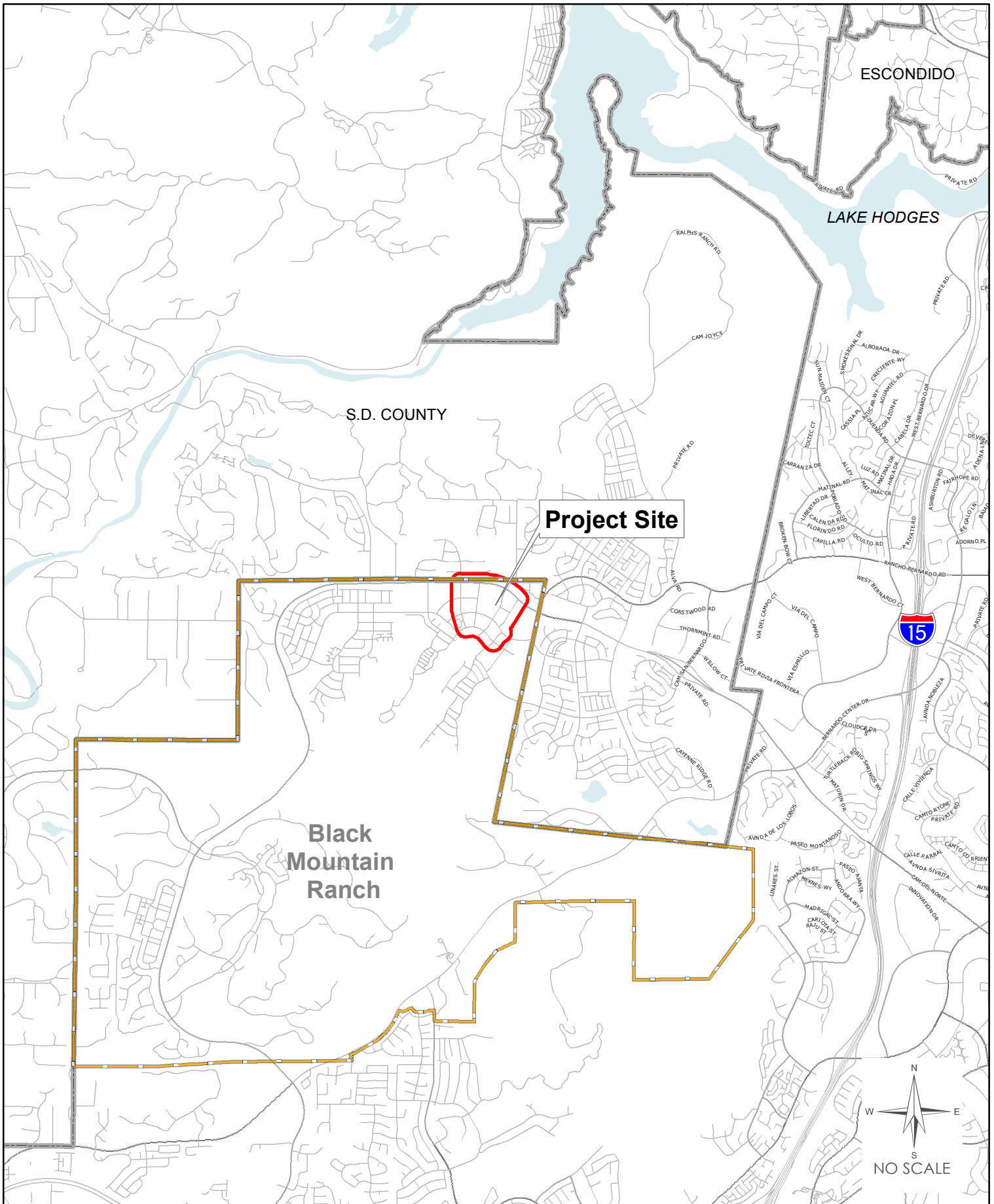
**[SIGNED]**

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Tait Galloway  
Principal Planner, Planning  
Department

### Attachments:

1. Vicinity Map
2. Draft Black Mountain Ranch Subarea Plan Amendment
3. Community Plan Amendment Initiation Resolution
4. Del Sur Town Center Traffic Assessment (Appendix under separate cover)
5. Rancho Peñasquitos Planning Board Meeting Minutes
6. Draft Planning Commission Resolution to amend the Black Mountain Ranch Subarea Plan
7. Notice of Exemption



# Vicinity Map

CITY OF SAN DIEGO



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# Attachment 2

## **Draft Black Mountain Ranch Subarea Plan Amendment**

The proposed amendment reflects the removal of Templeton Street from the community circulation system in the following figures:







Figure 2.3	Land Use
Figure 2.4	Residential Land Use
Figure 2.5	North Village Land Use
Figure 2.6	North Village Estimated Development
Figure 3.1	MHPA
Figure 3.2	Open Space
Figure 6.1	Street Classifications
Figure 6.2	Alternative Transportation Modes
Figure 7.1	North Village Example Plan
Figure 7.2	North Village Community Core Concept
Figure 7.3	North Village Urban Design Plan
Figure 7.4	North Village Organizing Elements
Figure 7.5	North Village Build-To Concept
Figure 7.9	North Village Mixed Use Concept
Figure 7.10	North Village Employment/Mixed Use Street Edge
Figure 7.11	North Village Transit Center

The proposed ~~strikeout~~/underline changes to Figure 6.1 Street Classifications are included in the attachment.

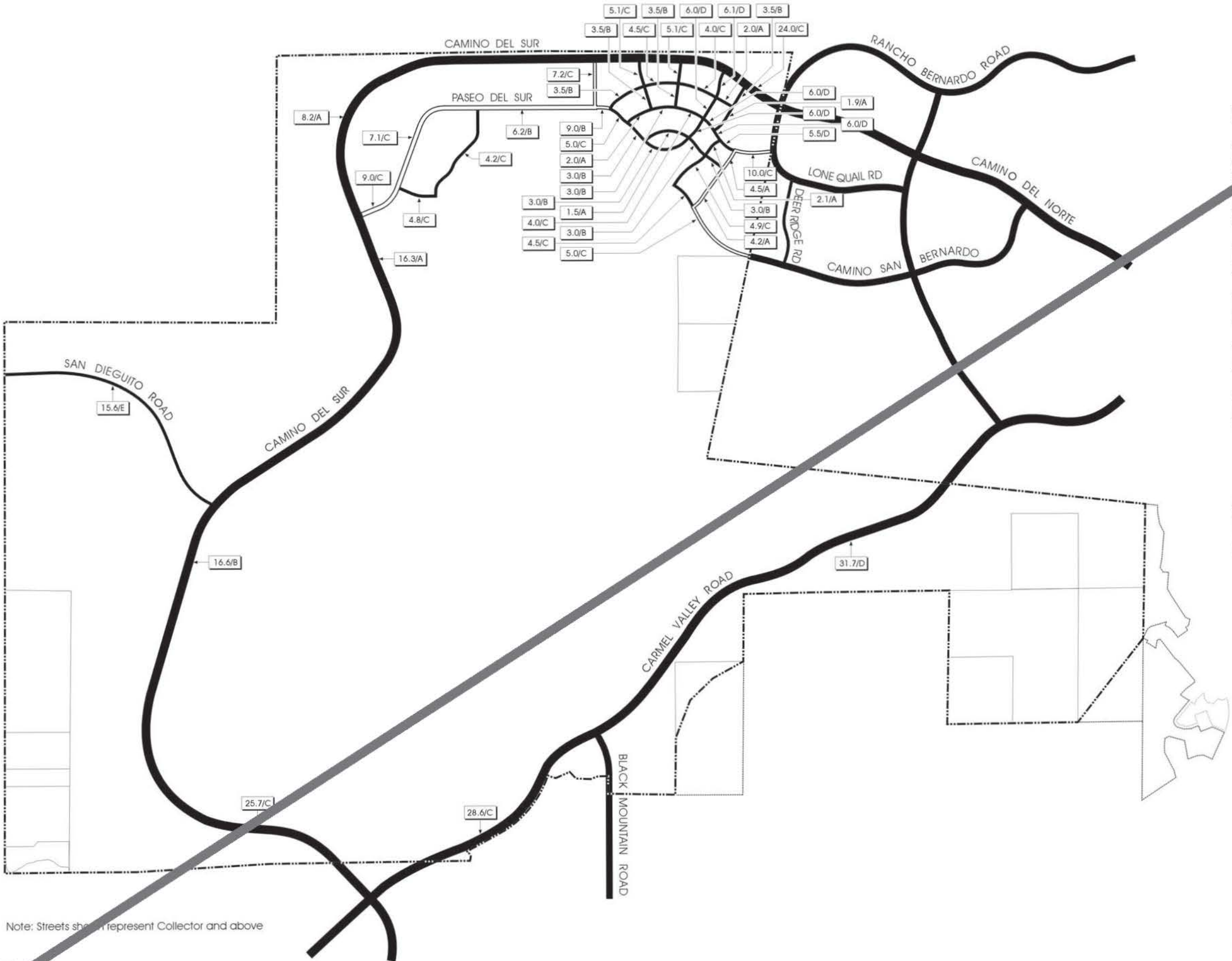
All other figures are provided under separate cover.

Street Classifications

Legend

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

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

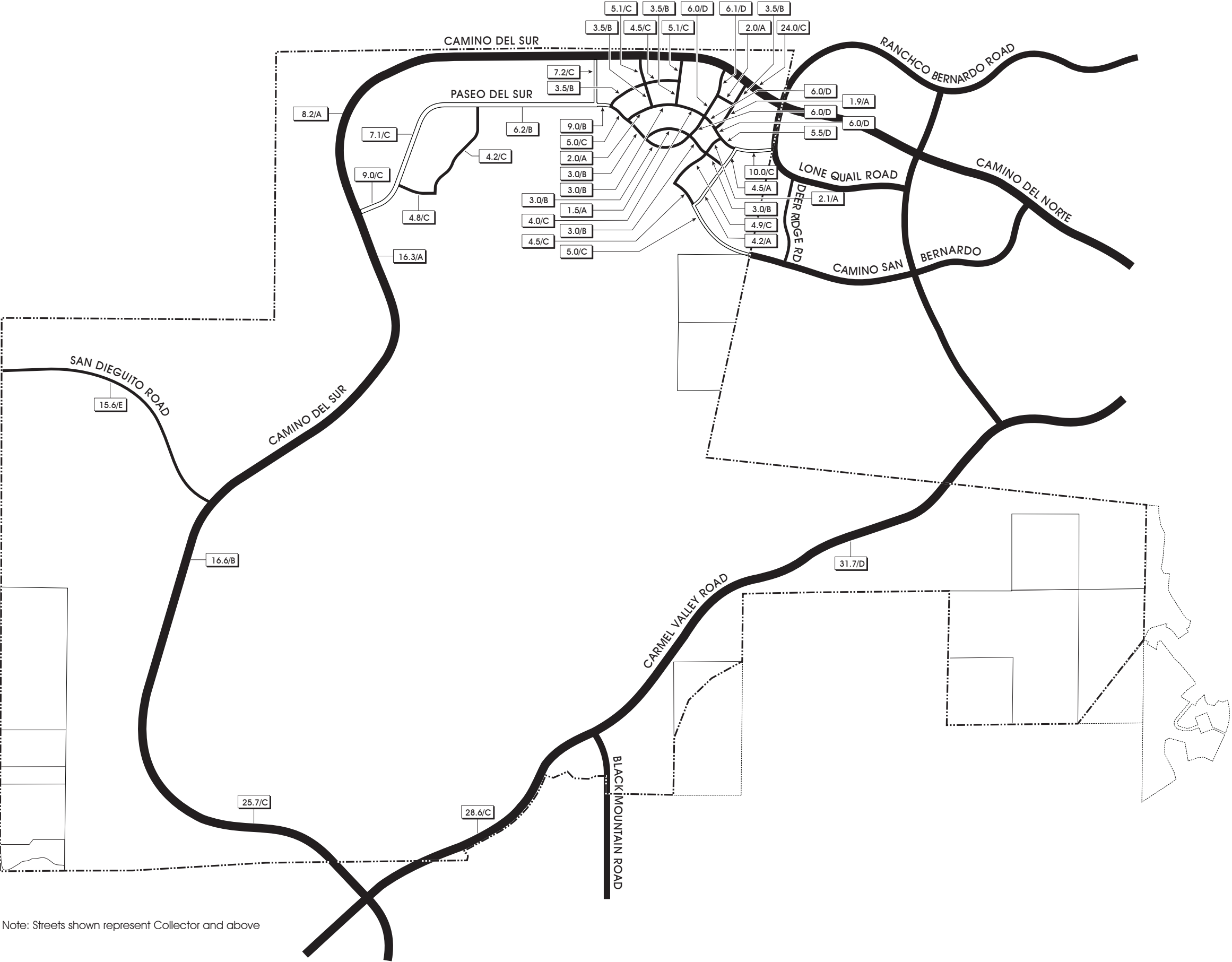


Note: Streets shown represent Collector and above



Black Mountain Ranch  
Subarea Plan

Street Classifications **6.1**  
figure



Legend

- Modified 4 Lane Major (122' Right-of-Way)
- 4 Lane Collector (98' Right-of-Way)
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All other streets within Subarea I which are not shown will be 2 lane sub-collector or local with 56' of Right-of-Way or Less. Portions of such streets may be widened or narrowed as entry features, or to establish community character with the approval of the City Engineer.

Note: Streets shown represent Collector and above

RESOLUTION NUMBER R- 309570

DATE OF FINAL PASSAGE MAR 27 2015

5500  
3/24/15

A RESOLUTION OF THE COUNCIL OF THE CITY OF  
SAN DIEGO INITIATING AN AMENDMENT TO THE 1998  
BLACK MOUNTAIN RANCH SUBAREA PLAN TO  
CONSIDER REMOVING TEMPLETON STREET BETWEEN  
PASEO DEL SUR AND GARRETSON STREET FROM THE  
STREET CLASSIFICATION NETWORK.

WHEREAS, the City Council may initiate a community plan amendment by resolution pursuant to the Land Use and Community Planning Element of the General Plan, Policy LU-D.9, which recognizes the ability of the City Council to initiate a General Plan and community plan amendment when direction is received through a vote of the City Council; and

WHEREAS, on March 24, 2015, the City Council of the City of San Diego held a public hearing for the purpose of considering a request to amend the 1998 Black Mountain Ranch Subarea Plan adopted as Document No. RR-290525, and including its subsequent amendments; and

WHEREAS, the initiation will authorize staff to begin analysis of removing Templeton Street, a 2 Lane Collector between Paseo del Sur and Garretson Street, from the street classification network; and

WHEREAS, the 2008 General Plan will be amended due to the 1998 Black Mountain Ranch Subarea Plan being part of the Land Use Element of the adopted general plan; NOW, THEREFORE,

BE IT RESOLVED, by the City Council of the City of San Diego that it hereby initiates the requested Community Plan and General Plan Amendment; and

BE IT FURTHER RESOLVED, that the City Council directs staff to evaluate the following issues as part of the community plan amendment process:

- Impacts to the connectivity for pedestrians, bicyclists, and transit riders;
- Impacts on parallel streets, as well as the broader circulation network; and
- Level of the community's support.

BE IT FURTHER RESOLVED, that this initiation does not constitute an endorsement of the amendment; however, this action will allow staff analysis to proceed.

APPROVED: JAN I. GOLDSMITH, City Attorney

By Shannon M. Thomas  
Shannon M. Thomas  
Deputy City Attorney

SMT:als  
03/12/2015  
Or.Dept: City Council-District 5  
Doc. No. 964332

I hereby certify that the foregoing Resolution was passed by the Council of the City of San Diego, at this meeting of MAR 24 2015.

ELIZABETH S. MALAND  
City Clerk

By Stacy Meador  
Deputy City Clerk

Approved: 3/27/15  
(date)

Kevin L. Faulconer  
KEVIN L. FAULCONER, Mayor

Vetoed: \_\_\_\_\_  
(date)

\_\_\_\_\_  
KEVIN L. FAULCONER, Mayor

Passed by the Council of The City of San Diego on MAR 24 2015, by the following vote:

Councilmembers	Yeas	Nays	Not Present	Recused
Sherri Lightner	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lorie Zapf	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Todd Gloria	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Myrtle Cole	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mark Kersey	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Chris Cate	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Scott Sherman	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
David Alvarez	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Marti Emerald	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Date of final passage MAR 27 2015.

(Please note: When a resolution is approved by the Mayor, the date of final passage is the date the approved resolution was returned to the Office of the City Clerk.)

AUTHENTICATED BY:

KEVIN L. FAULCONER  
Mayor of The City of San Diego, California.

ELIZABETH S. MALAND  
City Clerk of The City of San Diego, California.

(Seal)

By Stacy Meach, Deputy

Office of the City Clerk, San Diego, California

Resolution Number R- 309570

**TRAFFIC ASSESSMENT**  
**PTS# 344042**  
**IO#24004156**

July 2014

DEL SUR TOWN CENTER

Prepared For:

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095893000  
July 2014  
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# 1 PROJECT OVERVIEW

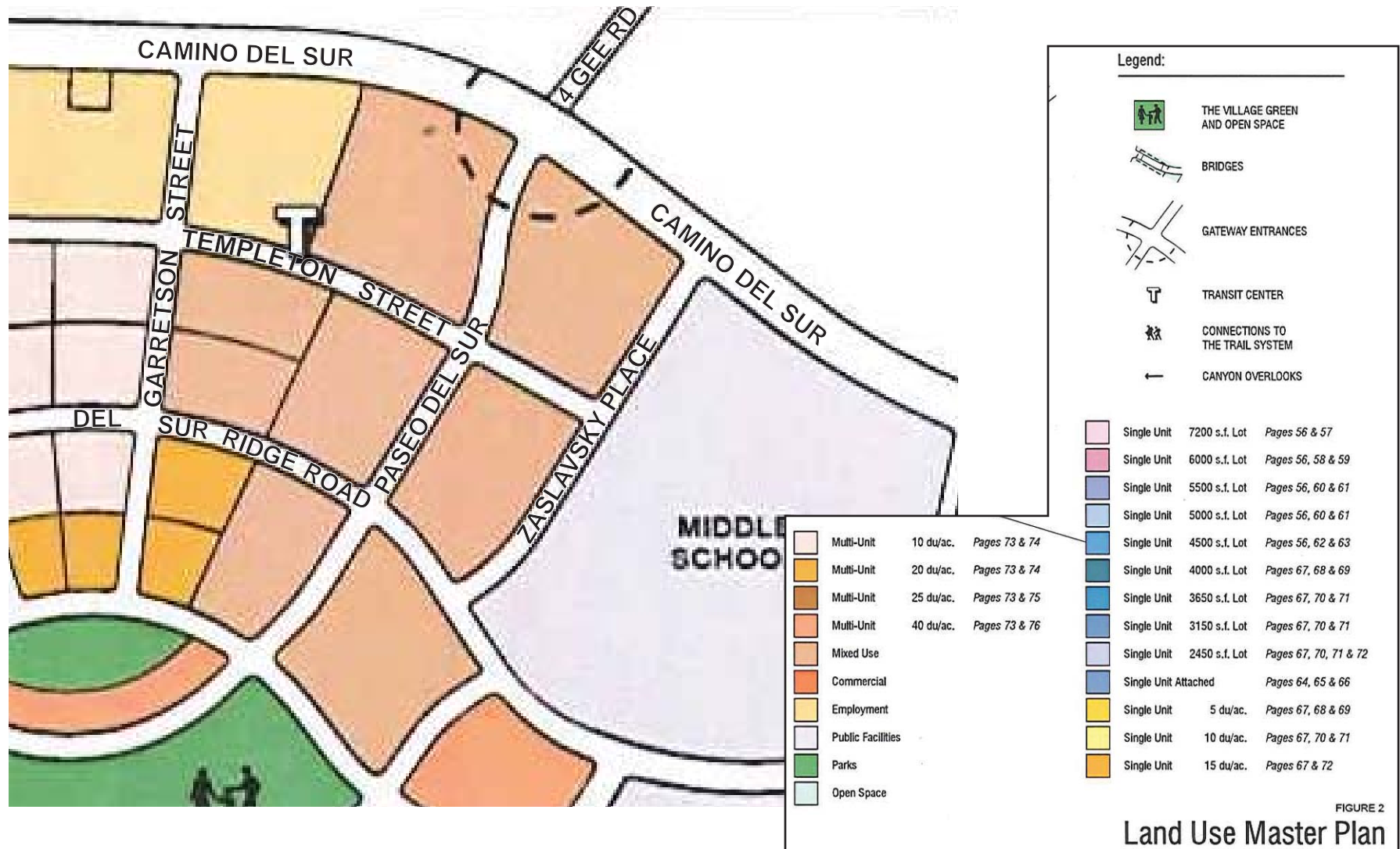
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## 1.1 Project Background

The Black Mountain Ranch is a planned community development project featuring residential units, retail mixed-uses, employment and office centers, commercial retail spaces, parks, schools, and other developments. The City of San Diego approved the original Black Mountain Ranch Final Environmental Impact Report (EIR) in 1992. In 1995 minor changes stated in the Black Mountain Ranch II Vesting Tentative Map (VTM)/Planned Residential Development (PRD) EIR were approved by the city. The Final EIR was approved and certified in 1998. In 2009, an amendment to the final EIR was approved to reallocate unused retail land uses from the South Village and increase the total commercial square footage from 75,000 ft<sup>2</sup> to 225,000 ft<sup>2</sup> of gross leasable area in the North Village. A traffic evaluation was prepared in July 2008 to document traffic conditions with the land use change; a copy of the study is included in the **Appendix. Figure 1** illustrates the land uses assumed in the Black Mountain Ranch North Village Community Design which received a Substantial Conformance Review (SCR) approval in March 2012. **Figure 2** illustrates the proposed site plan for the proposed Del Sur Town Center commercial project. The proposed project would result in 171,437 square feet of retail within the area bounded by Camino del Sur to the north, Del Sur Ridge Road to the south, Garretson Street to the west, and Paseo del Sur to the east. The adjacent parcel to the east, bounded by Camino del Sur to the north and Templeton Street to the south would be developed in the future and is projected to consist of 38,543 square feet of retail. The proposed project site and the future retail project would result in a total of approximately 210,000 square feet of retail development.

## 1.2 Objective

This traffic assessment will review the proposed Del Sur Town Center project to determine its consistency and conformance with the previously approved substantial conformance approval. In particular, this study evaluates the currently proposed plan and the impact of the changes from the previously approved traffic trip generation, roadway network, and operational analysis surrounding the Del Sur Town Center site.



Source: Black Mountain Ranch Community Design Guidelines 2008



## 2 TRAFFIC TRIP GENERATION

The proposed Del Sur Town Center development conforms to the trip generation projections denoted in the approved 2009 Black Mountain Ranch addendum to the EIR. The addendum included community commercial development area for the North Village to be up to 225,000 square feet in gross leasable area. The proposed Del Sur Town Center development will account for 171,437 square feet of the community commercial space with another 38,543 square feet anticipated to be developed in the future. The 209,980 total square feet of development for the proposed project and anticipated future retail development square footage are shown by proposed retail store sizes in **Table 1**. As such, the proposed development will be consistent with the previously approved land use assumptions included in the 2009 Black Mountain Ranch Specific Plan.

**Table 1 – Square Footage of Retail Buildings in Del Sur Town Center Development**

<i>TABLE 1</i>			
Gross Leasable Area Square Footage			
Building	Proposed Project	Building	Future Retail Development
Major A (Target)	142,987	Major B	28,093
Pad A	3,500	Shops D	5,000
Pad B	4,500	Shops E	5,450
Shops A	7,000		
Shops B	8,000		
Shops C	5,450		
<i>Subtotal</i>	<b>171,437</b>	<i>Subtotal</i>	<b>38,543</b>
<b>COMBINED TOTAL</b>			<b>209,980</b>

The proposed Del Sur Town Center development and future retail stores will consist of nine commercial buildings on three parcels of the Black Mountain Ranch Specific Plan as previously illustrated by the site plan in **Figure 2**. Commercial floor areas will range between 3,500 and 142,987 square feet of gross leasable area for an approximate total of 210,000 square feet.

Trip generation associated with the development was based on the 2003 *City of San Diego Trip Generation Manual*. Trip rates were based on the community shopping center land use, which typically apply to commercial developments greater than 100,000 square feet on 10 or more acres. Projected daily trips, AM peak-hour, and PM peak-hour traffic volumes for the proposed commercial area are presented in the **Table 2**. As shown in the table, the proposed Del Sur Town Center development including the proposed project and future retail development would generate 13,230 daily trips, including 397 (239 in, 159 out) morning peak-hour trips and 1,323 (662 in, 662 out) afternoon peak-hour trips. This trip generation assumes a 10 percent reduction associated with mixed-use development.

**TABLE 2**  
**TRIP GENERATION SUMMARY**

					AM Peak-Hour					PM Peak-Hour				
Land Use	Land Use as listed in San Diego	Units <sup>1</sup>	Trip Rate <sup>2</sup>	Daily Trips	% of ADT <sup>2</sup>	In:Out Ratio <sup>2</sup>	In	Out	Total	% of ADT <sup>2</sup>	In:Out Ratio <sup>2</sup>	In	Out	Total
Del Sur Town Center Proposed Project	Shopping Center - Community (100,000 sq. ft. or more GLA on 10 or more acres)	171 ksf GLA	70 / ksf GLA	12,001	3%	6.00 : 4.00	216	144	360	10%	5.00 : 5.00	600	600	1,200
Mixed-use Credit (10 percent)				(1,200)			(22)	(14)	(36)			(60)	(60)	(120)
<i>Proposed Project Subtotal</i>				10,801		:	194	130	324		:	540	540	1,080
Del Sur Town Center Future Development	Shopping Center - Community (100,000 sq. ft. or more GLA on 10 or more acres)	39 ksf GLA	70 / ksf GLA	2,698	3%	6.00 : 4.00	49	32	81	10%	5.00 : 5.00	135	135	270
Mixed-use Credit (10 percent)				(269)			(4)	(3)	(8)			(13)	(13)	(27)
<i>Future Development Subtotal</i>				2,429		:	45	29	73		:	122	122	243
<b>NET TRIP GENERATION =</b>				<b>13,230</b>			<b>239</b>	<b>159</b>	<b>397</b>			<b>662</b>	<b>662</b>	<b>1,323</b>

Note:

1. ksf GLA = 1,000 square feet gross leaseable area

2. Trip rates referenced from the City of San Diego Land Development Code - Trip Generation Manual, May 2003.

K:\SND\_LDEV\095893000-Target Del Sur\Traffic\Excel\893000TG01.xlsm\Summary

The proposed project will be part of the North Village portion of the Black Mountain Ranch specific plan. The overall traffic generation for the North Village per Table 1 of the traffic assessment memorandum dated, July 30, 2008, indicates that the overall traffic generation for the North Village would be 27,330 average daily trips. The proposed project and future retail development would generate 10,801 and 2,429 average daily trips, respectively. Future phases of the North Village development would be limited to generate less than 14,100 average daily trips to stay within the approved parameters of the North Village area of the Black Mountain Ranch Specific Plan. **Table 3** illustrates how average daily traffic is being accounted.

**Table 3 – Remaining Trip Generation Summary**

	<b>ADT</b>
<b>Total North Village (2008)</b>	27,330
<b>Proposed Project (2014)</b>	10,801
<b>Future Retail Development</b>	2,429
<b>Remaining Approved ADT Trips</b>	14,100

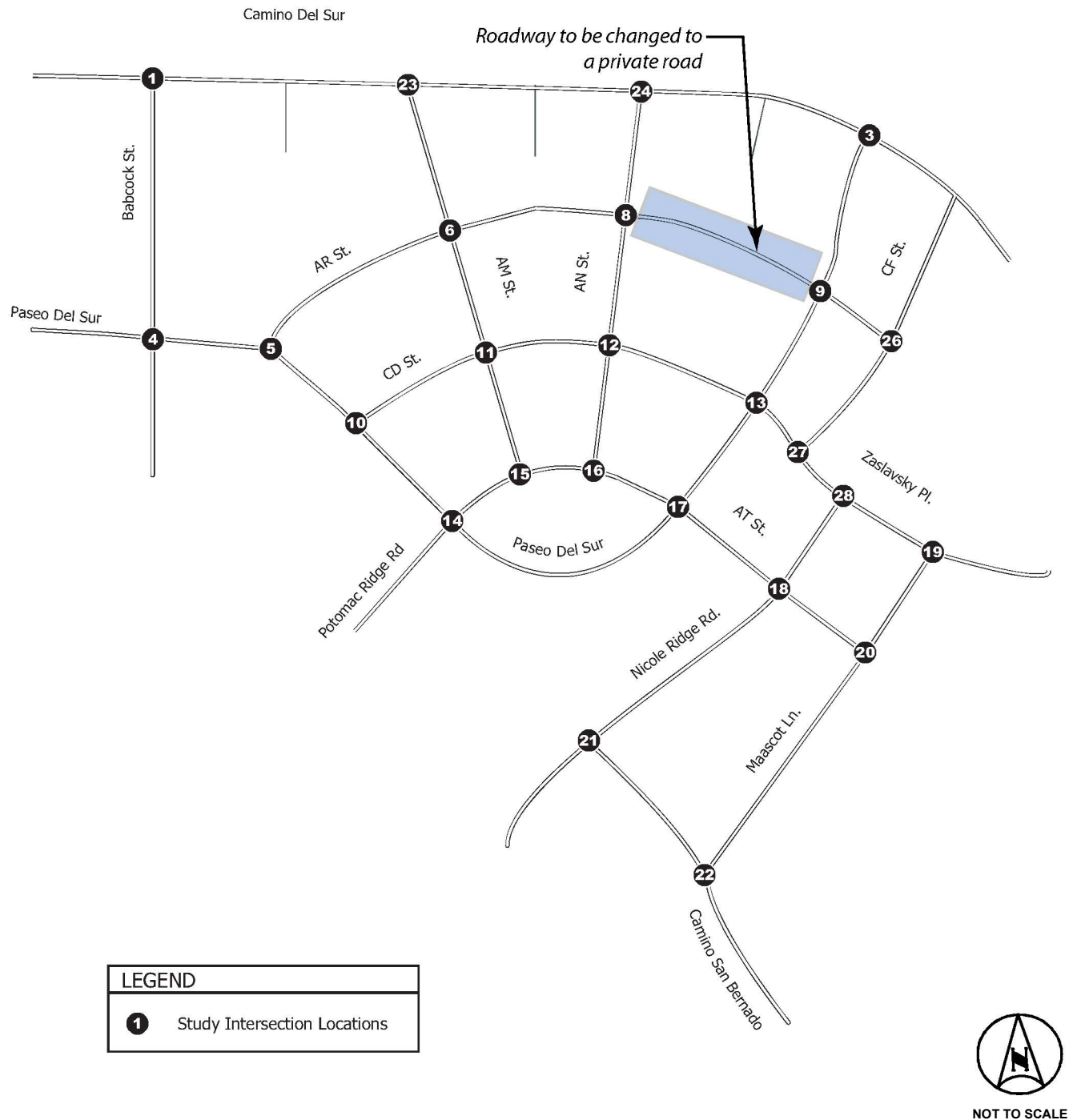
### 3 ROADWAY NETWORK CHANGE

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The new Del Sur Town Center development proposes a change for Templeton Street between Garretson Street and Paseo del Sur. This segment of the road is proposed to be converted into a private road. Templeton Street between Garretson Street and Paseo del Sur is currently designed to be a 2-lane collector according to the 2009 Black Mountain Ranch Specific Plan traffic study by the KOA Corporation; a copy of the study is included in the **Appendix**. The roadway segment is expected to remain in place but be rebranded as a private roadway to primarily serve vehicles that would be accessing the commercial centers within the Del Sur Town Center development. **Figure 3** illustrates the previously assumed roadway network configuration within the specific plan, and it also illustrates the proposed change by the Del Sur Town Center development. An Irrevocable Offer of Dedication (IOD) will be in place for Templeton Street between Garretson Street and Paseo del Sur. This IOD would allow the City have Templeton Street dedicated as a 2-lane public street in case this is needed in the future.

Based on the anticipated use of Templeton Street as a private road serving the commercial stores, Templeton Street is expected to carry approximately 6,100 average daily trips (ADT). The highest ADT volume was assumed to be located on the west end of Templeton Street before Garretson Street. Based on the roadway network and proposed commercial land uses, the majority of vehicle trips on Templeton Street were expected to be generated by the abutting land use and not as cut-through trips through the community. Therefore, the functionality of this segment will remain consistent to the previously approved plan. The proposed circulation change will not affect the connectivity for transit, vehicles, pedestrians and bicycles intended by the approved grid street system.





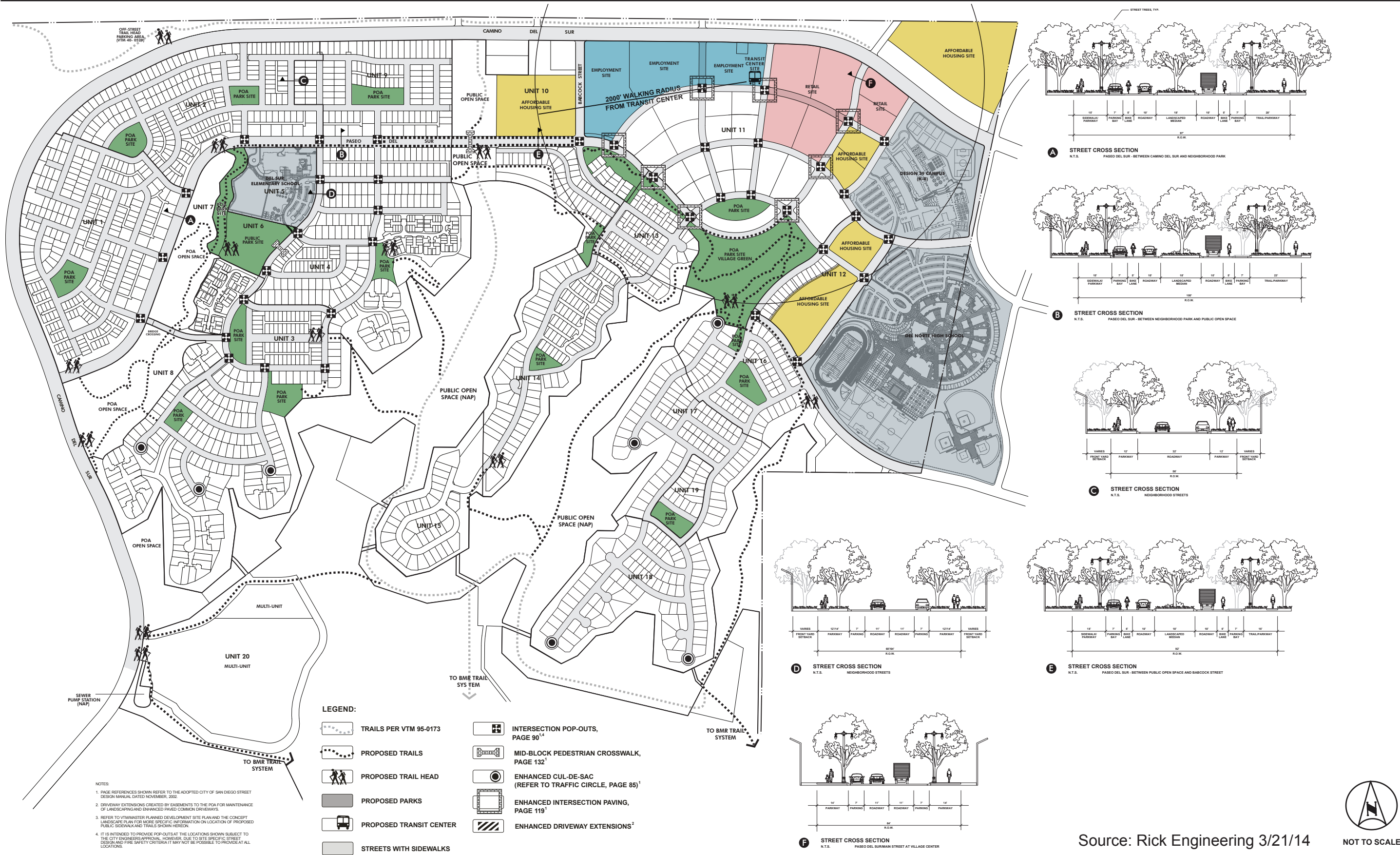
Source: Black Mountain Ranch Community Design Guidelines 2008

## 4 TRANSIT CENTER

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The Del Sur Town Center development proposes to move the location of the transit center closer to mixed-use land use areas. **Figure 4** illustrates the conceptual development plan for The Village Core area of the approved specific plan. The Del Sur Town Center development will take place on three of the parcels within The Village Core. As shown in the figure, the original master planning of Black Mountain Ranch designates the transit center be located on Templeton Street between Garretson Street and Paseo del Sur; adjacent to the retail mixed-use developments of The Village Core. With the Del Sur Town Center shopping center project proposing to have Templeton Street is a private road, increased pedestrian activity on and across Templeton Street, and relocation of many mixed-use and residential structures, for transit efficiency and effectiveness it is proposed that the transit center be relocated to another site. The proposed new location for the transit center is the northwest corner of the intersection of Templeton Street and Garretson Street.

The transit center was described in the EIR to be placed central to high-density residential, office development, employment center, and commercial center to reduce vehicle miles traveled (VMT), therefore relocation of the transit center to have close proximity to other land uses, especially residential, is expected by the applicant to satisfy the approved plan.



## 5 OPERATIONAL ANALYSIS

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As was presented in **Figure 1**, the previously approved specific plan assumed that the community commercial zone would be located at the south west corner of the Babcock Street and Camino del Sur intersection. As described through this document, the Del Sur Town Center development would relocate the community commercial uses to the north-east side of the specific plan. Although the overall traffic generation of the proposed development will be consistent with the approved 2009 addendum to the EIR, the land use change would alter the internal peak-hour distribution of traffic patterns. For this reason, a peak-hour intersection evaluation was conducted to assess whether the previously assumed intersection geometry would continue to provide acceptable level of service (LOS) for the intersections surrounding the Del Sur Town Center site. Where needed, recommendations for roadway geometrics were provided to accommodate revised peak-hour traffic patterns

To analyze the intersection operations within the Del Sur Town Center development during peak hours, baseline traffic volumes were first developed. Using the AM and PM peak-hour traffic volumes from the KOA traffic study (**Appendix**), background traffic volumes were determined by removing all previously assumed vehicle traffic entering and exiting the parcels to be developed by Del Sur Town Center. The **Appendix** includes figures extracted from the KOA traffic study showing the previously assumed peak-hour volume through the intersections with the specific plan. **Figure 5** illustrates the generated peak-hour volumes by the described method.

Traffic volume patterns for the Del Sur Town Center development were established by applying trip distribution assumptions based on a Market Research study done for the site. A excerpt from the Market Research study is included in the appendix. Engineering judgment was used to adjust traffic distribution based on the proposed site plan. The assumed overall project distribution is shown in **Figure 6**. **Figure 7** shows the assumed peak-hour distributions for each intersection within the study area. The trip generation values for the proposed project and future retail stores were then applied to the project distribution to generate peak-hour trip assignments as presented in **Figure 8**. The combined background, proposed Del Sur Town Center, and future retail generated traffic volumes are presented in **Figure 9**.

### 5.1 Intersection Level of Service (LOS)

Intersection level-of-service (LOS) analysis based on Synchro 8 traffic analysis software determined no intersections within the study area would operate below a level of service of "C." All intersections within or adjacent to the study area were found to be LOS "A" or "B" for the AM peak hour and range from LOS "A" to "C" during the PM peak-hour. Intersection level of service is based on average delays experienced by motorists at intersections where LOS "A" equates to intersection delays less than 10 seconds and LOS "F" signifies delays greater than 80 or 50 seconds, based on whether the intersection is signalized or un-signalized, respectively. For this analysis, AM peak coordinated signals along Camino del Sur used 90 second cycle lengths while PM peak signals used 110 second cycle lengths. Intersection LOS is presented in **Table 4**. The pertinent Synchro traffic analysis files are located in the **Appendix**. The projected delays and level of service are based on intersection geometric modifications to the original roadway geometrics (**Appendix**) from the KOA traffic study. The proposed roadway geometry is displayed in **Figure 10** and further detailed below.



***Intersection 2: Driveway 1 and Camino del Sur***

A new midblock driveway will be constructed on the south-side of Camino del Sur between Garretson Street and Paseo del Sur. The intersection would operate as a right-in/right-out only driveway.

***Intersection 3: Paseo del Sur/4 Gee Road and Camino del Sur***

Since the 2008 traffic study, the north leg of the intersection was constructed to provide access from Camino del Sur to the residential area north of the project site. Traffic counts for this intersection were collected on Thursday, October 18, 2012.

***Intersection 5: Paseo del Sur and Driveway 2***

A new midblock intersection will be constructed on Paseo del Sur between Camino del Sur and Templeton Street. The intersection will be two-way stop controlled where the northbound and southbound movements are given free movements. Northbound and southbound movements will have a thru-right lane and a dedicated left-turn pocket. The eastbound and westbound leg will be restricted to right-turn movements only.

***Intersection 6: Zaslavsky Place and Driveway 3***

A new midblock 'T-intersection' will be constructed on Zaslavsky Place between Camino del Sur and Templeton Street. This intersection will be one-way stop controlled and allow northbound and southbound free movements. Lane geometry for the intersection consists of a shared thru-left for northbound, shared thru-right for southbound and shared left-right lane for the eastbound movement. A westbound leg providing access to the middle school is anticipated to join this intersection; however, site designs were not readily available at the time of this report.

***Intersection 7: Garretson Street and Templeton Street***

The intersection at Garretson Street and Templeton Street will be converted from a two-way stop controlled intersection to an all-way stop control.

***Intersection 8: Paseo del Sur and Templeton Street***

The northbound and southbound legs of the intersection at Paseo del Sur and Templeton Street will be designed with dedicated left-turn lanes.

***Intersection 11: Del Sur Ridge Road and Paseo del Sur***

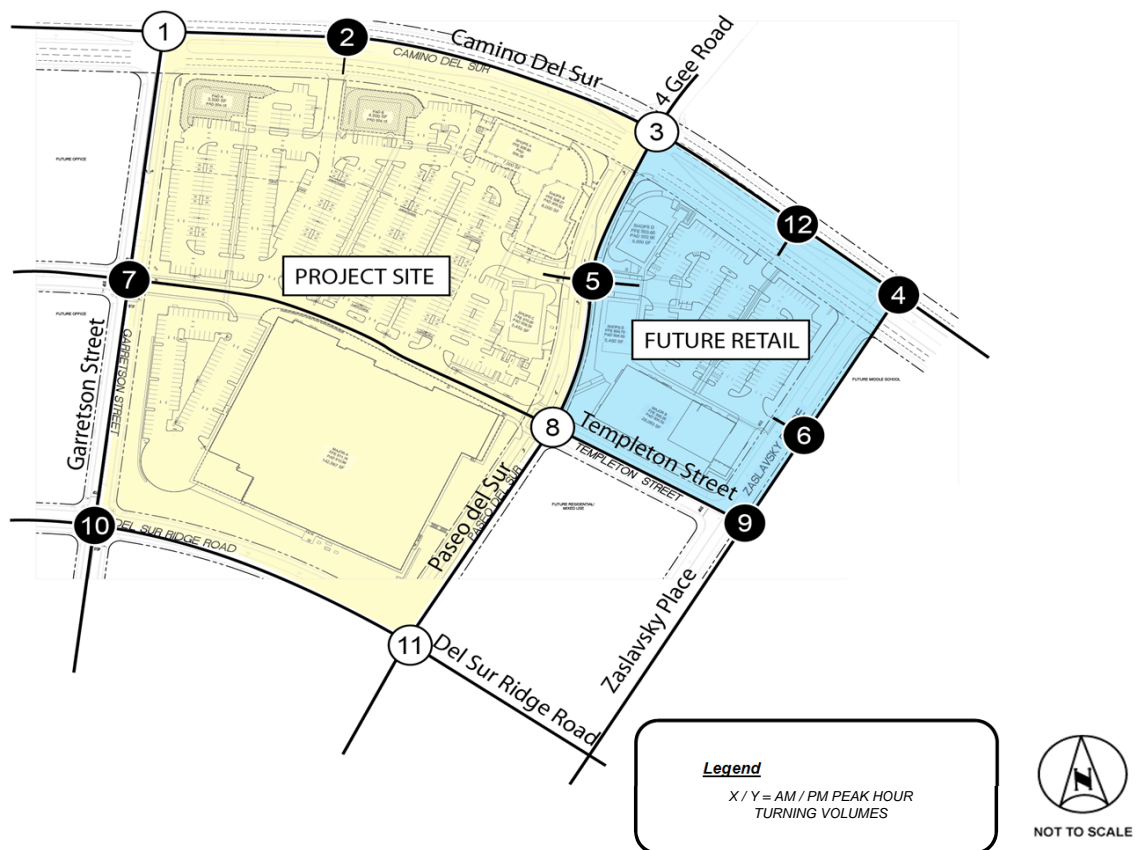
The intersection at Del Sur Ridge Road and Paseo del Sur will be converted from a two-way stop controlled intersection to an all-way stop control.

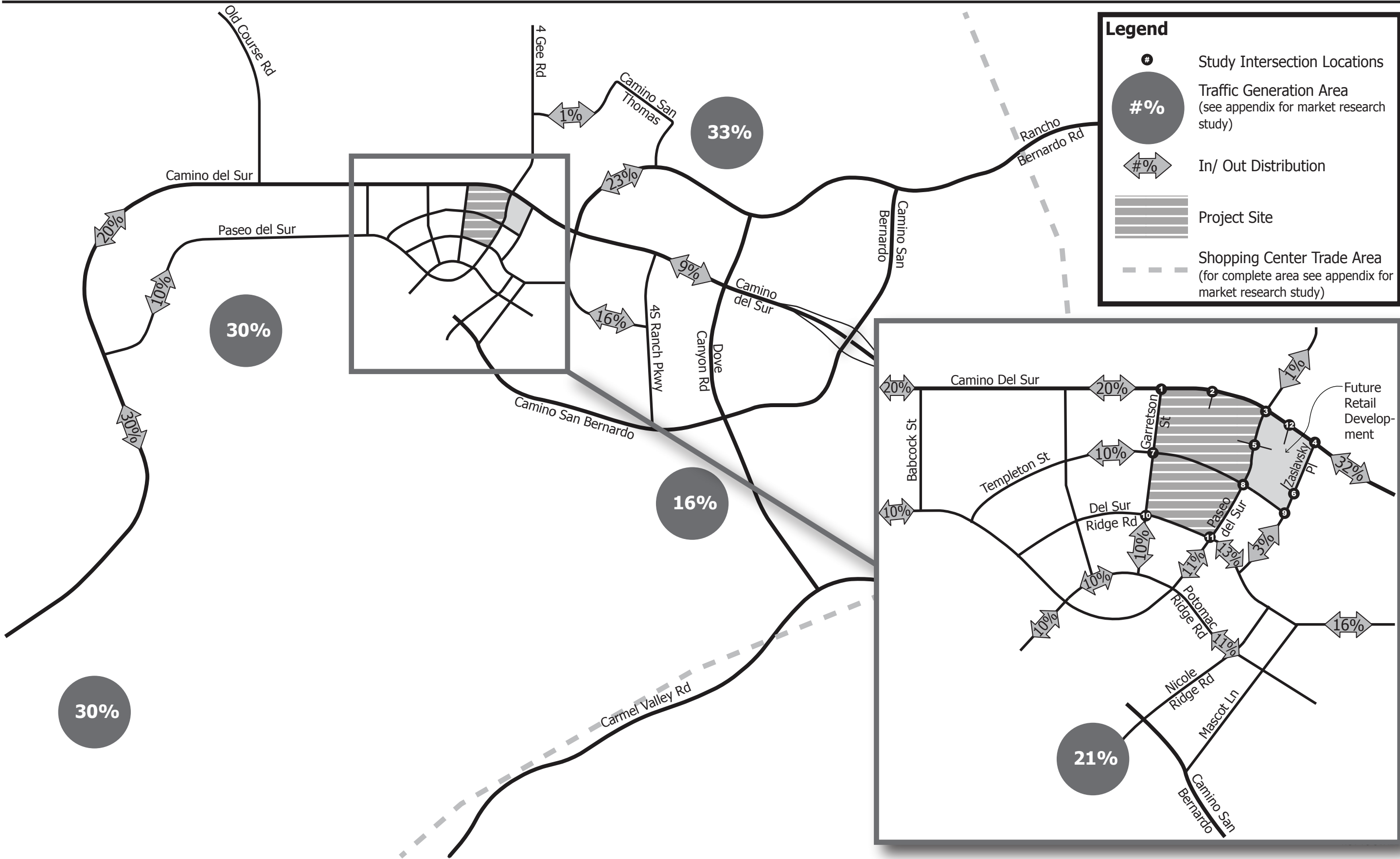
***Intersection 12: Driveway 4 and Camino del Sur***

A new driveway will be constructed along the south-side of Camino del Sur between Paseo del Sur and Zaslavsky Place. The intersection would operate as a right-in/right-out only driveway. Access from the east won't be provided at this location.

# Del Sur Town Center

<b>1</b> <div> <div>810 / 1115 65 / 88</div> <div>Camino Del Sur</div> </div> <div> <div>789 / 1086 65 / 89</div> <div>Garretson St</div> </div> <div> <div>107 / 148</div> <div>117 / 161</div> </div>	<b>2</b> <div> <div>875 / 1203</div> <div>Camino Del Sur</div> </div> <div> <div>854 / 1175</div> </div>	<b>3</b> <div> <div>86 / 15</div> <div>34 / 42</div> <div>4 Gee Road</div> </div> <div> <div>34 / 47 765 / 1052 89 / 123</div> <div>Paseo Del Sur</div> </div> <div> <div>55 / 59 765 / 1052 90 / 124</div> <div>Camino Del Sur</div> </div> <div> <div>73 / 105</div> <div>74 / 105</div> </div>	<b>4</b> <div> <div>910 / 1176</div> <div>Camino Del Sur</div> </div> <div> <div>764 / 1038 111 / 165</div> <div>Zaslavsky Pl</div> </div> <div> <div>58 / 80</div> </div>
<b>5</b> <div> <div>179 / 247</div> <div>Paseo Del Sur</div> </div> <div> <div>160 / 227</div> </div>	<b>6</b> <div> <div>111 / 165</div> <div>Zaslavsky Pl</div> </div> <div> <div>58 / 80</div> </div>	<b>7</b> <div> <div>82 / 112 39 / 52 9 / 13</div> <div>Garretson St</div> </div> <div> <div>86 / 118 33 / 46 48 / 66</div> </div> <div> <div>8 / 12 24 / 36 7 / 12</div> <div>Templeton St</div> </div> <div> <div>61 / 84 52 / 72 5 / 7</div> </div>	<b>8</b> <div> <div>8 / 12 126 / 173 45 / 62</div> <div>Paseo Del Sur</div> </div> <div> <div>21 / 29 14 / 20 12 / 17</div> </div> <div> <div>30 / 48 15 / 24 28 / 47</div> <div>Templeton St</div> </div> <div> <div>16 / 24 109 / 150 36 / 49</div> </div>
<b>9</b> <div> <div>50 / 81 61 / 84</div> <div>Zaslavsky Pl</div> </div> <div> <div>57 / 72 38 / 52</div> <div>Templeton St</div> </div> <div> <div>23 / 38 53 / 73</div> </div>	<b>10</b> <div> <div>34 / 47 52 / 71 36 / 50</div> <div>Garretson St</div> </div> <div> <div>38 / 53 48 / 66 18 / 25</div> </div> <div> <div>58 / 80 54 / 74 27 / 37</div> <div>Del Sur Ridge Rd</div> </div> <div> <div>19 / 26 22 / 30 20 / 28</div> </div>	<b>11</b> <div> <div>34 / 46 63 / 87 63 / 87</div> <div>Paseo Del Sur</div> </div> <div> <div>35 / 47 48 / 66 48 / 66</div> </div> <div> <div>73 / 100 66 / 91 99 / 136</div> <div>Del Sur Ridge Rd</div> </div> <div> <div>63 / 95 104 / 158 114 / 178</div> </div>	<b>12</b> <div> <div>855 / 1176</div> <div>Camino Del Sur</div> </div> <div> <div>839 / 1157</div> </div>



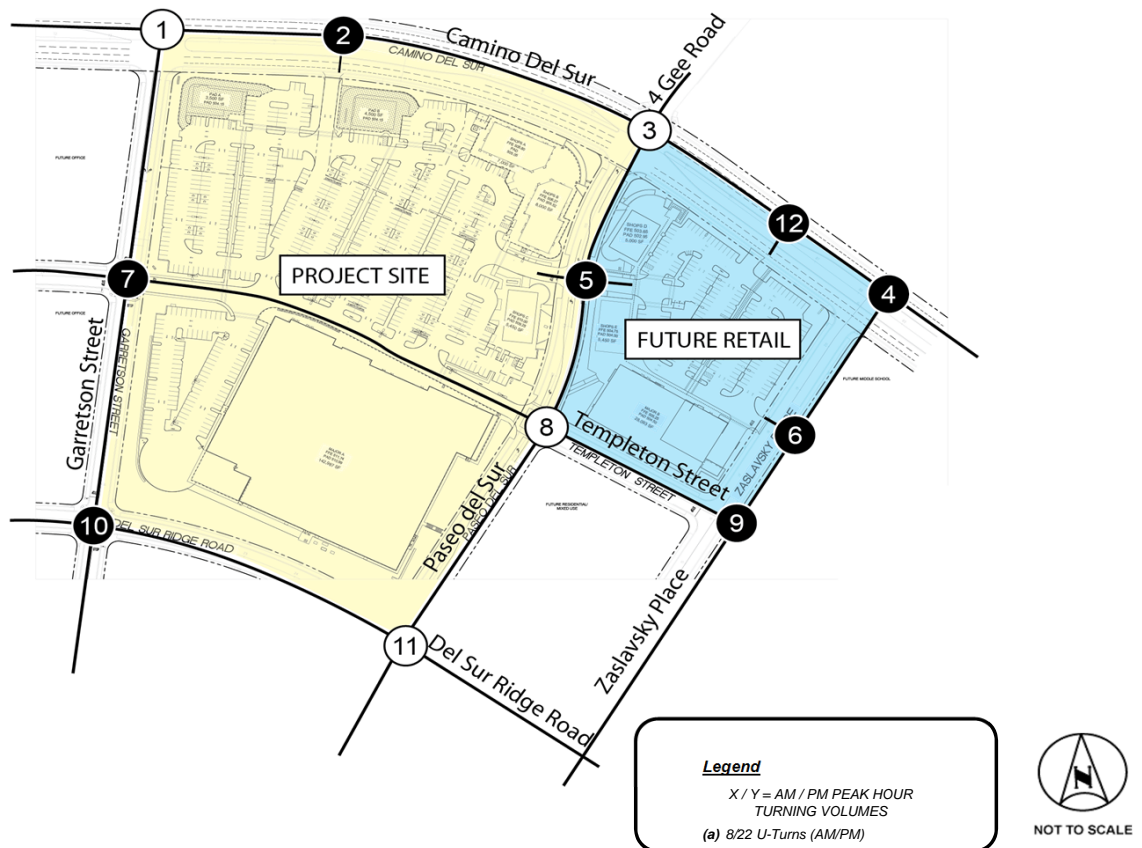


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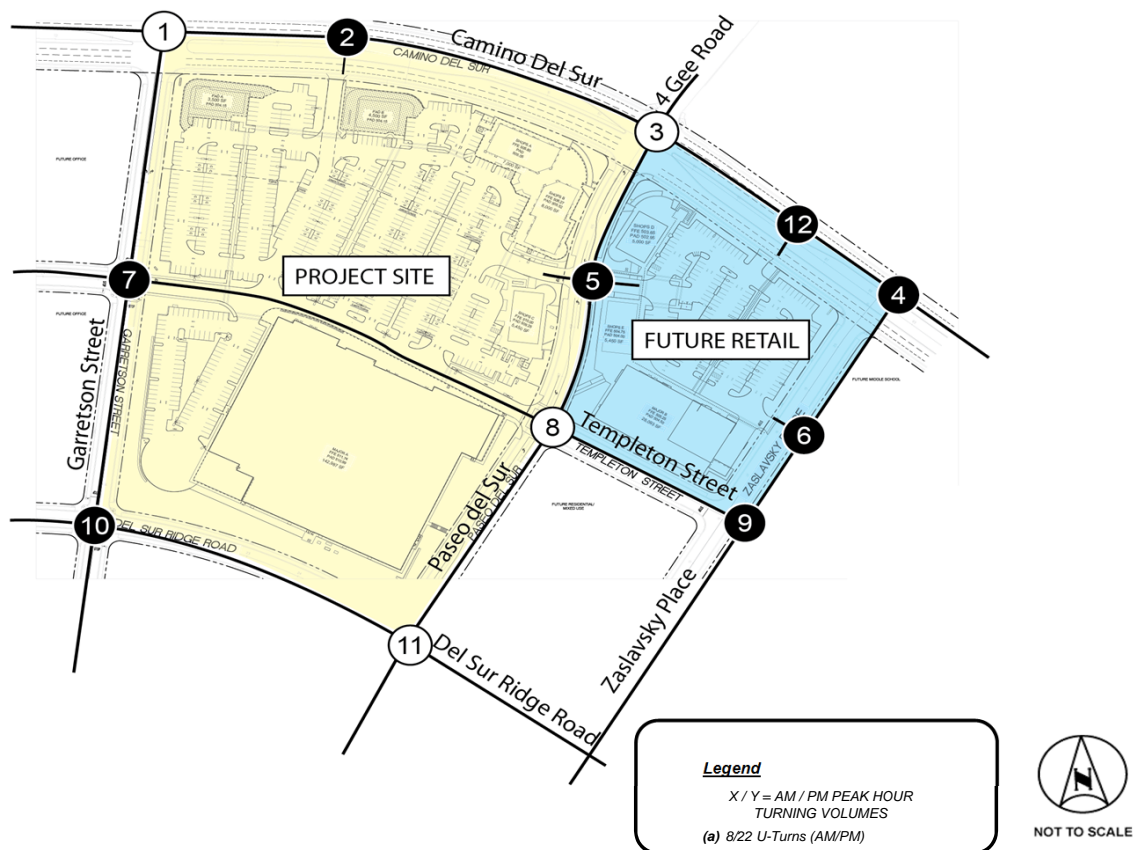
# Del Sur Town Center

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	<div> <div>10 / 40</div> <div>14 / 40</div> <div>Camino Del Sur</div> </div>		<div> <div>24 / 79</div> <div>Camino Del Sur</div> </div>	<div> <div>2 / 7</div> <div>4 Gee Road</div> </div>	<div> <div>14 / 40</div> <div>62 / 173 (a)</div> <div>Camino Del Sur</div> </div>		<div> <div>76 / 212</div> <div>Camino Del Sur</div> </div>
<div> <div>12 / 33</div> <div>36 / 99</div> <div>Garretson St</div> </div>	<div> <div>22 / 93</div> <div>3 / 13</div> </div>	<div> <div>6 / 20</div> <div>10 / 26</div> <div>Driveway 1</div> </div>	<div> <div>6 / 26</div> </div>	<div> <div>10 / 40</div> <div>2 / 7</div> <div>Paseo Del Sur</div> </div>	<div> <div>10 / 40</div> <div>2 / 7</div> <div>27 / 113</div> </div>	<div> <div>43 / 179</div> <div>Zaslavsky Pl</div> </div>	<div> <div>8 / 33</div> </div>
<div> <div>12 / 33</div> <div>45 / 126</div> <div>12 / 33</div> <div>Paseo Del Sur</div> </div>	<div> <div>11 / 46</div> <div>Driveway 2</div> </div>	<div> <div>8 / 33</div> <div>2 / 7</div> <div>Zaslavsky Pl</div> </div>	<div> <div>2 / 7</div> </div>	<div> <div>50 / 139</div> <div>Garretson St</div> </div>	<div> <div>25 / 106</div> <div>16 / 66</div> <div>16 / 66</div> <div>Templeton St</div> </div>	<div> <div>45 / 126</div> <div>8 / 33</div> <div>Paseo Del Sur</div> </div>	<div> <div>5 / 13</div> <div>Templeton St</div> </div>
<div> <div>8 / 33</div> </div>	<div> <div>12 / 33</div> <div>27 / 113</div> <div>19 / 53</div> </div>			<div> <div>24 / 66</div> </div>	<div> <div>19 / 53</div> </div>	<div> <div>27 / 113</div> <div>3 / 13</div> <div>30 / 126</div> </div>	<div> <div>31 / 86</div> <div>31 / 86</div> </div>
<div> <div>2 / 7</div> <div>Zaslavsky Pl</div> </div>	<div> <div>5 / 13</div> <div>2 / 7</div> </div>	<div> <div>16 / 66</div> <div>Garretson St</div> </div>	<div> <div>Del Sur Ridge Rd</div> </div>	<div> <div>17 / 73</div> <div>21 / 86</div> <div>Paseo Del Sur</div> </div>	<div> <div>31 / 86</div> <div>Del Sur Ridge Rd</div> </div>		<div> <div>76 / 212</div> <div>Camino Del Sur</div> </div>
<div> <div>Templeton St</div> </div>			<div> <div>19 / 53</div> <div>5 / 13</div> </div>	<div> <div>5 / 13</div> </div>	<div> <div>26 / 73</div> </div>	<div> <div>37 / 152</div> <div>2 / 7</div> <div>Driveway 4</div> </div>	<div> <div>6 / 26</div> </div>
<div> <div>3 / 13</div> </div>							



# Del Sur Town Center

<b>1</b> <div> <div>820 / 1155 79 / 128</div> <div>Camino Del Sur</div> <div> <div>801 / 1119 101 / 188</div> <div>Garretson St</div> </div> <div> <div>129 / 241</div> <div>120 / 174</div> </div> </div>	<b>2</b> <div> <div>899 / 1282</div> <div>Camino Del Sur</div> <div> <div>860 / 1195 10 / 26</div> <div>Driveway 1</div> </div> <div> <div>6 / 26</div> </div> </div>	<b>3</b> <div> <div>86 / 15 2 / 7 34 / 42</div> <div>4 Gee Road</div> <div> <div>55 / 59 779 / 1092 152 / 297 (a)</div> <div>Camino Del Sur</div> </div> <div> <div>34 / 47 775 / 1092 91 / 130</div> <div>Paseo Del Sur</div> </div> <div> <div>83 / 145 2 / 7 101 / 218</div> </div> </div>	<b>4</b> <div> <div>986 / 1388</div> <div>Camino Del Sur</div> <div> <div>807 / 1217 111 / 165</div> <div>Zaslavsky Pl</div> </div> <div> <div>66 / 113</div> </div> </div>
<b>5</b> <div> <div>12 / 33 224 / 373 12 / 33</div> <div>Paseo Del Sur</div> <div> <div>11 / 46</div> <div>Driveway 2</div> </div> <div> <div>8 / 33</div> </div> <div> <div>12 / 33 187 / 340 19 / 53</div> </div> </div>	<b>6</b> <div> <div>111 / 165</div> <div>Zaslavsky Pl</div> <div> <div>8 / 33 2 / 7</div> </div> <div> <div>2 / 7 58 / 80</div> </div> </div>	<b>7</b> <div> <div>82 / 112 39 / 52 59 / 152</div> <div>Garretson St</div> <div> <div>33 / 118 40 / 102 23 / 78</div> <div>Templeton St</div> </div> <div> <div>86 / 118 57 / 112 48 / 66</div> </div> <div> <div>61 / 84 52 / 72 24 / 60</div> </div> </div>	<b>8</b> <div> <div>53 / 138 134 / 206 45 / 62</div> <div>Paseo Del Sur</div> <div> <div>30 / 48 20 / 37 28 / 47</div> <div>Templeton St</div> </div> <div> <div>48 / 142 17 / 33 42 / 143</div> </div> <div> <div>47 / 110 140 / 236 36 / 49</div> </div> </div>
<b>9</b> <div> <div>50 / 81 63 / 91</div> <div>Zaslavsky Pl</div> <div> <div>57 / 72 41 / 65</div> </div> <div> <div>28 / 51 55 / 80</div> </div> </div>	<b>10</b> <div> <div>34 / 47 68 / 137 36 / 50</div> <div>Garretson St</div> <div> <div>58 / 80 54 / 74 27 / 37</div> <div>Del Sur Ridge Rd</div> </div> <div> <div>38 / 53 48 / 66 18 / 25</div> </div> <div> <div>19 / 26 41 / 83 25 / 41</div> </div> </div>	<b>11</b> <div> <div>34 / 46 80 / 160 84 / 173</div> <div>Paseo Del Sur</div> <div> <div>104 / 186 66 / 91 99 / 136</div> <div>Del Sur Ridge Rd</div> </div> <div> <div>40 / 60 48 / 66 48 / 66</div> </div> <div> <div>63 / 95 130 / 231 114 / 178</div> </div> </div>	<b>12</b> <div> <div>931 / 1388</div> <div>Camino Del Sur</div> <div> <div>876 / 1309 2 / 7</div> <div>Driveway 4</div> </div> <div> <div>6 / 26</div> </div> </div>



**TABLE 4**  
**PROJECT CONDITIONS**  
**PEAK-HOUR INTERSECTION LEVEL OF SERVICE SUMMARY**

INTERSECTION		TRAFFIC CONTROL	PEAK HOUR	WITH PROJECT CONDITIONS	
				DELAY (a)	LOS (b)
1	Garretson St & Camino del Sur	Signal	AM	17.2	B
			PM	22.0	C
2	Driveway 1 & Camino del Sur	One-Way Stop	AM	9.3	A
			PM	10.1	B
3	Paseo del Sur/4Gee Road & Camino del Sur	Existing Signal	AM	19.4	B
			PM	21.1	C
4	Zaslavsky Place & Camino del Sur	One-Way Stop	AM	9.5	A
			PM	10.8	B
5	Paseo del Sur & Driveway 2	Two-Way Stop	AM	9.6	A
			PM	10.9	B
6	Zaslavsky Place & Driveway 3	One-Way Stop	AM	9.4	A
			PM	10.2	B
7	Garretson St & Templeton St	All-Way Stop	AM	9.2	A
			PM	17.1	C
8	Paseo del Sur & Templeton Street	Signal	AM	5.5	A
			PM	8.7	A
9	Zaslavsky Place & Templeton Street	One-Way Stop	AM	9.9	A
			PM	11.0	B
10	Garretson St & Del Sur Ridge Road	Two-Way Stop	AM	12.3	B
			PM	18.1	C
11	Paseo del Sur & Del Sur Ridge Road	Signal	AM	7.5	A
			PM	12.8	B
12	Driveway 4 & Camino del Sur	One-Way Stop	AM	9.2	A
			PM	10.1	B

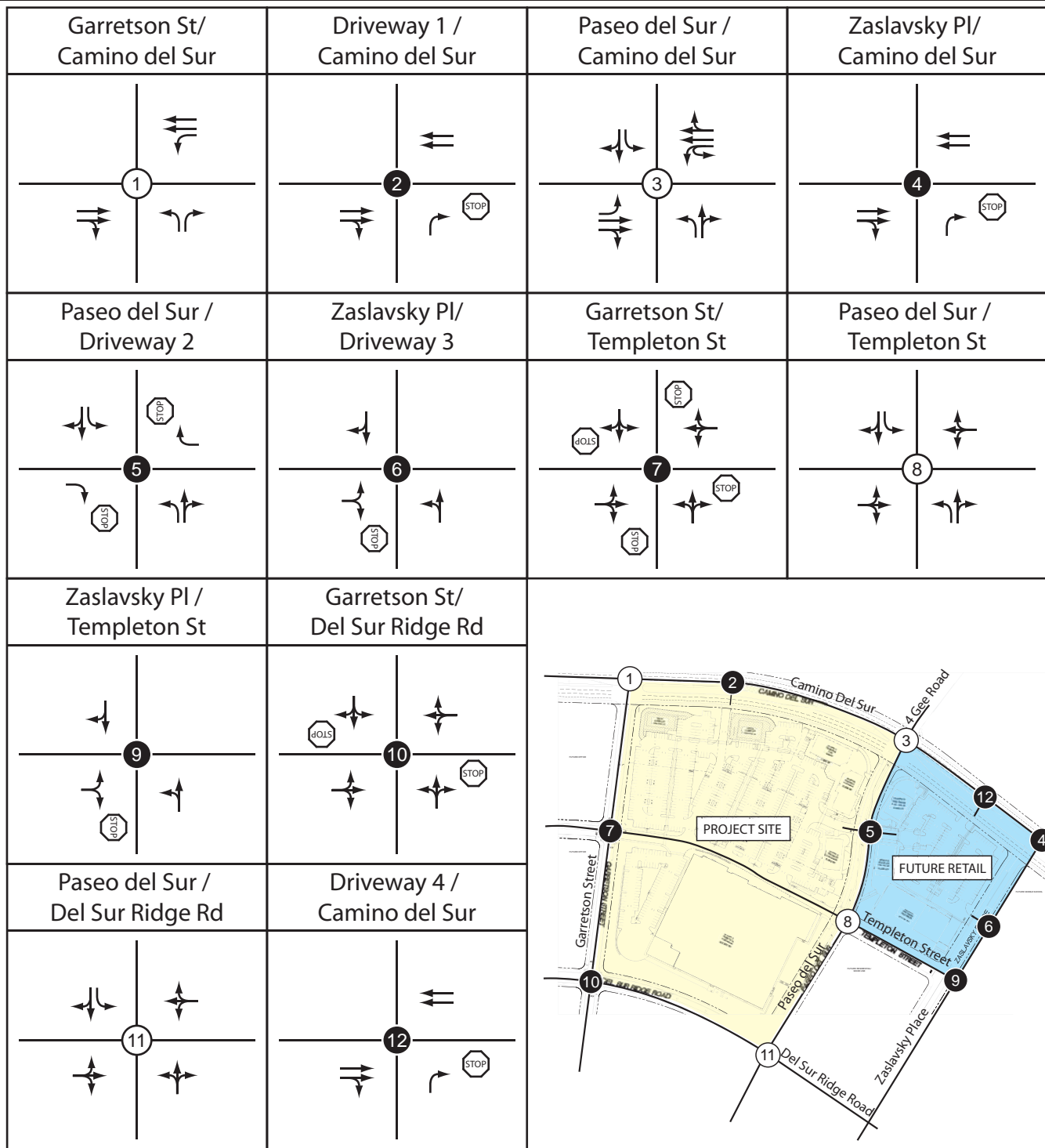
Notes:

(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a two-way stop-controlled intersection, delay refers to the worst movement.

(b) LOS calculations are based on the methodology outlined in the *2000 Highway Capacity Manual* and performed using Synchro 8.

K:\SND\_LDEV\095893000-Target Del Sur\Traffic\Excel\893000IN02 - Updated Distribution.xlsm\HORIZON

## Del Sur Town Center



### Legend:

- Signalized
- Unsignalized

## 5.2 Queuing Analysis

In addition to intersection delay and level of service analysis, queues were analyzed at all the study intersections. The 95th percentile queues were analyzed using SimTraffic software for all the study intersections and shown in **Table 5**. The 95th percentile queues during the PM peak hour for the northbound left-turn at Paseo del Sur & Camino del Sur was projected to exceed the available storage. However, the northbound left-turn queue is contained within the project area without interfering with the other intersections.

**TABLE 5**  
**BUILD-OUT QUEUING SUMMARY**

INTERSECTION		BUILD-OUT WITH PROJECT CONDITIONS					
		DIR	AVAILABLE STORAGE	AM PEAK		PM PEAK	
				QUEUE 50TH	QUEUE 95TH	QUEUE 50TH	QUEUE 95TH
1	Garretson Street & Camino del Sur	EBT	500 ft	297 ft	415 ft	389 ft	406 ft
		WBL	260 ft	63 ft	115 ft	106 ft	188 ft
		WBT	500 ft	117 ft	203 ft	141 ft	240 ft
		NBL	200 ft	57 ft	113 ft	124 ft	191 ft
		NBR	475 ft	42 ft	85 ft	103 ft	223 ft
2	Driveway 1 & Camino del Sur	NBR	100 ft	5 ft	22 ft	16 ft	43 ft
3	Paseo del Sur & Camino del Sur	EBL	300 ft	25 ft	58 ft	35 ft	86 ft
		EBT	500 ft	118 ft	242 ft	222 ft	365 ft
		WBL	310 ft	75 ft	131 ft	171 ft	262 ft
		WBT	1200 ft	102 ft	199 ft	185 ft	305 ft
		NBL	100 ft	37 ft	72 ft	97 ft	<b>164 ft</b>
		NBT	200 ft	55 ft	108 ft	138 ft	<b>219 ft</b>
		SBL	270 ft	25 ft	58 ft	30 ft	69 ft
		SBT	270 ft	34 ft	59 ft	14 ft	42 ft
4	Zaslavsky Street & Camino del Sur	NBR	400 ft	29 ft	48 ft	39 ft	66 ft
5	Paseo del Sur & Driveway 2	EBR	100 ft	5 ft	23 ft	20 ft	46 ft
		WBR	100 ft	10 ft	33 ft	26 ft	53 ft
		NBL	100 ft	2 ft	16 ft	11 ft	40 ft
		SBL	50 ft	3 ft	16 ft	10 ft	33 ft
6	Zaslavsky Street & Driveway 3	EBLR	100 ft	9 ft	32 ft	22 ft	48 ft
7	Garretson Street & Templeton Street	EBLTR	300 ft	45 ft	72 ft	66 ft	108 ft
		WBLTR	180 ft	33 ft	55 ft	69 ft	117 ft
		NBLTR	500 ft	33 ft	48 ft	44 ft	71 ft
		SBLTR	475 ft	51 ft	82 ft	84 ft	139 ft
8	Paseo del Sur & Templeton Street	EBLTR	175 ft	35 ft	66 ft	85 ft	130 ft
		WBLTR	400 ft	29 ft	58 ft	39 ft	71 ft
		NBL	150 ft	18 ft	47 ft	52 ft	95 ft
		NBTR	500 ft	29 ft	64 ft	55 ft	103 ft
		SBL	100 ft	20 ft	47 ft	36 ft	84 ft
		SBTR	300 ft	33 ft	79 ft	88 ft	163 ft
9	Zaslavsky Street & Templeton Street	EBLR	400 ft	34 ft	49 ft	37 ft	59 ft
10	Garretson Street & Del Sur Ridge Road	NBLTR	300 ft	33 ft	55 ft	45 ft	76 ft
		SBLTR	500 ft	38 ft	61 ft	52 ft	83 ft
11	Paseo del Sur & Del Sur Ridge Road	EBLTR	600 ft	42 ft	70 ft	70 ft	129 ft
		WBLTR	400 ft	63 ft	111 ft	134 ft	216 ft
		NBLTR	300 ft	71 ft	126 ft	126 ft	172 ft
		SBL	150 ft	40 ft	74 ft	76 ft	129 ft
		SBTR	500 ft	32 ft	67 ft	57 ft	106 ft
12	Driveway 4 & Camino del Sur	NBR	100 ft	5 ft	24 ft	19 ft	48 ft

Notes:

EB = Eastbound, WB = Westbound, NB = Northbound, SB = Southbound; L = left turn; T = through movement; R = right turn

**Bold** values indicate queues that could be longer. **Bold and Shaded** values indicate where queues would exceed the available capacity.

(a) Queues length were calculated using SimTraffic software.

K:\SND\_LDEV\095893000-Target Del Sur\Traffic\Excel\893000QU01.xls\100% Simtraffic Queues

## **Appendix Under Separate Cover**



## Rancho Peñasquitos Planning Board Meeting Minutes

June 3, 2015

**Attendees:** Jon Becker, Bill Diehl, Bill Dumka, Stephen Egbert, Steve Gore, John Keating, Ruth Loucks, Jack McGuire, Darshana Patel, Jeanine Politte, Brian Reschke

**Absent:** Corey Buckner, Darren Parker, Keith Rhodes, Mike Shoecraft, Rod Simmons, Ramesses Surban, Brooke Whalen

**Community Members & Guests (Voluntary Sign-in):** Denise Bryan, Jennifer Burstedt, Melissa Harris, Kenn & Martha Laundroche, Nancy Denen, Jerry Tuler, Susan Sindelar, Afreosa Sultan, Teddy Luszcz, Gary Westerburg, Pam Blackwill, Holly Sepa, Liz Gyokery, Brian & Carolina Dealy, Mary Ann Eisele, Cynthia Fuller, Matthew Golding, Mary Molitor, Sebastian Capella, Lisa Arnold, Jas Arnold, Kajal Anandpura, Mark Kurzava, Brian Eshelman, Kathleen Burke, Howard Barker, Katy McClelland, Harold Meza, Mark McClain.

1. The meeting was called to order at 7:35 pm at the Doubletree Golf Resort located at 14455 Peñasquitos Drive, San Diego, California 92129. A Quorum was present.
2. Agenda Modifications: none
3. APPROVAL OF MINUTES: no minutes available for May
4. Public Safety Agencies: none present
5. Public Forum:
  - a. Nancy Denen (speaker slip) – concerned with speeding on Andorra Way, Del Diablo Way and Alamazon St. She has spoken with Officer's Oliveras & O'Malley and is asking for a traffic engineering evaluation of north Rancho Peñasquitos for more stop signs and getting the speed trailer deployed in the neighborhood. She has requested these streets be put on the trailer list.
  - b. Diehl reported that Flag Day Ceremonies will be on June 14<sup>th</sup> at 2:00pm at Hilltop Park.
6. ANNOUNCEMENTS & INFORMATION ITEMS:
  - a. San Diego City Planning Dept. Report – Michael Prinz
    - Black Mtn. Rd. Reclassification CPA Update – traffic study comments have been sent back to the applicant. The environmental process, CEQA process will begin in a few weeks and a Scoping Meeting will be scheduled (TBD). Note: the CPA would keep Black Mtn. Rd at its current configuration.
    - Diehl inquired if we can get an update on the increased SR-56 traffic from new development west of us? Prinz will discuss with staff.
  - b. San Diego City Council Member Mark Kersey, District 5 Report – Garrett Hager
    - Community Softball Tournament - City Council office & SDPD NE will participate. 6/14/15 10am-12pm at RB Recreation Center Field 3 (W. Bernardo Dr.); invited the community to participate.
    - Rancho Bernardo's new monument is ready to be unveiled, 6/13/15 at 10 am.
    - Councilman Kersey will participate in Scripps Ranch July 4<sup>th</sup> Parade (starting at Hoyt at 10am).
    - KB Home construction traffic – Council office has spoken with KB staff & will continue, and Keith Rhodes is talking with KB also. Politte noted that the permits she



received did not include our recommendation to restrict construction traffic to Carmel Mtn. Rd. and Black Mtn. Rd. Lisa Arnold said there are a couple of signs that need to be adjusted. It was also noted that contractors change and the word needs to filter to them.

- Politte noted that District 5 staff is working on getting answers to concerns about BMR South MAD, budgeting process and taxpayer participation; Hager will pass along those responses.
  - c. San Diego City Council Member Chris Cate, District 6 Report – Luis Pallera
    - District 6 Market in Mira Mesa was a joint effort, highlighting community and neighbors.
    - Held a breakfast showcasing 2016 budget items.
    - Attended the Fiesta, RPLL Closing ceremonies and participated in the Home Run Derby.
    - Diehl asked for the status on the proposed Black Mtn. Rd. speed limit increases between Mercy Rd. and SR-56. Becker added that Carmel Valley Rd may increase also.
  - d. San Diego County Supervisor Dave Roberts, District 3 Report – Harold Meza
    - Supervisor Roberts attended the Mira Mesa market event, Fiesta, Mira Mesa and Rancho Bernardo parades on July 4<sup>th</sup>.
    - County's 2016 fiscal year has begun, 2016, budget is \$5.4 billion. Community Enhancement Grants is budgeted at \$4 million.
  - e. CA Assembly Member Brian Maienschein, 77<sup>th</sup> District Report – Michael Lieberman, not present
  - f. CA State Senate District 39, Senator Marty Block – Joyce Temporal, not present
  - g. U.S. Congressman Scott Peters Report, 52<sup>nd</sup> District Report – no liaison was present
7. BUSINESS. ( order of agenda items was revised)
- a. **RPPB Bylaws Update** – Jeanine Politte, RPPB (Action Item)
    - Politte reported on the revisions to our draft bylaws that City staff, Betsy McCullough, has recommended. Some of the language changes are language that she is adding to all CPG bylaws and other language changes that Politte worked on with Betsy include:
      - Per the City Attorney's office, CP 600-2 states that 2 concurrent vacancies requires a special election to fill those seats. If we have a high turnover in members we could potentially be required to hold a special election every month, even if we have 2 applicants who want to fill 2 different vacant seats. The special election would be handled the same way our annual elections. RPPB has a unique structure where BMR & TH have 2 seats each, otherwise all our districts are represented by single member. The committee will be looking at crafting language and the processes to fill all vacancy situations that might occur. If we get specific enough, we may get the City Attorney's approval.
      - Draft language pertaining to filling a vacancy by an adjacent district eligible member language after 102 days never came up as an issue with Betsy.
      - Article IX changes we wanted to make (change 'elected' members to 'voting' members) will not be acceptable to the City Attorney's office (we need to accept shell language). Article IX Section1 does state that elected and appointed members are afforded the same rights for representation and indemnification.

- New language pertaining to appointed members, they are subject to the same removal provisions as elected members per Articles III, IV, IX.
  - Removal of Members due to eligibility and attendance requirement violations are handled procedurally by the board with a vote of the board to support the findings of violation. Board member action is taken in a public forum, no secret voting per the Brown Act.
  - Betsy recommended that we remove references of “intends to be domiciled within the boundary for entire term” from Article VIII Section 1 (b) descriptions and from the application. On the application, we added above the signature line “I understand that I must retain eligibility to remain on the planning board.”
  - The note pertaining to ‘No Yes/No voting...’ on the sample ballots exhibit was revised per Betsy’s recommendation. Politte said Robert’s Rules of Order confirmed that there is to be no yes/no voting or for/against any candidate. It’s a selection from the candidates running and blank ballots are not counted. We also added specific language to the election procedures to cover this. Council Policy and Administrative Guidelines direct CPGs to Robert’s Rules if and when an issue is not covered in their bylaws, CP or the guidelines.
  - Politte said, the revised Draft will be sent out to the full board as soon as the committee comes to an agreement on revised language, potentially before the next meeting. RPPB is ahead of the curve getting these done. Gore asked for a copy that included the old bylaws language for comparison. Politte said the draft copy will include the major changes with notes/comments. RPPB will need to review and approve them. Then the draft goes back to Betsy and the City Attorney’s office for review before coming back to us with possible changes they recommend. We will be able to accept those recommendations or not, then reapprove the final before submitting them for City Council approval.
  - Discussion on draft changes approval timeline, board member availability over the next couple months if the draft comes back for review and approval, members will have multiple chances to approve (draft & final version) but it will be ideal to get them before City Council early this fall but at least before 2016 so the next election can be run under the new bylaws.
- b. **Templeton Street in Black Mtn. Ranch, CPA – Bill Dumka (Action Item)**
- Dumka said the Community Plan Amendment would bring the Circulation Element of the subarea plan into conformance with recently approved Site Development Permit. It proposes to change the street designation for the portion that runs through the commercial center from a 2 lane collector to a 2 lane private driveway to match the prior approval of the commercial center. Staff review is pretty much complete.
  - Prinz said the Community Plan Amendment is needed to certify that all the environmental impacts associated with removing the roadway have been analyzed. Originally the Target Center project came forward as a Site Development Permit with using Templeton Street as a private driveway. Then they came back to remove the Irrevocable Offer to Dedicate (IOD) and privatize the roadway. Because it is a circulation element in the Community Plan it requires the amendment approved by City Council to allow the property owner to retain the land. The Circulation Element in the CPA needs to be modified to begin the environmental review process. The environmental process needs to certify that the environmental review has taken place and the change is in conformance with previously approved environmental analysis before going to City Council later this year.

- Dumka noted that the retail SDP project analyzed the traffic, was certified and this change is consistent with the previous certification.
- Becker asked if there was any other change associated with the amendment ie. street vacation? Dumka replied, no.
- Keating/Prinz noted that if the road was a 2 lane collector, it would require full curb, gutters, sidewalks, but as a private driveway it does not.
- Politte asked if there were any other changes/design alterations to the project we reviewed with this amendment? Dumka replied, the SDP and PDP remain the same for the retail center as RPPB approved, only change is to this road.
- Dumka recused himself.

**Motion:** To approve the Community Plan Amendment for Templeton Street as presented.  
**M/S/C – McGuire/Loucks/Approved, 10 in favor – 0 against – 1 recusal (Dumka).**

c. **Public Utilities Customer Advocate Community Presentation – David Akin**  
(Information Item)

- Akin provided handouts on water conservation and reading your meter. He helps the public navigate the complexities with the City.
- Discussed potable water, recycled water, and sewer plants. Desalinization Plant timeline and reused water (toilet to tap) plans. He reviewed water bills, fees, tiers, and sewer service charges. Sewer charge is based on lowest winter water consumption month. He discussed irrigation limitations ordered by City and testing/fixing all leaks. Pressure regulators on each home can be tested and adjusted, 60-80 psi is recommended. City is putting in new automated meters as the existing meters fail and in the near future the City will begin a planned replacement.
- Drought Level 2. Twice a week for regular sprinkler watering, for 5 minutes each station on your designated days of the week. Re-circulating fountains have no restriction. Hand watering can be done any day. No time restriction for drip irrigation but must be only your specific 2 days a week.
- Patricia (BMR) & Loucks - Condo meter surveys? City does multi-family and commercial meter/water surveys. They don't do individual meters within multi-family properties.
- Adding 5 additional code enforcement officers; identify violations, send warning letters to allow people to reform their practices and then they fine the customer. Initial fines are not much but they will go up if customer refuses to comply. Loucks asked what happens if the drought continues; bigger fines? Akin believes the community will do what needs to be done to reduce use.
- New Landscape Removal Rebates will be available beginning July 1<sup>st</sup> and he suggested that interested parties have their applications ready to submit that day as the funds will dry up quickly. Preapproval is required. Info can be found at [wastenowater.org](http://wastenowater.org) and [SoCalWaterSmart.com](http://SoCalWaterSmart.com). Minimum turf replacement is 500 sq. ft.
- Greywater Systems – They are working on developing rebate system but it will be a few months before ready. No permit needed if the system doesn't require a pump. No restrictions on washing machine water, but customer will want to use environmentally friendly detergents, etc.
- Rain barrels and collection of rain water options.
- Phone Center 533-3500 has more staff to handle number of calls; water main breaks, sewer spills, help navigating the system, etc.

- Egbert - Are there any whole house systems (filtration systems) that increase water use substantially? Akin was unaware of any. And the logic behind serving water in restaurants only when asked is due to having to wash the glass it is served in, not the water poured down the drain.
- Discussion on comparison of residential use to commercial/agricultural use and future prices.
- Reclaimed water (purple pipe) distribution will be increased. Becker/Diehl noted the process to get connected (parks & assessment districts) is lengthy.
- Diehl inquired if Akin's office oversees cable company box (broken). Check with Council office as the providers have a contract with the City.
- McClain asked at what point do we begin to look at restricting new development and that additional use? Akin noted that people need a place to live and this is the new normal.
- Public outreach to notify residents, sub-metered residents, renters, etc.
- Increased costs over time even though we reduce use.
- Do local reps have input on how the State will be managing/distributing water from the aquifer? MWA does have a seat on the board and input.

#### 8. REPORTS.

a. Chair Report – Ramesses Surban, not present

b. Vice-Chair Report – Jon Becker

- One Paseo/Planning Process letter – 17 CPGs submitted letters to City Council. Most were against sending the project to a citywide vote. Politte will email RPPB's letter to all board members for their records.
- Black Mtn. Rd. Reclassification CPA – met with Chris Cates' office, will be helping push through process.
- Notice on Verizon Wireless Ridgewood Park Appeal hearing with City Council on CEQA Exemption is 6/30/15 in Council Chambers.
- Via Fiesta Traffic Calming – There is a new community request that City Traffic Engineering review conditions and reevaluate since we provided a 3 way stop sign. Discussion: RPPB is not sure why because the stop signs were installed. Patricia (BMR) noted that the Assisted Living Facility had begun construction. Becker will forward email stream to Keating for contact with staff.
- Notice of Increased Speed Limits – From 45 mph to 55 mph on Carmel Valley Rd. between Camino del Sur and Black Mtn. Rd. Keating added, that the increase is the City process to allow them to enforce the speed limit. Note: The median will be removed for the Sunrise Powerlink in the future; may still need environmental review.
- CPC report –
  - Becker reminded the group of the \$500 reimbursement budget allotted to us and noted that RPPB will need to submit any allowed expenses to staff before end of month which is fiscal year end. Discussion that the domain names were already renewed with funds left over from the board member's personal donations made last year. Politte noted that she could purchase paper and printer ink for meeting documents.
  - **Motion:** To approve Politte purchasing a case of paper & 1 printer ink cartridge and to be reimbursed. M/S/C – Dumka/Gore/Approved, unanimous.

- Short-Term Vacation Rental language revisions in the municipal code is in the works.
- Community Planning Groups support system was established following the outcome of the One Paseo project, where CPGs will be watching out for other CPGs.
- Eco Districts for Sustainability at ULI on 6/23/15 at 11:30am downtown.
- c. Secretary Report – Jeanine Politte
  - Politte will deliver thank you card to Thom Clark. Gore was thanked for picking up the card.
- d. Standing Committee Reports:
  - Land Use (Steve Gore)
    - Lennar & Atlantic Pacific Properties presented on their plans to redevelop Peñasquitos Villages (property behind the Albertsons/Haggens grocery store, south to Cuca St.).
    - It was noted that agenda items need more of a description.
    - Merge 56 has revised their plans with no buildings between SR-56 and the northerly private driveway. They hope to recapture some of the lost square footage within the rest of the development.
  - Telecomm (Darren Parker) – not present
    - Egbert reported on next month agenda - Verizon Wireless project “Bassmore” at MCHS football stadium. Replace one stadium light standard and add a new light standard, both with antennas plus equipment enclosure. He was told they do not intend to collocate another carrier into the enclosure.
      - Politte will get revised plans, environmental docs & cycle letters from City Project Mgr. and distribute to board members.
- e. Ad Hoc Committee Reports:
  - RPPB Bylaws Revisions (Ramesses Surban) - not present, no additional info
  - Media/Communications/Website (Brooke Whalen) - not present
- f. Liaison and Organization Reports:
  - Black Mountain Open Space Park (Rod Simmons) – not present
    - Diehl reported that Bill Dumka made a presentation on the trails that are going into Black Mtn. Ranch.
  - Community Funds (Bill Diehl) – no report
    - Brief discussion on cost to build the neighborhood park near Los Pen Elementary if built through the City (\$20 million) and if Atlantic Pacific Properties/Lennar built it, it could probably be done for \$5 million if included as part of their redevelopment proposal.
  - MCAS Miramar Community Leaders Forum (Stephen Egbert)
    - MCAS held a Mother’s Day event, Tribute to Military Wives, and Jerry Coleman’s wife was keynote speaker.
  - PQ Fire Safe Council (Mike Shoecraft) – not present
    - Becker reminded the group of the Firesafe Council’s event on July 18<sup>th</sup> “Fire Operations in the Wildland Urban Interface.” Reservations are required (flyers are available on the back table).
  - PQ Town Council (Darshana Patel)
    - Co-sponsored Mira Mesa Night Market event, unveiling 4 years of award recipients at Flag Day ceremonies, election results were ratified.

- PQ Recreation Council (Steve Gore)
    - Approved funds for Relay for Life, Sienna's Playgarden plans were reviewed/tentatively approved, funds approved for gymnastic mats and replacing a couple benches that were stolen/broken from the off-leash park.
    - YMCA's plan to hold Farmer's Market is in limbo; they don't own the parking lot and the lot was not in their lease.
    - July 9<sup>th</sup>, Mary Ngai is retiring after 32 years.
  - Los Pen Canyon Psv CAC (John Keating) – no report
  - Park Village LMAD (Jon Becker)
    - Have some resources that need to be spent before year end. Mulch is being spread; checking with insurance for reimbursement following accident on Rumex at Park Village Rd. that damaged LMAD property and looking into Black Mtn. Rd. improvements.
    - Reschke noted, water meters used to leak (next to basketball courts at PV Park) and may need to be replaced.
    - Patel mentioned that Park Village Elementary is looking into replacing some landscaping.
    - Discussion about graffiti at different parks and on school grounds recently.
  - Peñasquitos East LMAD (Bill Diehl) – no report
  - Torrey Highlands LMAD (Darren Parker) – not present
  - Transportation Agencies (John Keating)
    - A letter was written to Caltrans to submit with their grant application for the I-5 Bicycle and Pedestrian Connection which connects SR 56 bike path to the Coastal Rail Trail. In the interest of meeting Caltrans deadline, Keating prepared and sent the letter on behalf of RPPB. Becker, Politte & Keating discussed prior to him sending it and the board needs to ratify support of the letter. Politte will email a copy of letter to full board.
- Motion:** To ratify that the board is in support of sending this letter. M/S/C - Becker/Patel/Approved, 10 in favor – 1 against (Diehl) – 0 recusals/abstentions.
- Note: Diehl voted against it because it was not on the agenda.

Politte reported, the July RPPB meeting will likely be in the Ballroom as the renovation starts in the main building.

The meeting was adjourned at 10:01 pm.

Respectfully submitted,

Jeanine Politte  
RPPB Secretary

Approved 9/2/2015, refer to 9/2/15 meeting minutes for the vote and member ineligibility related issue.

PLANNING COMMISSION  
RESOLUTION NO. XXXX

RECOMMENDING APPROVAL TO THE CITY COUNCIL OF THE BLACK MOUNTAIN RANCH SUBAREA PLAN AMENDMENT TO REMOVE TEMPLETON STREET BETWEEN PASEO DEL SUR AND GARRETSON STREET FROM THE SUBAREA PLAN STREET CLASSIFICATION NETWORK:

WHEREAS, on October 15, 2015, the Planning Commission of the City of San Diego held a public hearing to consider the approval and adoption of the Black Mountain Ranch Subarea Plan Amendment which removes Templeton Street between Paseo Del Sur and Garretson Street from the Subarea Plan street classification network.

WHEREAS, the proposed Black Mountain Ranch Subarea Plan Amendment are Attachments X thru X to Planning Commission Report No. PC-15-117; and

WHEREAS, the Planning Commission has recommended approval of the staff recommendation by a vote of X-X-X; and

WHEREAS, the Planning Commission has considered Report No. PC-15-117 as well as all maps, exhibits, and written documents contained in the file for this project on record in the City of San Diego, and has considered the oral presentations given at the public hearing; and

WHEREAS, the Planning Commission determines that this amendment is consistent with the General Plan and the proposed update helps achieve long term community and citywide goals; NOW, THEREFORE,

BE IT RESOLVED, by the Planning Commission of the City of San Diego that it hereby recommends approval of the Black Mountain Ranch Subarea Plan Amendment to the City Council.

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Michael Prinz  
Senior Planner  
Planning Department

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Carmina Trajano  
Planning Commission Secretary

Approved: \_\_\_\_\_ (date)  
By a vote of: X-X

## NOTICE OF EXEMPTION

TO:   X   RECORDER/COUNTY CLERK  
 P.O. BOX 1750, MS A-33  
 1600 PACIFIC HWY, ROOM 260  
 SAN DIEGO, CA 92101-2422

FROM: CITY OF SAN DIEGO  
 DEVELOPMENT SERVICES DEPARTMENT  
 1222 FIRST AVENUE, MS 501  
 SAN DIEGO, CA 92101

           OFFICE OF PLANNING AND RESEARCH  
 1400 TENTH STREET, ROOM 121  
 SACRAMENTO, CA 95814

PROJECT NO.: 417664

PROJECT TITLE: Templeton Street Community Plan Amendment

PROJECT LOCATION-SPECIFIC: Templeton Street, between Paseo del Sur and Garrettson Street, San Diego, CA 92127  
 (APN: 678-690-29)

PROJECT LOCATION-CITY/COUNTY: San Diego/San Diego

DESCRIPTION OF NATURE AND PURPOSE OF THE PROJECT: A Community Plan Amendment to change the street classification of Templeton Street, between Paseo del Sur and Garrettson Street in the Black Mountain Ranch Subarea, from a circulation element street to a non-circulation element street. The project is located within Council District 6.

NAME OF PUBLIC AGENCY APPROVING PROJECT: City of San Diego

NAME OF PERSON OR AGENCY CARRYING OUT PROJECT: Black Mountain Ranch LLC, 16010 Camino Del Sur, San Diego, CA 92127; Contact: William M. Dumka, 858-618-4914

EXEMPT STATUS: (CHECK ONE)

- ( ) MINISTERIAL  
 ( ) DECLARED EMERGENCY  
 ( ) EMERGENCY PROJECT  
 (✓) CATEGORICAL EXEMPTION: SECTION 15305: MINOR ALTERATIONS IN LAND USE LIMITATIONS

REASONS WHY PROJECT IS EXEMPT: The project has been determined to be exempt from CEQA pursuant to Section 15305. Section 15305 allows for minor alterations in land use limitations (such as a circulation element designation) in areas with an average slope of less than 20% and which do not result in any changes in land use or density. None of the exceptions listed in CEQA Guidelines Section 15003.2 apply, therefore this exemption is applicable to the proposed project.

LEAD AGENCY CONTACT PERSON: Mark Brunette

TELEPHONE: (619) 446-5379

IF FILED BY APPLICANT:

1. ATTACH CERTIFIED DOCUMENT OF EXEMPTION FINDING.
2. HAS A NOTICE OF EXEMPTION BEEN FILED BY THE PUBLIC AGENCY APPROVING THE PROJECT?  
 ( ) YES ( ) NO

IT IS HEREBY CERTIFIED THAT THE CITY OF SAN DIEGO HAS DETERMINED THE ABOVE ACTIVITY TO BE EXEMPT FROM CEQA

  
 SIGNATURE/SENIOR PLANNER

SEPTEMBER 23, 2015  
 DATE

CHECK ONE:

- (X) SIGNED BY LEAD AGENCY  
 ( ) SIGNED BY APPLICANT

DATE RECEIVED FOR FILING WITH COUNTY CLERK OR OPR: