

APPENDIX A-2
Proposed Amendments

The project proposes to implement the following amendments:

- Community Plan Amendment to the Rancho Peñasquitos Community Plan Transportation Element to reclassify the project roadway from a 6-lane Primary Arterial to a 4-lane Major.
- General Plan Amendment to Figure LU-2, Land Use and Street System Map in the Land Use and Community Planning Element of the General Plan to reclassify the project roadway from a Prime Arterial to a Major Arterial.
- Revise the Black Mountain Ranch Subarea Plan to remove the requirement to widen the project roadway to a 6-lane Primary Arterial.
- Revise the Black Mountain Ranch Subarea Plan Transportation Phasing Plan to remove the requirement to widen the project roadway to a 6-lane Primary Arterial and to add the project design feature and three traffic mitigation measures.

The proposed amendments listed above are presented on the following pages.

Rancho Peñasquitos Community Plan Amendment

Proposed Changes to the Text of the Adopted RANCHO PENASQUITOS COMMUNITY PLAN

SPECIFIC RECOMMENDATIONS

Roadway Improvements

The following recommendations regarding specific roadway improvements have been developed based upon the recently completed Traffic Impact Study completed for the Black Mountain Road Community Plan Amendment Project and expressed desires of the community. Transportation improvements will be constructed in accordance with the phasing schedule in the Public Facilities Financing Plan. Roadway classifications shown on Figure 28 which are not discussed in this section are unchanged from the previous community plan.

- **State Route 56.** State Route 56 (Ted Williams Parkway) should be constructed as a six lane freeway from I-15 to the western boundary of Rancho Peñasquitos using TRANSNET and Facility Benefit Assessment (FBA) funds earmarked for this purpose. State Route 56 from I-15 to I-5 is a critical east-west link between Rancho Peñasquitos and surrounding communities and coastal areas. Money is currently being collected from assessments in six communities, including Rancho Peñasquitos, to obtain right-of-way for the portion of SR-56 that would traverse the future urbanizing area. It is recommended that, if environmental issues can be resolved, a financing mechanism should be developed to construct SR-56 as at least a four-lane facility through the future urbanizing area and that this road be built when sufficient funds have been obtained.

- **Black Mountain Road.** ~~From just north of Twin Trails Drive to the southern community boundary, this road may be improved to modified six lane arterial status with Class II bicycle lanes.~~ Black Mountain Road from Twin Trails Drive to the southern Rancho Peñasquitos community boundary should remain a 4-lane Major, except in the vicinity of SR-56. As a design feature, the bridge over SR-56 would be re-stripped to increase the northbound to westbound left-turn pocket storage and improve the flow of northbound through traffic. This re-striping requires signal modification at each end of the bridge. To accommodate the additional northbound lane created by re-striping the overpass, the roadway north of the overpass bridge would need to be widened. The widening would extend approximately from the SR-56 westbound off-ramp to the first commercial driveway to the north of the freeway interchange.

- **Camino Ruiz Extension across Los Peñasquitos Canyon.** The Camino Ruiz extension has been deleted from this Plan due to widespread opposition from residents and community groups in Rancho Peñasquitos and Mira Mesa. They feel that the environmental impacts of the roadway to Los Peñasquitos Canyon Preserve outweigh the benefits to traffic flow and access that would be achieved if the roadway extension were built, and they accept the severe congestion that will result on Black Mountain Road.

- **Camino del Sur.** Northerly terminus to Carmel Mountain Road – Retain four-lane major classification. The road should be designed in an environmentally and aesthetically sensitive manner, having minimal impact upon the natural open space system. The median can be reduced where there is no fronting property, which will help to minimize grading impacts.

- **Carmel Mountain Road.** Paseo Montalban to Rancho Peñasquitos Boulevard – Classify as a modified five-lane major street (3EB, 2WB).

- **Carmel Mountain Road.** Interstate 15 to Peñasquitos Drive – Classify as a modified sixlane major street.

- **Paseo Valdear.** Westerly portion, from Oviedo Street approximately 300 feet north – Classify as four-lane collector street; to limit of development in Montana Mirador classify as a local street. Cul-de-sac at Montana Mirador subdivision. Provide an emergency access road to westerly portion of Paseo Valdear.

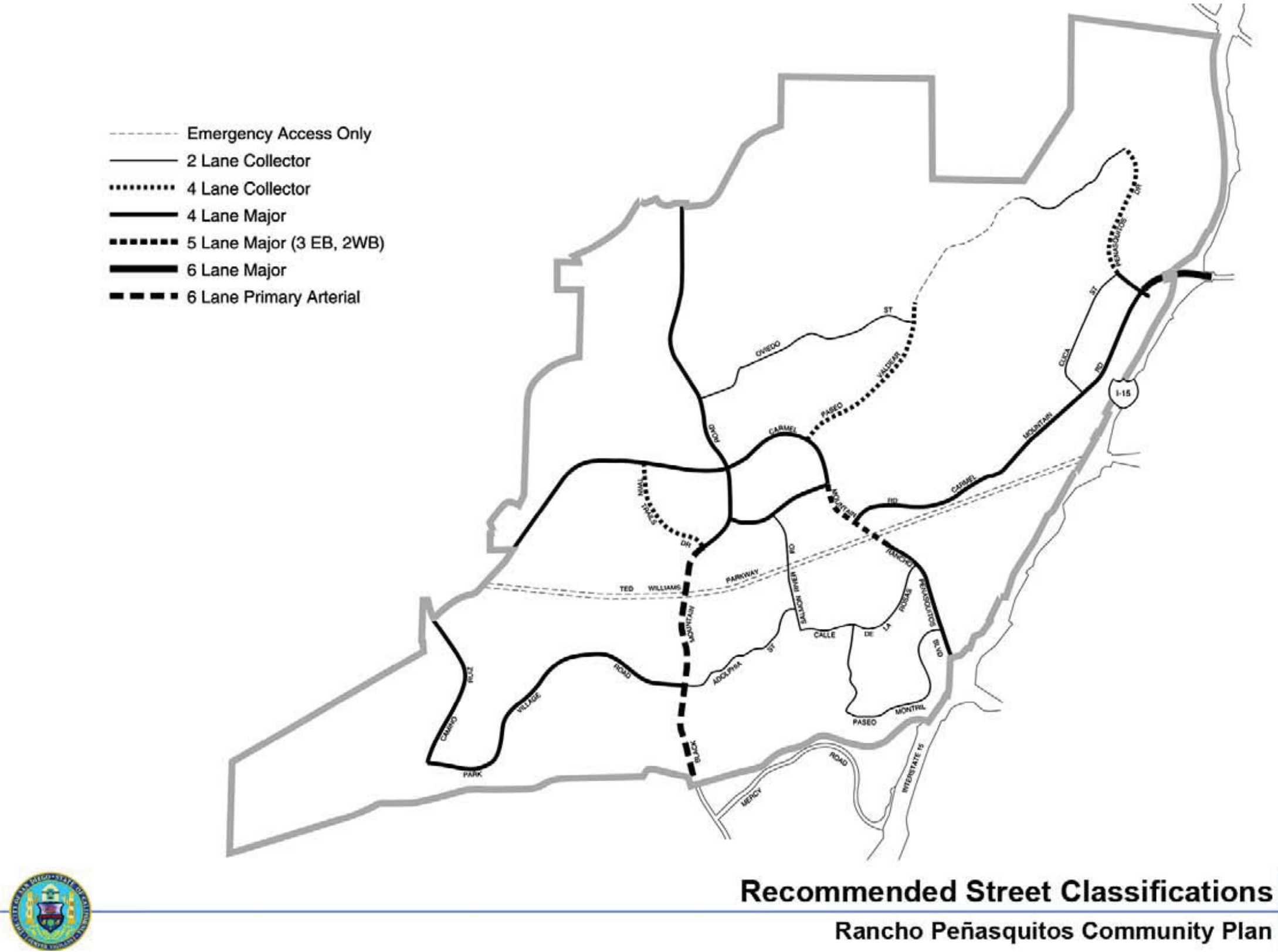


FIGURE 3-1
Existing Rancho Peñasquitos Community Plan Recommended Street Classifications Map

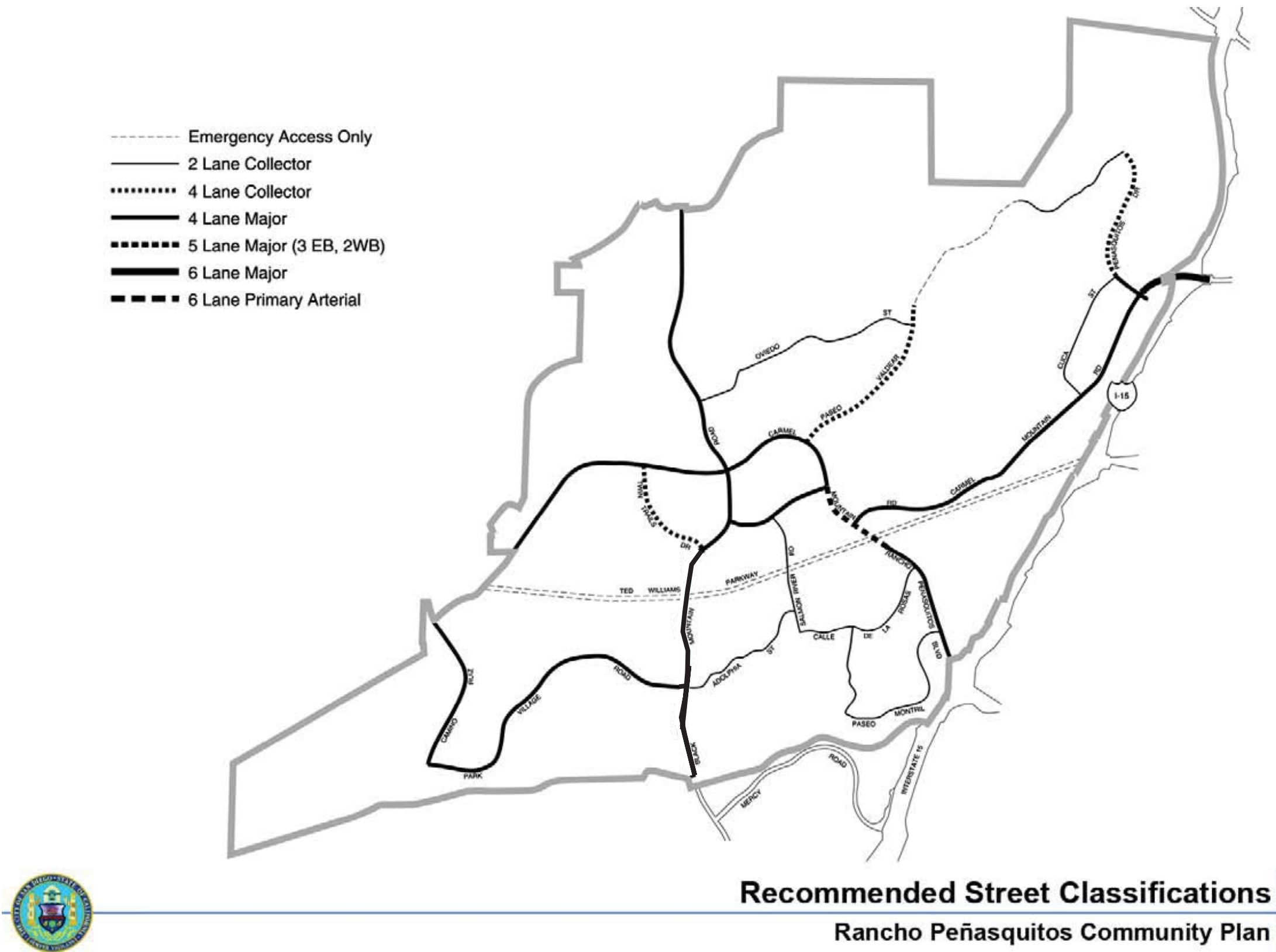


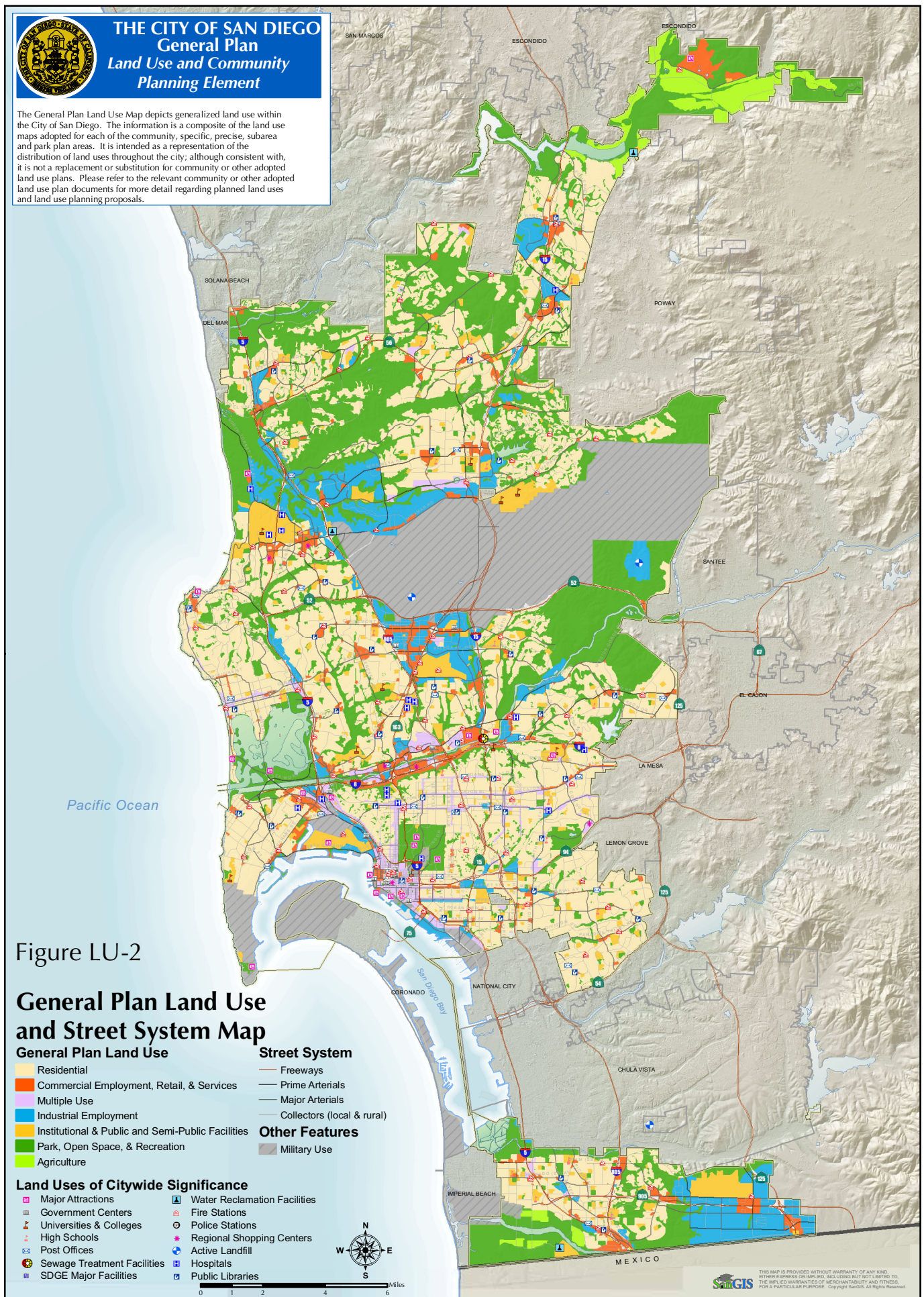
FIGURE 3-2
Amended Rancho Peñasquitos Community Plan Recommended Street Classifications Map

General Plan Amendment



THE CITY OF SAN DIEGO General Plan Land Use and Community Planning Element

The General Plan Land Use Map depicts generalized land use within the City of San Diego. The information is a composite of the land use maps adopted for each of the community, specific, precise, subarea and park plan areas. It is intended as a representation of the distribution of land uses throughout the city; although consistent with, it is not a replacement or substitution for community or other adopted land use plans. Please refer to the relevant community or other adopted land use plan documents for more detail regarding planned land uses and land use planning proposals.





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Draft Mar 29, 2019

Figure LU-2
**General Plan
Land Use
and Street System**

Street System

- Freeways
- Prime Arterials
- Major Arterials
- Collectors (local & rural)

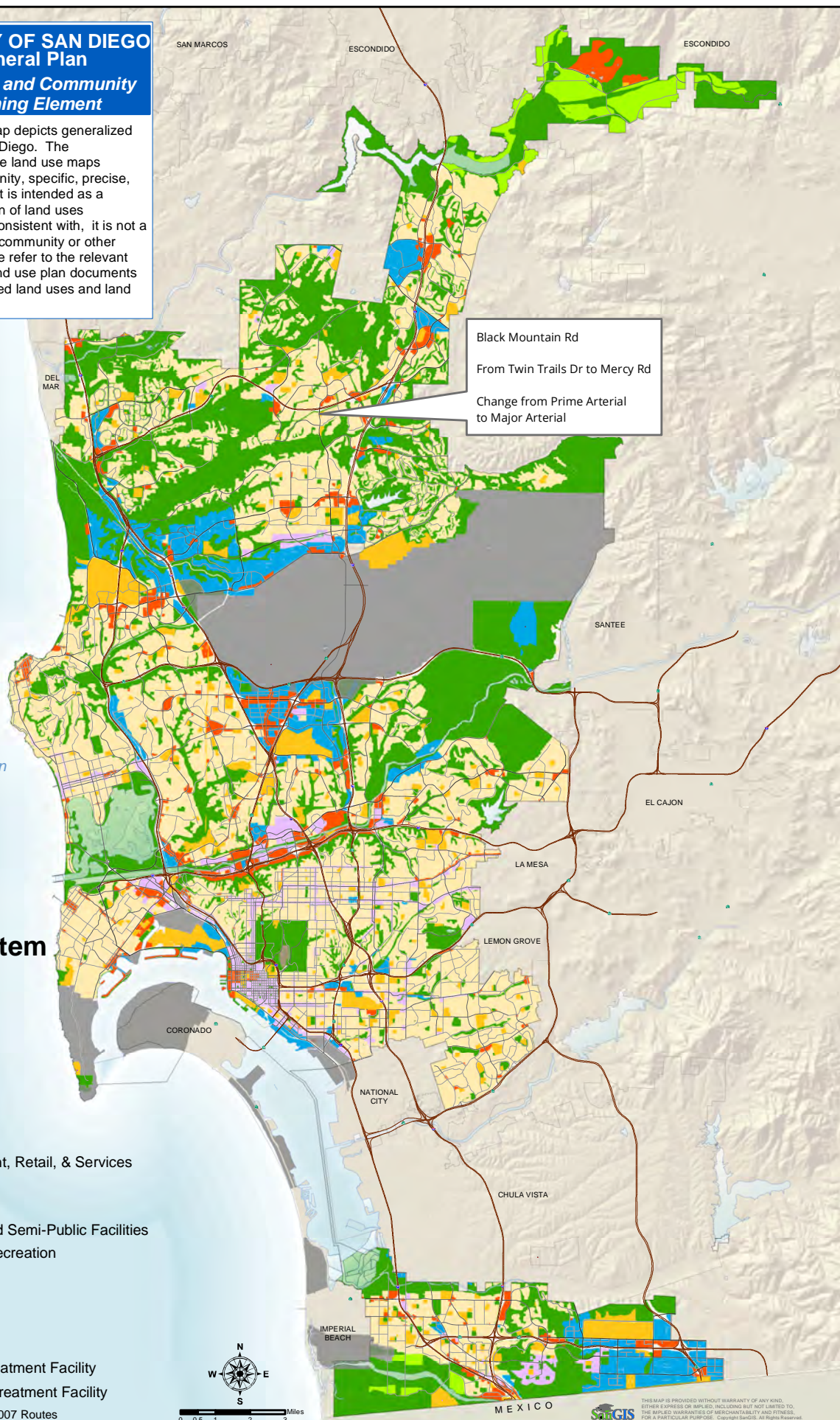
General Plan Land Use

- Residential
- Commercial Employment, Retail, & Services
- Multiple Use
- Industrial Employment
- Institutional & Public and Semi-Public Facilities
- Park, Open Space, & Recreation
- Agriculture

Other Features

- Military Use
- Active Landfill
- Existing Wastewater Treatment Facility
- Proposed Wastewater Treatment Facility

Source: SANDAG 2007 RTP; MTS 2007 Routes



Black Mountain Ranch Subarea Plan Revisions

Proposed Changes to the Text of the Adopted BLACK MOUNTAIN RANCH SUBAREA PLAN

SPECIFIC RECOMMENDATIONS

Roadway Improvements

The following recommendations regarding specific roadway improvements have been developed based upon the recently completed Traffic Impact Study completed for the Black Mountain Road Community Plan Amendment Project and expressed desires of the community. Transportation improvements will be constructed in accordance with the phasing schedule in the Public Facilities Financing Plan.

a) Bernardo Center Drive

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

b) Black Mountain Road

The extension of Black Mountain Road from the northern limit of Black Mountain Road to Carmel Valley Road will be constructed to its ultimate cross section as part of the BMR/VTM PRD. ~~The portion of Black Mountain Road south of SR-56 is expected to have traffic volumes that will require that the roadway be widened to six-lane primary arterial standards. This widening effort will extend between Twin Trails Road and Mercy Road. As the widening to six lanes is a planned improvement, impacts from the widening will be temporary traffic delays and possible short-term noise impacts from construction of the improvements.~~ Black Mountain Road from Twin Trails Drive to the southern Rancho Peñasquitos community boundary should remain a 4-lane Major, except in the vicinity of SR-56. As a design feature, the bridge over SR-56 would be re-stripped to increase the northbound to westbound left-turn pocket storage and improve the flow of northbound through traffic. This re-striping requires signal modification at each end of the bridge. To accommodate the additional northbound lane created by re-striping the overpass, the roadway north of the overpass bridge would need to be widened. The widening would extend approximately from the SR-56 westbound off-ramp to the first commercial driveway to the north of the freeway interchange.

c) Camino del Norte

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

d) Camino del Sur

Camino del Sur is planned to be constructed in its ultimate cross section of a four-lane major street between Carmel Valley Road and San Dieguito Road as part of the approved VTM/PRD for Black Mountain Ranch. For the portion of Camino del Sur north of San Dieguito Road, the proposed project will construct Camino del Sur to four-lane major standards. The developers of Torrey Highlands will construct portions of Camino del Sur to the south of Carmel Valley Road. Impacts from these improvements were evaluated in the Black Mountain Ranch VTM/PRD EIR and the EIR for Fairbanks Highlands. A partial cloverleaf interchange will be provided

Black Mountain Ranch Subarea Plan Transportation Phasing Plan Revisions

Summary of Required Circulation Improvements By Phase
Black Mountain Ranch Revised VTM and the Remainder of Black Mountain Ranch Subarea I
VTM PHASE

PFFP Proj No.	Facility	Location	Required Improvement Description
Vesting Tentative Map Phase One: Prior to development in the Vesting Tentative Map area, the following improvements shall be assured to the satisfaction of the City Engineer:			
On-Site Roads			
T-3	Black Mtn. Rd.	Carmel Valley Rd. to existing Black Mtn. Rd.	Construct 4 lane major street.
T-9	Camino Del Sur	At San Dieguito Rd.	Construct traffic signal.
T-9	Camino Del Sur	San Dieguito Rd. to Carmel Valley Rd.	Construct 2 lanes of an ultimate 4 lane major road.
T-9	Camino Del Sur	At B Street	Construct traffic signal.
T-9	Camino Del Sur	At Carmel Valley Rd.	Construct traffic signal.
T-3	Carmel Valley Rd.	At Black Mountain Rd.	Construct traffic signal.
T-1	San Dieguito Rd.	Property boundary east to Camino Del Sur	Construct a 2-lane collector street with intersection widening.
Off-Site Roads			
T-4	Black Mtn. Rd.	At Maler Rd.	Construct traffic signal.
T-4	Black Mtn. Rd.	At SR-56 WB Ramp	Widen WB approach for dual lefts and right turn lanes. Modify signal.
T-4	Black Mtn. Rd.	At SR-56 EB Ramp	Widen SB approach for dual lefts; Widen NB approach for exclusive right turn lane.
T-4	Black Mtn. Rd.	At Park Village Rd.	Widen SB approach for exclusive right turn lane.
T-19	Carmel Valley Rd.	Western portion of SR-56 to Via Abertura	Provide striping, signing, and widening improvements as required by City Engineer, enhance existing 2-lane road
T-21.1, T-21.2	Carmel Valley Rd.	Via Abertura to Black Mtn. Rd.	Construct 2 lanes of an ultimate 4 lane major road with intersection widening
T-19	Carmel Valley Rd.	At Rancho Santa Fe Farms Rd.	Construct traffic signal
T-28	El Camino Real	At San Dieguito Rd.	Widen WB approach for shared left and right turn lane
T-4	Rancho Penasquitos Blvd.	At SR-56 WB Ramp	Widen WB off ramp to provide a center left/through/right turn lane.
Vesting Tentative Map Phase Two: Prior to exceeding 600 equivalent dwelling units in the Vesting Tentative Map area, the following improvements shall be assured to the satisfaction of the City Engineer:			
On-Site Roads			
N/A	SR-56 or Camino Del Sur	Black Mountain Rd. to Camino Del Sur	Extend to Camino Del Sur
T-9	Camino Del Sur	San Dieguito Rd. to Carmel Valley Rd.	Widen to 4 lane major street
T-13, T-14	Camino Del Sur	Carmel Valley Rd. to SR-56	Construct 4-lane major street
Off-Site Roads			
T-18	Carmel Valley Rd.	At I-5 SB Ramp	Restripe the intersection for a WB shared left/through lane. Modify signal for split phasing

NAME CHANGE NOTES:

- a) Former North Village Drive has been renamed Paseo Del Sur and is included herein as an Internal Roadway.
- b) Former Camino Ruiz and those portions of Camino del Norte within Subarea I and Subarea IV have been renamed Camino Del Sur.
- c) The portion of Camino Santa Fe within Subarea III at SR-56 and north to Del Mar Heights Road has been renamed Carmel Valley Road.

Summary of Required Circulation Improvements By Phase
Black Mountain Ranch Revised VTM and The Remainder of Black Mountain Ranch Subarea I
PHASE I-A & I-B

PFFP Proj No.	Facility	Location	Required Improvement Description
	Black Mountain Ranch Subarea I Phase I-A: Prior to exceeding 2,610 equivalent dwelling units in the Vesting Tentative Map phase and any equivalent dwelling units in the remainder of Subarea I, the following improvements shall be assured to the satisfaction of the City Engineer.		
	On-Site Roads		
T-5	Camino Del Sur	San Dieguito Rd. to Paseo Del Sur	Construct 2 lanes of ultimate 4-lane major street
T-47, T-48	Internal Roadways	As required by internal development	Construct roadways and traffic signals
	Off-Site Roads		
T-14	Camino Del Sur	Carmel Valley Rd. to SR-56	If not complete, widen to 4 lanes
T-21.1	Carmel Valley Rd.	Via Abertura to Camino Del Sur	Widen to 4 lanes
N/A	SR-56	Black Mountain Rd. to Camino Del Sur	Construct 4 lane freeway (3) (4)
T-53	San Dieguito Rd.	At El Apajo	Traffic signal or Contribute funding for improvement
T-29.1	El Camino Real	San Dieguito Rd. south to Half Mile Dr.	Widen to 4 lanes
T-32.1	Via de la Valle	El Camino Real West to San Andres Dr.	Widen to 4 lanes (1) (5)
T-32.1	Via de la Valle	San Andres Dr. to I-5	Restripe for 6 lanes (1)
	Black Mountain Ranch Subarea I Phase I-B: Prior to exceeding 2,610 equivalent dwelling units in the Vesting Tentative Map phase and 1,282 equivalent dwelling units in the remainder of Subarea I, the following improvements shall be assured to the satisfaction of the City Engineer.		
	On-Site Roads		
T-10	Camino Del Sur	San Dieguito Rd. to Carmel Valley Rd.	If not complete, widen to 4 lanes
T-47, T-48	Internal Roadways	As required by internal development	Construct roadways and traffic signals
	Off-Site Roads		
N/A	Camino Del Sur	SR-56 south to Carmel Mountain Rd.	Construct 4 lanes
N/A	Camino Del Sur	Carmel Mountain Rd to Dormouse Rd.	Construct 2 lanes (2)
T-19, T-20	Carmel Valley Rd.	Del Mar Heights Rd. to SR-56	Construct 4 lanes
T-20	Carmel Valley Rd.	Via Abertura west to Del Mar Heights Rd.	Widen to 4 lanes
T-22.2	Carmel Valley Rd.	Camino Del Sur to Black Mountain Rd.	Widen to 4 lanes
N/A	Del Mar Heights Rd.	Lansdale Dr. to Carmel Valley Rd.	Construct 4 lanes
T-2	El Apajo	Via de Santa Fe to San Dieguito Rd.	Widen to 3 lanes
	SR-56	Camino Del Sur to east of Carmel Country Rd.	Construct 4 lane freeway (3) (4)
T-15.1	SR-56	At Camino Del Sur	Construct diamond interchange
N/A	SR-56	At Carmel Valley Rd.	Construct diamond interchange
T-56	SR-56	At I-15	Contribution of \$580,000 for interchange improvements
T-29.2	El Camino Real	Via de la Valle to San Dieguito Rd.	Widen to four-lanes (2)
T-29.2	Via de la Valle	El Camino Real (E) to El Camino Real (W)	Widen to four-lanes (2) (5)
N/A	Interstate 5	SR-56 to I-805	Construct dual freeways (3)

(1) If unable to assure at time of first EDU in Phase I-A because of failure to acquire right of way, obtain Coastal Commission approval or other reason beyond City or developer control, improvement will be subject to a bonded deferred improvement agreement and moved into Phase I-B.

(2) Current City CIP projects. City will assure in Phase I-B; otherwise, Phase II EDUs will not be released until assured

(3) SR-56 is assured by the City and the dual freeways are assured by Caltrans.

(4) SR-56 was formerly described as a single project from Carmel Valley to Black Mountain Road.

(5) Via de la Valle was formerly described as a single project from San Andres Drive to El Camino Real (E).

Summary of Required Circulation Improvements By Phase
Black Mountain Ranch Revised VTM and The Remainder of Black Mountain Ranch Subarea I
PHASE II-A & II-B

PFFP Proj. No.	Facility	Location	Required Improvement Description
	Black Mountain Ranch Subarea I Phase II-A: Prior to exceeding 2,610 equivalent dwelling units in the Vesting Tentative Map phase and 1,582 equivalent dwelling units in the remainder of Subarea I, (totaling 4,192 equivalent dwelling units in all of Subarea I), the following improvements shall be assured to the satisfaction of the City Engineer.		
	On-Site Roadways		
T-6, T-34	Camino Del Sur	San Dieguito Rd. to Camino del Norte	Widen to 4 lanes (6)
T-25	Carmel Valley Rd.	Black Mountain Rd. to Camino Crisalida	Construct 2 lanes (7) (8)
T-47, T-48	Internal Roadways	As needed	Construct roadways and traffic signals
	Off-site Roadways		
T-46	Bernardo Center Dr.	At I-15	Construct ramp improvements
T-35, T-36	Camino del Norte	Camino Del Sur to Camino San Bernardo	If not constructed, construct 4-lanes (9)
T-37	Camino del Norte	At Bernardo Center Dr.	Improve capacity at-grade, pedestrian bridge
T-38	Camino del Norte	At I-15 Ramps	Complete interchange improvements, NB & SB truck climbing lanes
T-55	I-15	SR-163 to Escondido	Construct capacity enhancements (HOV, auxiliary lanes or comparable improvements) to facility.
T-39	Rancho Bernardo Rd.	Bernardo Center Dr. to West Bernardo Dr.	Widen to 6-lanes
T-39	Rancho Bernardo Rd.	At West Bernardo Dr.	Construct intersection improvements
T-39	Rancho Bernardo Rd.	At I-15 NB/SB Ramps	Construct intersection improvements
T-45	West Bernardo Dr.	At Bernardo Center Dr.	Construct intersection improvements
T-43	West Bernardo Dr.	I-15 SB Ramps to Aguamiel Rd.	Improve cross-section
T-44	West Bernardo Dr.	At I-15 SB Ramp	Construct traffic signal
T-54.2	SR-56 Westbound	Between Carmel Creek Rd. On & Off Ramps	Contribute fair share of \$1,000,000. for Auxiliary Lane
T-18	El Camino Real SB	At Carmel Valley Rd./SR-56	Contribute fair share of \$600,000. for turn pocket
	Black Mountain Ranch Subarea I Phase II-B: Prior to exceeding 2,610 equivalent dwelling units in the Vesting Tentative Map phase and 2,602 equivalent dwelling units in the remainder of Subarea I, (totaling 5,212 equivalent dwelling units in all of Subarea I), the following improvements shall be assured to the satisfaction of the City Engineer.		
	On-Site Roadways		
T-47, T-48	Internal Roadways	As needed	Construct roadways and traffic signals
	Off-Site Roadways		
N/A	I-5	I-805 to Birmingham	Construct capacity enhancements (HOV, auxiliary lanes or comparable improvements) to facility.
T-25	Carmel Valley Rd.	Black Mountain Rd. to Camino Crisalida	Widen to 4 lanes (8)
N/A	Camino Del Sur	Carmel Mountain Rd to Dormouse Rd.	Widen to 4 lanes

(6) Project formerly described as three separate increments: Camino Ruiz from San Dieguito Road to North Village Drive, Camino Ruiz from North Village Drive to Camino del Norte and Camino del Norte from the Eastern Project Boundary to the Western Project Boundary.

(7) 138 EDUs will be released with the assurance of two lanes of Carmel Valley Road between Black Mountain Road and Camino Crisalida without regard to other transportation phasing or EDU limitations.

(8) Project formerly described as Black Mountain Rd. to Bernardo Center Dr.

(9) Project formerly described as two separate increments: Camino del Norte from Eastern Project Boundary to 4S Parkway and from 4S Parkway to Existing Terminus which was Camino San Bernardo.

Summary of Required Circulation Improvements By Phase
Black Mountain Ranch Revised VTM and The Remainder of Black Mountain Ranch Subarea I
PHASE III

PFFP Proj No.	Facility	Location	Required Improvement Description
	Black Mountain Ranch Subarea I Phase III: Prior to exceeding 2,610 equivalent dwelling units in the Vesting Tentative Map phase and 3,682 equivalent dwelling units in the remainder of Subarea I, (totaling 6,292 equivalent dwelling units in all of Subarea I), the following improvements shall be assured to the satisfaction of the City Engineer.		
	On-Site Roadways		
T-47, T-48	Internal Roadways	As needed	Construct roadways and traffic signals
	Off-Site Roadways		
N/A	Camino Del Sur	Carmel Valley Rd. to Carmel Mountain Rd.	Widen to six-lanes
T-54.2	State Route 56	I-5 to I-15	Widen to 6-lane freeway.
T-58	State Route 56	At I-5	Construct north facing ramps.
T-15.1	State Route 56	At Camino Del Sur	Construct partial cloverleaf interchange.
N/A	Carmel Valley Rd,	Del Mar Heights Rd. to SR-56	Widen to six-lanes.
T-57	Black Mountain Rd	Twin Trails Rd. to north of Mercy Rd.	Widen to six-lanes
<u>TBD</u>	<u>Black Mountain Rd</u>	<u>Between the SR-56 westbound ramps and SR-56 eastbound ramps</u>	<u>Restripe overpass to include an additional northbound lane along Black Mountain Road from the SR-56 eastbound ramps to the middle of the overpass. To accommodate the additional northbound lane created by this restriping on the overpass, it is estimated that the roadway north of the overpass bridge would need to be widened for northbound traffic. The widening would extend approximately 0.15 mile from the SR-56 westbound off-ramp to the first commercial driveway to the north of the overpass.</u>
<u>TBD</u>	<u>Twin Trails Drive</u>	<u>At Sundance Avenue</u>	<u>Construct traffic signal.</u>
<u>TBD</u>	<u>State Route 56</u>	<u>Eastbound between Camino Del Sur and Black Mountain Road</u>	<u>Construct a continuous auxiliary lane.</u>
<u>TBD</u>	<u>State Route 56</u>	<u>Rancho Peñasquitos Boulevard/ SR-56 westbound on-ramp</u>	<u>Construct an additional on-ramp lane.</u>

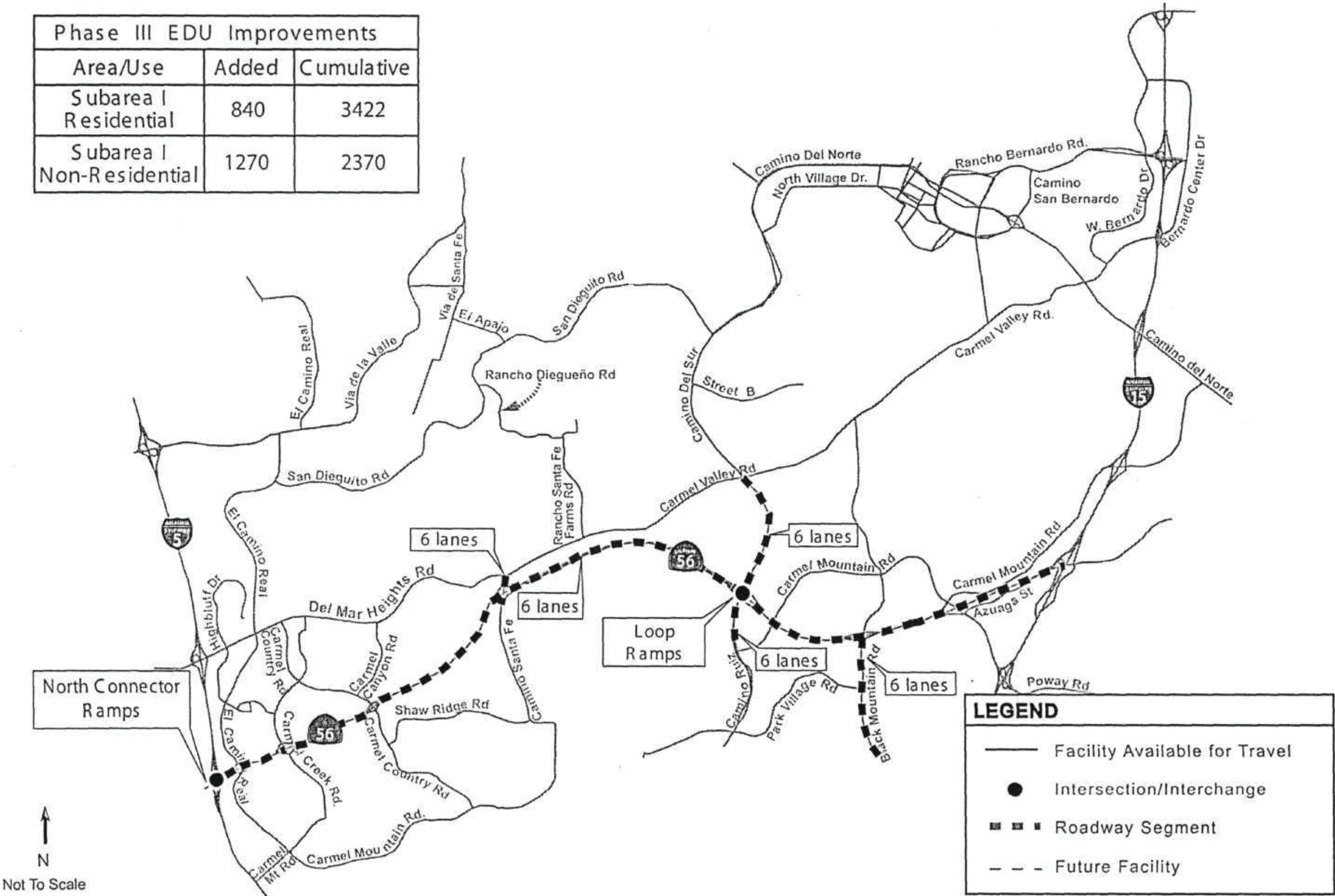
Black Mountain Ranch Land Uses

<i>Land Use</i>	<i>Units</i>	<i>Intensity</i>	<i>Daily Trip Rate (Vehicle Trips)</i>	<i>Total Daily Trips (Vehicle Trips)</i>
VTM PHASE				
<i>Black Mountain Ranch Land Uses Under VTM 95-0173</i>				
Estate Residential	Dwelling Units	71	12	852
Single Family Residential	Dwelling Units	871	10	8,710
Affordable Housing	Dwelling Units	179	8	1,432
Middle School	Acres	17	40	680
Elementary School	Acres	10	60	600
Church (2)	Acres (Total)	6	60	360
Golf Courses (2)	Courses (Total)	2	600	1,200
Neighborhood Park (2)	Acres (Total)	10	10	100
Community Park	Acres	30	10	300
Subtotals:	Dwelling Units:	1,121	Trips:	14,234
<i>Black Mountain Ranch Land Uses Under Proposition C 1996 and VTM 99-1161</i>				
Neighborhood Commercial	Thousand Sq. Feet	60	120	7,200
Single Family Residential	Dwelling Units	218	10	2,180
Multi-Family Residential	Dwelling Units	42	8	336
Subtotals:	Dwelling Units:	260	Trips:	9,716
<i>Perimeter Ownership Land Uses</i>				
Single Family Residential	Dwelling Units	190	10	1,900
Affordable Housing	Dwelling Units	36	7	252
Subtotals:	Dwelling Units:	226	Trips:	2,152
VTM PHASE TOTALS:	Dwelling Units:	1,607	Trips:	26,102

PHASE I, II & III				
<i>Phase I, II & III Black Mountain Ranch Ownership Land Uses</i>				
Estate Residential	Dwelling Units	120	12	1,440
Single Family Residential	Dwelling Units	1,600	10	16,000
Multi-Family Residential	Dwelling Units	830	8	6,640
Age Restricted Residential	Dwelling Units	500	4	2,000
High School (portion)	Acres	40	50	2,000
Middle School	Acres	30	40	1,200
Elementary School	Acres	10	60	600
Employment Center	Thousand Sq. Feet	450	16	7,200
Neighborhood Commercial	Thousand Sq. Feet	75	120	9,000
Office	Thousand Sq. Feet	65	20	1,300
Resort/Hotel (Prop. C – 1996)	Rooms	300	8	2,400
Neighborhood Park	Acres	7	40	280
Subtotals:	Dwelling Units:	3,050	Trips:	50,060
<i>Phase I, II & III Perimeter Ownership Land Uses</i>				
SW Perimeter – Single Fam.	Dwelling Units	94	10	940
SE Perimeter – Single Fam.	Dwelling Units	349	10	3,490
NE Perimeter – Multi- Fam.	Dwelling Units	300	8	2,400
Subtotals:	Dwelling Units:	743	Trips:	6,830
PHASE I, II & III TOTALS:	Dwelling Units:	3,793	Trips:	56,890
TOTAL DWELLING UNITS BLACK MOUNTAIN RANCH SUBAREA I		5,400		
TOTAL TRIPS BLACK MOUNTAIN RANCH SUBAREA I				82,990 (1)

(1) Total trips are 1030 trips (103 EDU) less than the total trips of 84,020 allocated in the Transportation Phasing Plan. This buffer was created primarily by the deletion of a High School Site that was included in the original VTM 95-0173 and in the original traffic and transportation analysis which is the basis for the Transportation Phasing Plan.

Phase III EDU Improvements		
Area/Use	Added	Cumulative
Subarea I Residential	840	3422
Subarea I Non-Residential	1270	2370



Phase III EDU Improvements		
Area/Use	Added	Cumulative
Subarea I Residential	840	3422
Subarea I Non-Residential	1270	2370

