



Rancho Peñasquitos Planning Board Meeting Minutes

May 4, 2011

Attendees: Jon Becker, Suzanne Brooks, Thom Clark, Bill Diehl, Bill Dumka, John Keating, Ruth Loucks, Dann Mallec, Darren Parker, Jeanine Politte, Keith Rhodes, Scot Sandstrom, Charles Sellers, Mike Shoecraft, John Spelta, Dennis Spurr

Absent: Joost Bende

Community Members & Guests (Voluntary Sign-in): Peter Tereschuck, Arne Johanson, Arman Ohanian, Rod Simmons, Steve Gore, Stephen Egbert, James (Jaz) Arnold, Lisa Arnold, John Stohr

1. The meeting was called to order at 7:40 pm at the Doubletree Golf Resort located at 14455 Peñasquitos Drive, San Diego, California 92129. A Quorum was present.
2. Agenda Modifications: none
3. MINUTES: April 6, 2011 minutes were held over to the June meeting for approval to allow members time to review.
4. Guests: No public safety agencies were present.
5. NON-AGENDA, PUBLIC COMMENTS:
 - a. Keith Rhodes informed the board that his property, Rhodes Crossing, is up for sale. Judgement on the enjoinder lawsuit due to vernal pools was made April 4, 2011; case is moot. Rhodes Crossing aquatic permits need to be renewed. Camino del Sur extension south to Dormouse needs permit to move forward to complete traffic loop in Rancho Peñasquitos. Rhodes is asking to be put on June agenda as an action item to approve allowing Rhodes Crossing to complete residential units that can be reached from existing Carmel Mtn. Rd. This will allow him time to renew other permits, improving his chances of sale. This will also speed up receipt of developer fees. Start with 29 units in Phase 1, 25 units in Phase 6, then 38 units in Phase 7, start grading for commercial; all in stages, allowing developer to come in off of Carmel Mtn. Rd.
 - Becker asked, the permit that Rhodes is seeking are the 404 permits for Camino del Sur; Rhodes stated yes.
 - Keating asked if Rhodes had contacted the City about this change? Rhodes did not think that the City would have any issues as this is an agreement with the community that we will come in off of Carmel Mtn. Rd. Final maps will have to be completed. Keating stated that Rhodes Crossing already has an agreement in place that does not allow construction traffic on Sundance Ave. or Twin Trails. How many units could be built before you would have to complete Camino del Sur based on ADTs. Rhodes felt that approx. 100 units. Keating added that Carmel Mtn. Rd. has the capacity to handle additional traffic.
 - Sandstrom asked of the proposed units, which are in Torrey Highlands or Peñasquitos; 31 units in Torrey Highlands, others are in Peñasquitos. Sandstrom thought that Camino del Sur had to be completed, to build Phase 4. Rhodes stated that all just has to be assured.
 - Becker invited Rhodes to present at LUC in June.
 - Parker asked if Rhodes had applied for the 404 Permit yet; have applied for Rhodes

Crossing, but pushing to get the City portion of the project's permits done quickly.

- Clark noted that because it is the first time he is hearing about Rhode's project, he would like more information. Rhodes will bring maps, etc. to LUC meeting.

- b. Arman Ohanian, 14305 Marianopolis Way Lot Split. Becker reviewed Ohanian's past presentations to LUC & the history of his property. Ohanian is seeking to do a 3-way lot split with 2 additional homes. Ohanian wanted to discuss reasons for previous rejection of a lot split to determine viability of project before initiating the process with the City. Becker reviewed previous reasons for rejection of lot split for this property: community opposition, concerns with grading on that hillside adding that when Broadmore developed the hillside this parcel was excluded and kept as a large parcel due to multiple environmental constraints. Becker added that the LUC previously recommended that Ohanian talk with his neighbors about his proposal to get their feedback.
 - Clark looked at the property, but did not have an opportunity to discuss with Ohanian's neighbors. Clark expressed his concerns about the grading required for the furthest lot away from existing home and that developer constraints need to be researched and may provide precedence as to why this lot was larger than neighboring lots.
 - Ohanian believes there would be minimal grading, estimates approx. 100 cu.yds removed/moved, and added that the garages would be closer to the street. (Note: plan shows split level homes.)
 - Ohanian stated that he met with a biologist who is willing to present to RPPB on this property. Ohanian also spoke with a Project Manager at the City who he stated was in favor of this project.
 - Mallec asked if there were encumbrances place on the lot from the initial development. Ohanian stated the City stated there are no easements on the property, just the fire overlay zone. Becker added that at initial development this lot was included in a Hillside Review Overlay Zone. Mallec inquired if there were previous HOA guidelines in effect at the time of development; unknown.
 - Keating/Becker stated that historically RPPB has not approved lot splits and the previous proposal to split lot was not favored by RPPB or the neighbors.
 - Becker stated that this item is not on the agenda as an Action Item nor was it publicly noticed. Diehl added that the RPPB board has many new members who are not familiar with the previous proposed lot split history. Becker added that without an initiation and City analysis of this project, RPPB could not officially vote on the project.
 - Rhodes suggested that Ohanian follow the City process, initiate his proposal, then RPPB can review and vote on it.
 - Ohanian agreed to come back to the LUC meeting & invite his neighbors within 300' of his property so they can see/hear the plan and provide him and RPPB with feedback to help him determine if he will move forward with and initiate this project.

6. ANNOUNCEMENTS & INFORMATION ITEMS:

- a. San Diego City Council District 1 Report – Stephen Heverly
 - Mayor Sanders' proposed budget is out; distributed a schedule of budget hearings with individual departments to discuss proposed. Fire Dept. budget is proposed to bring Brown Out stations back on line. Councilmember Lightner is working to minimize proposed cuts to Libraries and Recreation Centers.
 - Capital Project that are online include: Skate Park to be completed in 2 years, drinking fountains/shade structures at Dog Park are slated to be completed this year.

- Redistricting Meeting in District 1 is scheduled for May 11th, 6pm at the La Jolla Women's Club.
 - Becker noted that Midori Wong presented at the CPC meeting and it was proposed/voted on by CPC to keep Planning Groups intact (27 in favor – 2 against). Heverly stated that Councilmember Lightner is in favor of keeping planning groups intact and suggested attending these meetings and sending an email to the Commission that we want to keep RPPB intact.
- Los Peñasquitos Elementary School requested a 4-way stop and crosswalk striping at Cuca & Via Alberto; Traffic Engineering didn't determine that it was necessary. Heverly added that the school has been notified that if they want to pursue, they will need to present a proposal to RPPB for review.
 - Keating stated that he spoke with Steve Denny. There is a mid-block crosswalk already in place, but the school is concerned with Cresta Bella coming online. Keating requested that it be an action item on next month's agenda for review.
- T-Mobile Site on Meadowrun, Process 1 and approved by City Staff, is installed. This open space is agriculturally zoned with public right-of-way.
 - Sandstrom received feedback from a neighbor to the T-Mobile site. In the middle of an Open Space corridor City Staff have ministerial review over a tower through Process 1 with no notification to us or the neighbors. Neighbors have lived with this parcel as open space for 20 years, it's an abomination and something this significant should come before RPPB for review.
 - Becker/Heverly suggested that maybe a process change should include notification of neighbors. Becker stated that a similar issue came up at CPC where utility companies just come out and randomly place boxes/pedestals in the public right-of-way as part of their franchise agreement with the City.
 - Diehl added that the MAD wasn't notified about this Telecomm facility either. Sandstrom stated that at least notify the neighbors within 300'.
 - Politte asked if this site had to meet any distance requirements from private residences; because it is in the right of way there is no requirement to distance.
- b. San Diego City Planning & Community Investment Report – Michael Prinz, not present
- c. Assembly Member Nathan Fletcher's Office Report – Chasen Bullock
 - Political Reform Act is 37 years old and transparency is now obscure; reform of this Act is pending. Recommendations include web based reporting requirements for contributions within a shorter period of time after receipt of gift, stricter penalties, stricter gift limits, limit to lobbying after leaving office for 1 year (cooling off period) and a provision to require online training for campaign treasurers.
 - Military Voting Bill, AB754 – passed 70-0; allows active military personnel to designate 1 person to file for them to run for office.
 - Becker asked about Redevelopment issues; Bullock stated that the Governor is working on and there is discussion whether it is legal to take Redevelopment funds from municipalities.
 - Sellers stated that the proposed Commutations legislation has cleared the Assembly, does it need to be a ballot item to protect constitutional rights; Bullock stated that the legislation is parallel to the existing and did not believe it would counter constitutional rights; will provide RPPB with more info. Sellers stated that he prefers that it be approved by the voters.
 - Keating asked where SR-56/Black Mtn. Rd. Bike Interchange meeting stands.

Heverly stated that Seth Cutter (Caltrans Bike Coord.) is working to schedule meeting and Mo Kantner, Council District 1 offices, is working on our behalf; will follow up. Keating suggested that we put pressure on Caltrans to move forward and get this meeting scheduled. Becker added that finding the funding for the box culverts should be top priority and getting everyone at the table on board in support.

7. BUSINESS.

a. **Trail for All People, Status & Funding Update (Action Item) – Jaz Arnold (handout)**

Dann Mallec recused himself.

Arnold stated that he has been working for 5 years to add this project to the 25 mile network of trails through the BMOSP. Project formalizes an existing trail with disturbed conditions off the Miners Ridge Loop. His group has engineered this trail to be ADA compliant. They have received \$5000 in donations to-date. BMR has donated a 2 acre parcel, turning over to City. The proposed is consistent with the Natural Resources Management Plan. Arnold stated that he is looking for RPPB's support of the project and guidance of next steps to bring to completion as well as \$30,000 in financial support.

More info: www.Trailforallpeople.com

- Sandstrom asked if Arnold has cost estimates; Arnold feels that total costs would be approx. \$20,000 for concrete alone and \$50,000 – 60,000 total for construction costs. Arnold has received confirmation from groups donating funds and labor for this project.
- Parker asked how much habitat is being removed; with no application/initiation to-date, doesn't feel that they will be disturbing any habitat that hasn't already been disturbed. After the trail is built they have a plan to restore.
- Becker stated that through the site development permit process with the City, the habitat restoration requirements will be determined.
- Rhodes noted that this project could be an example for projects of this type nationwide, providing more opportunities for funding.
- Arnold stated that is easier to funding for an approved project.
- Clark asked for clarification that the group was asking for \$30,000 to fund this project based on estimates? Concern is that there are no proposals on the work related, only estimates; how will they mitigate if they come up short. Arnold is unsure of what will be required by the City.
- Becker suggested that they need to approach this project through the land development process, understand the process and costs associated. Arnold hopes that \$30,000 is enough to get the SDP.
- Politte asked if they are approaching other planning groups, whose residents also use the glider port area & trails? Arnold said that he has not approached other groups because it is not an approved project.
- Keating noted that getting concrete truck to site would be an issue, be aware. Who will be responsible for trash pickup is something else to think about.
- Loucks said she walks this trail and would like to see this project come to fruition.
- Diehl reviewed the history of 4 Community Funds that RPPB controls, where it comes from, and purpose. Park View Estate Trust Fund (funded through Newland America development fees of \$2.2million in 1988) for the design, construction for BMOS or other parks & recreation facilities as recommended by the Rancho Peñasquitos Planning Group to be established for the purpose of making

recommendation on these improvements. All use of trust fund monies must be approved by City Council following request/approval by RPPB, then the City takes the funds out and puts them into a CIP account for specific projects. This project is not on the 20 year CIP list which includes all approved unfunded projects.

In June 1989, the City Manager created a Board to make recommendations and expense the \$2.2million. Diehl read the minutes of the December 1989 meeting that designated use of Community Funds for specific purposes: \$850,000 for Canyonside Community Park, \$65,000 Tot lot play area, \$70,000 Peñasquitos Creek Park lighting & \$400,000 for BMOS, leaving \$250,000 in reserve; voted on and approved 8-1.

In June 1990, board readdressed, approving same monies for same projects.

Since then we have spent \$40,000 for a study (BMOS Park), allocated \$360,000 for the Ranger Station, and \$250,000 was spent on the acquisition of Parasio Cumbres/Montaña Miridor (addition to BMOS Park); Black Mtn. Open Space has received \$650,000 of the initial \$2.2million. Since then we have accrued \$750,000 in interest over the years on the funds and currently there is \$743,000 in that account. Since 1990, that Board which approved the budget for this community fund has not been active. RPPB has been authorized to be the body that approves the distribution of funds from all 4 of our Community funds.

Diehl added, all projects should be added to Capital Improvements Projects (CIP) list of priority. Diehl inquired where the \$30,000 they are requesting would get spent; Arnold suggested that it would probably go to the City for fees or a consultant. Diehl stated that there is an administrative fee that City staff is paid.

- Becker stated there is a conflict because Arnold is a skilled professional and these public funds cannot be given to an individual, needs to be directed to a 501c3 or city agencies. There needs to be the Capital Improvement project earmark of a trail system with a holistic expenditure improvement for that. Then there is potentially funding mechanisms that feed that improvement. Arnold stated that the Town Council did give a grant for this project.
- Sellers suggested that for RPPB to provide funding, they would need an exempt organization to champion this project and that maybe the Town Council could be that conduit.
- Becker added that they need to have a complete cost estimate for the whole project so they know what they are getting into; a site development project. This board has approved funding for projects whereby the additional funding from other groups has not been found so projects are not moving forward ie. The Range Station.
- Sandstrom stated that the project needs to come out of CIP and supplement funds with private donations. \$30,000 cost is low. Project would require prevailing wage and \$60,000 would not cover costs for grading. RPPB can help by recommending that this project be added as a CIP, then petition City Council District 1 to allocate funding determined by RPPB toward the initial costs to get this project rolling. By adding this project to CIP list, it provides their group with a champion, City Project Manager, to work on their behalf to get it completed.
- Arnold stated that he spoke with Scott Reese (Deputy Director of Park & Rec); Diehl recommended that he talk with Jim Wimmers about getting on the CIP list.

Motion: To support the Trails For All People project by requesting it be added to the CIP List under Black Mtn. Open Space. M/S/C – Sandstrom/Clark/Approved, 15 in favor – 0 against – 1 recusal (Mallec) – 0 abstentions.

- Arnold inquired about next steps. Sandstrom & Diehl asked Heverly to introduce Arnold to CIP staff. Heverly added that Mary Copley has been very successful getting La Jolla parks projects completed with both public & private funding, as a resource for Arnold. He will contact her again to see if she can be of assistance.

b. Los Peñasquitos Recycled Water Pipeline (Information Item) – John Stohr (handout)

The Phase II alignment, 1.7 miles, will tentatively begin in September 2011 at a cost of \$4.5million and completed in 2012. Alignment starts at the entrance of Canyonside Park under the cell towers through the Park and the Preserve following the existing disturbed pathway to Park Village Rd. and up Camino del Sur to its existing end of roadway. Purple pipe is 24" diameter pipe. Pathway will be widened to 10' with DG surface. Project improves the slippery path at the spillway north of the Adobe, where the path will be raised with a couple of 18" diameter storm drain pipes covered with a skid resistance concrete surface. They will be upgrading the pedestrian ramps at Park Village Rd. near elementary school and at the intersection north on Camino del Sur, then slurry seal the streets when done.

- Concern about the use of DG expressed by numerous RPPB members. Keating stated that DG changes the nature of the trails. Stohr stated that the Park Ranger said that DG was approved by CAC in 2006 or 2007. Becker & Keating requested confirmation that the City would be responsible for maintaining the DG road which is now used as a trail; Stohr was unsure but assumed that the trail was used for access to the sewer line that runs underneath and the City maintains.
- Becker asked if where it T's into Park Village Rd. would there be another T that the Park Village MAD will be able to tap into and use as well as for the park; Stohr confirmed.
- Sellers asked for confirmation if the trail will be DG through the whole preserve; just through the portion where the pipeline will be installed.
- Sandstrom noted that the pipeline will be completed north of Torrey Highlands once Camino del Sur is completed through Rhodes Crossing, then north to Santaluz.
- Stohr added that this project was on hold while Rhodes Crossing Fish & Game injunction and is now able to move forward since suit was withdrawn.
- Becker inquired about timeline and location of construction along Park Village Rd., while school is in session; Stohr stated that construction will be in the eastbound (bike lane) on Park Village and the school side on Camino del Sur. 7:00am – 3:30pm while working on Canyonside Park & the canyon and in residential areas from 8:30am – 3:30pm.
- Keating asked for a copy of the plans; Stohr will email to Keating.

c. California High Speed Rail Project Update (Action Item) – Peter Tereschuck, Rancho Bernardo Planning Board member and their Regional Issues Committee Chair (handout)

Tereschuck has spent his professional career working with rail systems in San Diego. He reviewed the history of the proposed High Rail System that will run along I-15. Cost estimate at time of approval was \$40 billion, now at \$50 billion. Original approval of the proposed HSR by the voters was based on following the coastal route which has since been moved inland, much of which is on elevated tracks or above grade structures. He reviewed the proposed route and alternatives.

The route travels along I-15 in our community on elevated structures. Issues include: noise impacts, adverse visual impacts, vibration issues, destruction of view corridors, and potential loss of property values. The Authority will be holding community meetings in San Diego in mid June and in preparation of the final alternative's analysis report.

Shared a photo sim of the elevated structure that will run along I-15.

- Becker inquired how they will acquire the property & from where; it be from Caltrans right-of-way and private property taken through eminent domain.

Tereschuck added that passenger rail systems like to run with no more than 2% grade changes along the route, yet coming down the I-15 corridor from Temecula area, there are major elevation changes that the elevated structures will need to be built to maintain that minimum grade change. The structure will probably be 100' in the air going over Lake Hodges, an eye sore for the community. The cost to build is unrealistic based on construction cost comparisons of other rail systems which Tereschuck noted in his handout.

RBPB's Regional Issues Committee approved unanimously to send a letter to CAHSR Authority and strongly object to their proposed alignment and preliminary alternatives analysis report and their design characteristics of the elevated structures.

- Sandstrom noted that on the alternative routes map, the rail line along SR-56 would cut south through Deer Canyon. When Torrey Santa Fe was brought forth, he worked very hard to protect the natural habitat in Deer Canyon and what is referred to as the '5 fingers' up to Torrey Santa Fe which includes Cabrero Montelano (project south of SR-56 along Torrey Santa Fe Blvd., west of the Mobil Station). This rail will go south of the Intuit Complex into Rhodes Crossing and along the south of Torrey Santa Fe Blvd.
- Tereschuck stated that the Qualcomm route may not be viable that is why they are looking at the northern 3 routes and alternatives.
- Keating added that the Carroll Canyon route (A-2.2) is the most likely.
- Discussion on whether it will get approved; Tereschuck stated that he believed that City Council was in favor of the Rail to San Diego.
- Bullock added that Assembly Member Fletcher is against HSR, not even sure if it will get completed to San Diego, noting that the EIR should be done by 2014 followed by more review and debate. The State may still be in a financial crunch. Preliminary EIR recommends that the SR-56 Route should be withdrawn and that A-2.2 (turns at Mira Mesa Blvd) & A-3 (along SR-163) are the only viable routes.
- Politte referenced the email she sent to the board with the links to the High Speed Rail Authority website and documents specifically the "Conceptual Engineering Plans (In-progress draft, not for construction)" that shows where the elevated tracks would cross over I-15 multiple times from Lake Hodges south. Tereschuck stated the speed would be 150mph. Politte added these renderings show all the alternative routes and placement of the structures.
- Rhodes stated that if this proceeds, CA won't be able the costs to maintain/operating costs.
- Tereschuck stated that they are claiming that in 2035, the trains will carry 40 million people a year on this system in comparison to Amtrak today which carries 25 million people nationwide. He added that the alignment was originally a 90 mile shot up to LA, now it takes you inland through Murrieta, Ontario, San Bernardino, El Monte, and then over to LA (163 miles).

- Keating added that the coastal communities lobbied to get it off the coast. If indeed this is coming, we need to be involved to get it underground and provides the best feasible plan with the least amount of impacts.
- Tereschuck stated that RBPB would be reviewing later this month. Tereschuck is asking for our support of their letter to the CAHSR Authority, with copies to be sent to local representatives, mayor, etc.
- Rhodes thinks there will be plenty of time to approach it by letter during the planning phase, if the project doesn't get killed first.
- Politte added that the meetings in June will provide a huge opportunity for the citizens to be heard, we need to get the word out and encourage people to attend and voicing their opinions.
- Tereschuck stated that the sound of high speed rail is similar to that of 14 lanes of traffic added to the existing noise from the traffic lanes. You can also Google 'high speed rail noise' for examples.
- Sandstrom would like to propose a motion to take SR-56 off the list of alternative routes.

Motion: To approve sending a letter to the CA HSR Authority requesting withdrawal of the SR-56 route alternative because it endangers habitat and community that we worked hard to preserve. M/S/C – Sandstrom/Keating/Discussion.

- Sandstrom accepted a recommendation to add the I-15 alignment to the motion.
- Keating withdrew his second to the motion because I-15 alignment would be added.
- Rhodes seconded the revised motion.
- Politte stated that our letter wouldn't need to be sent until after the June RPPB meeting which allows us time to fine tune the language used and then vote vs. approving a motion to send a letter with language yet to be determined. She added that she preferred to approve the full letter because each of the members would be impacted by a letter from RPPB.
- Becker stated that we have a motion with a second that should be voted on and Politte could make an additional motion after the vote.
- Egbert was strongly opposed to the ballot item and surprised that a majority of the state supported it; wondered how the Rancho Peñasquitos community voted on the ballot item.
- Sandstrom added that the original ballot item publicized using existing rail lines and now they are creating new lines inland where the population may be generally less affluent to fight this.
- Keating stated that we should review the EIR before we decide how to proceed.
- Bullock confirmed that the Preliminary EIR recommends removal of SR-56 route, but it has not been removed to-date.
- Sandstrom would like the letter to email out to his constituents to inform them that this is coming to our community, encouraging them to attend the public meetings.
- Politte asked if the letter is necessary, when we can inform them via email of the meeting dates, the tentative route alignments, impacts, etc. The letter is not necessary.
- Sandstrom let his motion stand.

With no further discussion, Becker called for a vote on the revised motion.

Motion (Revised): To approve sending a letter to the CA HSR Authority requesting withdrawal of the SR-56 route alternative and the I-15 alignment because it endangers habitat and community. M/S/C – Sandstrom/Rhodes/Approved 12 in favor – 3 against – 0 recusals – 0 abstentions.

- Becker asked Tereschuck to forward their letter once it is ready and any other information as it becomes available.

8. REPORTS.

a. Chair Report – Jon Becker

- CPC meeting, Midori Wong offered to come to RPPB to present (she will present at PQ Town Council 5/5/11). Commissioners also supported keeping planning groups intact.
- CPC is looking for a CPG member to help City Heights Planning Group create & review wording for regulations pertaining to above grade transformers/pedestals and utilities being moved underground.
- Mercy Rd. Pump Station for San Vicente Pipeline is ready to landscape.
- Received an email complaint from residents about landscaping and pool construction on Brickellia within an easement backing to the canyon. Politte understands that the City has been out telling the resident to stop, but he continues to build. The neighbor is re-connecting with the City staff that they previously spoke with and District 1 office is assisting.

b. Vice-Chair Report – Charles Sellers

- He is receiving email announcements about our meetings from CPCI SD Planning that include PQ Town Council agendas and misinformation. Politte stated that she has had talks with staff about only sending out notices to their distribution lists with our agenda and not the additional attachments. Politte will begin emailing only our agenda via a separate email to CPCI SDPlanning. Shoecraft stated that it may have been sent because Midori Wong was their guest speaker.

c. Secretary Report – Jeanine Politte

- COW for new members; Parker has taken E-COW & received confirmation of completion via email.
- Politte thanked Shoecraft on behalf of RPPB for the work he did collating the numbers, census tracts and preparing the presentation map for the North City Redistricting Task Force proposal.

d. Standing Committee Reports:

- Land Use (Joost Bende) – no report.
- Telecomm (Charles Sellers)
 - Next meeting is May 19th; 2 projects tentatively scheduled: T-Mobile at the Peñasquitos N. Water tower and the Verizon cell tower at BMMS is up for renewal. Politte added that Sprint has not built the monopine we previously approved for the water tower site. Invited Parker and Clark to participate in Telecomm meetings.

e. Ad Hoc Committee Reports:

- FBA/PFFP Prioritization (Keith Rhodes)
 - Still trying to get a meeting scheduled with decision makers.
- Cresta Bella/Doubletree (Jeanine Politte)

- Took the tour of the complex and they are renting. Noticed a poor design in the parking; the far single car garage has no way to get out due to 2 full parking places adjacent to garage opening.
 - Our Lady of Mt. Carmel (Joost Bende) – no report
 - PPH Community Wellness Campus (Jon Becker) – no report
 - Santa Fe Summit II & III (Scot Sandstrom) – no report
- f. Liaison and Organization Reports:
- Black Mountain Open Space Park (Bill Diehl) – no additional information
 - CPCI Facilities Financing (Bill Diehl)
 - Did get \$615,845 back from FBA for the Peñasquitos East Trust Fund after completion of Hilltop Phase II and Ridgewood Tot Lot.
 - MCAS Miramar Community Leaders Forum (Dennis Spurr) – no report
 - PQ Fire Safe Council (Dennis Spurr) – no report
 - PQ Town Council (Mike Shoecraft)
 - 5/5/11 – Meeting with guest presentation by Midori Wong, Chief of Staff for the Redistricting Commission. Shoecraft added that if you plan to speak at one of the Redistricting Commission’s public hearings you will need to complete a speaker slip at the beginning of the meeting, or call Midori via DL 619-533-3058 to be added to the list.
 - Fiesta was a success!
 - Recreation Council (Bill Diehl)
 - Approved the following:
 - o \$8,005 to automate lights at BMR Community Park (Musco);
 - o \$8,000 to fertilize all parks in PQ, BMR & Torrey Del Mar. City doesn’t pay to fertilize any more, we pay \$100 per acre to fertilize;
 - o \$1,800 refund given to Youth Basketball for gym use on weekends;
 - o Cricket Assoc refunded \$484;
 - o Purchase gym floor cleaner, \$700;
 - o \$500 for buffalo grass for the Dog Park;
 - o Tabled the unfunded needs list;
 - o To request that the City approve keeping the Hilltop Park restrooms open 24/7 through the summer;
 - o Fees refunded to American Cancer Society;
 - Working on Bylaws revisions per City request; reducing the number of members on the council.
 - Looking into FDIC insurance stipulations for 3 accounts at one bank and possible need to move some funds to another institution.
 - Sellers asked about status of Kiosk at Dog Park; installed in 2 weeks on the hill side, far end of the large dog area.
 - Los Pen Canyon Psv CAC (Jon Becker)
 - Keating commented on activities in general.
 - Diehl has been appointed to the CAC by the City Park Board.
 - Park Village LMAD (Jon Becker)
 - Removed the Black Mtn. Rd. and Park Village Rd. eucalyptus trees due to their size and being a hazard.
 - Rumex & Park Village Rd. monument sign and wall improvements are moving forward.

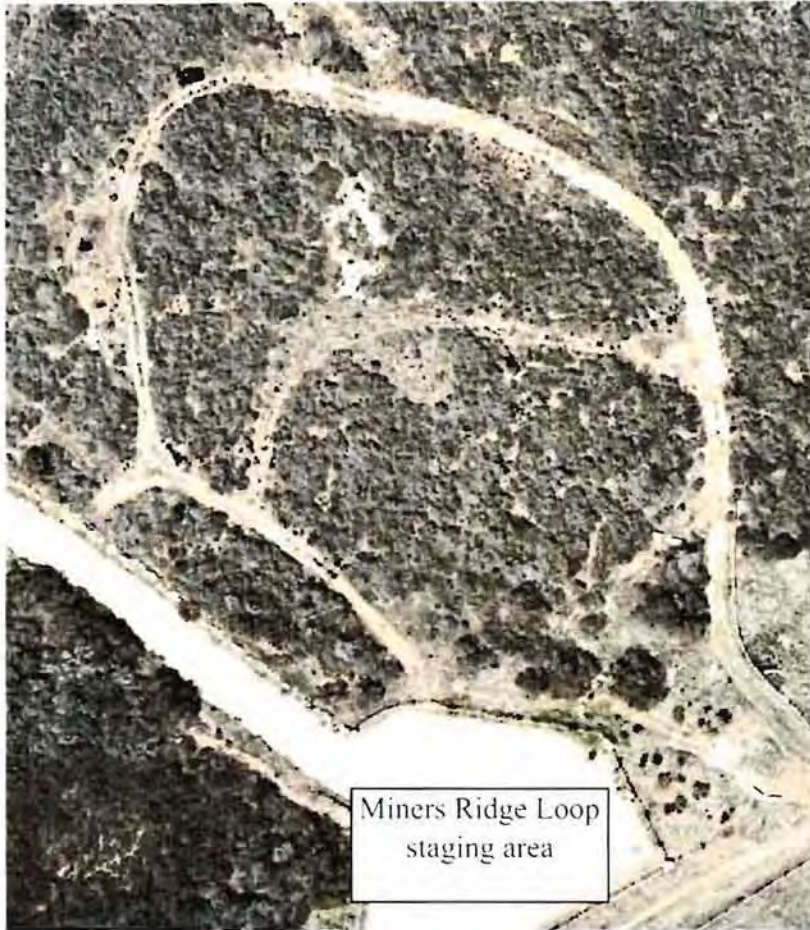
- Peñasquitos East LMAD (Bill Diehl)
 - Had a request by a resident to remove or top some pine trees up by Maller because they interrupt his view. The City's policy is not to do that because it is a safety hazard and we can't use public money to enhance someone's view. City said no.
- Torrey Highlands LMAD (Darren Parker)
 - Sandstrom requested that the LMAD be added to the agenda at the June meeting to present their monument signs proposal; the committee is gathering public input on the design.
 - Watson Ranch Crossing over the creek to Adobe Bluffs was completed by the City and is now open.
 - Davidson is now grading and baffle walls are up (not permanent); 43 homes on the south side of the canyon and 42 on the north side along Carmel Valley Rd. east of the 7-11 Store (2 product lines in 2 projects).
- Prop C Working Group (Bill Dumka)
 - Didn't meet last month, not meeting this month.
- Transportation Agencies (John Keating)
 - Working on moving forward the short term improvements for SR-56 Bike lanes at Black Mtn. Rd.
 - SR-56 Bridge over Darkwood Canyon – contacted Caltrans to get restriped to add auxiliary lane on SR-56; using an example of similar restriping done on SR-52; will continue to push.
 - Peñasquitos Drive V-Calms are in and may need adjustment.
 - Salmon River Rd. angled parking – City is not in favor, the benefit does not match the cost to repave.

The meeting was adjourned at 10:35pm.

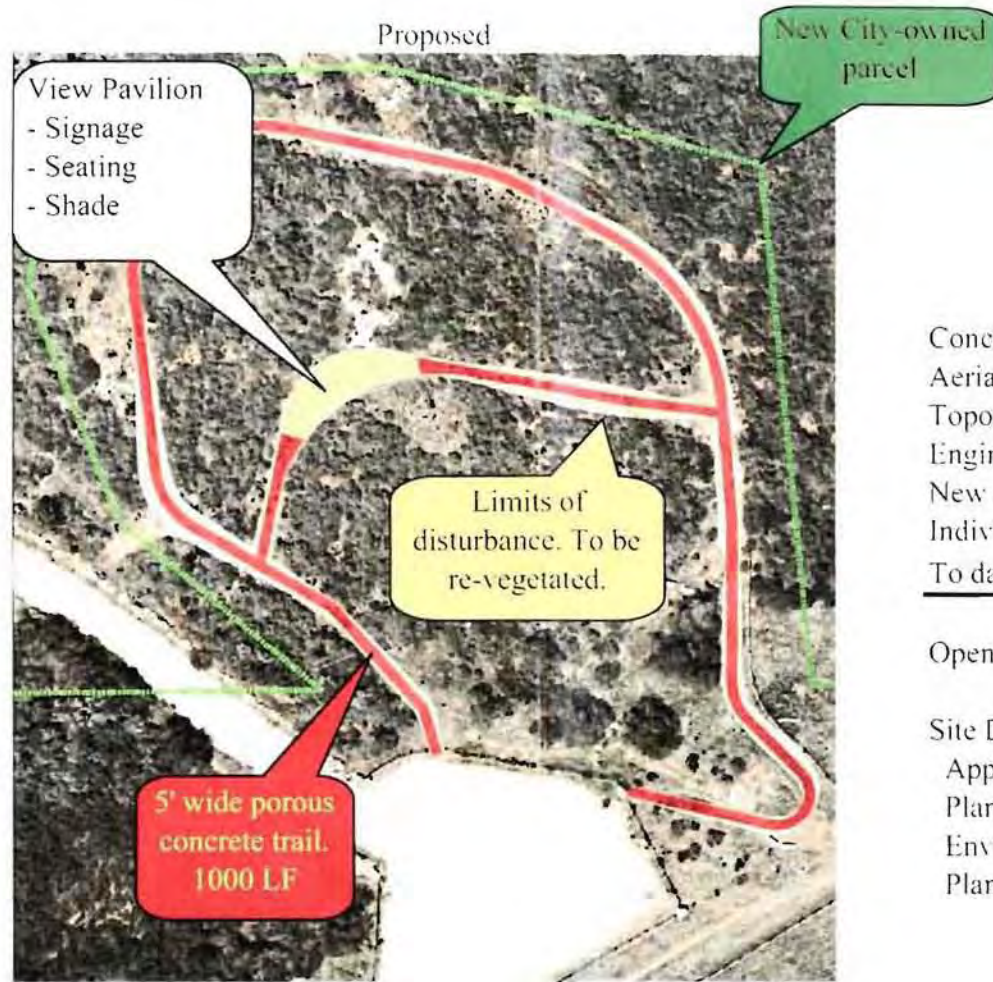
Respectfully submitted,
Jeanine Politte, RPPB Secretary

Approved 6/1/11, 14 in favor – 0 against – 1 abstention (Bende).

Current Conditions



Proposed



ROA

Step

- Conceptual Plan
- Aerial Flight/Survey
- Topographic Mapping
- Engineering Design
- New Parcel
- Individual Donations
- To date →

Open Space Funds

- Site Development Per
- Application
- Planning
- Environmental
- Planning Commissic

- o Great views
- o Gentle gradients
- o Previously disturbed

- o ADA compliant
- o Multi-users: disabled, schools, all others
- o Part of Black Mountain Open Space trail network
- o Consistant with the Natural Resouces Management Plan

View Pavilion



Plant Signage



Seating for Users and Fund Raising





ROAD TO ENTITLEMENT

Step	Costs		Funding
	City	Consultant	
Conceptual Plan		\$3,000	
Aerial Flight/Survey		\$2,000	
Topographic Mapping		\$2,200	
Engineering Design		\$2,500	
New Parcel	\$4,000	\$3,000	
Individual Donations			\$5,000 Existing
To date ==>	\$4,000	\$12,700	\$5,000
Open Space Funds			\$30,000 Requested
Site Development Permit			
Application	\$8,000	\$8,000	
Planning	\$3,500	\$3,000	
Enviromental	\$3,500	\$3,000	
Planning Commission		\$1,000	
	\$15,000	\$15,000	\$30,000

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THE CITY OF
SAN DIEGO

Los Peñasquitos Recycled Water Pipeline

Background

In order to meet its water reuse goals in a timely and cost-effective manner, along with meeting EPA legal obligations, the City of San Diego is expanding its northern distribution system of recycled water pipelines. The overall system, titled the "North City Water Reclamation System," is divided into three phases and includes building 34 miles of reclaimed water pipelines.

Project Overview

The Los Peñasquitos Recycled Water Pipeline project will construct 1.7 miles of 24 inch PVC purple pipe out of 13 miles comprising Phase II of the overall distribution system.

Approximately 70% of the pipe will be installed underground in existing paved roadways including

Park Village Road, Camino del Sur and the Canyonside Park access roadway; while 30% will parallel an existing sewer main and trail along the north east edge of the Canyon.

Recreational trails that close during construction will be reopened and returned to equal or better condition upon project completion. Trail detours and signage will be applied to preserve the recreational use of the Canyon. Appropriate traffic control measures will be implemented to maintain the effective flow of traffic on the public right of way.

Construction Schedule and Cost

The Environmental Impact Report (EIR) for the North City Water Reclamation System imposed biological, archeological, paleontological and cultural resource monitoring conditions on the construction of segment 7 and part of segment 8. Due to these requirements, construction of the pipeline will begin in Fall 2011 and require approximately 1 year to complete. Routine working hours are Monday through Friday from 7:00 a.m. to 3:30 p.m. These hours may change as the project progresses. Residents within a 300' radius of the construction site will be notified three days before construction begins.

The total project cost is approximately \$6.4 million.

Additional Information

Additional information about this and other important infrastructure projects can be found online at www.sandiego.gov/engineering-cip, or by calling the public information line at (619) 533-4207.



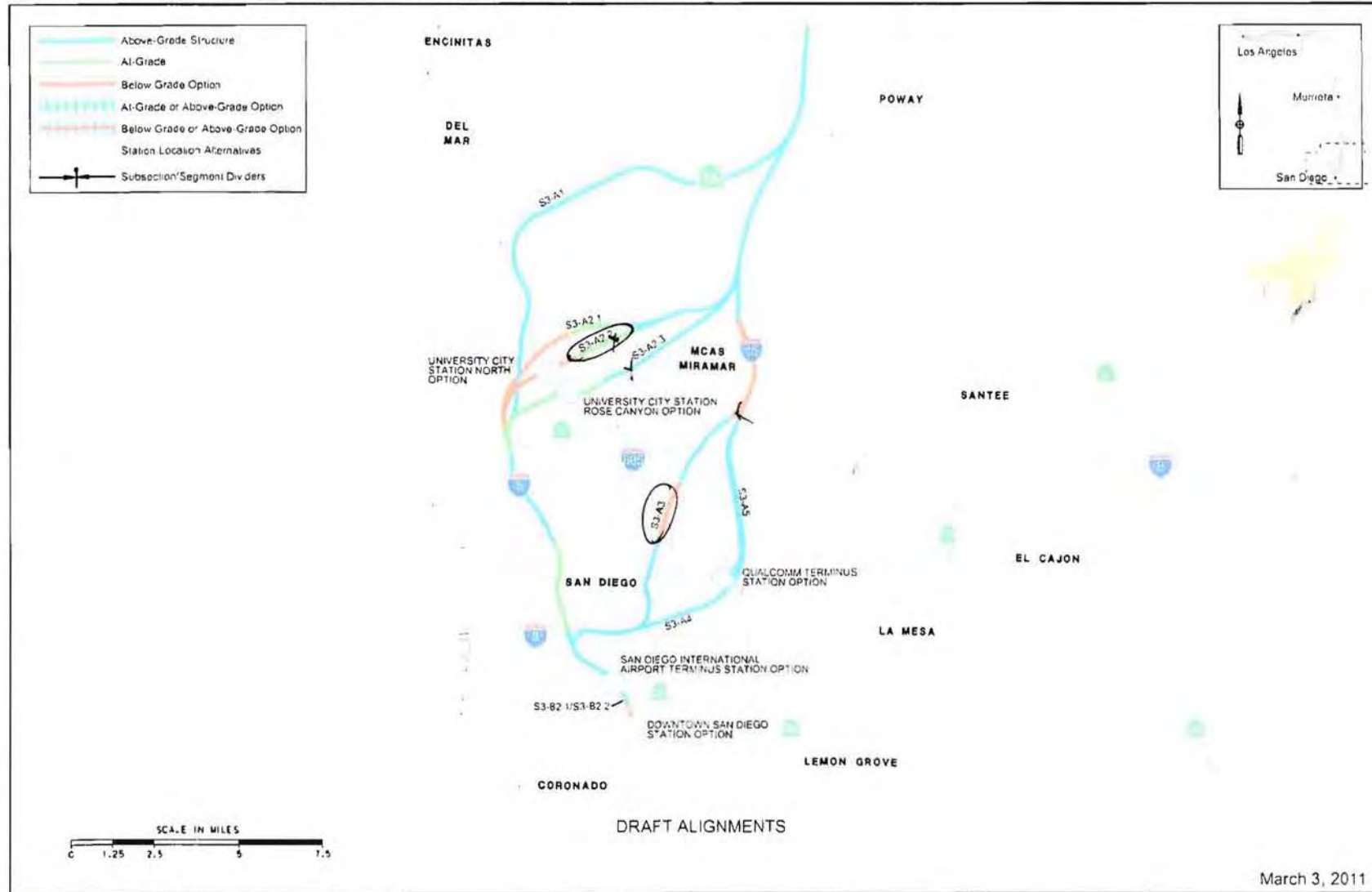
- ▶ Airports
- ▶ Bikeways
- ▶ Bridges
- ▶ Drainage Control & Flood Control Facilities
- ▶ Libraries
- ▶ Park & Recreation Centers
- ▶ Police, Fire & Lifeguard Stations
- ▶ Street Improvements
- ▶ Street Lights & Traffic Signals
- ▶ Utilities Undergrounding
- ▶ Water & Sewer Facilities
- ▶ Water & Sewer Pipelines



"Working together to engineer a better tomorrow."

If you have any questions about this project or the Engineering & Capital Projects Department, please call our Public Information Line at (619) 533-4207 or visit us online at www.sandiego.gov/engineering-cip.

Figure 3-55: Alignment and Station Alternatives - Subsection 3 (North San Diego County to San Diego)



March 3, 2011

“ California High Speed Rail Project, The Real Issues ”

1. Faulty ridership projections...violates Bond Act and will require a substantial subsidy
2. Flawed / under-estimated construction costs, Violates Bond Act, voters pay
3. Travel time between major cities - Violates Bond Act, trip times between cities excessive
4. Unknown potential environmental impacts (visual impacts, excessive noise, vibrations, etc
5. High Speed trains cannot effectively operate in a right-of-way where grades exceed 2% - Requires high grade separated elevated structures to flatten % of grade. How does the CHSRA expect to handle this?? Their plan will include excessively high elevated structures 70+ ft. in the air.

Cost to Build Issue:

Construction comparisons....project cost is \$50 Billion for an 800 mile HSR network or **\$62.5 million** per mile. Let's determine if these numbers are realistic by comparing against the cost to build current systems and several rail transit projects that are planned in the near future.

Current light rail projects and planned U.S. rail systems form an accurate baseline for costs:

1. Seattle Metro = 13.9 miles, \$2.4 billion or **\$172 million / mi.**
2. L.A. East Line = 5.8 miles, \$898 million or **\$154 million / mi.**
3. L.A. Red Line (subway) = 17 miles, \$4.5 billion or **\$264 million /mi.**
4. San Diego Green Line = 5.8 miles, \$860 million or **\$148 million / mi.**
5. Hudson Bergen Line = 20.5 miles, \$2.2 billion or **\$108 million / mi.**
6. L.A. Expo Line (under const) = 8.5 miles, \$1.3 billion or **\$153 million / mi.**
7. Proposed Dulles extension of Wash DC Metrorail \$5.1 Billion, 23 miles equals **\$222 million per mile**
8. Amtrak proposed cost for HSR in the Northeast Corridor (Wash DC to Boston), \$117 billion for 442 miles or **\$264 million / mi.**

Therefore, if we add the cost of newer rail systems and those proposed we come up with an average cost of rail systems of ***\$175 Million per mile***. It must be noted that these costs are for systems with relatively minimal advanced technology and certainly no where near what will be required for High Speed Rail. If we adjust the \$175 million per mile number upward, for the technologically advanced control systems, tunneling, elevated structures, high tech electrification, signalization, advanced right-of-way technology, and station development, it is not unreasonable to assume that the cost per mile for HSR will reach in excess of ***\$225 million per mile*** in current day dollars. At this level the total system cost will be \$225 million X 800 miles or ***\$180 Billion dollars***. It gets worse if we use the Amtrak HSR estimate ...at \$264 million per miles that equates to ***\$211.2 billion dollars***. ***CHSRA believes they can build the 800 mi. network for \$50 billion or \$62.5 million per mile. This represents a totally unreasonable and misleading estimate. Where is the truth?***

I challenge CHSRA officials to refute the above referenced numbers or challenge the data and rationale as it applies to construction costs.