



## Rancho Peñasquitos Planning Board Meeting Minutes

February 2, 2011

Attendees: Dan Barker, Jon Becker, Joost Bende, Bill Dumka, John Keating, Jim LaGrone, Jeanine Politte, Keith Rhodes, Charles Sellers, Mike Shoecraft, Dennis Spurr

Absent: Morri Chowaike, Thom Clark, Bill Diehl, Lynn Murphy (Leave of Absence), Scot Sandstrom, John Spelta

Community Members & Guests (Voluntary Sign-in): Dann Mallec, Kathy Keehan, Carol Carr, Frederick Dudek, John Miller, Dave Fege

---

1. The meeting was called to order at 7:45 pm at the Doubletree Golf Resort located at 14455 Peñasquitos Drive, San Diego, California 92129. A Quorum was present.
2. Agenda Modifications: Removed Torrey Highlands Pedestrian Bridge at request of City Staff.
3. RPPB candidate applications for March 2<sup>nd</sup> elections were collected.
4. MINUTES: Corrections were recommended.  
**Motion:** To approve the January 5, 2011 Rancho Peñasquitos Planning Board Meeting minutes as corrected. M/S/C - LaGrone/Keating/Approved 10 in favor – 0 against – 0 recusals – 0 abstentions.
5. Guests: No Public Safety Agency representatives were present.
6. NON-AGENDA, PUBLIC COMMENTS: no comments
7. ANNOUNCEMENTS & INFORMATION ITEMS:
  - a. San Diego City Council District 1 Report – Councilmember Sherry Lightner & Stephen Heverly
    - i. Prop C stakeholder implementation meetings begin this Friday downtown with City staff, other planning group representatives and community members interested in participating. All subsequent meetings will be public.
    - ii. LU & H Committee (Lightner is Committee Chair) is developing a matrix to determine how best to cover all issues timely. One topic to be discussed will be substantial conformance review process which the Community Planners Committee is interested in. To make it a Process 2 was defeated in Council last year, hoping to bring back to Council again this year; already Process 2 in Coastal Zone. If planning group members have additional ideas for LU&H to discuss, contact District 1 office.
    - iii. Lightner sent a letter to David Alvarez, new Chair of Natural Resources & Culture Committee which calls for developing a comprehensive Sustainable Water Policy to encourage users conserve water with new tiered rates and other incentives; hoping to be docketed on March 2 Committee agenda.
      - Becker asked if the City was working to expand the recycled water infrastructure; Lightner responded that she wants more connections added to the existing lines.
    - iv. Redistricting Committee is meeting to develop recommendations on new City Council District boundaries; 24 meetings in total, 3 in each district. Will let us know when District 1 meetings are scheduled.
    - v. Sellers asked for an update on Pump Station Meeting. Lightner reported that she believes the parties have come to a resolution to the issues, but are still working on

the outside lighting. Shielding has already been completed and there are still issues so Staff is looking into addition of motion sensors. Masonry wall will not happen; Heverly stated the homeowners did not want it. Lighter stated that it was good to have all parties (City Staff, contractors, and neighbors) in attendance. One Staff member also suggested that maybe a lock installed on the gate could trigger all lights to turn on when opened; being looked at as an option.

- b. San Diego City Planning & Community Investment Report – Michael Prinz, not present.

8. BUSINESS.

a. **Airport Land Use Compatibility Plans – Tait Galloway, CPCI, Sr. Planner**

Galloway stated his purpose for being at the RPPB meeting was to request a recommendation of approval from RPPB on the ALUCP modifications to the Rancho Peñasquitos Community Plan (see handout for modifications). Next steps: Planning Commission, then City Council.

The Airport Land Use Commission was charged with updating the land use compatibility plan for MCAS Miramar due to the changed usage when the Marines took over the base. Marines have taken over usage which caused the noise contours/patterns to change requiring the City to implement the new plan. The contours are less impactful to many communities compared to the Navy's use. Proposal removes maps and criteria in Community Plans replaced with a discussion section that actually discusses how it will be implemented with a new comprehensive overlay zone which will include all regulations to implement the policies and maps in the Municipal Code citywide. General policies will be in the City's General Plan and regulations will be in the Municipal Code.

Rancho Peñasquitos is in review area 2 which requires notification anytime there is a resale of residential property. This is consistent with current policy requirements so that part of the plan hasn't changed. The southwestern portion of Rancho Peñasquitos is affected by the new noise contours. Existing land uses are not affected, but future residential land uses would require noise attenuation to ensure 45 decibels (noise contours show 60 decibels in this portion of Rancho Peñasquitos). Any projects on the top of Black Mtn. in open spaces will require notification to the FAA; allows FAA to review for conflicts with aviation operations.

i. Planning Board Member & Community Comments:

- Shoecraft – Does FAA notification include cell towers on top of the mountains? Galloway stated that yes cell tower plans would need to be reviewed and the FAA provide a determination whether the cell tower is a hazard to aviation.
  - o Spurr added that only cell tower in that area (Airport Influence area) would be the Avenida Maria water tower location, but added that it is just outside the map area (within the Black Mtn. Open Space Park, City's issue).
  - o Politte added that there are some lots above the end of Calle Juanito that would be in the influence area.
- Keating stated there is an undeveloped area that might be within the influence area; Spurr added that any development would be scrutinized through the land development code.
- Becker asked how the area in Park Village that is within the influence area would be memorialized or documented? The adopted maps would be reviewed and if property falls within those maps, Development Services would refer to Land Use Code/Municipal Code for requirements.

- o Spurr stated that only about 10 homes are within the influence area at 60decibels level.
- Becker asked how revised Community Plan would direct planners/developers to the codes? Spurr stated the codes are referenced in the new wording in the Community Plan (page 117).
- Keating asked if this is good or bad for Rancho Peñasquitos? Spurr stated that we have airports throughout the County and it is good to have one place for planners/developers to go for all requirements; also easier to update if use and influence areas change in the future.
- Becker asked if changes and ACUZ are modified, would RPPB ever have to review. Galloway stated that if the Military updates their plans, it would be a public process to adopt new ACUZ.
- Keating stated that on Community Plan page 117 does not state specific location where you can find the codes.
  - o Bende recommended that the specific Code Chapter 13 be added to the revised wording in Community Plan to expedite finding the codes.
- Bende asked why has the number of flight operations been deleted from the Existing Conditions paragraph? Galloway stated that the number could change in the future so it was decided that the number be deleted. Spurr added that the number became a constricting item; noise is dependent on the aircraft type, weather, terrain, etc. Bende asked, if by removing the number of flight operations does it allow the military to increase the number without notice? Galloway stated the local government jurisdiction cannot restrict the number of flight operations allowed by the federal government.

**Motion:** To endorse the Rancho Peñasquitos Community Plan Amendment to implement the MCAS Miramar ALUCP as proposed. M/S/C – Spurr/ LaGrone/ Discussion.

- Bende recommended an amendment to the motion to include language on Page 117, “Issues” section, line 14, adding the Chapter numbers where the regulations can be found following the words ‘of the San Diego Municipal Code’.

Both Spurr and LaGrone agreed to modify the motion to include this addition as follows:

**Motion:** To endorse the Rancho Peñasquitos Community Plan Amendment to implement the MCAS Miramar ALUCP as proposed with the addition of language on Page 117, “Issues” section, line 14, adding the Chapter numbers where the regulations can be found following the words ‘of the San Diego Municipal Code’. M/S/C – Spurr/ LaGrone/Approved, 10 in favor – 1 against – 0 abstentions – 0 recusals.

For the record, Becker’s opposition to the motion was because it took some of the process out by not bringing the revision process to us directly. He felt that changes to the ACUZ will only be reviewed at the CPC and not with the RPPB, directly.

**b. SR 56 @ Black Mtn. Rd. Bike Interchange – Jim Lundquist, Associate Traffic Engineer and Siavash Pazargadi, Sr. Traffic Engineer, City of San Diego Traffic Engineering Division**

Caltrans was not able to support our approved alternative (Alternative #1, box culverts under the ramps, as note on handout) because they could not police it due to fence separating it from SR-56. Alternative 2 could be supported by Caltrans by giving the City right-of-way under the bridge. Alternative 2, the tunnel under Black Mtn. Rd. which RPPB previously voted against due to safety issues; would include paths up to Black Mtn. Rd. for pedestrian & bike crossings and for those who would choose not to use the tunnel. It was noted that red box on the median could be a light well. Caltrans could support this alternative but does not have funding for the tunnel which would cost approx. \$4-5 million (have approx. \$1 million – \$1.5 million identified for this project at this time).

Alternative 3 is an enhanced at-grade plan that the City has been working on with Caltrans. Caltrans has informed City staff that additional modifications would need to be made to this alternative to be approved; don't like the double crosswalk, potential illegal right-turn on red safety issues. City staff continues to work on at-grade alternatives. SANDAG has set aside monies for this project (\$577,000) but to keep the funding the City must come back with a workable project to schedule with a cost estimate that they can support by next month.

Sellers asked Keating to lead the discussion.

Keating stated that if we continue to push our approved alternative we could lose the matching funds from SANDAG; need to keep our options open that we could get a bike interchange at Black Mtn. Rd. We need to go with what Caltrans wants because they have veto power or we'll have nothing at all. He suggests that we keep the tunnel under Black Mtn. Rd. option on the table to keep the funding as long as we can. He noted that it burdens the FBA with the monies (\$1.75 million) we approved previously for bike interchange alternative 1 but keeping the monies on the table may provide some leverage. Black Mtn. Rd. is a busy street and will get busier as time goes on. Interruptions by pedestrians and bikes crossing at-grade impedes traffic. Where the City was looking to add 'no-right-turn-on-red' at the intersection will impede timing even more – a workable crossing is needed.

**i. Planning Board Member & Community Comments:**

- Bende noted that an alternative that we haven't discussed is an above grade crossing (bridge) which could reasonably accommodate ADA requirements. How much more would it cost to go above grade? Lundquist stated that the cost was 60-70% more to build an above grade crossing.
  - o Pazargadi stated that the above grade option was looked at but the biking community was against it. He also noted that existing above grade crossings are not being used around the city. Cost to build is potentially \$7-8 Million.
  - o Bende added that those other tunnel areas (UTC or LaJolla) don't have habitat where illegal migrants live; tunnels are extremely dangerous. There are campsites next to where the tunnel alternatives would be built.
- Keating stated that the plan would provide access to both the tunnel and at-grade paths for bikes and pedestrians.
  - o Pazargadi suggested that we look at getting something done now by going with the at-grade alternative and keep the below or above grade options on the table for long-term to keep the FBA and potential funding from SANDAG



still on the table. Getting pressure from Bicycle Coalition to get something done now.

- Becker asked for clarification if funding could be lost from SANDAG.
  - o Pazargadi stated that SANDAG told them they have till June to prepare a design; but RPPB's approved alternative went into the freeway right-of-way and Caltrans said no due to intrusion into the freeway right-of-way which would require Caltrans to fence around it. Emergency vehicle access would have to go around the fencing.
  - o It was noted that the bike path under the Salmon River Rd. crossing also goes into the freeway right-of-way. Lundquist added that Caltrans doesn't want the box culverts to pay to police it. If the tunnel alternative goes under Black Mtn. Rd. it would be the City's responsibility to police.
- Keating stated that at the last month SANDAGs meeting, they were planning to pull the funding; asked to go back to RPPB to look for approval of the grade separation.
- Kathy Keehan (San Diego Bicycle Coalition) stated that the original funds were around \$2 million, what they thought it would cost. RPPB member disagreed that that amount would have been enough to complete a grade separated option.
  - o Bende and Keating clarified that the money at stake now is only \$577,000.
- Rhodes stated that this project didn't come from this community, the City came and told RPPB that this \$4.5 million project had to happen and would come out our FBA, like it or not. For safety, cameras would be installed in the tunnel - RPPB said that cameras would not protect the users (additional staff needed to watch and then call the police). None of the tunnel options provide safety to the user. Our \$1.75 million + \$4.5 million unidentified for the bike interchange (\$6.4 Million project). We are not guaranteed that if we put our money up, that we'll get to keep the Caltrans money for this project. Will the City ask us to put our monies towards a different project? To hear that the bike riders would not want an above grade (inclined ramps), he added that he thought bike riding was suppose to be exercise. RPPB was previously against tunnels of any kind and muscled into giving up the \$1.75 million for this project. He would like the bike interchange removed from the FBA; the community deserves the \$1.75 million back and lower the cost of our FBA; recommendation to RPPPB Subcommittee.
  - o Bende inquired why the biking community didn't want an above grade crossing when this path goes from the coast all the way to Julian with many inclines/hills to ride up & down. What's the difference of going another couple hundred feet uphill if they are going all the way to Julian anyway?
  - o Becker asked if SANDAG would pay for the at-grade improvements? Pazargadi stated that the Bicycle Working Group would need to vote on it, but asked if RPPB would want to add monies to get the enhanced at-grade completed and does RPPB want to have enhanced at-grade? Rhodes stated that if at-grade improvements would help, he felt that this community should not be held responsible to pay for a larger portion of the costs than we had agreed to pay for the previous project's costs. He stated that he would be amenable to say \$100,000 as long as the \$1.75 Million is removed from the FBA. We shouldn't have to foot the bill, Caltrans/City should.

- Julie Adams stated her concern about putting in the tunnel but she, as a bicyclist, could support the under-ramp box culverts and the at-grade crossing. She is fully aware of the dangers in this community; people could be in the tunnel, camp in the tunnel, and threaten the users' safety. She added that the tunnel would encourage other activities due to its hidden nature. The tunnel on Friars Rd. near IKEA is locked every night.
- Kathy Keehan reviewed the history of the SR-56 bike path which was to build a freeway for pedestrians and bicyclists along SR-56. No funding was available at the time of freeway construction; Coalition members were told by the City that completion would have to be later through retrofitting. All SR-56 interchanges are a mess, but Black Mtn. Rd. is the worst. She is asking RPPB to help the City keep their promise and complete this interchange supporting the bicycling community. This is a transportation corridor for people who choose not to drive, not just for recreational cyclists. For a commuter, she does not feel that a bridge could be built to meet ADA requirements. Bende clarified that his suggestion was not to build above-grade alternative to meet ADA, the at-grade improvements would accommodate ADA requirements. Keehan stated that it would not provide any safety because no one would use the above-grade alternative – if the City continues to do nothing, someone will get hurt. Asked RPPB to keep the project on life-support adding that she liked Alternative #1 and believes that we could still work with Caltrans to get this version completed. She added that if nothing is done, funding will disappear.
  - o Pazargadi stated that the City wants to improve the Black Mtn. Rd. bike interchange, they want to listen to all parties. The City relies on Caltrans (previous Bike Study authors have retired – no Caltrans support) to support federal requirements.
- Fred Dudek, a member of the Blind Stoker's Club, where blind riders are paired with sighted riders on tandem bikes. Grade does not affect them as long as they don't get hit by a car. Danger exists to bicyclists where vehicles turning right on red onto southbound Black Mtn. Rd. are not looking for bicycles, they are looking left for oncoming traffic and turn into the bike lane. Low tech addition to intersection is a sign that says watch out for bikes or have something that lights up (flashing) notifying drivers of no-right-on red triggered when bikers/peds press crossing light button.
- John Miller, blind electrical engineer who lives in Mira Mesa rides tandem; cycling is very assessable for him and his son who also rides. Intersection signage may be confusing for bicyclists. Vehicles coming off SR-56 don't slow down. Asking RPPB to think about the community who uses the bike path, that this is a high use area enjoying the bike path; want a way to get on to the path and cross access points.
- Keating stated that the City can make short-term improvements with or without RPPB's money or SANDAG's; we want them to run it by us for approval but doesn't take our action to do that. Keating agreed with Dudek that the double right-turn lanes are an issue and that the no-turn on red would help, but the right turn conflicts on green need to be looked at.

- Becker asked if the idea of the flashing light is an option; Lundquist stated that there is a flashing sign located at rail crossings, might be experimental, but is being used.
  - o Pazargadi stated that Caltrans owns this intersection, would require their approval. Keating added that through the Working group, this could be promoted.
  - o LaGrone stated that on Military Base, there is the flashing light as well as flashing lights all across the crosswalk. Spurr added that on Miramar it is being used, but on a right turn the vehicle would not see it until right on the crosswalk. LaGrone added that it is visible day or night. Keating added that it could be installed on both sides.
- Carol Carr, member of a large bike club that used this route regularly. For safety issues, Black Mtn. Rd. needs a grade separated crossing. Homeless is not a concern with tunnels; rides in San Luis Rey Bike path in Oceanside and homeless live right next to, out of site as well as the Rose Creek Bike Path in Pacific Beach which is full of homeless people. She does not feel it is more dangerous and would prefer using a tunnel vs. on a busy road full of cars.
  - o Keating stated that the San Luis Rey river trail is on the cross slope not enclosed on both sides, confined.
- Dave Fege who lives within ½ mile of the intersection, stated that he bikes and walks the path and through the Black Mtn. Rd. intersection on a regular basis. The intersection is very dangerous, looking at both directions east & west, vehicles do not see pedestrians. He inquired about Alternative 3 improvements as the handout did not show any solutions. Keating stated that the handout did not include because Caltrans did not like the solution.
  - o Pazargadi added that Alternative 3 would include not include the double crosswalk, but would include the detectors on the bike path so that when bikes approached the crossing would send a signal to adjust the timing of the lights.
  - o Keating asked that we not fix this solution tonight, there is more work to be done if this alternative is to be accepted by Caltrans. There are a lot of things we can do for a short-term fix including realignment of crosswalks, etc.
  - o Stephen Egbert stated there two issues here, 1) convenience of getting across and 2) safety. If you wanted to make this safe, you would not allow them to cross there at all, you would make them go across traffic the long way around the intersection.
  - o Rhodes stated that it would be more dangerous because people would cross illegally without the crosswalk anyway, no improvements.
  - o Keating stated that if we do the tunnel, you would be able to see through it so you always have the option of not going through the tunnel.
  - o Rhodes feels that this community is more familiar with our homeless/migrant issues that would affect a tunnel without discounting other opinions. Rhodes added that the whole planning board did not want this initially. We did not build the bike lanes but we are being asked to pay for the interchange. Over \$4 million is still unaccounted for this interchange to move forward, does not want that amount added to the FBA of the community. He does not want our community taken advantage of, this community does not have the obligation to fund this project.

- o Spurr suggested modifying the at-grade plans by separating out the right turn lanes with their own light system. There would be no right hand turn at the existing intersection. Peds & Bicyclists would have to cross twice, but it would eliminate the visual issue of the right-turn lanes. Spurr asked if the primary issue is the vehicles coming off SR-56 going east and turning onto Black Mtn. Rd. or is it also the volume of traffic on Black Mtn. Rd. itself? The group agreed that it was all crossings are an issue, vehicles are not looking for peds/bikes.
  - (i) Keehan stated, the Coalition does not want the long-term solution to get lost.
  - (ii) Keating added that this path is the 2<sup>nd</sup> longest Class 1 path.
- Keating asked if this project is dead or is RPPB willing to consider a variation of the Caltrans plan where they give the City the right-of-way and we have an interchange that goes either under or over and we go back to SANDAG and ask them to keep their funds available for this project? If we aren't willing to consider we'd be telling them to keep their money, we are done.

**Motion:** The tunnel project is dead. M/S/C – Bende/LaGrone/Discussion.

- Bende stated that we've been looking at the intersection from the perspective of pedestrians and bicyclists. The other motivation for the at-grade separation for the City is to have a better level of service at this intersection. Every time a button is pushed, the light turns red interrupting the cycle. Keating added that timing is based on pedestrian crossing even though bikes would cross faster, we can't differentiate between the two. Pazargadi stated that today, the rating for this intersection is "F" during its busiest times, it backed up in the northbound direction.
- Rhodes stated that even with below and above grade improvements, it would still be an "F". Pazargadi agreed. Rhodes stated that this intersection was rated "F" before the bike path was there, is now, and will still be an "F" following these changes. That is why this community did not want Black Mtn. Rd. to be such a busy thoroughfare. It was noted the Black Mtn. Rd. was originally planned to be 6 lanes, reduced to 4.
- Keating stated that Camino del Sur (south of SR-56) has not been completed because Rhodes Crossing is unable to move forward; adding not due to Rhodes efforts. All that Park Village traffic must use this route.
- Bende asked about where funding for Lundquist and Pazargadi's billable time is coming from if there is no funding for this project? Pazargadi stated that it is not being funded by funds in the FBA.
- Lundquist asked for clarification on the motion if it would kill all tunnel options. Bende stated that his 1<sup>st</sup> motion is to kill all the tunnels and will provide a separate motion to look at a grade separation over the bridge.
- Sellers suggested that Bende modify his motion to state that since Alternatives 1 and 3 have been rejected by Caltrans, you want us to vote to reject Alternative 2.
- Becker suggested that a wider tunnel width providing more visibility might make it safer.

- LaGrone added that it's not the width or visibility but the danger of the homeless in the tunnel; fewer bicyclists ride at night so it's not a worry to them.
- Rhodes that we need to add that Caltrans killed Alternative 2 to the motion. Bende agreed to add that amendment to the motion. Rhodes added that the money isn't there, the project isn't going to be built; that doesn't preclude coming back to us with a revised proposal.
- La Grone asked to call the question.
- Keating added that if this corridor is important and if SANDAG has the funds, this project would compete with all other bike projects for their funding to get built.
- Becker asked for clarification on the motion if it includes the tunnels under the deceleration and acceleration ramps; Bende agreed. Becker asked if those ramps could be transferred to the City then could it be accomplished?
  - Lundquist stated that they have gone as high as they can go locally, exhausting all resources for Alternative 1.
- Bende stated as point of order, we've called the question.

Sellers entertained a vote to approve calling the question of a vote on the motion; 5 in favor – 4 against – 1 abstention (Shoecraft) – 0 recusals.

**Motion:** To tell Caltrans that Alternative 1 and Alternative 2 are not acceptable. M/S/C – Bende/LaGrone/**Motion Failed**, 5 in favor – 5 against – 0 abstentions – 0 recusals.

- Sellers stated that the City came to us with a proposal to build a tunnel under Black Mtn. Rd. RPPB did not want it and the City came back with an alternative (box culverts) that was cheaper, costing approx. \$3.5 million. It was not reasonable to expect Rancho Peñasquitos residents to pay for more than half the costs for a countywide project. Sellers said he offered the motion that we would fund up to \$1.75 million which was approved by RPPB because it was a compromise on the design and the funding. He does not want to kill the project, voting against the motion. Based on Caltrans present stance and ownership of their own report, Sellers stated that he believes that Alternative 2 (tunnel under Black Mtn. Rd.) is the only solution. We are compelled to finish this bike thoroughfare that goes from the ocean to Julian. This alternative allows Caltrans to turn over the land to avoid liability and maintenance costs. We then have ownership to allow us to create the best alternative which allows the user a choice to use the tunnel or not. This is the only alternative that Caltrans will accept, but we'll have control over the land use. There is no harm in considering this tunnel so we can continue to work on a solution. Most of us want to find a solution.
  - Keating stated that this doesn't commit us to putting in our funds at this time, we could determine later how much we want to fund.
  - Pazargadi stated that it is possible the City would be able to get funding from SANDAG because it is a regional facility.
  - Rhodes stated that the FBA already shows the \$1.75 million is already in City fund for this project. Pazargadi confirmed allocation, not monies yet to be collected.

- Sellers stated that we may not have to go under Black Mtn. Rd., box culvert alternative is the better solution, but we can continue working on a solution.
- Bende stated he would like to suggest a motion to not approve Alternative 2 (tunnel) and to recommend to the City and Caltrans to consider 3 other alternatives: 1) reevaluate Alternative 1 (Box Culvert) plan that RPPB previously approved, 2) strongly consider an above grade separation, 3) move the 2 right-turn lanes south of the intersection creating an island with separate signaled system (sketch).
  - Sellers asked what SANDAG's response would be to this motion? Lundquist stated that moving the right-turn lanes is a radical approach for Caltrans to accept. He is no closer on this project with SANDAG than when he started. He feels that if everyone is on the same page we could get the money to design it, and he thinks that if everyone agreed that some at-grade improvements were doable we could save that money and do the at-grade. If he was to go back and tell them RPPB was split with a 5-5 vote, there's no consensus, SANDAG would pull the money. That would leave \$1.75 million set aside to design a project say 10 years from now. Bende stated that we'd pull the money if that happened.
  - Becker inquired if SANDAG funds could be used for design and physical improvements.
    - i. Lundquist stated that SANDAG money can be used for design and they were will to entertain funding improvements.
    - ii. Sellers stated that it is best to use the \$577,000 for at grade improvements.
    - iii. Pazargadi stated that it is best to go back to SANDAG to do the at-grade improvements and look for funding to do the tunnel as a long-term project. For the long term we might be able to get funding in 2-3 years.
  - Sellers agreed that trying to get SANDAG to allow us to use the \$577,000 for at-grade improvements is a better use of the funding. Lundquist suggested that it would cost approx. \$250,000 to do upgrades. Sellers asked if they would accept getting the remainder of the funds back once improvements are completed? Lundquist stated it would be possible. Pazargadi added that if we have an immediate plan, they would listen to us, but it is up to the board.
  - Keehan stated that SANDAG is fed up with the City on this project. If the community doesn't agree to grade separation, they may just pull the money.
  - Bende added that we agreed to the box culverts, but Caltrans did not; we are still keeping a grade separation on the table. We would be appreciative of all at-grade improvements that can be completed now.
  - Sellers stated that at least we have a short-term solution and continue to compete for funds for a grade separated design.
  - LaGrone and Becker stated we need the at-grade improvements now for safety.
  - Rhodes stated that we have to consider the residents who live nearby.

**Motion:** To instruct the City to ask SANDAG if we can use the \$577,000 for at-grade improvements immediately while continuing to search for Alternative 2 (Tunnel) funding. M/S/C – Sellers/Keating/Discussion.

- Heverly stated that District 1 offices are willing to contact Sacramento on our behalf.
- Bende moved to separate the question into two separate motions; offering an additional motion if one portion fails.
- Sellers stated that SANDAG won't give us the money to do at-grade if we don't commit to the long-term consideration.

Sellers called for a vote on the Motion as originally written.

**Motion:** To instruct the City to ask SANDAG if we can use the \$577,000 for at-grade improvements immediately while continuing to search for Alternative 2 (Tunnel) funding. M/S/C – Sellers/Keating/**Motion Failed**, 4 in favor – 6 against – 0 abstentions – 0 recusals.

**Motion:** To seek and approve funding for at-grade improvements in the immediate short-term from the \$577,000 to apply to this intersection and implement the at-grade improvements as soon as possible. M/S/C – Bende/LaGrone/**Approved** 10 in favor – 0 against – 0 abstentions – 0 recusals.

**Motion:** To support an above grade crossing over Black Mtn. Rd. M/S/C – Bende/Rhodes/**Motion Failed**, 5 in favor – 5 against – 0 abstentions – 0 recusals.

- Pazargadi stated that tunnels are used and bridges are not within the City. Bridge was not brought to RPPB because of its expense and use.
- Bende stated a straight inline ramp to bridge would be a 6% incline without switchback.
- Rhodes stated that we need to make an additional motion right now because we are on record for supporting the box culvert. Lundquist added that it would reaffirm our previous approval.

**Motion:** To reiterate to SANDAG and Caltrans that our previous motion to approve the Alternative 1 (box culvert) is still our preferred design. M/S/C – Rhodes/Bende/**Approved**, 9 in favor – 1 against – 0 abstentions – 0 recusals.

## 9. REPORTS.

### a. Chair Report – Charles Sellers

- Sellers disbanded the Pacific Highlands Ranch Prop C Committee.
- Lightner requested an RPPB member who would join the Prop C Implementation Working Group. Sellers appointed RPPB designee Rhodes. Anyone can attend, but we have only one vote.
- SANDAG is looking for candidates for the Taxpayer Oversight Committee.
- Recycling event March 19<sup>th</sup>, closest location is Mira Mesa H.S. No electronics.
- Politte asked if Heverly has heard from Deborah Williams had contacted him after her presentation on Peñasquitos Drive safety issues and next steps; has had no communication from her.

- b. Vice-Chair Report – Jon Becker
  - Bob Little wants to be added to March agenda to discuss ‘B’ Street.
  - Rhodes reported that the FBAs will be affected by the widening of SR-56.
- c. Secretary Report – Jeanine Politte, no report.
- d. Standing Committee Reports:
  - Land Use (Jon Becker)
    - No contact about Khouli Property on Alamazon St.
    - Politte reported that Hamidy Property on Alamazon St is still stagnant, no activity since reporting it a few months ago. Politte is concerned for the adjacent neighbor’s property being encroached upon for Hamidy’s sandbags and fencing which may be limiting access to their backyard; will email photos to Becker. Becker added that a City Engineering Inspector had been contacted about this; will followup.
  - Telecomm (Charles Sellers) – no report
- e. Ad Hoc Committee Reports:
  - Bylaws and Elections (Joost Bende)
    - Bende stated that he had received applications for:
      - District 1 – Jeanine Politte
      - District 3 – Thom Clark
      - District 5 – Charles Sellers
      - District 7 – no applications
      - District 9 – Bill Diehl
      - District 11 – Jon Becker
      - TH 1 – no applications
      - BMR 1 – no applications
    - Bende has also received additional applications to fill vacant spots by Chair appointment in April.
  - Cresta Bella/Doubletree (Dan Barker) – no report
  - Our Lady of Mt. Carmel (Joost Bende)
    - Bende suggested that we disband this committee; Sellers decided to keep the committee till built.
  - PPH Community Wellness Campus (Jon Becker) – no report
  - Pacific Highlands Ranch (Scot Sandstrom) – no report
  - Santa Fe Summit II & III (Morri Chowaiki) - no report
- f. Liaison and Organization Reports:
  - Black Mountain Open Space Park (Bill Diehl) – no report
  - CPCI Facilities Financing (Bill Diehl) – no report
  - MCAS Miramar Community Leaders Forum (Dennis Spurr)
    - Centennial of Naval Aviation over San Diego Bay on Saturday Feb. 12<sup>th</sup> from 1-3pm.
  - PQ Fire Safe Council (Dennis Spurr)
    - Met, still working on grant process; did a follow-up to a House assessment.
  - PQ Town Council (Mike Shoecraft)
    - 7pm February 3<sup>rd</sup> presentation by John Hartly on Clean Elections.
  - Recreation Council (Jim LaGrone) – no report



- Los Pen Canyon Psv CAC (Jon Becker) – no report
- Park Village LMAD (Jon Becker) – no report
- Peñasquitos East LMAD (Bill Diehl) – no report
- Torrey Highlands LMAD (Morri Chowaiki) – no report
- Transportation Agencies (John Keating) – no report

The meeting was adjourned at 10:40pm.

Respectfully submitted,  
Jeanine Politte, RPPB Secretary

Approved 3/2/2011, 10 in favor – 0 against – 5 abstentions (Spelta, Clark, Chowaiki, Sandstrom, Diehl).

## **Summary of the Community Plan Amendments to Implement the Airport Land Use Compatibility Plans**

The San Diego County Regional Airport Authority, as the Airport Land Use Commission, adopted Airport Land Use Compatibility Plans (ALUCPs) for Brown Field, Montgomery Field, and Gillespie Field (January 2010) and Marine Corps Air Station Miramar (August 2008). The ALUCPs reflect the projected use of the airport and establish compatibility requirements for the surrounding airport influence area to protect people on the ground and in the air. New development within a designated airport influence area must comply with the applicable ALUCP on the date of adoption by the Airport Land Use Commission. Existing uses are not affected by the ALUCP policies.

The City of San Diego is required by state law to implement the adopted ALUCPs or overrule all or portions of the ALUCPs. The City is currently processing amendments to the Land Development Code and minor amendments to affected community plans, as necessary, to implement the adopted ALUCP policies. The proposed minor community amendments are for only those community plan areas in the Airport Influence Area – Review Area 1 for MCAS Miramar and Montgomery Field.

**The proposed community plan amendments do not change adopted community plan land use designations or policies.** The proposed amendments provide general policy language to discuss the purpose of the ALUCP and explain that the General Plan and Land Development Code implement the ALUCP noise, safety, airspace protection, and overflight compatibility policies and remove any references to superseded Comprehensive Land Use Plans (CLUPs) and associated figures. The Land Development Code will contain measurable standards to evaluate airport land use compatibility for proposed development projects.

## **Draft Rancho Peñasquitos Community Plan Amendment to Implement the Airport Land Use Compatibility Plan (ALUCP) for Marine Corps Air Station (MCAS) Miramar**

### Summary of Proposed Changes:

- Added text referencing the General Plan policies and Land Development Code regulations that will implement the ALUCP policies and criteria.
- Replaced references to Naval Air Station (NAS) with Marine Corps Air Station (MCAS).
- Replaced references to the Comprehensive Land Use Plan (CLUP) with Airport Land Use Compatibility Plan (ALUCP).
- Deleted noise maps, text, and land use matrices. (The Land Development Code will contain noise maps, land use matrices, and associated regulations.)

See following webpage for additional information:

<http://www.sandiego.gov/planning/programs/transportation/mobility/airport.shtml>



THE CITY OF SAN DIEGO

M E M O R A N D U M

DATE: December 22, 2010

TO: Charles Sellers, Chair, Rancho Peñasquitos Community Planning Group

FROM: Tait Galloway, Senior Planner, City Planning & Community Investment

SUBJECT: Minor Community Plan Amendment to Implement the Airport Land Use Compatibility Plans

---

City Planning & Community Investment staff requests that the Rancho Peñasquitos Community Planning Group review the proposed minor community plan amendment related to the implementation of the Airport Land Use Compatibility Plans (ALUCPs) and provide a recommendation to the Planning Commission and City Council.

The San Diego County Regional Airport Authority, as the Airport Land Use Commission, adopted ALUCPs for Brown Field, Montgomery Field, and Gillespie Field (January 2010) and Marine Corps Air Station Miramar (August 2008). The ALUCPs reflect the projected use of the airport and establish compatibility requirements for the surrounding airport influence area to protect people on the ground and in the air. New development within a designated airport influence area must comply with the applicable ALUCP on the date of adoption by the Airport Land Use Commission. Existing uses are not affected by the ALUCP policies.

The City of San Diego is required by state law to implement the adopted ALUCPs or overrule all or portions of the ALUCPs. The City is currently processing amendments to the Land Development Code and minor amendments to affected community plan, as necessary, to implement the adopted ALUCP policies. The proposed minor community amendments are for only those community plan areas in the Airport Influence Area – Review Area 1 which could be affected by new land use requirements.

**The proposed community plan amendments do not change adopted community plan land use designations or policies.** The proposed amendments provide general policy language to discuss the purpose of the ALUCP and explain that the General Plan and Land Development Code implement the ALUCP noise, safety, airspace protection, and overflight compatibility policies and remove any references to superseded Comprehensive Land Use Plans (CLUPs) and

Page 2

Charles Sellers, Chair, Rancho Peñasquitos Community Planning Group  
December 22, 2010

associated figures. The Land Development Code will contain measurable standards to evaluate airport land use compatibility for proposed development projects.

The minor amendments to the affected community plans and amendments to the Land Development Code for the implementation of the ALUCPs have been scheduled for a Planning Commission recommendation hearing on February 17, 2011. Staff will include the planning group recommendation to Planning Commission if made prior to the hearing. Community planning group recommendations will be provided to the City Council prior to the adoption hearing which has not yet been scheduled.

Please contact me at (619) 533-4550 or [tgalloway@san Diego.gov](mailto:tgalloway@san Diego.gov) for information on the associated community plan amendments. For additional information on the ALUCP related Land Development Code implementation process, please contact Amanda Lee at (619) 446-5367 or [ajohnsonlee@san Diego.gov](mailto:ajohnsonlee@san Diego.gov) or visit the following website:  
[www.sandiego.gov/development-services/industry/airportamend.shtml](http://www.sandiego.gov/development-services/industry/airportamend.shtml)

TG

Attachments: Draft Rancho Peñasquitos Community Plan Amendment

cc: Mary Wright, Deputy Director, CPCI  
Christine Rothman, Program Manager, CPCI  
Amanda Lee, Senior Planner, DSD  
Michael Prinz, Associate Planner, CPCI

Rancho  
Peñasquitos  
Community  
Plan  
Amendment

## RANCHO PEÑASQUITOS COMMUNITY PLAN

The following amendments have been incorporated into this June 2005/2011 posting of this Plan:

Amendment	Date Approved by Planning Commission	Resolution Number	Date Adopted by City Council	Resolution Number
Rescinded the 1978 Peñasquitos East Community Plan and approved the 1993 Rancho Penasquitos Plan update, except for the portion related to the Paraiso Cumbres property.			March 30, 1993	R-281713
Designated the 232-acre Paraiso Cumbres property as 197 acres of open space and 35 acres of low-density residential development. Also revised text on page 92 and 125 of the 1993 Rancho Penasquitos Community Plan update.			June 1, 1993	R-282056
Shifted 206 acres of development area into the MHPA.			March 18, 1997	R-288456
Redesignated 2.94 acres from neighborhood commercial to low-medium density residential (5-10 du/ac).			June 8, 1998	R-290169
Deleted prohibition on residential use on 3.8-acre site on Azuaga Street adjacent to SDG&E substation to permit the development of a church with associated senior housing.			April 9, 2002	R-296301
Redesignated 1-acre portion of park & ride (commercial designation) to park use to permit development of a skate park.			September 23, 2003	R-298423
Reconfigured low-medium residential, regional commercial, and open space areas on approximately 147 acres. Also adjusted the boundary between Rancho Peñasquitos and Torrey Highlands based on the realignment of Carmel Mountain Road.			March 30, 2004	R-299054
<u>Added MCAS Miramar ALUCP policy language and deleted references and maps to the NAS Miramar CLUP.</u>				

# Table of Contents

## INTRODUCTION

The Rancho Peñasquitos Community .....	1
Scope and Purpose of the Plan .....	5
Legislative Framework .....	5
Plan Format .....	6

## PLAN SUMMARY

Plan Summary .....	9
Issues Facing Rancho Peñasquitos .....	9
Overall Community Goals .....	9
Summary of Key Concepts .....	10

## PLAN ALTERNATIVES

Alternative A – 1978 Plan .....	15
Alternative B – Reduced Density/Hillside Review Density Limitation .....	15
Alternative C – Very Low-Density/No Hillside Review Density Limitation .....	16
Alternative D – Very Low-Density/Hillside Review Density Limitation .....	16
Recommended Alternative – Alternative B .....	16

## PLAN ELEMENTS

Residential Element .....	21
Commercial Element .....	29
Neighborhood Planning Element .....	37
Industrial Element .....	63
Community Appearance and Design Element .....	67
Transportation Element .....	79
Park and Recreation Element .....	91
Open Space and Resource Management Element .....	97
Education Element .....	105
Public Facilities and Services Element .....	111
<del>Naval Marine Corps</del> Air Station ( <u>NASMCAS</u> ) Miramar Element .....	117
Social Needs Element .....	123

## IMPLEMENTATION AND ACTION PLAN

Summary of Recommended Actions .....	129
Plan Review and Maintenance .....	131
Community Plan Amendments .....	131
Financing Mechanisms .....	132

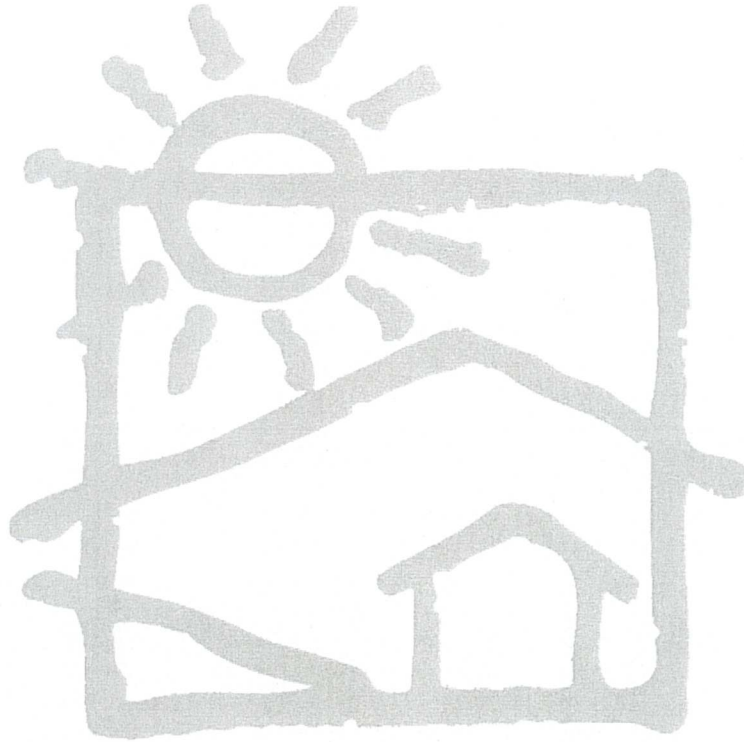
## GENERAL PLAN CONFORMANCE

Open Space .....	137
Commercial .....	137
Industrial .....	137
Major Streets .....	137
Institutional .....	137



## *List of Figures*

Figure 1. Vicinity Map.....	2
Figure 2. Planning Boundaries.....	3
Figure 3. Recommended Land Use Plan.....	4
Figure 4. Land Use Map.....	11
Figure 5. Protected Single-Family Neighborhoods.....	23
Figure 6. Residential Areas.....	24
Figure 7. Residential Density Allocations.....	27
Figure 8. Commercial Areas.....	33
Figure 9. Neighborhoods.....	36
Figure 10. Glens.....	38
Figure 11. Village.....	40
Figure 12. Black Mountain.....	42
Figure 13. Sunset Hills.....	46
Figure 14. Bluffs.....	48
Figure 15. Twin Trails.....	50
Figure 16. Town Center.....	52
Figure 17. Views.....	54
Figure 18. Ridgewood.....	56
Figure 19. Parkview.....	58
Figure 20. Peñasquitos Creek.....	60
Figure 21. Industrial Area.....	65
Figure 22. Special Development Areas.....	69
Figure 23. Black Mountain Transition.....	70
Figure 24. Peñasquitos Canyon Transition.....	71
Figure 25. Viewpoints.....	76
Figure 26. Landscaping Pockets.....	77
Figure 27. Average Daily Traffic at Buildout.....	81
Figure 28. Recommended Street Classifications.....	83
Figure 29. Transit Services.....	85
Figure 30. Bikeways and Pedestrian Circulation.....	87
Figure 31. Bicycle Facilities Classifications.....	89
Figure 32. Park and Recreation Areas.....	94
Figure 33. Open Space System.....	99
Figure 34. Schools.....	109
Figure 35. Public Facilities and Services.....	113
Figure 36. <del>NAS Miramar Airport Influence Area</del> .....	119
Figure 37. <del>NAS Miramar Airport Influence Area Detail</del> .....	120
Figure 38. <del>Airport Noise/Land Use Compatibility Matrix</del> .....	121
Figure 39. Recommended CPIOZ Overlay Zones.....	130
Figure 40. Existing General Plan Land Use Designations.....	138
Figure 41. Revised General Plan Land Use Modifications.....	139



## *Plan Elements*

---

- Residential Element
- Commercial Element
- Neighborhood Planning Element
- Industrial Element
- Community Appearance and Design Element
- Transportation Element
- Park and Recreation Element
- Open Space and Resource Management Element
- Education Element
- Public Facilities and Services Element
- **Naval-Marine Corps** Air Station (**NASMCAS**)  
Miramar Element
- Social Needs Element



---

## NAVAL MARINE CORPS AIR STATION (NASMCAS) MIRAMAR ELEMENT

---

### PRIMARY GOAL

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

### EXISTING CONDITIONS

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

### ISSUES

~~The Airport Influence Area for MCAS Miramar affects the Rancho Peñasquitos Community Plan. The Airport Influence Area serves as the planning boundaries for the Airport Land Use Compatibility Plan for MCAS Miramar and is divided into two review areas. Review Area 1 is comprised of the noise contours, safety zones, airspace protection surfaces, and overflight areas. Review Area 2 is comprised of the airspace protection surfaces and overflight areas. The Airport Land Use Commission for San Diego County adopted the Airport Land Use Compatibility Plan for MCAS Miramar to establish land use compatibility policies and development criteria for new development within the Airport Influence Area to protect the airport from incompatible land uses and provide the City with development criteria that will allow for the orderly growth of the area surrounding the airport. The policies and criteria contained in the Airport Land Use Compatibility Plan are addressed in the General Plan (Land Use and Community Planning Element and Noise Element) and implemented by the supplemental development regulations in the Airport Land Use Compatibility Overlay Zone of the San Diego Municipal Code. Planning efforts need to address airport land use compatibility issues consistent with airport land use compatibility policies and regulations mentioned above.~~

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



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

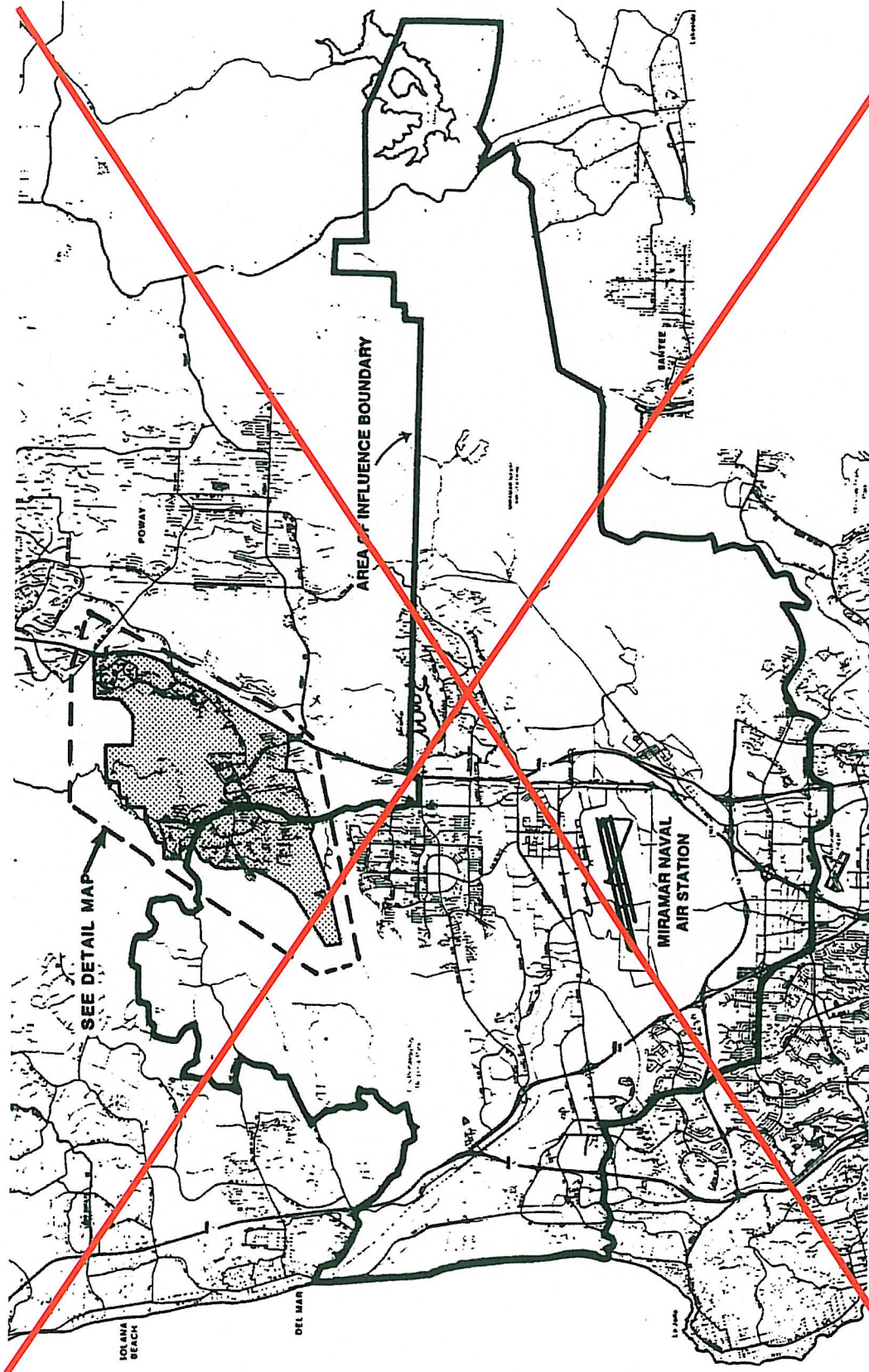
~~NAS Miramar has recently been the subject of study as a potential site for the relocation of Lindbergh Field Commercial Airport. The addition of commercial aircraft could alter the overflight noise impacts and accident potential in Rancho Peñasquitos, the degree of which would be determined with the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

## **POLICIES**

- Rancho Peñasquitos residents should be informed and allowed to review and comment on any future change in NAS-MCAS Miramar operations, including the addition of commercial aircraft usage, which increase noise levels, accident potentials and other relevant impacts affecting the community.
- If, in the future, aircraft noise in excess of 65 db CNEL does impact the community, noise attenuation methods should be used which reduce interior noise levels for all new developments.
- Noise disclosure to buyers by developers should be encouraged.

## **RECOMMENDATIONS**

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



SEE DETAIL MAP

AREA OF INFLUENCE BOUNDARY

MIRAMAR NAVAL AIR STATION

IOLANA BEACH

DEL MAR

POWAY



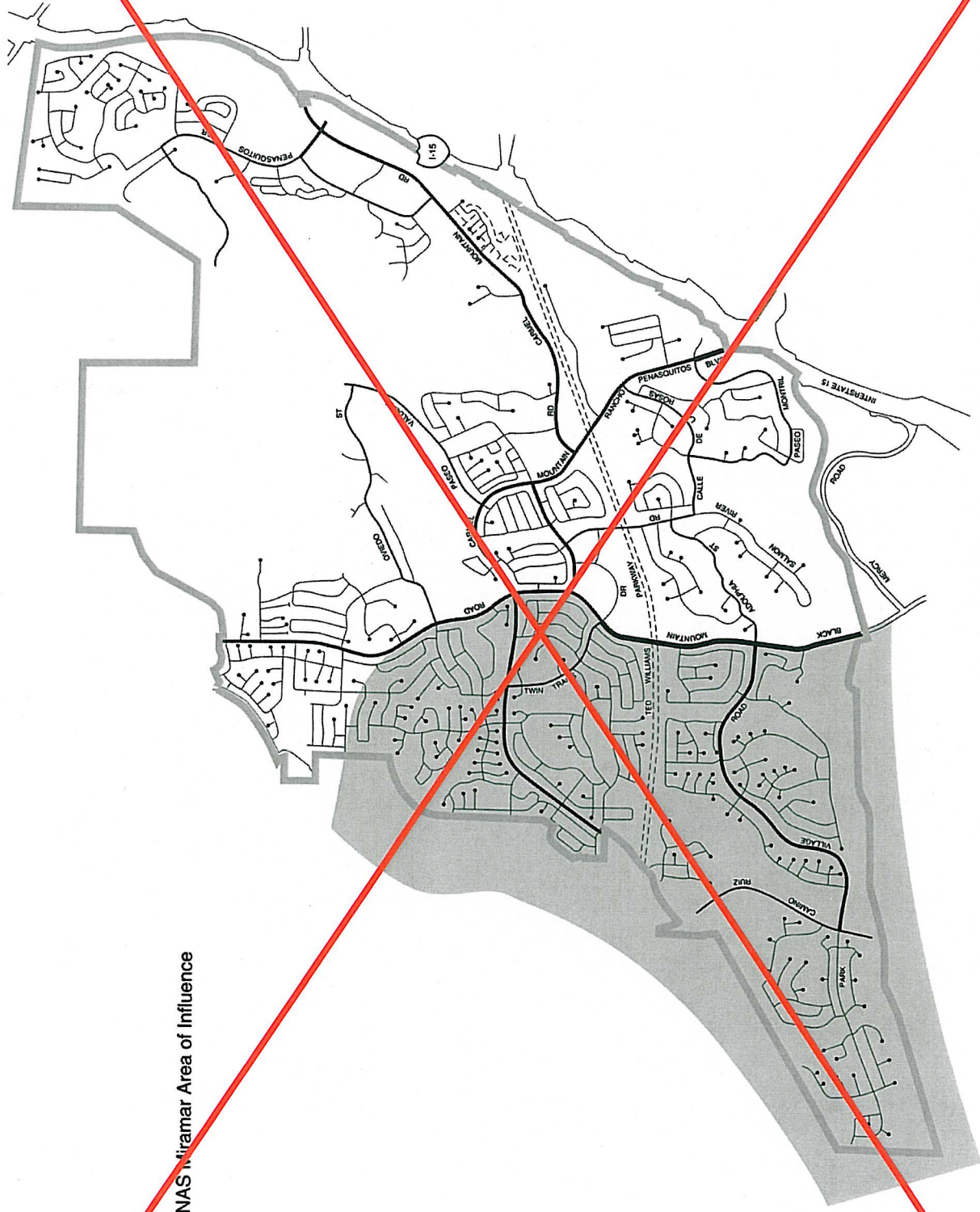
# NAS Miramar Airport Influence Area (relative to Rancho Peñasquitos)

Rancho Peñasquitos Community Plan

36

FIGURE





■ NAS Miramar Area of Influence

NAS Miramar Airport Influence Area Detail  
Rancho Peñasquitos Community Plan





# Airport Noise/Land Use Compatibility Matrix

## Rancho Peñasquitos Community Plan

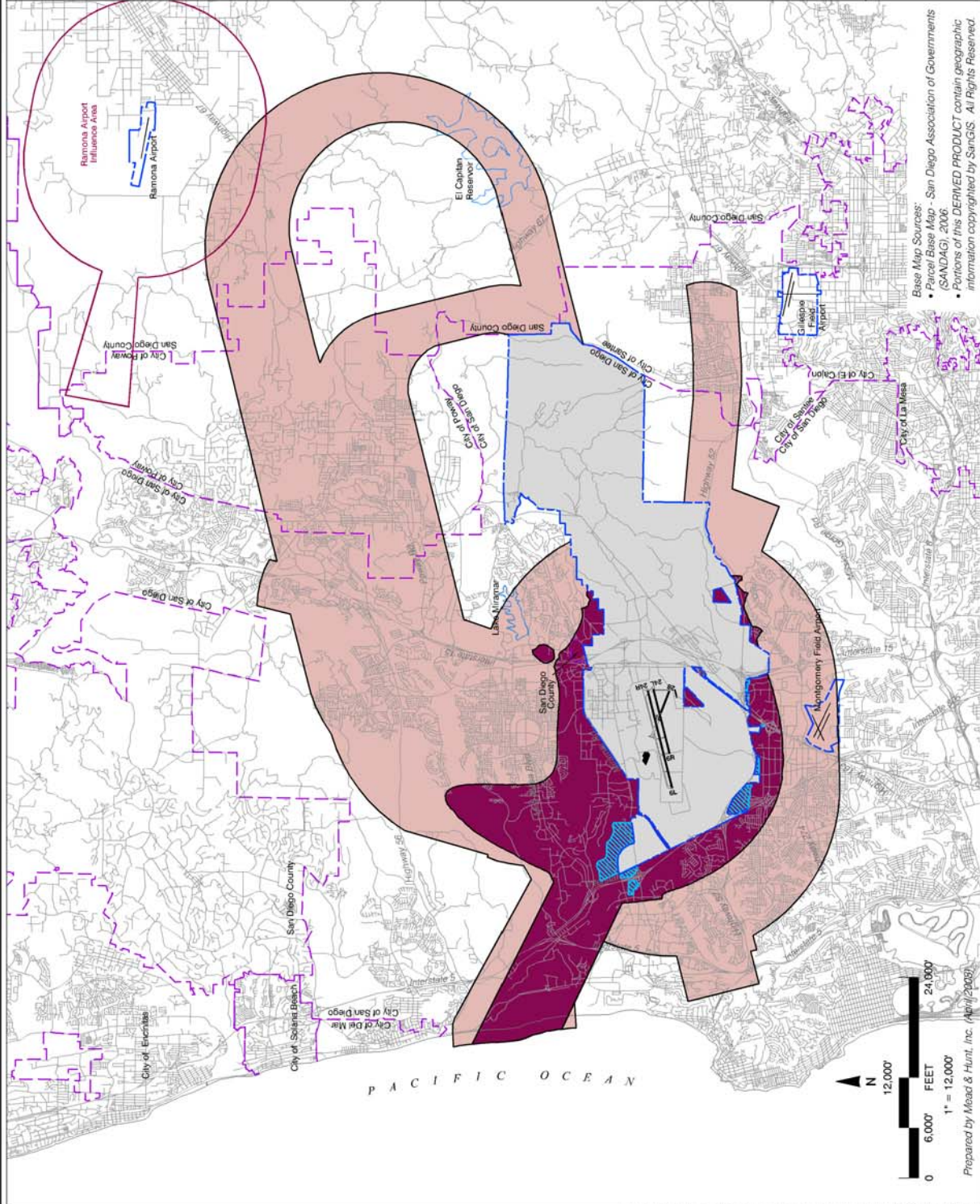
LAND USE	ANNUAL DAY/NIGHT AVERAGE SOUND LEVEL IN DECIBELS				
	55	60	65	70	75
1. OUTDOOR AMPHITHEATERS					
2. NATURE PRESERVES, WILDLIFE PRESERVES, LIVESTOCK FARMING, NEIGHBORHOOD PARKS AND PLAYGROUNDS					
3. SCHOOLS, PRESCHOOLS, LIBRARIES		45			
4. RESIDENTIAL - SINGLE FAMILY, MULTIPLE FAMILY, MOBILE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

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

**45**  
**CONDITIONALLY COMPATIBLE**  
THE OUTDOOR DAY/NIGHT AVERAGE SOUND LEVEL WILL BE ATTENUATED TO THE INDOOR NOISE LEVEL IS ACCEPTABLE FOR ASSOCIATED OUTDOOR ACTIVITIES.

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





**Legend**

- Boundary Lines**
- Airport Property
  - Restrictive Use Easement
  - Roads
  - City Limits
  - Ramona Airport Influence Area (Adopted)

**Airport Influence Area**

- Review Area 1
- Review Area 2

**Notes**

1. Real Estate Disclosure required in the entire Airport Influence Area (see Policy 3.7.2).



AIRPORT LAND USE COMMISSION  
SAN DIEGO COUNTY

**MCAS Miramar**  
**Airport Land Use Compatibility Plan**  
(Adopted October 2008)

Map MIR-5

**Compatibility Policy Map:**  
**Airport Influence Area**

Base Map Sources:

- Parcel Base Map - San Diego Association of Governments (SANDAG), 2006
- Portions of this DERIVED PRODUCT contain geographic information copyrighted by SANDAG. All Rights Reserved.

0 6,000' 12,000' 24,000'  
FEET  
1" = 12,000'  
Prepared by Mead & Hunt, Inc. (April 2008)



**TRANSPORTATION AND STORM WATER**

# SR-56 BIKE PATH INTERCHANGE



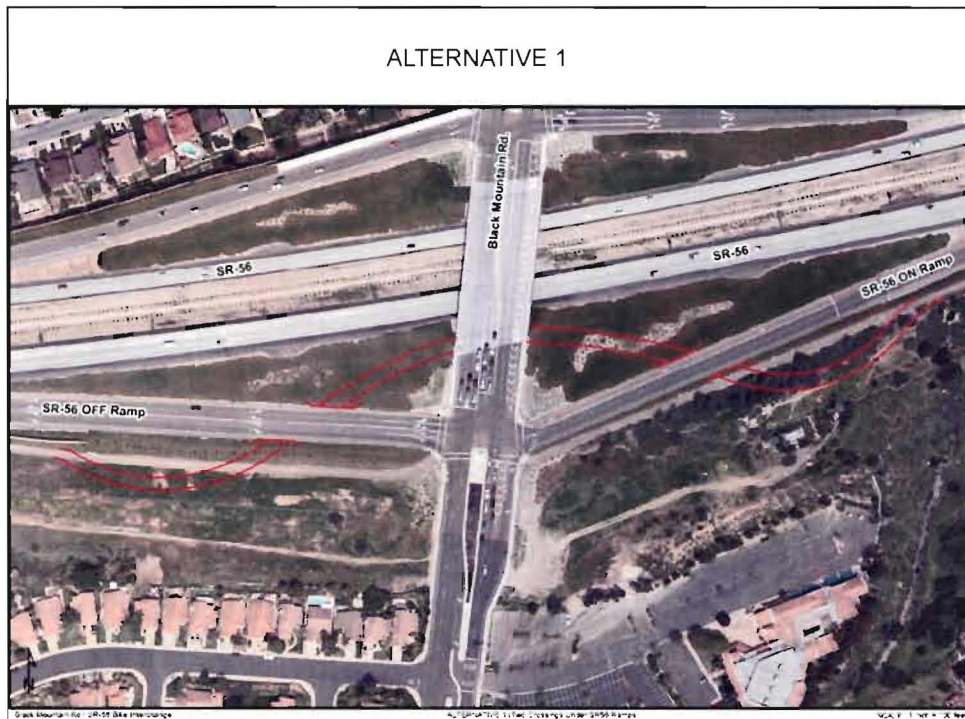
SR 56 & Black Mt.  
Looking West

SR 56 & Black Mt.  
at Grade

SR 56 & Black Mt.  
Looking East



CITY OF SAN DIEGO



ALTERNATIVE 2

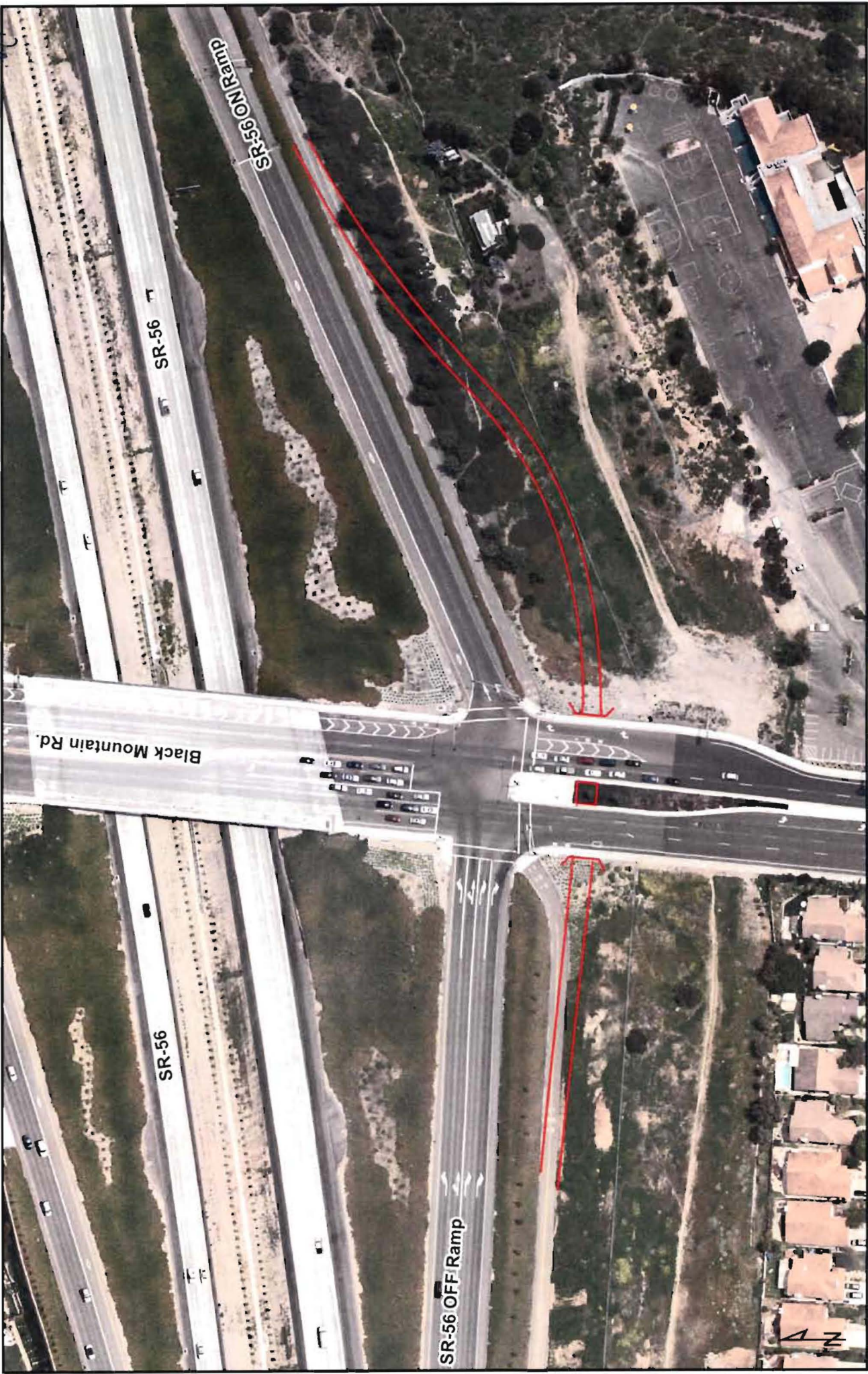


ALTERNATIVE 3





City Staff - emailed attachment end of Jan



Black Mountain Rd / SR-56 Bike Interchange

ALTERNATIVE 1 (Tunnel Under BMR)

SCALE 1 inch = 80 feet

ALT 1+2 Switched

Caltrans refuses to accept  
Box Culvert plan  
+ rat grade improvements



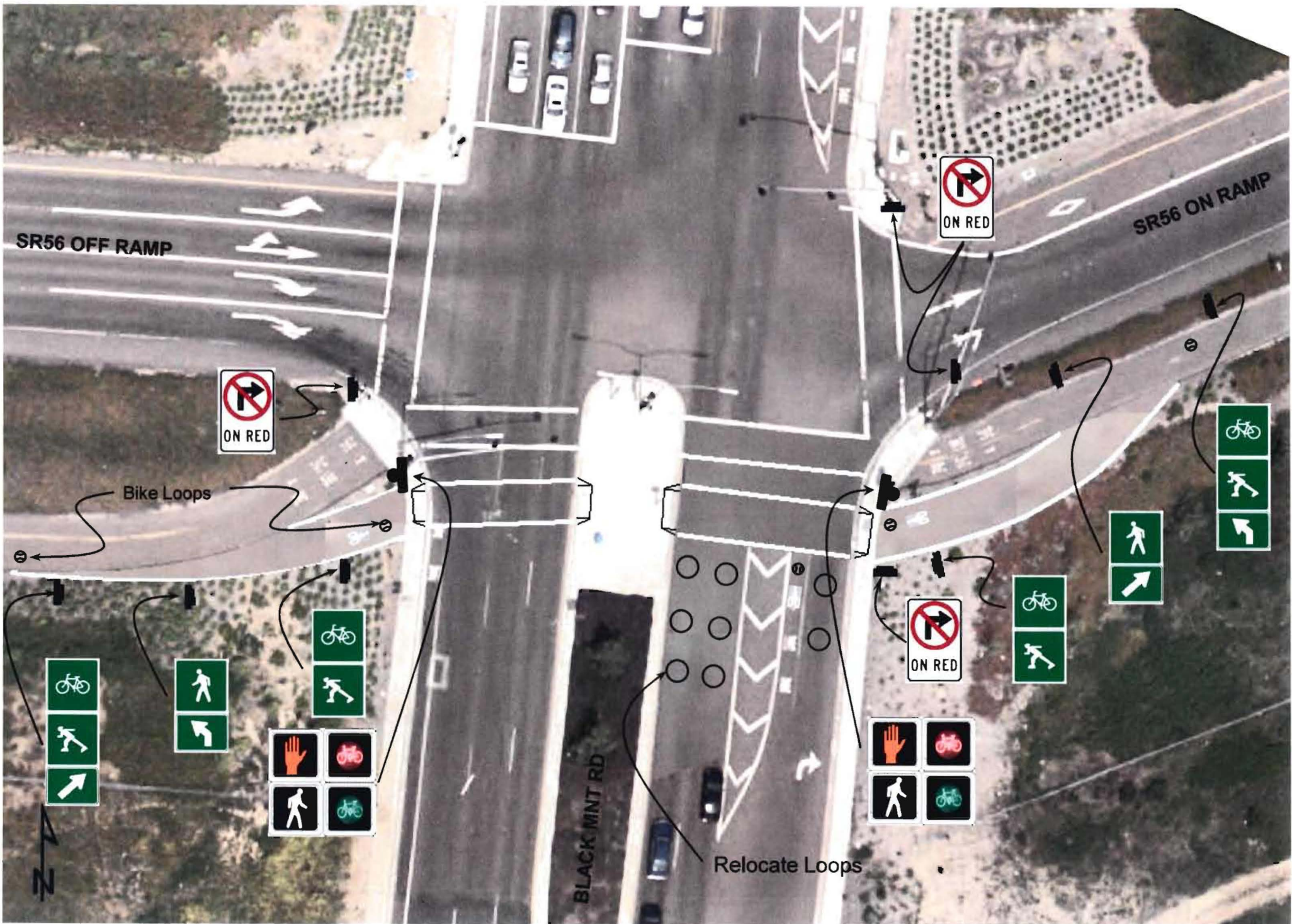


Black Mountain Rd / SR-56 Bike Interchange

**ALTERNATIVE 2** (Two Crossings Under SR56 Ramps)

SCALE: 1 inch = 100 feet

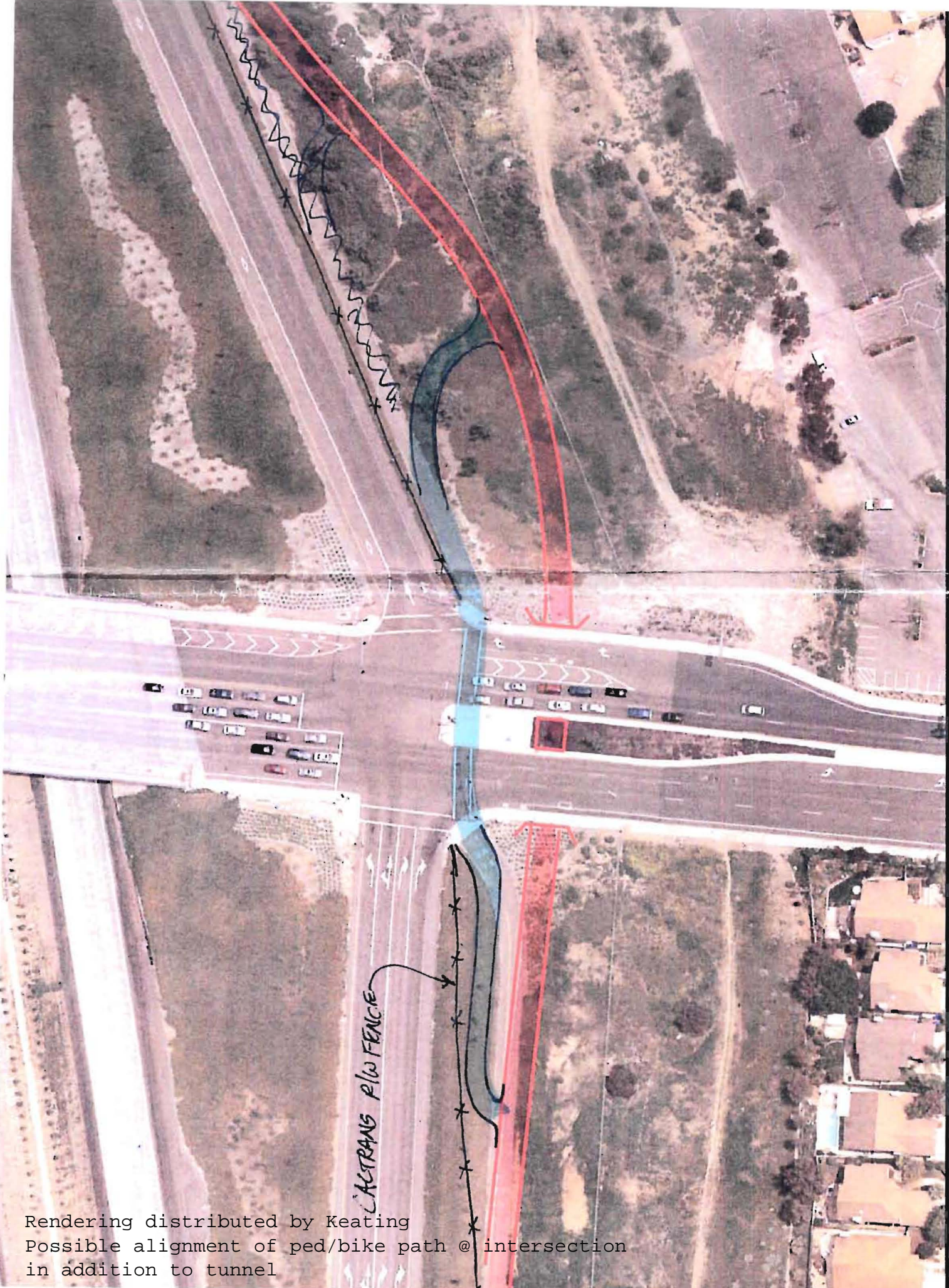




Black Mountain Rd / SR-56 Bike Interchange

ALTERNATIVE 3 (Enhanced At Grade Crossing)





Rendering distributed by Keating  
Possible alignment of ped/bike path @ intersection  
in addition to tunnel

CASTRANS R/W FENCE

ALTERNATIVE 2 (Tunnel Under BMR)

Interchange