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# Appendix O

## Design Guidelines



# PASEO MONTRIL

## design guidelines



APRIL 2022

## Chapter 1. Introduction

### 1.1 Project Vision

Located within the Rancho Peñasquitos Community, Paseo Montril is a 55-unit medium density residential project proposed for an approximately 15.2 acre site. Paseo Montril will increase the diversity of housing options available in San Diego County by introducing multi-family residential to the area.

Paseo Montril brings much needed affordable and workforce housing to a site within close proximity to schools, community recreational amenities, major transportation corridors, and existing infrastructure.

The project features recreational amenities, green space and courtyards, while also preserving a portion of the site as permanent open space. With direct access to nearby freeways, Paseo Montril is nearby to multi-modal transit options including the State Route 56 (SR-56) bike path, park-and-ride lots, and the Sabre Springs/Peñasquitos Transit Station.

Paseo Montril will include the following entitlements:

- Vesting Tentative Map to subdivide the lot;
- Community Plan Amendment to redesignate the site from Open Space to Residential;
- Rezone existing RM-2-5 and RS-1-14 zone to RM-1-1 on Lot 1 and RM-2-5 to OC-1-1 on Lot 2;
- Neighborhood Development Permit or Planned Development Permit to deviate from the minimum side yard setback, minimum front yard setback, and maximum structure height;
- Easement Vacation to remove a sewer easement that is no longer needed as it will be replaced by a private sewer facility that will service the proposed project; and a

- Site Development Permit due to the presence of environmentally sensitive lands.

To comply with the City's inclusionary affordable housing requirements, the project will be providing six affordable unit's onsite within the Rancho Peñasquitos community.

### 1.2 Purpose of Document

The purpose of these guidelines is to provide direction for the design of new construction in lieu of specific floor plans and elevations. These guidelines are intended to allow for flexibility and creativity while maintaining a high level of quality and design. Building and site elements described in this document are meant to create an attractive and livable neighborhood that is compatible with the surrounding community.

Photographs and illustrations are included to aid in understanding of the practical application of requirements. These images should not be interpreted as requiring a specific type, but more as a guideline.

### 1.3 Location and Context

Paseo Montril is located generally west of Interstate 15 (I-15), south of SR-56, and east of Rancho Peñasquitos Boulevard within the Rancho Peñasquitos Community Planning Area of the City of San Diego. The project site is located within the Views neighborhood and encompasses approximately 15.2 acres (APN 315-020-055). See Figure 1, *Local Vicinity Map*, and Figure 2, *Site Vicinity Map*, for details.

Figure 1: Local Vicinity Map

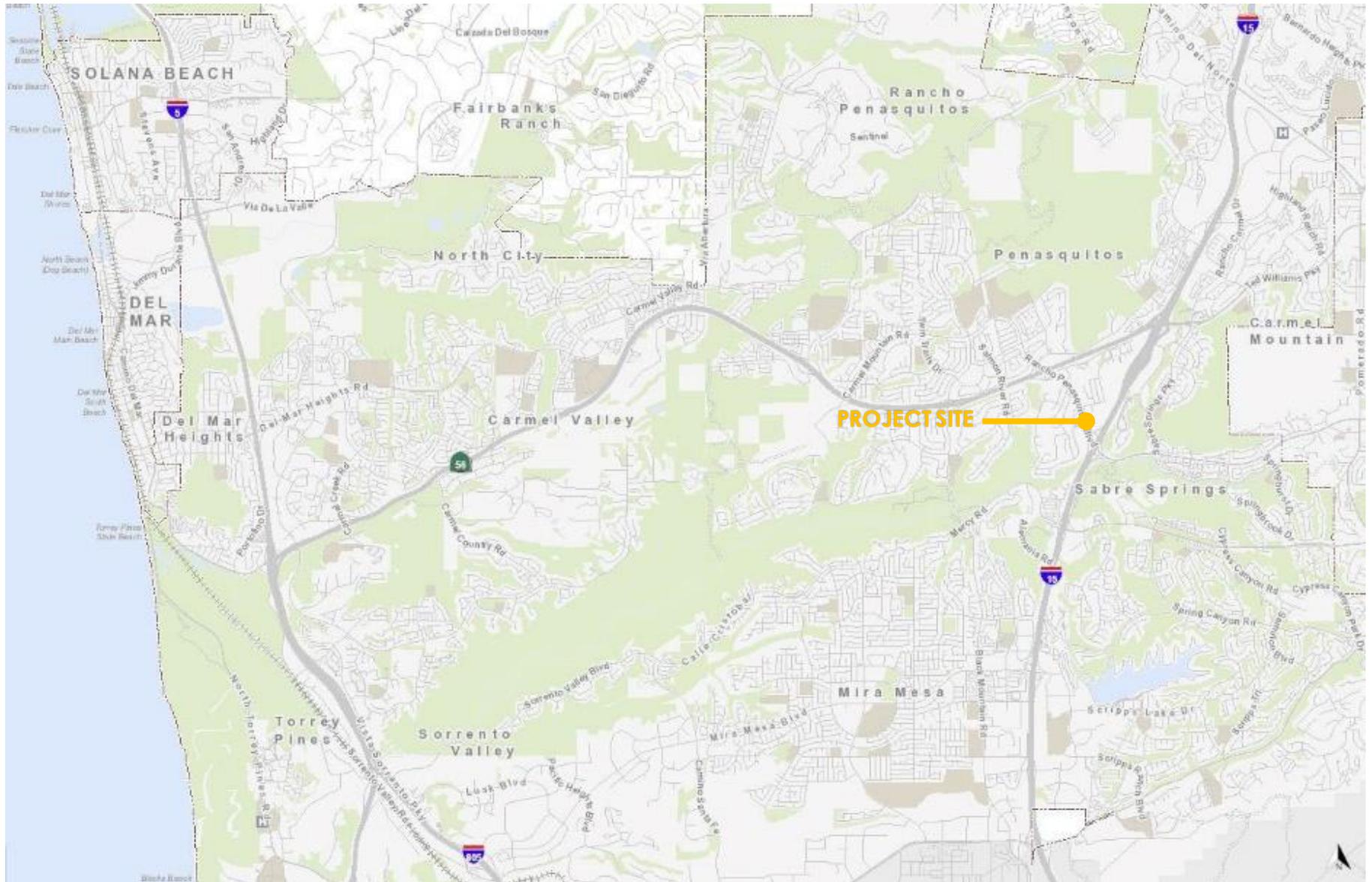
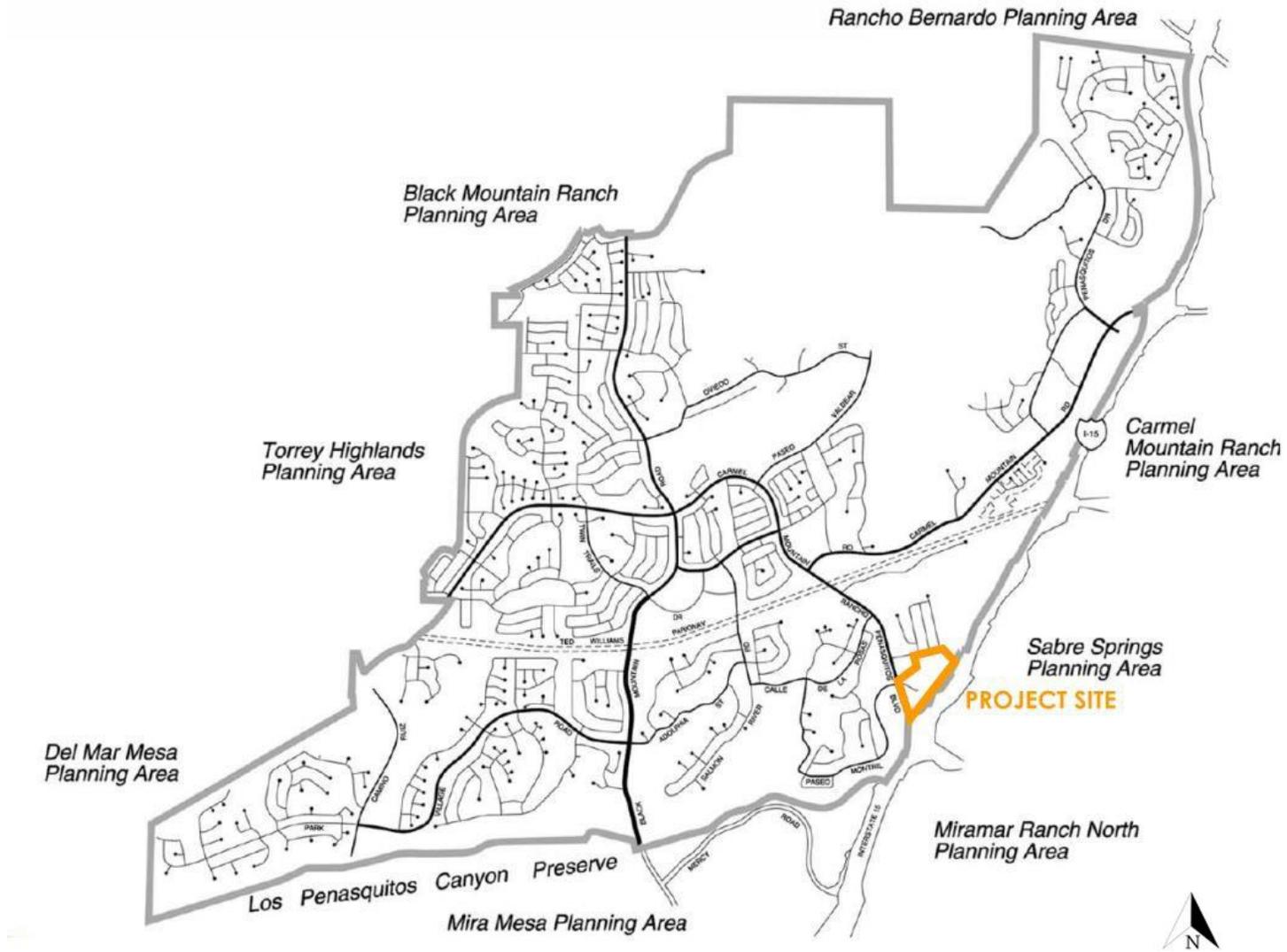


Figure 2: Site Vicinity Map



The site is topographically diverse and is physically characterized by canyons and hillsides. As a result of this topographic relief, most of the residential subdivisions in this area have been developed with curvilinear streets and cul-de-sacs.

The Rancho Peñasquitos community is identified in the Progress Guide and General Plan (General Plan) as a planned urbanizing community. Approximately 51% of the land area in Rancho Peñasquitos is recommended for residential use. Of that acreage, 76% is single-family and 24% is multifamily.

## 1.4 Consistency with Planning Documents

### 1.4.1 City of San Diego General Plan

The City of San Diego General Plan includes an Urban Design Element whose purpose is to guide physical development toward a desired scale and character that is consistent with the social, economic, and aesthetic values of the City. Some of the primary goals and principles of the Urban Design Element include:

- Build upon our existing communities;
- Preserve stable residential neighborhoods;
- Design buildings that contribute to a positive neighborhood character and relate to neighborhood and community context;
- Landscape materials and design should enhance structures, create and define public and private spaces, and provide shade, aesthetic appeal, and environmental benefits.

The project is consistent with the City of San Diego General Plan by developing a project respects existing neighborhood character, preserves open space systems and the natural environment, and targets new growth into compact development.

### 1.4.2 Rancho Peñasquitos Community Plan

The Rancho Peñasquitos Community Plan emphasizes the preservation of the unique character of the Rancho Peñasquitos' topography and establishes design guidelines for sensitive development of hillside areas. Some of the overall community goals include:

- Provide a diversity of housing opportunities for a variety of household types, lifestyles, and income levels
- Provide public parks and recreation facilities as needed, while preserving and maintaining landscaped and natural open space areas.
- Ensure a pleasant and healthful physical and socially environment by balancing development with the preservation of the community's natural resources and amenities.

Paseo Montril implements the urban design guidelines by developing a project that is compatible to the existing scale, bulk, architectural styles, and landscaping of existing neighborhood. The project maintains the topographic relief of the existing terrain and concentrates development in the least sensitive areas. Buildings are carefully sited and designed to preserve views while utilizing high-quality architectural and landscape features to enhance the community aesthetically while achieving functional requirements.

## 1.5 Existing Conditions

### 1.5.1 Existing Land Uses

The project site is currently vacant and comprised of steep hillsides and ridges. Primary access to the site extends east along the cul-de-sac from the Rancho Peñasquitos Boulevard and Paseo Montril intersection.

### 1.5.2 Surrounding Land Uses

The project site is surrounded by commercial uses to the west, very low density (0-1 du/ac) and low density (1-5 du/da) residential uses to the north, and the I-15 to the east.

## 1.6 Planning Considerations

### 1.6.1 Land Use Designation

The Rancho Peñasquitos Community Plan designates the site as open space. In May 2018, the Planning Commission approved an Initiation to Amend the Rancho Peñasquitos Community to bring it in compliance with the residential zone prescribed on the Zoning Map. This Community Plan Amendment (CPA) is being processed concurrently with this entitlement package and is subject to approval.

### 1.6.2 Zoning

The site is currently zoned RM-2-5 (Residential – Multiple Unit) and RS-1-14 (Residential – Single Family). The project will rezone the Lot 1 to RM-1-1 (Low-Medium Density Residential) and Lot 2 to OC-1-1 (Open Space - Conservation). The purpose of the RM zones is to provide for multiple dwelling unit development at varying densities. The purpose of the OC zone is to protect natural and cultural resources and environmentally sensitive lands.

### 1.6.3 Overlay Zones

The project is located within Proposition A Lands, the MCAS Miramar Airport Land Use Compatibility Overlay Zone (ALUCOZ), Airport Influence Area MCAS Miramar Review Area 2, the Very High Fire Hazard Severity Zone (VHFSZ), the Brush Management Zone, and the Fire Brush Zones 300' Buffer.,

The project site contains the following Environmentally Sensitive Lands (ESL): Sensitive Biological Resources, and Steep Hillsides.

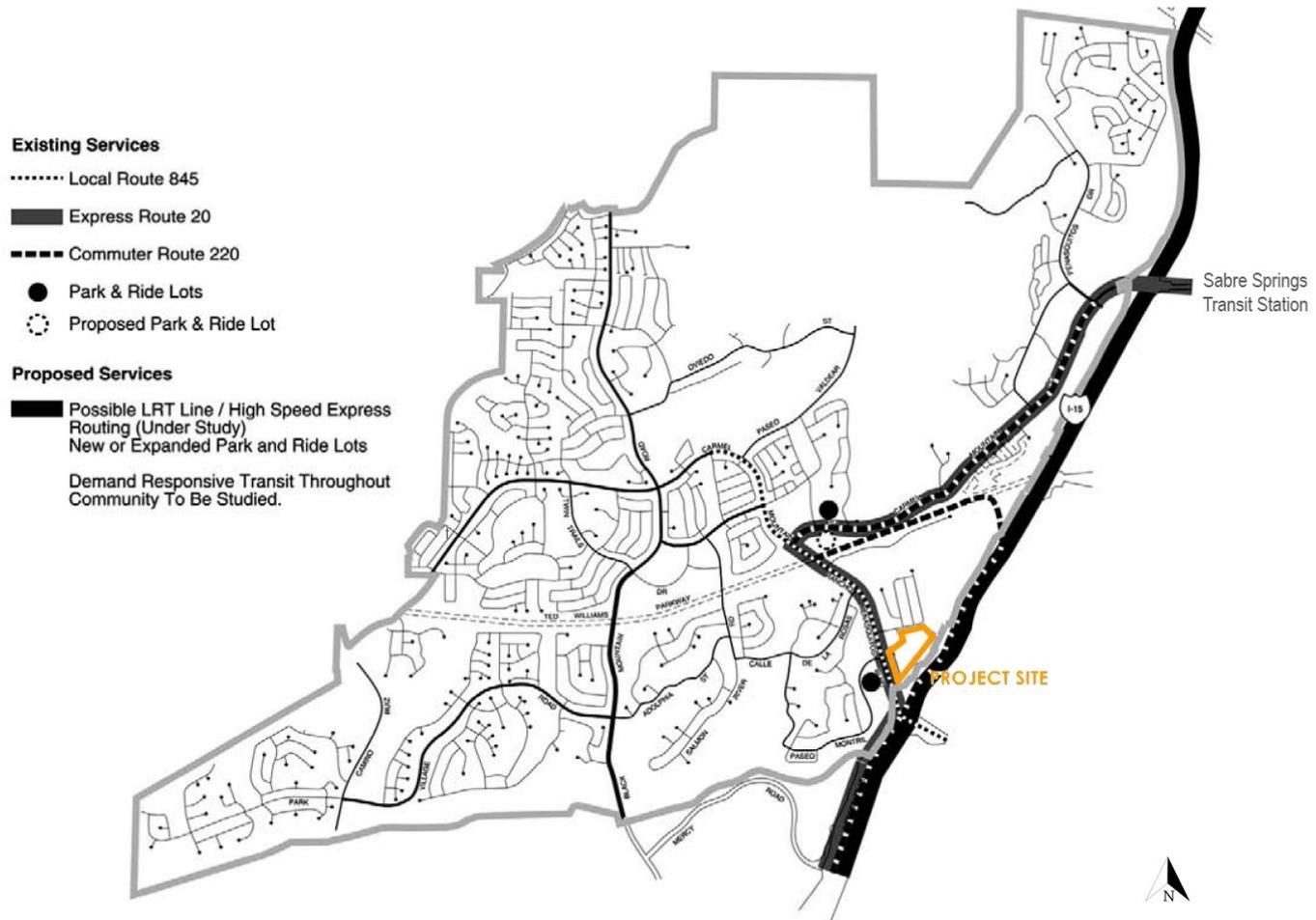
### 1.6.4 Transit

As shown in Figure 3, *Transit Services*, the project site is located within close proximity to major transit corridors, park-and-ride lots, the Sabre Springs Transit Station, and bus stops. I-15 runs along the eastern boundary of the site and provides north-south regional access and SR-56 traverses east-west through the central portion of the community. Two park-and-ride lots and one bus stop located at the corner of Rancho Peñasquitos Boulevard and Paseo Montril (Route 20) are located near to the site. The bus stop is located approximately 0.12 miles walking distance from the site. These provide service to Downtown San Diego, the I-15 corridor, and the City of Poway.

### 1.6.5 Non-Motorized Transportation

Non-motorized transportation includes pedestrian paths, sidewalks, bikeways, and equestrian paths. As shown in Figure 4, *Bikeways and Pedestrian Circulation*, a Class II bike lane runs north-south along Rancho Peñasquitos Boulevard. Paseo Montril is designated as a Class III bike route. The nearest major pedestrian pathways runs north-south along Rancho Penasquitos Blvd.

Figure 3: Transit Services





## Chapter 2. The Plan

### 2.1 Overview of Land Use Plan

Paseo Montril increases the diversity of housing options by introducing multi-family residential housing to the Rancho Peñasquitos community.

A rezone is proposed to change the existing RS-1-14 and RM-2-5 zone to the RM-1-1 zone on Lot 1 and OC-1-1 zone on Lot 2. The Community Plan Amendment proposal, submitted concurrently with this entitlement package, requests to change a portion of the existing open land use designation to a medium density residential zone on Lot 1 and preserve the remaining site as OC-1-1 (Open Space -Conservation) on Lot 2. Upon approval, the number of units proposed under this designation and zoning would be 55 dwellings. Six onsite dwelling units shall be designated as affordable to meet the City of San Diego's Inclusionary Affordable Housing Regulations. See Figure 6, *Land Use Plan*, and Table 1, *Land Use Summary*, for details.

### 2.2 Recreational Amenities

The site has a diverse topography that is characterized by numerous canyons, hillsides, and ridges. The most prominent feature of the community is Black Mountain, which rises to an elevation of 1,500 feet.

The site features multiple gathering areas of varying sizes for limited size gatherings or large community gatherings. A combination of open and covered areas with seating, BBQs, and open play areas provide spaces for socializing or simply enjoyment of some of the

varied views of the property. A dog run area is also provided to provide a safe, onsite environment for residents' pets.

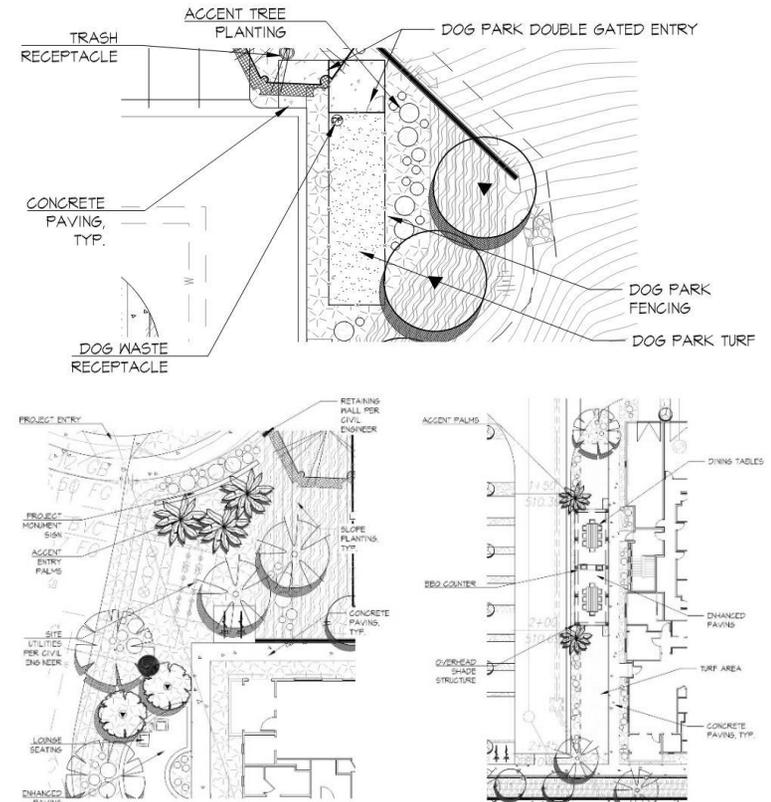


Figure 5: Site Amenities

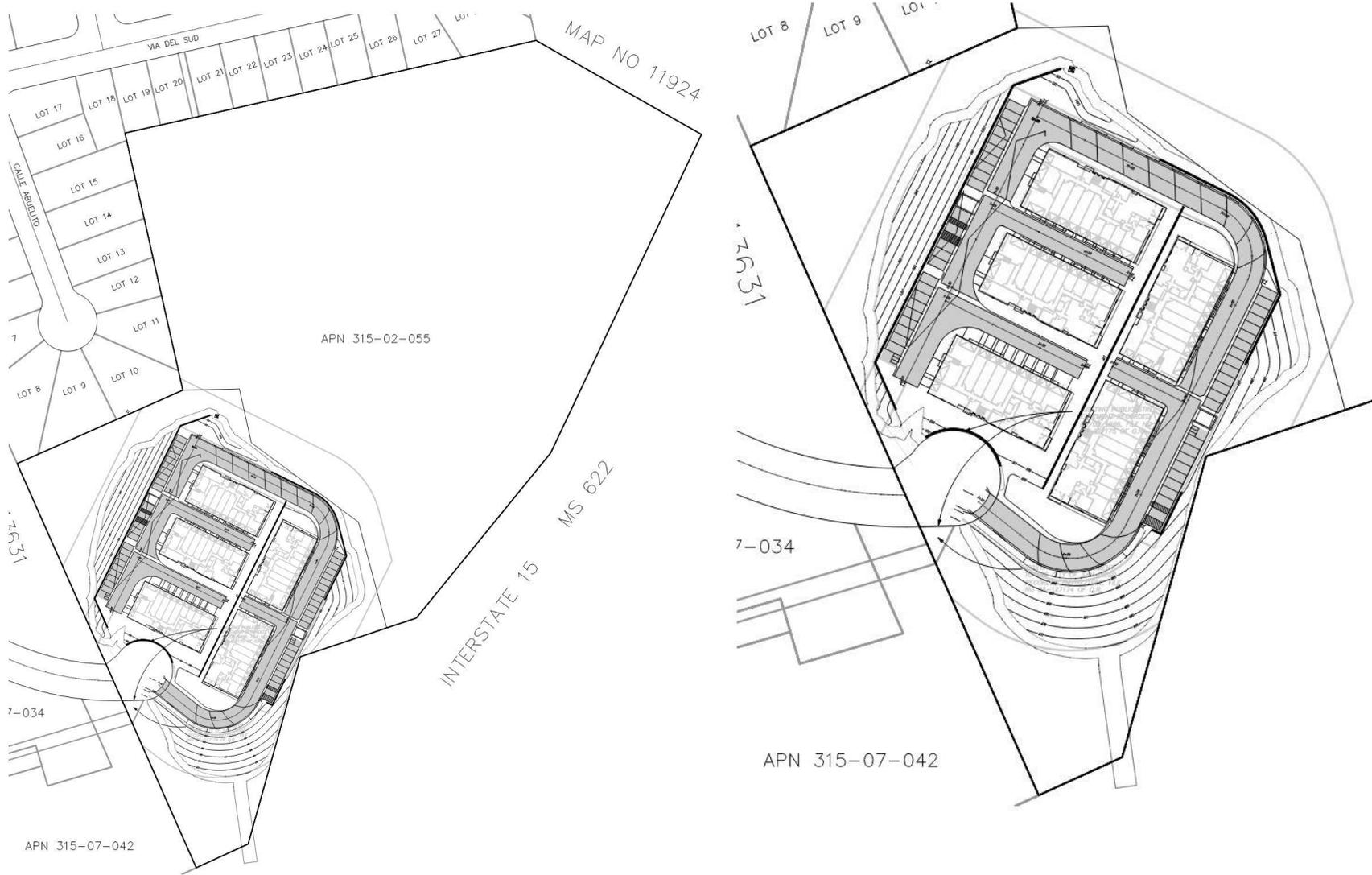
Figure 6: Land Use Plan



Land Use	Zoning	Acres	Minimum Allowed	Maximum Allowed	Proposed
Low-Medium Density Residential	RM-1-1	4.9	N/A	71*	55 du
Open Space	OC-1-1	10.3	N/A	N/A	N/A

\*An exception to the maximum permitted *density* may be permitted in accordance with Chapter 14, Article 3, Division 7 (Affordable Housing Regulations)

Figure 7: Site Plan



## Chapter 3. Architectural Design Guidelines

### 3.1 Design Intent

The following architectural design guidelines are intended to ensure a high standard of architectural design and quality for future residents. The guidelines provide design recommendations for homes that utilize compatible architectural styles, colors, building heights, lot sizes, setbacks, landscaping, and street furniture harmonious to the existing community appearance.

Paseo Montril has been designed to cluster development and maximize the preservation of open space and hillside areas as viable connected open space systems.

### 3.2 Project Design Theme

The architectural design themes for Paseo Montril will integrate the unique character of Rancho Peñasquitos topography combined with the rich and diverse architectural forms and styles associated with modern California design. High-quality architectural shapes, bulk, color materials, and landscaping will be carefully chosen to respect the physical constraints of the land.

### 3.3 Architectural Styles

Paseo Montril boasts a cool, modern style complementary of the surrounding natural terrain. Spanish Mission and Old West Ranch Style are the predominant architectural styles of the existing neighborhood. Although a specific architectural style is not preferred, it is strongly encouraged that future design is sensitive to the scale, form, rhythm, proportions, and materials of adjacent residential neighborhoods follow a similar architectural style.

### 3.4 Building Form, Mass, and Scale

- Discourage the appearance of blank walls. Consider the recession of building facades, structured and organized placement of windows or doors, or other fenestration to provide architectural interest.
- Provide shadow relief, offsetting planes, overhangs, and recesses to provide visual interest at the pedestrian level.
- Break up and vary roof lines within the overall horizontal plane. Roofing constructed of shake or Spanish tile is encouraged. Vary rooftops on sloping sites to emphasize the variety in shape and flowing character of the hillside.
- Encourage cantilevered, projecting, or recessed elements at balconies and second-story and third-story elements to accentuate roof lines and fenestration compositions.
- Design buildings to maximize natural ventilation, sunlight, and views.
- Design construction to respect the pedestrian orientation of neighborhoods.

### 3.5 Materials and Colors

- Use unique and well-designed materials and finishes that are compatible with building style.
- Utilize natural earth tone colors that complement existing architecture, vegetation, and open space.
- Use a variety of colors and textured materials that are compatible with surrounding development to articulate buildings facades and architectural features. No more than three different variations should be able applied to the façade of one building.
- Building materials should be durable, easy to maintain, and appropriate to the local climate.
- Stucco, wood, brick, stone, terracotta, or cast concrete ornaments are encouraged as exterior materials.

- Stucco-like wall finishes are acceptable provided the stucco finish is light lace, sand, or smooth.

### 3.6 Site Design

- Maintain the existing topography and natural features of the site to the maximum extent possible.
- Minimize cut and fill slopes and preserve significant views within and surrounding the site.
- Use creative and flexible site planning to maximize the preservation of open space and steep hillsides.
- Building coverage should consider the quality and intensity of site vegetation, geology, topography, and other environmental resources.
- Site buildings to reinforce street frontages.



Figure 7: Architectural Elevations

## Chapter 4 – Site Common Area Design

### 4.1 Design Intent

This chapter addresses common area design features, such as site furniture, trash and recyclable areas, and signage that contribute to the visual quality of the community. The following guidelines encourage a variety of design elements that reinforce Crime Prevention through Environmental Design (CPTED) techniques and social interaction.

### 4.2 Streetscape Elements

#### 4.2.1 Site Furniture

- Design, selection, and placement of site furnishings such as tables, benches, and trash receptacles shall be compatible with the overall site design and architectural character of the development.
- Provide seating in sunny and shaded areas.
- Carefully select materials and color to achieve the desired aesthetic and vision for the public realm.

#### 4.2.2 Trash and Recycling Areas and Organic Waste

- Evenly distribute trash and recycling areas for easy access by users and refuse collection services.
- Screen trash and recycling areas with landscaping, fencing, or walls designed to protect adjacent uses from noise and odors.
- Design trash and recycling areas to be compatible with the appearance and scape of adjacent buildings.
- Include organic waste in refuse and recyclable material storage areas per the City of San Diego Municipal Code Section no. 142.0801

### 4.2.3 Bicycle Racks

Provide bicycle racks throughout the property where feasible. Bicycle racks are not required for a dwelling unit with a garage accessible only by residents of the dwelling unit.

#### 4.2.4 Signage

- Place signage at strategic locations with the goal of minimizing the overall number of signage as necessary.
- Align signage with existing site furnishings.
- Utilize a consistent graphic design that is complementary of neighborhood character.
- Incorporate neighborhood-specific or artistic elements.
- Any monument signage should not obscure sight lines for vehicular and pedestrian safety.

#### 4.2.5 Lighting

- Provide a hierarchy of light quality and intensity
- Design lighting fixtures to be compatible in scale, design, and material with the local setting.
- Encourage simple design.
- Provide pedestrian-scaled lighting along sidewalks and pathways.
- Direct lighting downward and shield the light source.

#### 4.2.6 Landscaping

- Utilize street trees that are consistent with the City of San Diego's Street Tree Selection Guide.
- Utilize varied planting to enhance visual aesthetics and add color and interest.
- Provide landscaping at project entry points.
- Utilize native, drought-tolerant planting species that recognize the importance of water conservation, fire resistance, and erosion control.
- Utilize landscaping to soften the appearance of blank walks, buildings edges, and enhance the pedestrian scale of development.

## Chapter 5 – Landscape Design

### 5.1 Design Intent

The landscaping guidelines are intended to address the appearance and functionality of the landscaping within the development. The purpose is to establish minimum landscape design standards without dictating specific planting styles, planting themes, or planting arrangements.

### 5.2 Landscape Development Plan

The landscape development plan is identified and illustrated on the project plans for Paseo Montril. The primary goal of the landscape design is to provide common open space areas for gathering, passive landscape corridors, and seating areas for the resident’s enjoyment.

Landscaping within the project shall conform to standard horticultural practice, the City of San Diego Municipal Code Section 142.0402, the City of San Diego Land Development Manual, Landscape Standards, and other applicable city and regional standards for landscape installation and maintenance.

### 5.3 Prohibited Plant Palette

The California Invasive Plant Council Inventory (CAL-IPC) categorizes plants that threaten California’s natural areas. The project shall not include plants that currently cause damage in California (invasive plants) as well as “Watch” plants that are high risk of becoming invasive in the future. Refer to CAL-IPC for the latest prohibited plant species.

### 5.4 Approved Plant Palette

Plant species shall be consistent with the application’s Landscape Development Plan. The plant palette will utilize a combination of low water use and indigenous material to enhance and complement the architectural elevations. Landscaping will be used to enhance the pedestrian scale of the development. Hardscape materials and colors will also complement the architecture and other specialty materials such as pavers or tile may be used to enhance common area spaces.

Any species not contained in the Landscape Development Plan shall not be used without the written approval from the Paseo Montril Home Owner’s Association and the City of San Diego.

### 5.5 Slope Revegetation

Graded slopes will be promptly revegetated in compliance with the overall Landscape Development Plan, Section 142.0411 of the City of San Diego Municipal Code, Section III of the Steep Hillside Guidelines in the Land Development Manual, and other applicable City requirements.

### 5.6 Irrigation Standards

Irrigation systems shall conform to the Citywide Landscape Regulations SDMC 142.0403(c) and all other applicable City and regional standards for irrigation installation and maintenance. The irrigation design will meet the Maximum Applied Water Allowance (MAWA) by proposing a plant palette that is comprised of enough low water use species, and or/an efficient enough irrigation system. Irrigation systems shall be designed so that separate areas of maintenance responsibility are metered and controlled independently.

Permanent irrigation systems will be below ground, automatically controlled, and in full compliance with building code requirements.

The irrigation system will utilize potable water. Water conserving systems such as drip irrigation, moisture sensors, low gallonage heads, and matched precipitation rate heads will be used. Temporary irrigation systems in naturalized or native areas may utilize above ground systems. All backflow control devices will be located or screened from public view. Disturbed areas shall be replanted and irrigated per the Land Development Manual sections on planting and irrigation.

### 5.7 Maintenance

Required common landscape areas shall be maintained by the Home Owner's Association. The landscape areas shall be maintained free of debris and litter and all plant material shall be maintained in a healthy growing condition. Diseased or dead plant material shall be satisfactorily treated or replaced per the conditions of the permit. For crime prevention purposes, canopies of mature trees should be maintained at least eight feet above the ground. - Shrubs shall be trimmed to a 36" maximum height at the project entry site distance triangles as noted on the plans. All other shrub material shall be maintained at an appropriate height that preserves privacy and views, avoids blocking lighting, and abstains from providing hiding places.

Residential property owners will be required to maintain landscaping within their exclusive use area in conformance with the criteria in CC&Rs which will be established and administered and enforced by the Home Owner's Association.

### 5.8 Open Space System

The components of the open space system include Diegan Coastal Sage Scrub. In order to minimize impacts to sensitive lands and promote the objectives of the City of San Diego Multiple Species Conservation Program, a covenant of easement is proposed for the open space preserve. No public access to the open space preserve is permitted as shown and identified on the development plans.

### 5.9 Brush Management

The Brush Management Program described in this section implements the City of San Diego's Brush Management Regulations found in Section 142.0412 of the Land Development Code, which establishes a means of providing fire safety in the landscape for public or privately owned premises that are within 100 feet of a structure and contain native or naturalized vegetation. The Brush Management Plan is identified on the project plans for Paseo Moniril. Two distinct brush management areas referred to as "Zone One" and "Zone Two" reduce fire hazards around structures by providing an effective fire break between all structures and contiguous areas of native or naturalized vegetation. Brush management Zone One is the area adjacent to the structure and shall be the least flammable. It shall consist of pavement and permanently irrigated ornamental planting and trees no closer than 10' from the habitable structure. Brush management Zone One shall not be allowed on slopes with a gradient greater than 4:1. As shown on the landscape development plan, the development cannot provide the full defensible space required, and therefore, is subject to alternative compliance measures. Alternative compliance measures for Buildings 1, 2, and 3 are required due to the reduced brush management Zone Two. Alternative compliance measures proposed for these buildings shall be combo masonry block/1-hr fire rated wall or 6' high masonry block wall. Specific measures are to be determined

at ministerial review. A plus Brush management Zone Two is the area between Zone One and any area of native or naturalized vegetation and shall consist of thinned, native, or non-irrigated vegetation. Maintenance of brush management zone shall include the removal of invasive species.

Management and maintenance of brush management lots will be the responsibility of the Paseo Montril Home Owners Association and shall be conducted in strict conformance with the plan as set forth on the project plans for Paseo Montril. Compliance with these guidelines shall not be construed as a guarantee against any damage, destruction, or loss of property that may be caused by brush fire.

## Chapter 6. Implementation

The Paseo Montril Design Guidelines will be implemented by the Homeowner's Association (HOA) and the City of San Diego. The processes described in this section are not intended to supersede or supplant the responsibility of municipal authorities duly authorized to issue construction permits within Paseo Montril.

**Homeowner's Association:** The HOA will oversee the maintenance and operation of community-wide facilities within the project boundary, including but not limited to, brush management areas, open space area, signs and monuments, etc. Any future development, addition, or modification to an existing residence must obtain HOA approval prior to project submittal with the Development Services Department.

The HOA shall be responsible for the aesthetic review and approval of all room additions, patio covers, decks, patios, and other structures requiring a building permit within the Paseo Montril development. All future room additions by homeowners shall comply with the standards set forth in Section IV of this document. This shall be clearly stated in the Master Covenants, Conditions, and Restrictions (CC&Rs) for this project, which describe the requirements and limits of what can be done with the property.

The HOA will be responsible for administering the CC&Rs with the intent to protect, preserve, and enhance property values in the community. These shall be recorded prior to the sale of any home-site to an individual. The City of San Diego will not be responsible for the administration or enforcement of CC&Rs.

**City of San Diego:** Prior to submitting an application for any building permit to the City of San Diego, the developer shall submit an application for Substantial Conformance Review (SCR) to the

Development Services Department. The goal of SCR is to determine if the proposed project is consistent and in conformance with a previously approved permit. This includes review of the revised project against the approved exhibits, permit conditions, environmental documentation, applicable land use policies, and the public record for the prior permit. Application requirements for a SCR can be obtained from the City of San Diego Development Services Department. The Development Services Department will review the architecture, site design and landscape for consistency with the Community Plan Amendment, Vesting Tentative Map, Planned Development Permit, Site Development Permit, and these Design Guidelines for Paseo Montril. A SCR decision is either a Process 2 or is a decision by staff that may require input from the Community Planning Group and is appealable to the Planning Commission. If the plans are found to not be in conformance, an amendment will be required to the Vesting Tentative Map, Planned Development Permit, and Site Development Permit to be consistent with the City of San Diego's process guidelines.

Following SCR and approval, an applicant may apply for a building permit through the City of San Diego Development Services Department.

The developers of Paseo Montril will be responsible for satisfying the conditions of approval for this project. Individual home builders are encouraged to determine what effect, if any, infrastructure phasing may have on the timing of the issuance of a permit for their property, said

Residential development regulations are based on the City of San Diego, RM-1-1 and OC-1-1 zone located in Chapter 13, Article 1, Division 2 and 4 of the City of San Diego's Municipal Code. In addition to the Residential Base Zone Requirements, the project shall comply with Chapter 14, Article 2, Division 5 (Parking Regulations), Section

142.0801 (Refuse, Organic Waste, and Recyclable Materials Storage Regulations), Chapter 14, Article 2, Division 2 (Storm Water Runoff and Drainage Regulations), Chapter 14, Article 2, Division 3 (Fence Regulations), Chapter 14, Article 2, Division 4 (Landscape Regulations), and Chapter 14, Article 2, Division 9 (Mechanical and Utility Equipment Screening Regulations). Subsequent building plans will be reviewed against these architectural design guidelines in accordance with a Process 1 administrative review. Highly flammable plants will be prohibited within ornamental landscaping per the City Condition of approval and the City of San Diego Brush Management requirements.

**San Diego County Airport Land Use Commission (ALUC):** The applicant will be required to work with the lead agency, the City of San Diego, to obtain a Consistency Determination from the ALUC stating that the proposed project is determined to be one of the following:

- Consistent with all four compatibility factors in the applicable ALUCP. The local agency can proceed with its approval.
- Conditionally consistent with the applicable ALUCP. Any specified conditions must correspond to the policies and standards of the ALUCP. Unless a condition specifies subsequent review by the ALUC, responsibility to ensure compliance with conditions rests with the local agency with permit or approval authority.
- Not consistent with the ALUCP. The ALUC must explain the specific conflicts with ALUCP policies and standards. The local agency may not approve the proposed land use plan, regulation or project, unless it overrules the ALUC's finding of inconsistency in accordance with applicable State law.

**Federal Administration Aviation (FAA):** The applicant will be required to notify the FAA of their proposed development project so that the FAA can conduct an Obstruction Evaluation/Airport Airspace Analysis

(OE/AAA). See attached IB 530 for more information. Part 77 requires that any applicant who intends to perform any of the following construction or alterations must notify the FAA:

1. Any construction or alteration exceeding 200 feet in height above ground level.
2. Any construction or alteration of structures, antennas, trees, mobile objects, and temporary objects such as construction cranes that:
  - a. Are within a horizontal distance of 20,000 feet from a public use or military airport and exceed a 100:1 surface from any point on the runway to each airport with at least one runway more than 3,200 feet. Within the City of San Diego, this includes the following airports: San Diego International Airport, Montgomery Field, Brown Field, Gillespie Field, Marine Corps Air Station Miramar, Naval Air Station North Island, and Naval Outlying Field Imperial Beach.
  - b. Are within a horizontal distance of 10,000 feet from a public use or military airport and exceed a 50:1 surface from any point on the runway to each airport with at least one runway no more than 3,200 feet.
  - c. Are within a horizontal distance of 5,000 feet of a public use heliport and exceed a 25:1 surface.
3. Any highway, railroad or other traverse way where the prescribed adjusted height would exceed that above noted criteria.
4. When requested by the FAA.
5. Any construction or alteration located on a public use airport or heliport regardless of height or location.

An obstruction to air navigation is an object that exceeds any of the following federal obstruction standards:

- A height of 499 feet AGL (§77.17(a)(1))
- A height 200 feet AGL or 200 feet above the airport elevation, whichever is higher, within three nautical miles of the airport (§77.17(a)(2))
- A height that encroaches into the required obstacle clearance areas separating designated flight altitudes from obstacles (§77.17(a)(3))
- A height that increases a minimum obstacle clearance under en-route criteria (§77.17(a)(4))
- The surface of a take-off and landing area of an airport or any imaginary surface defined around the airport in accordance with Part 77, Subpart C (§77.17(a)(5))