

**BLACK MOUNTAIN RANCH SUBAREA PLAN
STRIKE OUT/UNDERLINE PROPOSED CHANGES**

**BLACK MOUNTAIN RANCH
PROPOSED SUBAREA PLAN AMENDMENT**

July 2008

A NOTE ON PAGE NUMBERING:

In the attached strike-out/underline text, two numbers are provided referring to the page on which the text appears. The first number is the page in the gray-covered document that was prepared, printed, and distributed by the applicant. The second number is the page in the City's on-line version of the Subarea Plan.

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Existing Circulation Conditions in 2002¹

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

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

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

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

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TABLE 2.1: DEVELOPMENT SUMMARY

LAND USE	NON-PHASE SHIFTED APPROVALS	PHASE SHIFTED APPROVALS	TOTAL(3)
Residential	1,121 units 530 acres	4,279 units 835 <u>865</u> acres	5400 units 4365 <u>1395</u> acres
Very Low (<1 du/ac)	71 du/150 acres	118 du/137 acres	189 du/287 acres
Moderately Low (1-2 du/ac)	184 du/110 acres	391 du/194 acres	575 du/304 acres
Low (2-5 du/ac)	627 du/255 acres	1899 du/377 acres	2526 du/632 acres
Peripheral (5-10 du/ac)		300 du/ 42 acres	300 du/42 acres
Core (10-25 du/ac)	239 du/15 acres	1331 du/85 acres	1570 du/100 acres
Mixed Use Core (25-45) ⁽¹⁾		240 du ⁽¹⁾	240 du ⁽¹⁾
Non-Residential	115 acres	450 <u>120</u> acres	265 <u>235</u> acres
<u>North Village</u> ⁽¹⁾ Mixed Use		20 acres	20 acres
Commercial		75 <u>225</u> KSF	75 <u>225</u> KSF
<u>Employment/Office</u>		65 <u>515</u> KSF	65 <u>515</u> KSF
Residential ⁽⁴⁾		480 du ⁽⁴⁾	480 du ⁽⁴⁾
<u>Hotel</u>		300 Rooms	300 Rooms
<u>South Village</u> ⁽¹⁾ Mixed Use		40 acres	40 acres
Commercial ⁽²⁾		60 <u>16</u> KSF	60 <u>16</u> KSF
Residential ⁽⁴⁾		60 du ⁽⁴⁾	60 du ⁽⁴⁾
<u>Employment Center</u>		450 KSF/30 acres	450 KSF/30 acres
<u>Resort/Hotel</u> ⁽²⁾		300 Rooms/20 acres	300 Rooms/20 acres
Golf Clubhouse	25 <u>10</u> acres		25 <u>10</u> acres
<u>Community Facilities & Utilities</u>	55 <u>60</u> acres		55 <u>60</u> acres
<u>Schools</u>	35 <u>45</u> acres	70 <u>60</u> acres	105 acres
Open Space	2785 acres	280 acres	3065 acres
Resource	4665 <u>1980</u> acres	280 acres	4945 <u>2240</u> acres
Amenity/Golf Courses	605 <u>310</u> acres		605 <u>310</u> acres
Amenity/Other	465 acres		465 acres
Active Use/Parks	50 acres		50 acres
Streets	260 acres	145 acres	405 acres
TOTAL	3690 acres	1410 acres	5100 acres

- (1) A total of 240 Mixed Use Core residential units are located in the areas designated North and South Village ~~Mixed Use~~.
- (2) 60,000 SF of Commercial and 300 Hotel Rooms were approved by voter passage of Proposition C in 1996. These uses were not included in the BMR VTM/PRD which was approved in 1995. The 1995 BMR VTM/PRD provides for all of the uses which were approved prior to Subarea Plan and Phase Shift approval.
- (3) All development projections are approximate and subject to refinement with submittal of site specific development plans.

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North Village

Residential development is permitted on approximately ~~420~~ 440 acres of the North Village. In total, the residential component at build out totals approximately 2900 homes distributed throughout the North Village. The estimated housing mix for the North Village is presented in Table 2.5-B. Refer to Figures 2.5 and 2.6 for the locations and characteristics of the areas referenced in the land use designations described below:

- Mixed Use Core (Areas ~~3, 4 a-g e~~): Approximately ~~20~~ 23 acres built out at densities of 25 to 45 units per acre yielding a residential capacity of approximately 180 homes. These will be combined vertically and horizontally with retail or office uses. In addition, a transit center and village green will be included in the mixed use core
- Core Residential (Areas ~~2e-h, 2j, 5a, 5c, 7a~~ 2d, 2g, 5a-e, 5g, 6c, 6d, 8a): Approximately ~~70~~ 60 acres built out at densities of 10 to 25 units per acre yielding a capacity of approximately 1090 homes in housing types that include duplex, townhomes, condominiums, courtyard homes, or apartments.
- Peripheral Residential (Areas 1b, 2i): Approximately ~~18~~ 57 acres built out at densities of 5 to 10 units per acre in housing types that could vary widely from conventional single family homes to apartments. The total capacity is 160.

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

LAND USE	BMR	SW Perimeter Properties	SE Perimeter Properties	NE Perimeter Properties	TOTAL
Projected Residential					
Single Dwelling Unit	2521	320	349		3190 DU
Multiple Dwelling Unit	1910			300	2210 DU
<i>Subtotal</i>	<i>4431⁽¹⁾⁽²⁾</i>	<i>320</i>	<i>349</i>	<i>300</i>	<i>5400 DU⁽²⁾</i>
Projected Non-Residential					
Employment	450 KSF				450 KSF
Commercial	435 <u>241</u> KSF				435 <u>241</u> KSF
Office	65 KFS				65 KFS
Hotel	300 Rooms				300 Rooms

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

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

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TABLE 2.3: LAND USE ACREAGE

LAND USE	ESTIMATED AREA IN ACRES (rounded to the nearest five acres ⁽³⁾)				TOTAL
	BMR Properties ⁽¹⁾	SW Perimeter Properties	SE Perimeter Properties	NE Perimeter Properties	
Residential					
Single Dwelling Unit	915 ⁽²⁾	160	70		1145
Multiple Dwelling Unit	200 <u>230</u>			20	220 <u>250</u>
<i>Subtotal</i>	1115 <u>1145</u>	160	70	20	1365 <u>1395</u>
Non-Residential					
Golf Clubhouses	25 <u>10</u>				25 <u>10</u>
Resort/Hotel	20				20
Office/Employment Center	30				30
Mixed Use/Commercial/Office	30				30
Schools	105 ⁽²⁾				105
Community Facilities* & Utilities	55 <u>60</u>				55 <u>60</u>
<i>Subtotal</i>	265 <u>235</u>	0	0	0	265 <u>235</u>
Open Space					
Resource Open Space	1685 <u>1980</u>	5	210	45	1945 <u>2240</u>
Amenity/Golf Courses	605 <u>310</u>				605 <u>310</u>
Public Parks	50				50
Other Amenity Open Space	465				465
<i>Subtotal</i>	2805	5	210	45	3065
Streets					
Street Dedications & Reservations	370	25	10	0	405
<i>Subtotal</i>	370	25	10	0	405
TOTAL	4585 ⁽¹⁾	165	285	65	5100

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

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

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

* Includes Village Green

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TABLE 2.4: RESIDENTIAL DEVELOPMENT BY OWNERSHIP

Property Designation	Estimated Gross Area ⁽¹⁾	Estimated Development Area ⁽¹⁾	Estimated Dwelling Units ⁽³⁾	Land Use Designation
SOUTHEAST PERIMETER				
A	45	5	25	Low
B	125	39	195	Low
C	42	23.5	117	Low
D ⁽²⁾	55	0	0	Open Space
K	16	6	12	Moderately Low
<i>Subtotal</i>	<i>283</i>	<i>72</i>	<i>349</i>	
NORTHEAST PERIMETER				
E	67	20	300	Core
<i>Subtotal</i>	<i>67</i>	<i>20</i>	<i>300</i>	
SOUTHWEST PERIMETER				
F	82	82	164	Moderately Low
G	21	21	42	Moderately Low
H	10	10	20	Moderately Low
I	31	31	62	Moderately Low
J	21	16	32	Moderately Low
<i>Subtotal</i>	<i>165</i>	<i>160</i>	<i>320</i>	
BLACK MOUNTAIN RANCH				
Phase I (VTM)	3690	530	1121	Very Low Moderately Low Low Core
Phase II	895	613 <u>643</u> ⁽⁴⁾	3310	Very Low Moderately Low Low Peripheral Core Mixed Use Core
<i>Subtotal</i>	<i>4585</i>	1143 <u>1174</u> ⁽⁴⁾	<i>4431</i>	
TOTAL	5100 AC	1395 <u>1425</u> AC⁽⁴⁾	5400 DU	

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

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

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

(4) Includes 30 acre area designated for North and South Mixed Use Villages which also includes Commercial & Office uses.

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

Land Use Designation	Density Range DU/Acre	Approx. Area in Acres ⁽²⁾	Number of DU	Percent of Total DU	Persons Per DU	Estimated Population
Very Low	<1					
Moderately Low	1 - 2					
Low	2 - 5	288 <u>301</u>	1472	50	2.62	3860
Peripheral ⁽³⁾	5 - 10	18 <u>57</u>	160	6	2.62	420
Core ⁽³⁾	10 - 25	70 <u>59</u>	1090	38	2.62	2855
Mixed Use Core ⁽³⁾	25 - 45	20 <u>23</u>	180	6	2.62	470
TOTAL		396 <u>440</u>	2902	100%		7605

(1) The housing mix includes 119 units of affordable housing from the BMR VTM/PRD.

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

(3) ~~500~~ 200 units of housing in the North Village is "Age Restricted" to residents 55 years of age or older.

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

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

Residential Care Facility

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

In addition to a continuum of care, these facilities include all the characteristics of a retirement community. On-site accessory activities and facilities are anticipated to accommodate dining,

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recreation, fitness, spa, beauty salon, arts and crafts, music, convenience market, laundry, health care, and similar services.

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

Employment and Commercial

The two land use designations of Employment and Mixed Use Core (office/retail) are located in the North and South Villages (Figures 2.5 and 2.8 respectively). Visitor commercial uses are permitted in the North Village. ~~on the 20-acre site designated Resort, located adjacent to the golf course (Figure 2.7).~~ Table 2.6, Non-Residential/Mixed Use Areas, presents the typical uses and zones associated with the land use designations.

The local commercial - office/retail - uses in the Mixed Use Core of the North Village total ~~140,000~~ 740,000 square feet. Located in the Mixed Use Core (areas 3a to ~~g~~ c on Figure 2.6), this neighborhood and community serving commercial will be integrated with residential units. The ~~60,000~~ 16,000 square feet of commercial uses in the South Village are located within the approximately 12 acres designated Mixed Use Core.

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TABLE 2.6: NON-RESIDENTIAL/MIXED USE AREAS

AREA	USES
<p>Community Mixed Use Center</p> <p>North Village</p>	<p>RETAIL/OFFICE: Uses permitted are those identified in the City of San Diego Community Commercial (CC-1-3/UVOZ, CC-3-5/UVOZ) zones.</p> <p>EMPLOYMENT/OFFICE: Uses permitted are those identified in the City of San Diego Industrial Park (IP 2-1), Light Industrial (IL 2-1), and Community Commercial (CC-4-5/UVOZ) zones.</p> <p>RESIDENTIAL: Low, Peripheral, Core and Mixed Use Core Residential uses, including affordable and age-restricted residential uses.</p> <p>PUBLIC: Public and quasi-public facilities/services.</p> <p>The relationship between and integration of uses shall be established through the use of the Urban Village Overlay Zone (UVOZ).</p> <p>Estimated at 75 <u>225</u> KSF Commercial Uses. Estimated at 65 <u>515</u> KSF Offices/<u>Employment</u> Uses. Estimated at 450 KSF Employment Uses. Estimated at 2900 Residential Units. <u>Estimated at 300 Hotel Rooms</u></p>
<p>Local Mixed Use Center</p>	<p>RETAIL/OFFICE: Uses permitted are those identified in the City of San Diego Neighborhood Commercial (CN-1-3) and Community Commercial (CC-1-3) zones.</p>

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<p>South Village</p>	<p>RESIDENTIAL: Peripheral and Core Residential uses.</p> <p>PUBLIC: Public and quasi-public facilities/services.</p> <p>The relationship between and integration of uses shall be established through the use of the Urban Village Overlay Zone (UVOZ).</p> <p>Estimated at 60 <u>16</u> KSF Commercial Uses. Estimated at 380 Residential Units.</p>
<p>Visitor Commercial</p> <p>Resort</p> <p><u>Residential Care Facility</u></p>	<p>Uses permitted are those identified in the City of San Diego Commercial Visitor (CV-1-1, CV-1-2) zone.</p> <p>Estimated at 300 Hotel Rooms.</p> <p><u>RESIDENTIAL: 300 residential units designed to serve the elderly as part of a continuing care community.</u></p>

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This Subarea I Plan designates approximately ~~1945- 2240~~ acres of resource based open space which includes the natural resource areas of the MHPA within Subarea I (Figure 3.2). In addition, ~~1070~~ 775 acres of amenity open space are designated within the Subarea. Amenity open space includes such areas as the golf course, non-MHPA open space, golf courses and brush management lots. Approximately 50 acres of active use open space areas composed primarily of public parks complete the Subarea open space system. The total area of the Subarea I open space system is 3065 acres.

Approximately 1,915 acres of resource open space, including most of La Jolla Valley and areas surrounding Black Mountain and headwaters of La Zanja Canyon, is required to be dedicated to the City of San Diego or the San Dieguito River Park Joint Powers Authority as part of the approved BMR VTM/PRD. This land will be incorporated into the Black Mountain Open Space Park or the San Dieguito River Valley Regional Open Space Park creating an open space corridor which links Black Mountain with the San Dieguito River and headwaters of La Zanja Canyon. Natural open space areas will preserve stands of sensitive native vegetation and grasslands. These areas will require no permanent irrigation and only minimal maintenance. Open space in La Jolla Valley will be enhanced with revegetation of 12 acres of coastal sage scrub plantings to improve habitat connectivity and quality. A 400-foot-wide riparian zone will be maintained along Lusardi Creek and reestablished with willows, sycamores, cottonwood, and oaks. Another 400-foot-wide open space corridor will be maintained through the center portion of Santa Fe Mesa. Finally, as part of a 2008 Subarea Plan Amendment, an additional 295 acres which was initially identified as a golf course was designated as resource open space. Although it is shown as non-MHPA open space in this Subarea Plan, it is proposed that the area be added to the MSCP. Overall, then, in addition to the non-sensitive lands, the The open space system also includes sensitive hillsides and habitat fronting La Jolla Valley within the northeast perimeter property and MHPA core and connecting habitat adjacent to Black Mountain Park in the southeast perimeter property and connecting habitat for the MHPA along La Zanja Canyon in the southwest (Figure 3.1).

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MSCP/MHPA BOUNDARY ADJUSTMENT

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

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

USES ALLOWED IN THE PRESERVE

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

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

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

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

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

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

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Drainage

The Black Mountain Ranch VTM/PRD includes a series of nine detention and desilting basins to retain runoff from developed areas, including the future development areas which are the subject of this Subarea I Plan. Five of the basins are located along the western boundary of Subarea I and four are north of Lusardi Creek to capture runoff from the North Village, ~~resort/hotel~~, and other residential areas. Future development areas in the panhandle area of the Black Mountain Ranch future development area and the southeast Perimeter Properties may require additional detention and desilting basins when development entitlements are considered. Other best management practices include source control measures and grass swales within amenity open space and the golf courses to minimize and filter any fertilizers or pesticides prior to entering natural drainage systems.

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Lighting

Golf Courses

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

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Noise

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

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- Area Specific Management Directives (ASMD): These are specific to Subarea I and address wetland restoration, coastal sage scrub monitoring, specific requirements for fencing, golf course areas, public and pet access, trail locations and requirements, educational programs, and revegetation. The ASMD have either been incorporated

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into the approved BMR VTM/PRD or will be required to be developed at the time a project seeks development approval. As stated above, if lands are dedicated to the City in fee title or conservation easement, the City will be responsible for management.

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

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C. AMENITY OPEN SPACE

The North Village will include four amenity open space elements:

- Central Open Space Link: a central open space of land dedicated to habitat ~~in the "knot" of the bow tie area.~~
- Open Space Corridor: extending westerly of the neighborhood park connecting to the open space system in Lusardi Canyon.
- Promenade Walkway of ~~North Village Drive~~ Paseo Del Sur: extending east-west along the north side of the Open Space Corridor and Village Green/Plaza through the compact community, connecting with the walkway systems in adjacent areas.
- Village Green/Plaza: an urban open space surrounded by the most intensively developed portion of the compact community. The Village Green is approximately ~~40~~ 15-acres designed to relate to the mixed use core. It surrounds a ~~4.5-acre~~ an extension of the existing natural canyon system.

The character of each of these is described below:

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

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

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E. FIRE PROTECTION

Subarea I is within the service area of the City of San Diego Fire Department. A fire station site has been designated in the ~~center of the North Village along Camino del Norte~~ East Clusters, near Carmel Valley Road. A second fire station site is designated in the South Village adjacent to ~~Camino Ruiz~~ Camino del Sur (Figures ~~2.5 and 2.8~~ 5.1).

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Golf Courses and other Privately Owned Open Space

~~Two~~ One privately owned golf courses ~~are~~ is located within the Black Mountain Ranch VTM/PRD area. ~~Each~~ It has 18 holes, ~~the two courses cover~~ and covers approximately ~~600~~ 310 acres.

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

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A. REGIONAL CONTEXT

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

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

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

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

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An unimproved portion of Black Mountain Road extends across the site. Carmel Valley Road originates west of Interstate 5 and extends in a northeast direction towards Subarea I. A segment of Carmel Valley Road has been constructed adjacent to the southern portion of Subarea I. Camino del Norte originates in Poway and extends in a northwest direction to where it terminates in the southern portion of 4S Ranch, just south of Rancho Bernardo Road. Rancho Bernardo Road connects portions of 4S Ranch east of Subarea I to Interstate 15 further to the east. Rancho Bernardo Road currently terminates at the east boundary of Subarea I. No improved public roadways presently connect the north from Subarea I.

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

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

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

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

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4 Lane Major Streets such as

- ~~Camino del Norte~~
- ~~Camino Ruiz~~ Camino del Sur
- Carmel Valley Road

Modified 2 Lane Collector Streets such as

- ~~North Village Drive~~ Paseo Del Sur

2 Lane Collector Streets such as

- San Dieguito Road

Figure 6.1, Street Classifications, shows the street sizes required for the project. The street classifications, curb-to-curb width, and right-of-way widths are defined in the City's street standards. Based on the cumulative traffic volumes at project buildout, Camino del Norte - which will be built to six lane prime standards east of the Subarea I boundary - will continue as a six-lane prime right-of-way within the North Village, but transition to four-lane major street improvements with extra wide medians (Figure 7.20). [Camino del Norte changes its name to Camino del Sur within the subarea.] ~~Camino Ruiz~~ south of Camino del Norte Camino del Sur is classified as a four lane major street with extra wide medians (Figure 7.20). ~~North Village Drive~~ Paseo Del Sur is designated as a modified two-lane collector. San Dieguito Road is recommended to be improved as a two-lane collector street (Figure 7.21).

Camino del Norte/ Camino del Sur

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

~~Camino Ruiz~~ Camino del Sur

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

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~~North Village Drive~~ Paseo Del Sur

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

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

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c) Camino del Norte

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

d) ~~Camino Ruiz~~ Camino del Sur

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

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

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j) ~~North Village Drive~~ Paseo Del Sur

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

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

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o) Interstate 15 Freeway Ramps

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

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

Additional transit stops may be located along the bus routes if future demand warrants bus access. Whenever possible, they will be located adjacent to parks and public facilities. The streets adjacent to the transit stops will be designated to facilitate safe pedestrian crossings.

The transit centers are located such that buses and other mass transportation vehicles can quickly and efficiently move through the community. They will be designed in conformance with Metropolitan Transit Development Board (MTDB) guidelines and will accommodate both local and regional buses.

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The transit center location in the center of the North Village places it in close proximity to high density residential, commercial development, office development, and the employment center - an intense mix of uses to attract transit service and users. A key element in the transit system is the strategic location of park-and-ride facilities. Park-and-ride lots are designated within the North Village and near the interchange of SR-56 at ~~Camino Ruiz~~ Camino del Sur. Also, the eventual conversion of the extra-wide medians on ~~Camino Ruiz~~ Camino del Sur, or Carmel Valley Road to exclusive transit-use lanes is an alternative, should MTDB determine the necessity.

F. NON-MOTORIZED TRANSPORTATION

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

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

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

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- *The Village Core (Support Area):*

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

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

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

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

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

- *Residential:*

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

- *Employment:*

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

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

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Elements of the North Village Plan

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

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

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

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transit center development will have an easy walking relationship to mass transit opportunities.

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

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

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

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

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Building heights surrounding the Village Green will be up to-50 feet or more.

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Main Street Paseo del Sur is the street leading to the ~~Town Square~~ Village Green from ~~Camino Ruiz~~ Camino del Sur. This street shall be a retail and service focus for the Village with on-street parking, retail entrances, street trees, sidewalk cafes and other urban design details to create a traditional village commercial street.

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~~A.3~~ — ~~THE RESORT HOTEL~~

~~The Resort Hotel has the multi-functional role of providing the necessary lodging facilities for major tournament golf events, the tennis center, daily resort use of the 18-hole golf course, a destination point for people using the La Jolla Valley Preserve and Recreation Areas trail system and, finally, as an architectural landmark providing a recreation oriented focus for the entire subarea.~~

~~Because of its location at the intersection of the scenic La Jolla Valley and the major thoroughfare Camino Ruiz the resort hotel will be highly visible to motorists as well as hikers, bicyclists, and adjacent property owners.~~

~~It is a destination resort of limited height, with different elements at three, four, and five stories, nestled into the lower lying area of the La Jolla Valley Preserve and Recreation Area east of Camino Ruiz. Resort facilities will be oriented primarily to the golf course and secondarily to tennis facilities.~~

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Resort Development Guidelines

~~The design objective is to fit the resort development into the La Jolla Valley open space system as a landmark in the tradition of the hotels and lodges developed for the National Park system in the 1920s.~~

- ~~• Landscaping within the hotel resort will transition from unaltered open space to naturalized golf course to an increasingly ornamental plant palette towards the center of the resort.~~
- ~~• Walls and fences will be used sparingly within the resort hotel and will be designed as an architectural extension of the buildings. Their primary function will be to screen undesirable views, create privacy, separate uses, and retain earth.~~
- ~~• Signage will adhere to the same design guidelines as described for the North Village.~~
- ~~• Structures will be designed to fit the natural land form. Any altered land form will closely imitate the pre-existing surrounding area.~~
- ~~• Parking areas and garages will be integrated into the resort architecture to minimize grading and overall site coverage.~~

A3. RESIDENTIAL CARE FACILITY

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

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

Residential Care Facility Development Guidelines

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

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

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

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

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

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A.4 RESIDENTIAL CLUSTERS

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

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B.2 LANDSCAPE AND OPEN SPACE

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

Open Space Corridor

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

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Walls and Fences

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

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

