



THE CITY OF SAN DIEGO

## Report to the Planning Commission

DATE ISSUED: July 16, 2020 REPORT NO. PC-20-041

HEARING DATE: July 23, 2020

SUBJECT: Black Mountain Road Community Plan Amendments – Process Five Decision

PROJECT NUMBER: 357262

OWNER/APPLICANT: Lennar Homes, formerly Black Mountain Ranch, LLC

### SUMMARY

Issue: Should the Planning Commission recommend to the City Council approval of amendments to the General Plan, and Rancho Peñasquitos Community Plan, and Black Mountain Ranch Subarea Plan to reclassify Black Mountain Road from a 6-lane Primary Arterial to a 4-lane Major from Twin Trails Drive on the north to the southern Rancho Peñasquitos community boundary?

#### Staff Recommendations:

1. RECOMMEND to the City Council **CERTIFICATION** of Environmental Impact Report Project No. 357262/Sch. No. 2017051058 and **ADOPT** the Findings and Statement of Overriding Considerations.
2. RECOMMEND to the City Council **APPROVAL** of a resolution amending the Rancho Peñasquitos Community Plan, and the General Plan.
3. RECOMMEND to the City Council **APPROVAL** of a resolution amending the Black Mountain Ranch Subarea Plan.

Community Planning Group Recommendations: On June 3, 2020, the Rancho Peñasquitos Planning Board voted 7-0-2 to recommend approval of the proposed amendments. The Board represents the communities of Rancho Peñasquitos, Black Mountain Ranch, and Torrey Highlands.

Environmental Review: An Environmental Impact Report (EIR) No. 357262/SCH No. 2017051058 has been prepared pursuant to the California Environmental Quality Act (CEQA) for the above referenced project. A Notice of Preparation (NOP) soliciting input on the scope of the EIR was issued on May 17, 2017. The Draft EIR was made available for public review beginning April 11, 2019. The Final EIR was released on October 21, 2019 and has been distributed with this report.

Housing Impact Statement: There is no impact to housing associated with this item. The Rancho Peñasquitos Community Plan would allow approximately 15,800 residential dwelling units, at ultimate build out. There are currently 384 existing affordable housing units within this community planning area.

### BACKGROUND

The 1993 Community Plan Update to the Rancho Peñasquitos Community Plan (RPCP) established a primary transportation goal to construct and maintain an adequate system for vehicular, bicycle and pedestrian circulation within the community, while providing adequate access to the larger San Diego Region. To help address this goal,

the RPCP recommended the improvement of Black Mountain Road, from just north of Twin Trails Drive to the southern community boundary, to a 6-lane Primary Arterial with Class II bicycle lanes. Black Mountain Road had previously been constructed as a 4-lane Major roadway and is currently constructed as a 4-lane Major roadway.

Additionally, the expansion of Black Mountain Road to six lanes was identified in the 1998 adoption of the Black Mountain Ranch Subarea Plan to mitigate impacts of the community's proposed development on the broader transportation network. The Subarea Plan's traffic analysis anticipated traffic volumes that required the widening of the facility to six lanes.

The proposed amendment, to reclassify the 1.3-mile segment of Black Mountain Road from a 6-lane Primary Arterial to a 4-lane Major, was originally discussed by the Rancho Peñasquitos Planning Board in 2011 through the review of the Public Facilities Financing Plans for Rancho Peñasquitos and neighboring Black Mountain Ranch. Several board members identified support for maintaining the existing roadway as four lanes in order to preserve existing community character. Additionally, the Board expressed support for the existing four lane roadway due to the potential private property acquisitions that might be necessary to expand the roadway to 6-lanes.

Black Mountain Ranch LLC, the developer for much of the Black Mountain Ranch Subarea Plan, agreed to serve as the project applicant to initiate and process the General Plan and Community Plan and Subarea Plan amendments to reclassify the roadway as a 4-lane Major. Three other community plan amendments were initiated in the fall of 2013 that included the evaluation of the broader circulation network of the Rancho Peñasquitos, Torrey Highlands, and Black Mountain Ranch communities. The Rancho Peñasquitos Planning Board, which represents all three communities, expressed support for the Black Mountain Road Community Plan Amendment Initiation to be considered around the same time as these neighboring efforts. The proposed Black Mountain Road Community Plan amendment was initiated on February 27, 2014. The Merge 56 project was approved by the City Council in May 2018, the Preserve at Torrey Highlands was approved by the City Council in August 2019, and the Rhodes Crossing project is currently in process.

## DISCUSSION

### *Project Description and Surrounding Uses*

The project proposes to reclassify a 1.3-mile segment of Black Mountain Road from a 6-lane Primary Arterial to a 4-lane Major from Twin Trails Drive to the southern community boundary. The proposed amendment site is located within the Rancho Peñasquitos planning area and is governed by the Rancho Peñasquitos Community Plan (Attachment 1).

Through the amendment process, including working with community members serving on the Rancho Peñasquitos Planning Board, the proposed amendment was refined to add specific roadway improvements to improve access to SR-56 and improve the flow of northbound traffic. These design features are identified in the proposed amendment and include roadway restriping on the bridge over the SR-56 and widening a small segment of Black Mountain Road north of the SR-56 westbound off-ramp to accommodate the restriping and improve northbound traffic flows. Subsequent to the approval of the CPAs, the associated Public Facilities Financing Plans will be amended to reflect the revised project. The City of San Diego will construct the identified design features through the Capital Improvement Program process.

The proposed amendment, encompasses approximately 1.3 miles of Black Mountain Road, from Twin Trails Drive on the north to the Rancho Peñasquitos southern community boundary adjacent to the Los Peñasquitos Canyon Preserve. The roadway is adjacent to mostly single-family residential land uses (1-5 du/acre) on the north and west, and a mixture of commercial, open space and institutional land uses on the east. Black Mountain Road bisects the neighborhoods of Twin Trails and Town Center north of State Route 56 (SR-56); it bisects the neighborhoods of Parkview and Ridgewood south of SR-56. The open space system to the south of the site includes the Los Peñasquitos Canyon Preserve. Black Mountain Road is currently built to and operates as a 4-lane Major with landscaped center medians, contiguous sidewalks, and Class II bike lanes. Black Mountain Road is built to, and currently operates as, a 6-lane Primary Arterial on the bridge over SR-56.

### Environmental Analysis - Transportation Impacts

An EIR was prepared for the project, which concluded that the project would result in significant but mitigated environmental impacts to Biological Resources, and significant and unavoidable Transportation impacts. All other impacts analyzed in the draft EIR were determined to be less than significant. The transportation impact study prepared for the project determined that all intersections (57 out of 57 intersections analyzed) and the majority of roadway segments (35 out of 37 roadway segments analyzed) operated at acceptable levels of service during peak hours at the time the traffic study was prepared.

The proposal to amend the Community Plan to maintain the current roadway classification would result in future traffic impacts within two segments of Black Mountain Road:

- Between Twin Trails Drive and the SR-56 ramps; and
- Between the SR-56 ramps and Park Village Road-Adolphia Street

These impacts would not be mitigated because it would require Black Mountain Road to be widened. The widening of Black Mountain Road is inconsistent with the objective of the proposed amendment to maintain the current 4-lane roadway configuration. The widening of Black Mountain Road to a 6-lane Primary Arterial would not be consistent with the General Plan Mobility Element Goal for street design that minimizes environmental and neighborhood impacts. An initial high-level analysis of right-of-way acquisitions associated with widening to a 6-lane Primary Arterial determined that expansion of the roadway would likely require partial property acquisitions from approximately 100 parcels that would reduce the size of backyards adjacent to the project roadway and bring the edge of the expanded roadway closer to existing homes that could result in land use conflicts associated with shifting the roadway closer to adjacent sensitive noise receptors and a lack of adequate space for sound walls.

Through the traffic analysis, additional impacts and mitigation measures were identified beyond the roadway segments, which are summarized below. To the extent feasible, the City would implement the identified mitigation measures through a subsequent action to modify the Public Facilities Financing Plans (PFFPs) of Rancho Peñasquitos, Black Mountain Ranch, and Pacific Highlands Ranch to reflect the proposed improvements. Construction of these improvements would not be the responsibility of the applicant. SR-56 and the onramps are under the jurisdiction of Caltrans, and the City does not have control over the timing and implementation of the recommended mitigation, making the timely completion of such mitigation uncertain.

1. One intersection impact at Sundance Avenue and Twin Trails Drive
  - This impact would be fully mitigated through the installation of a traffic signal to replace the all-way stop control.
2. One freeway mainline impact on SR-56
  - This impact could be mitigated by the construction of an additional eastbound auxiliary lane from Camino del Sur to Black Mountain Road.
  - Mitigation may be provided by modifying the PFFPs of those communities currently providing funding for the widening of Black Mountain Road to substitute this mitigation for the widening project currently included in those PFFPs.
3. One SR-56 Metered Freeway On-Ramp impact at Rancho Peñasquitos Boulevard (located one mile east of Black Mountain Road)
  - This impact could be mitigated by the construction of an additional ramp lane onto westbound SR-56 at this location.
  - Mitigation may be provided by modifying the PFFPs of those communities currently providing funding for the widening of Black Mountain Road to substitute this mitigation for the widening project currently included in those PFFPs.

### General Plan, Community and Subarea Plan Analysis

Black Mountain Road functions as a regional roadway primarily accommodating vehicle trips generated beyond the boundaries of the RPCP, including trips originating from the Rancho Peñasquitos community as well as the Black Mountain Ranch and Pacific Highlands Ranch subareas. As a result, considerations for reclassification of Black Mountain Road necessitate the review of the General Plan and all three planning areas. The proposed amendment's relation to each is discussed below.

- *General Plan*

A General Plan Amendment to Figure LU-2, the Land Use and Street System Map in the Land Use and Community Planning Element, is required to reclassify the project roadway from a Prime Arterial to a Major Arterial consistent with the proposed community plan amendment. The proposed amendment would be consistent with the General Plan Mobility Element goal of a street and freeway system that balances the needs of multiple users of the public right-of-way. The proposed amendment offers the opportunity to improve efficiency of the street by means other than roadway widening.

- *Rancho Peñasquitos Community Plan Analysis*

The Rancho Peñasquitos Community Plan Transportation Element identifies as a primary goal the construction and maintenance of an adequate system for vehicular, bicycle and pedestrian circulation. The Plan identified traffic circulation and congestion as one of the issues most frequently cited by residents when discussing problems facing the community. The transportation analysis of the Plan identified peak hour congestion and excessive travel times to locations south of the community, due (in part) to limited access to the south. As a result, the Plan identified the expansion of Black Mountain Road to a 6-lane Primary Arterial south of Twin Trails Drive as a primary roadway improvement. Additionally, since Black Mountain Road runs parallel to Interstate 15 (I-15), it was anticipated that motorists might use Black Mountain Road to avoid peak hours of congestion on the freeway.

Since the adoption of the RPCP, traffic conditions on I-15 have improved through implementation of the I-15 Express Lanes Project, which widened I-15 to accommodate four "managed lanes" within the median that allow the flexibility to alter lane configurations through the use of a moveable barrier. The managed lanes accommodate Rapid bus service and utilizes an Integrated Corridor Management system that is designed to reduce delays to freeway operations and local streets. The Express Lanes Project improved freeway operations have reduced the need to expand Black Mountain Road to a 6-lane facility.

As previously mentioned, the Rancho Peñasquitos Planning Board identified support for maintaining the existing roadway configuration in order to preserve existing community character and to avoid the potential private property acquisitions that might be necessary to expand the roadway to 6-lanes. Additionally, through the amendment process, the roadway design was refined to add specific improvements to access SR-56 and improve the flow of northbound traffic. These design features are included in the proposed amendment to the Transportation Element of the RPCP. The City of San Diego will construct the identified design features through the Capital Improvement Program process.

- *Black Mountain Ranch Subarea Plan*

The expansion of Black Mountain Road to six lanes was identified as a requirement in the Black Mountain Ranch Subarea Plan's Transportation Phasing Plan to mitigate traffic impacts of the community's proposed development. The Subarea Plan's transportation analysis anticipated traffic volumes that required the widening of the facility to six lanes.

In addition to the General Plan and RPCP amendment, the project would also amend the BMR Subarea Plan and Transportation Phasing Plan (TPP) to remove the requirement to widen the project roadway to a 6-lane Primary Arterial and to add the project design features and three traffic mitigation measures.

- *Pacific Highlands Ranch Subarea Plan*

Widening the project roadway to a 6-lane Primary Arterial was identified as traffic mitigation in the Master Environmental Impact Report (MEIR) prepared for the Pacific Highlands Ranch (PHR) Subarea Plan prepared in 1998.

The PHR requirement to widen the project roadway to a 6-lane Primary Arterial is outlined in Table 4B-14 included in the PHR Subarea Plan MEIR.

With approval of the proposed amendments, the three mitigation measures outlined in the Transportation Impacts section of this report and included in the EIR for this project would replace widening the project roadway to a 6-lane Primary Arterial previously identified in the PHR Subarea Plan MEIR.

- *Implementation*

The Black Mountain Road widening to 6-lanes is currently an identified project in the Rancho Peñasquitos Public Facilities Financing Plan and the Black Mountain Ranch Public Facilities Financing Plan and Facilities Benefit Assessment. Black Mountain Ranch is responsible for 10.6% of the total cost of the roadway improvement. Pacific Highlands Ranch is responsible for 8% of the total cost of the roadway improvement. The majority of funding for these improvements is unidentified.

Implementation of the proposed amendment would subsequently require amending the Public Facilities Financing Plans (PFFPs) for Rancho Peñasquitos, Black Mountain Ranch, and Pacific Highlands Ranch, to remove the requirement to widen the project roadway to a 6-lane Primary Arterial and to add the project design features and three traffic mitigation measures outlined in the Transportation Impacts section of this report and the EIR.

At such time the PFFPs are updated for the three communities, any changes to reflect the project and mitigation measures adopted by this action would be incorporated. The EIR for this proposed amendment, which analyzes the downgrade of the existing 6-lane Primary Arterial designation for the project roadway to a 4-lane Major in the RPCP, and includes the addition of the project design features, along with the future implementation of three mitigation measures, could be relied upon for future update to the PFFPs. Amending these PFFPs would ensure consistency between these implementation documents and the amended General Plan, RPCP, and BMR Subarea Plan.

## CONCLUSION

The proposed General Plan and Community Plan amendments would maintain Black Mountain Road in the existing configuration as a 4-lane Major with landscaped center medians, contiguous sidewalks, and Class II bike lanes consistent with the recommendation of the Rancho Peñasquitos Planning Board. The proposed amendment to the RPCP would incorporate language that identifies specific improvements along Black Mountain Road that enhance access to SR-56 and improve the flow of northbound traffic.

Respectfully submitted,

  
Michael Prinz  
Senior Planner  
Planning Department

  
Laura C. Black, AICP  
Deputy Director  
Planning Department

LB/mjp

## Attachments:

1. Vicinity Map
2. Draft Environmental Impact Report Resolution with Findings and Statement of Overriding Considerations, and MMRP
3. Draft Black Mountain Ranch Community Plan Amendment Resolution
4. Draft Rancho Peñasquitos Community Plan Amendment Resolution
5. Proposed Community Plan Amendments
6. Final Environmental Impact Report, [Final EIR No. 357262](#) [SCH No. 7051058](#)
7. Rancho Peñasquitos Planning Board June 2020 Meeting Minutes



RESOLUTION NUMBER R- \_\_\_\_\_

ADOPTED ON \_\_\_\_\_

WHEREAS, on October 13, 2014, Lennar Homes, formerly Black Mountain Ranch, LLC submitted an application to Development Services Department for a GENERAL PLAN AMENDMENT and a COMMUNITY PLAN AMENDMENTS to the Black Mountain Ranch Subarea Plan and the Rancho Peñasquitos Community Plan for the Black Mountain Road Community Plan Amendment (Project); and

WHEREAS, the matter was set for a public hearing to be conducted by the Council of the City of San Diego; and

WHEREAS, the issue was heard by the Council of the City of San Diego on \_\_\_\_\_; and

WHEREAS, the Council of the City of San Diego considered the issues discussed in Environmental Impact Report No. 357262/SCH No. 2017051058 (Report) prepared for this Project; NOW THEREFORE,

BE IT RESOLVED, by the Council of the City of San Diego that it is certified that the Report has been completed in compliance with the California Environmental Quality Act of 1970 (CEQA) (Public Resources Code Section 21000 et seq.), as amended, and the State CEQA Guidelines thereto (California Code of Regulations, Title 14, Chapter 3, Section 15000 et seq.), that the Report reflects the independent judgment of the City of San Diego as Lead Agency and that the information contained in said Report, together with any comments received during the public review process, has been reviewed and considered by the Council of the City of San Diego in connection with the approval of the Project.

BE IT FURTHER RESOLVED, that pursuant to CEQA Section 21081 and State CEQA Guidelines Section 15091, the Council of the City of San Diego hereby adopts the Findings made with respect to the Project, which are attached hereto as Exhibit A.

BE IT FURTHER RESOLVED, that pursuant to State CEQA Guidelines Section 15093, the Council of the City of San Diego hereby adopts the Statement of Overriding Considerations with respect to the Project, which is attached hereto as Exhibit B.

BE IT FURTHER RESOLVED, that pursuant to CEQA Section 21081.6, the Council of the City of San Diego hereby adopts the Mitigation Monitoring and Reporting Program, or alterations to implement the changes to the Project as required by this Council of the City of San Diego in order to mitigate or avoid significant effects on the environment, which is attached hereto as Exhibit C.

BE IT FURTHER RESOLVED, that the Report and other documents constituting the record of proceedings upon which the approval is based are available to the public at the office of the City Clerk, 2020 C Street, San Diego, CA 92101.

BE IT FURTHER RESOLVED, that the City Clerk is directed to file a Notice of Determination with the Clerk of the Board of Supervisors for the County of San Diego regarding the Project.

APPROVED: [MARA ELLOITT, CITY ATTORNEY or DEVELOPMENT PROJECT MANAGER]

By: \_\_\_\_\_  
[NAME], [DEPUTY CITY ATTORNEY or DEVELOPMENT PROJECT MANAGER]

ATTACHMENT(S):      Exhibit A, Findings  
                             Exhibit B, Statement of Overriding Considerations  
                             Exhibit C, Mitigation Monitoring and Reporting Program



**FINDINGS OF FACT**  
**FOR**  
**BLACK MOUNTAIN ROAD COMMUNITY PLAN AMENDMENT**  
**PROJECT NO. 357262**  
**SCH No. 2017051058**  
**October 2019**

**I. INTRODUCTION**

**A. Findings of Fact and Statement of Overriding Considerations**

The following Candidate Findings are made for the Black Mountain Road Community Plan Amendment (project). The environmental effects of the project are addressed in the Final Environmental Impact Report (EIR) dated March 19, 2019, which is incorporated by reference herein.

The California Environmental Quality Act (CEQA) [Section 21081(a)] and the State CEQA Guidelines [Section 15091(a)] require that no public agency shall approve or carry out a project for which an environmental impact report has been completed which identifies one or more significant effects thereof, unless such public agency makes one or more of the following findings:

1. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant environmental effects on the environment;
2. Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been or can or should be adopted by that other agency; or
3. Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the environmental impact report.

CEQA also requires that the findings made pursuant to Section 15091 be supported by substantial evidence in the record (Section 15091(b) of the State CEQA Guidelines). Under CEQA, substantial evidence means enough relevant information has been provided (and reasonable inferences from this information may be made) that a fair argument can be made to support a conclusion, even though other conclusions might also be reached. Substantial evidence must include facts, reasonable assumptions predicted upon facts, and expert opinion supported by facts (Section 15384 of the State CEQA Guidelines).

CEQA further requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits of a proposed project against its unavoidable environmental effects when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered "acceptable" (Section

15093(a) of the State CEQA Guidelines). When the lead agency approves a project which will result in the occurrence of significant effects which are identified in the Final EIR but are not avoided or substantially lessened, the agency shall state in writing the specific reasons to support its actions based on the Final EIR and/or other information in the record.

The Findings and Statement of Overriding Considerations have been submitted by the City of San Diego Development Services Department as Candidate Findings to be made by the decision-making body. The Environmental Analysis Section of the Development Services Department (DSD) does not recommend that the discretionary body either adopt or reject these findings. They are attached to allow readers of this report an opportunity to review the applicant's position on this matter and to review potential reasons for approving the project despite the significant and unavoidable effects identified in the Final EIR. It is the exclusive discretion of the decision-maker certifying the EIR to determine the adequacy of the proposed Candidate. It is the role of staff to independently evaluate the proposed the Candidate Findings, and to make a recommendation to the decision-maker regarding their legal adequacy.

## **B. Record of Proceedings**

For purposes of CEQA and these Findings and Statement, the Record of Proceedings for the project consists of the following documents and other evidence, at a minimum:

- The Notice of Preparation (NOP) and all other public notices issued by the City in conjunction with the project;
- All responses to the NOP received by the City;
- The Final EIR;
- The Draft EIR;
- All written comments submitted by agencies or members of the public during the public review comment period on the Draft EIR;
- All responses to the written comments included in the Final EIR;
- All written and oral public testimony presented during a noticed public hearing for the project at which such testimony was taken;
- The Mitigation Monitoring and Reporting Program;
- The reports and technical memoranda included or referenced in any responses to comments in the Final EIR;
- All documents, studies, EIRs, or other materials incorporated by reference in, or otherwise relied upon during the preparation of, the Draft EIR and the Final EIR;
- Matters of common knowledge to the City, including, but not limited to, federal, state, and local laws and regulations;
- Any documents expressly cited in these Findings and Statement; and
- Any other relevant materials required to be in the record of proceedings by Public Resources Code Section 21167.6(e).

## **C. Custodian and Location of Records**

The documents and other materials which constitute the record of proceedings for the City's actions on the project are located at the City's Development Services Department (DSD, 1222 First Avenue, 5<sup>th</sup> Floor, San Diego, California 92101. The City's DSD is the custodian of the project's administrative

record. Copies of the document that constitute the record of the City's website at proceedings are and at all relevant times have been available upon request at the offices of the City's DSD. The Draft EIR was also placed on the City Clerk's website at <https://www.sandiego.gov/city-clerk/officialdocs/public-notice>; whereas the Final EIR was placed on the DSD's website at <https://www.sandiego.gov/ceqa/final>. This information is provided in compliance with the Public Resources Code 21081.6(a)(2) and the CEQA Guidelines 15091(e).

## **II. PROJECT SUMMARY**

### **A. Project Objectives**

The primary purposes, goals, and objectives of the project are:

- Amend General Plan Figure LU-2 and the Rancho Peñasquitos Community Plan (RPCP) Transportation Element to be consistent with the current transportation network within the community.
- Amend General Plan Figure LU-2 and the RPCP Transportation Element to be consistent with the goals of the City's General Plan Mobility Element and Climate Action Plan that encourage use of transit and other forms of alternative transportation as opposed to vehicular travel.
- Implement the Rancho Peñasquitos Community Planning Group's desire to preserve the existing character of the community.

### **B. Project Description**

A request for a 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 change the street system classification of a segment of Black Mountain Road from Prime Arterial to Major Arterial; a COMMUNITY PLAN AMENDMENT to the Rancho Peñasquitos Community Plan Circulation Element to reclassify the same segment from a 6-lane Primary Arterial to a 4-lane Major; and a COMMUNITY PLAN AMENDMENT to the Black Mountain Ranch Subarea Plan amending the Transportation Phasing Plan to remove the requirement to widen Black Mountain Road to a 6-lane Primary Arterial and add the project design feature and three traffic mitigation measures, identified below. The approximate 1.3-mile segment of Black Mountain Road to be reclassified would occur between Twin Trails Drive on the north to the southern community boundary adjacent to the Los Peñasquitos Canyon Preserve. The project also includes a design feature to restripe the segment of Black Mountain Road between the SR-56 westbound ramps and SR-56 eastbound ramps to increase the northbound to westbound left-turn pocket storage and improve the flow of northbound traffic. To accommodate this restriping on the overpass, 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. In addition, the following three mitigation roadway improvement measures are included as part of the project and analyzed in full detail through the Environmental Impact Report: MM-TRA-1 would require the installation of a traffic signal at the intersection of Sundance Avenue and Twin Trails Drive; MM-TRA-2 would require construction of a continuous auxiliary lane on eastbound SR-56 between Camino Del Sur and Black Mountain Road; and MM-TRA-3 would construct an additional on-ramp lane at the Rancho Peñasquitos Boulevard/SR-56 westbound on-ramp. Implementation of the project would subsequently require amending the Rancho Peñasquitos, Black Mountain Ranch,

and Pacific Highlands Ranch Public Facilities Financing Plans (PFFPs) 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. At such time the Public Facilities Financing Plans are updated for the Rancho Peñasquitos, Black Mountain Ranch, and Pacific Highlands Ranch communities, any changes to reflect the project and mitigation measures adopted by the action, would be incorporated. The Pacific Highlands Ranch requirement to widen the project roadway to a 6-lane Primary Arterial is outlined in Table 4B-14, which is included in the Pacific Highlands Ranch Subarea Plan Master Environmental Impact Report. Upon certification of this Environmental Impact Report and approval of the General Plan Amendment, Community Plan Amendments, and the Black Mountain Ranch Transportation Phasing Plan amendment, MM-TRA-1 through MM-TRA-3 would supersede and replace widening the Black Mountain Road to a 6-lane Primary Arterial previously identified in the Pacific Highlands Ranch Subarea Plan Master Environmental Impact Report. This Environmental Impact Report, which analyzes the removal of the existing Black Mountain Road 6-lane Primary Arterial designation for the project roadway from the Rancho Peñasquitos Community Plan, the addition of the project design feature, along with the future implementation of three mitigation measures, could be relied upon for this future update to the Public Facilities Financing Plans.

### **III. ENVIRONMENTAL REVIEW AND PUBLIC PARTICIPATION**

The lead agency approving the project and conducting environmental review under the California Environmental Quality Act (CEQA; California Public Resources Code Sections 21000, et seq., and the Guidelines promulgated thereunder in California Code of Regulations, Title 14, Sections 15000 et seq. (CEQA Guidelines), hereinafter collectively, CEQA) shall be the City of San Diego (the City). The City as lead agency shall be primarily responsible for carrying out the project. In compliance with Section 15082 of the CEQA Guidelines, the City published a Notice of Preparation (NOP) on May 17, 2017, which began a 30-day period for comments on the appropriate scope of the EIR. Consistent with Public Resources Code Section 21083.9, the City held a public agency scoping meeting on May 31, 2017 at the Hotel Karlan, located at 14455 Peñasquitos Drive, San Diego, California 92129. The purpose of this meeting was to seek input and concerns from the public regarding the environmental issues that may potentially result from the project. Comments were submitted by the California Department of Transportation (Caltrans) and Park Village Landscape Maintenance District. A copy of the NOP and public comment letters received on the NOP are provided in Appendix A-1 of the Final EIR.

The City published a Draft EIR on April 12, 2019 in compliance with CEQA. The City prepared a Draft EIR for the project that was circulated for review and comment by the public, agencies, and organizations. The 45-day public review period began on April 12, 2019 and ended on May 28, 2019. Pursuant to CEQA Guidelines Section 15085, upon publication of the Draft EIR, the City filed a Notice of Completion with the Governor's Office of Planning and Research, State Clearinghouse, indicating that the Draft EIR had been completed and was available for review and comment by the public. The City also posted a Notice of Availability of the Draft EIR at this time pursuant to CEQA Guidelines Section 15087. During the public review period, the City received comments on the environmental document. Comments on the Draft EIR were received from Caltrans, San Diego Regional Water Quality Control Board, Viejas Band of Kumeyaay Indians, and the San Diego County Archeological

Society. After the close of public review period, the City provided responses in writing to all comments received on the Draft EIR.

The Final EIR has been prepared in accordance with CEQA and the State CEQA Guidelines. The City, acting as the Lead Agency, has reviewed and edited as necessary the submitted drafts and certified that the Final EIR reflects its own independent judgment and analysis under Guideline §15090(a)(3) and CEQA Statute §21082.1(a)-(c).

The Final EIR addresses the environmental effects associated with implementation of the project. The Final EIR is intended to serve as an informational document for public agency decision-makers and the general public regarding the objectives and components of the project. The Final EIR addressed the potential significant adverse environmental impacts associated with the project and identifies feasible mitigation measures and alternatives that may be adopted to reduce or eliminate these impacts. The Final EIR is incorporated by reference into this CEQA Findings document.

The Final EIR is the primary reference document for the formulation and implementation of a mitigation monitoring program for the project. Environmental impacts cannot always be mitigated to a level that is considered less than significant. In accordance with CEQA, if a Lead Agency approves a project that has significant unavoidable impacts that cannot be mitigated to a level below significance, the agency must state in writing the specific reasons and overriding considerations for approving the project based on the final CEQA documents and any other information in the public record for the project (CEQA Guidelines §15093). The Final EIR for the project was published on October 21, 2019, and posted on the DSD's website at <https://www.sandiego.gov/ceqa/final>.

#### IV. CUSTODIAN AND LOCATION OF RECORDS

The documents and other materials which constitute the administrative record for the City's actions related to the project are located at the City of San Diego, Development Services Center, 1222 First Avenue, Fifth Floor, San Diego, CA 92101. The City Development Services Center is the custodian of the administrative record for the project. Copies of these documents, which constitute the record of proceedings, are and at all relevant times have been and will be available upon request at the offices of the City Development Services Center. This information is provided in compliance with Public Resources Code Section 21081.6(a)(2) and Guidelines Section 15091(e).

#### V. SUMMARY OF IMPACTS

The Final EIR Sections 4.1, 4.3, 4.4, 4.5, 4.7, and 4.8 demonstrate, and the City hereby finds, based on the Final EIR and the Record of Proceedings, that the project would have **less than significant impacts** and require no mitigation with respect to the following issues:

- Land Use
- Air Quality
- Greenhouse Gases
- Noise
- Cultural Resources
- Tribal Cultural Resources

Potentially significant impacts of the project will be **mitigated to below a level of significance** with respect to the following issues:

- Transportation/Circulation
- Biological Resources

**No feasible mitigation measures** are available to reduce impacts to below a level of significance for the following issue:

- Transportation/Circulation

## **VI. FINDINGS REGARDING SIGNIFICANT IMPACTS**

In making each of the findings below, the City has considered the Plans, Programs, and Policies discussed in the Final EIR. The Plans, Programs, and Policies discussed in the Final EIR are existing regulatory plans and programs the project is subject to, and, likewise, are explicitly made conditions of the project's approval.

### **A. Findings Regarding Potentially Significant Environmental Impacts Found To Be Less Than Significant After Mitigation**

The City, having independently reviewed and considered the information contained in the Final EIR and the Record of Proceedings, finds pursuant to CEQA Section 21081(a)(1) and State CEQA Guidelines Section 15091(a)(1), adopts the following findings regarding the significant effects of the project, as follows:

Changes or alterations have been required in, or incorporated into, the project that mitigate, or avoid, or substantially lessen the significant effects on the environment as identified in the Final EIR. The basis for this conclusion follows.

The City, having independently reviewed and considered the information contained in the Final EIR and the Record of Proceedings pursuant to Public Resource Code §21081(a)(1) and State CEQA Guidelines §15091(a)(1), adopts the following findings regarding the significant effects of the project, as follows:

Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant effects on the environment as identified in the Final EIR. (Project No. 357262/SCH No. 2017051058) as described below:

#### **Transportation/Circulation**

1. *Description of Potentially Significant Impacts:* As described in Section 4.2, the project would result in impacts to one intersection: Sundance Avenue and Twin Trails Drive (AM peak hour) (Impact TRA-3): Average delay increases from 38.8 to 46.4 seconds (an increase greater than 2.0 seconds) and continues to operate at LOS E.

*Facts in Support of Finding:* As described in the Final EIR, Mitigation Measure MM-TRA-1 would be required to improve operations at the impacted intersection to acceptable levels.

Implementation of mitigation measure MM-TRA-1 would reduce average delay to 7.8 seconds, and improve intersection operations to LOS A. With the implementation of this mitigation measure, impacts to the intersection of Sundance Avenue and Twin Trails Drive would be reduced to a level less than significant.

*Reference:* Final EIR Section 4.2.

## **Biological Resources**

1. *Description of Potentially Significant Impacts:* As described in Section 4.6, project Mitigation Measure TRA-2 would result in the following impacts to vegetation communities (Impact BIO-1):

- Coastal Sage Scrub: 0.20 acre of permanent impact/1.06 acres of construction zone impact.
- Freshwater Marsh: 0.01 acre of permanent impact/0.04 acre of construction zone impact.
- Southern Willow Scrub: 0.11 acre of construction zone impact.

*Facts in Support of Finding:* As described in the Final EIR, Mitigation Measures MM-BIO-1a and MM-BIO-1b would be required to mitigate potential impacts associated with vegetation communities. MM-BIO-1a would require preparation of a site-specific biological technical report consistent with the City's Biology Guidelines to ensure that potentially significant impacts to unique, rare, endangered, sensitive, or fully protected species of plants or animals, if present within the area of potential effect, are identified and mitigated to a level less than significant. MM-BIO-1b would require impacts to sensitive upland Tier I, II, IIIA, or IIIB habitats shall occur in accordance with the mitigation ratios specified within the City's Biology Guidelines. Impacts to wetland species (Freshwater Marsh and Southern Willow Scrub) would be mitigated per MM-BIO-2a and MM-BIO-2b (see below).

The City finds that with implementation of mitigation measures MM-BIO-1a and MM-BIO-2b, the potential for adverse project impacts associated with vegetation communities would be reduced to a level less than significant.

*Reference:* Final EIR Section 4.6.

2. *Description of Potentially Significant Impacts:* As described in Section 4.6, project Mitigation Measure TRA-2 would result in the following impacts to wetlands (Impact BIO-2):

- Freshwater Marsh: 0.01 acre of permanent impact/ 0.04 acre of construction zone impact.
- Southern Willow Scrub: 0.11 acre of construction zone impact.

*Facts in Support of Finding:* As described in the Final EIR, Mitigation Measures MM-BIO-2a and MM-BIO-2b would be required to mitigate potential impacts associated with wetlands. MM-BIO-2a would require impacts to sensitive wetlands shall occur in accordance with the mitigation ratios specified within the City's Biology Guidelines. MM-BIO-2b would require

that the applicant provide evidence of the following, if applicable, to the Assistant Deputy Director/Environmental Designee prior to any construction activity:

- Compliance with ACOE Section 404 nationwide permit;
- Compliance with the RWQCB Section 401 Water Quality Certification;
- Compliance with the CDFW Section 1601/1603 Streambed Alteration Agreement; and
- Compliance with City ESL wetland deviation process.

The City finds that with implementation of mitigation measures MM-BIO-2a and MM-BIO-2b, the potential for adverse project impacts associated with wetlands would be reduced to a level less than significant.

*Reference:* Final EIR Section 4.6.

## **B. FINDINGS REGARDING SIGNIFICANT AND UNAVOIDABLE IMPACTS**

The City, having independently reviewed and considered the information contained in the Final EIR and the Record of Proceedings pursuant to Public Resource Code §21081(a)(1) and State CEQA Guidelines §15091(a)(1), adopts the following findings regarding the significant effects of the project, as follows:

Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR. (Project No. 357262/SCH No. 2017051058) as described below:

### **Transportation/Circulation**

1. *Description of Potentially Significant Impacts:* As described in Section 4.2, the project would result in impacts to two roadway segments:

- Black Mountain Road south of Twin Trails Drive (Impact TRA-1): V/C ratio increases from 0.63 to 0.94, and segment operations would decrease from LOS C to LOS E.
- Black Mountain Road north of Park Village Road – Adolphia Street (Impact TRA-2): V/C ratio increases from 0.73 to 0.89, and segment operations would decrease from LOS C to LOS E.

*Facts in Support of Finding:* As described in the Final EIR, mitigation was not identified to improve roadway segment operations on Black Mountain Road south of Twin Trails Drive and north of Park Village Road – Adolphia Street. Mitigation for these roadway segments would require widening of Black Mountain Road that would be inconsistent with the project's objectives to maintain consistency with the community's current transportation network, maintain consistency with the City goals to encourage use of transit and other forms of alternative transportation as opposed to vehicular travel, and to preserve the existing character of the community. Therefore, impacts on two roadway segments of Black Mountain Road would remain significant and unavoidable.

*Reference:* Final EIR Section 4.2.



## **VII. FINDINGS REGARDING MITIGATION MEASURES THAT ARE WITHIN THE RESPONSIBILITY AND JURISDICTION OF ANOTHER AGENCY**

The City, having independently reviewed and considered the information contained in the Final EIR and the Record of Proceedings pursuant to Public Resource Code §21081(a)(1) and State CEQA Guidelines §15091(a)(1), adopts the following findings regarding the significant effects of the project, as follows:

Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency. (Project No. 357262/SCH No. 2017051058) as described below:

### **Transportation/Circulation**

1. *Description of Potentially Significant Impacts:* As described in Section 4.2, the project would result in impacts to one freeway segment: Eastbound SR-56 between Camino Del Sur and Black Mountain Road (PM peak hour) (Impact TRA-4): V/C ratio increases from 1.098 to 1.104 and continues to operate at LOS F.

*Facts in Support of Finding:* As described in the Final EIR, mitigation measure MM-TRA-2 would be required to mitigate impacts on eastbound SR-56 between Camino Del Sur and Black Mountain Road. However, SR-56 is under the jurisdiction of Caltrans, and the City does not have control over the timing and implementation of the recommended mitigation, making the timely completion of such mitigation uncertain. Therefore, impacts to eastbound SR-56 between Camino del Sur and Black Mountain Road (PM peak hour) would remain significant and unavoidable.

*Reference:* Final EIR Section 4.2.

2. *Description of Potentially Significant Impacts:* As described in Section 4.2, the project would result in impacts to one metered freeway on-ramp: Rancho Peñasquitos Boulevard/SR-56 westbound on-ramp (AM peak hour) (TRA-5): average delay increases from approximately 21 minutes to approximately 24 minutes.

*Facts in Support of Finding:* As described in the Final EIR, Mitigation Measure MM-TRA-2 would be required to mitigate impacts on the Rancho Peñasquitos Boulevard/SR-56 westbound on-ramp to a level less than significant. However, the Rancho Peñasquitos Boulevard/SR-56 westbound on-ramp is under the jurisdiction of Caltrans, and the City does not have control over the timing and implementation of the recommended mitigation, making the timely completion of such mitigation uncertain. Therefore, impacts to the Rancho Peñasquitos Boulevard/SR-56 westbound on-ramp would remain significant and unavoidable.

*Reference:* Final EIR Section 4.2.

## VIII. FINDINGS REGARDING ALTERNATIVES

In accordance with Section 15126.6(a) of the CEQA Guidelines, an EIR must contain a discussion of "a range of reasonable alternatives to a project, or the location of a project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project and evaluate the comparative merits of the alternatives."

Section 15126.6(f) further states that "the range of alternatives in an EIR is governed by the 'rule of reason' that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice." Thus, the following discussion focuses on project alternatives that are capable of eliminating significant environmental impacts or substantially reducing them as compared to the proposed project, even if the alternative would impede the attainment of some project objectives or would be more costly. In accordance with Section 15126.6(f)(1) of the CEQA Guidelines, among the factors that may be taken into account when addressing the feasibility of alternatives are: (1) site suitability; (2) economic viability; (3) availability of infrastructure; (4) general plan consistency; (5) other plans or regulatory limitations; and (6) jurisdictional boundaries; and (7) whether the proponent can reasonably acquire, control, or otherwise have access to the alternative site.

As required in CEQA Guidelines Section 15126.6(a), in developing the alternatives to be addressed in this section, consideration was given to an alternative's ability to meet most of the basic objectives of the project. Because the project will cause potentially significant environmental effects unless mitigated, the City must consider the feasibility of any environmentally superior alternatives to the project, evaluating whether these alternatives could avoid or substantially lessen the potentially significant environmental effects while achieving most of the objectives of the project.

As required in CEQA Guidelines Section 15126.6(a), in developing the alternatives to be addressed in this section, consideration was given regarding an alternative's ability to meet most of the basic objectives of the project. Because the project would result in potentially significant environmental effects unless mitigated, the City must consider the feasibility of any environmentally superior alternatives to the project evaluating whether these alternatives could avoid or substantially lessen the potentially significant environmental effects while achieving most of the objectives of the project. The project objectives are presented above, Section II.A.

The City, having reviewed and considered the information contained in the Final EIR and the Record of Proceedings, and pursuant to Public Resource Code §21081(a)(3) and State CEQA Guidelines §15091(a)(3), makes the following findings with respect to the alternatives identified in the Final EIR.

Specific economic, legal, social, technological, or other considerations, including considerations of the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the Final EIR (Project No. 442880/SCH No. 2016031026) as described below.

"Feasible" is defined in Section 15364 of the CEQA Guidelines to mean "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors." The CEQA statute (Section 21081) and Guidelines (Section 15019(a)(3)) also provide that "other" considerations may form the basis for a finding of infeasibility. Case law makes clear that a mitigation measure or alternative can be deemed infeasible on the basis of its failure to meet project objectives or on related public policy grounds.

## Alternatives Under Consideration

As required by CEQA, the Final EIR evaluated a reasonable range of potentially feasible project alternatives. The project purpose limits the number of feasible alternatives that could be considered for the project. Given the fact that the project is a reclassification of the roadway, the only feasible alternative to the project would be to expand the project roadway to a 6-lane Primary Arterial consistent with the RPCP. Therefore, the EIR only analyzed the No Project Adopted Plan (6-lane Primary Arterial) Alternative in comparison to the potential environmental impacts associated with the project.

### *No Project Adopted Plan (6-lane Primary Arterial) Alternative (Section 9.1)*

Alternative Description/Impacts: The No Project Adopted Plan (6-lane Primary Arterial) Alternative would not process a GPA 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, or a CPA for the RPCP to reclassify the project roadway from a 6-lane Primary Arterial to a 4-lane Major. Similarly, this alternative would not require the traffic mitigation measures recommended in the TIS and would not require amendments to the Rancho Peñasquitos, Black Mountain Ranch, and Pacific Highlands Ranch PFFPs. Under this alternative, the project segment of Black Mountain Road would retain its current classification and would eventually be widened to a 6-lane Primary Arterial consistent with the current classification in the General Plan and the RPCP.

Implementation of the No Project Adopted Plan (6-lane Primary Arterial) Alternative would have fewer impacts related to transportation/circulation than the project. However, impacts related to land use would be greater than the project and would be significant and unavoidable due to a large number of property acquisitions that would disrupt community character. Although unlikely, operational impacts associated with noise may be significant and unavoidable if noise walls were determined to be infeasible due to slope conditions, proximity of some homes to widened roadway, and ultimate design of the 6-lane Primary Arterial. Impacts related to air quality, greenhouse gases, biological resources, cultural resources, and tribal cultural resources would be greater compared to the project.

*Facts in Support of Finding:* While the alternative may avoid project impacts, the alternative would not meet any of the project objectives listed above in Section II. Accordingly, the City rejects this Alternative as infeasible on the basis that it fails to meet the project objectives. The City finds that although the No Project Adopted Plan (6-lane Primary Arterial) Alternative would have fewer impacts related to transportation/circulation, specific economic, legal, social, technological, or other considerations, including that this alternative would not meet any of the project objectives make the No Project Adopted Plan (6-lane Primary Arterial) Alternative infeasible, and rejects the No Project Adopted Plan (6-lane Primary Arterial) Alternative on such grounds.

Thus, the City finds that the No Project Adopted Plan (6-lane Primary Arterial) Alternative is not environmentally superior to the project. The City further finds that specific economic, legal, social, technological, or other considerations, make the No Project Adopted Plan (6-lane Primary Arterial) Alternative infeasible. Thus, the City rejects the No Project Adopted Plan (6-lane Primary Arterial) Alternative on such grounds.

## STATEMENT OF OVERRIDING CONSIDERATIONS

Pursuant to Public Resources Code 21081(b) of CEQA and CEQA Guidelines §15093 and 15043, CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits of a proposed project against its unavoidable environmental risks when determining whether to approve the project.

If the specific economic, legal, social, technological, or other benefits outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered acceptable pursuant to Public Resources Code §21081. CEQA further requires that when the lead agency approves a project which will result in the occurrence of significant effects which are identified in the Environmental Impact Report (EIR) but are not avoided or substantially lessened, the agency shall state in writing the specific reasons to support its action based on the EIR and/or other information in the record.

Pursuant to the Public Resources Code §21081(b) and CEQA Guidelines § 15093, the City Council, having considered all of the foregoing, finds that the following specific overriding economic, legal, social, technological, or other benefits associated with the project outweigh unavoidable adverse direct impacts related to transportation/circulation.

The City Council finds that it has adopted all feasible mitigation measures to reduce the proposed environmental impacts to an insignificant level; considered the entire administrative record, including the EIR; and weighed the proposed benefits against its environmental impacts. This determination is based on the following specific benefits, each of which is determined to be, by itself and independent of the other project benefits, a basis for overriding and outweighing all unavoidable adverse environmental impacts identified in the Final EIR.

### COMMUNITY BENEFITS

- The project would not widen the project roadway to a 6-lane Primary Arterial and would thereby be consistent with the Rancho Peñasquitos Community Planning Group's desire to preserve the existing character of the community. The project would avoid partial property acquisitions from approximately 100 parcels, and would thereby avoid disruptions to the existing character of the surrounding community associated with these partial property acquisitions that would be required to widen the project roadway to a 6-lane Primary Arterial.

### PUBLIC BENEFITS

- The project would not widen the project roadway to a 6-lane Primary Arterial, and would thereby preserve the existing Class II bike lanes in each direction with no on-street parking. Although widening the project roadway to a 6-lane Primary Arterial could include new Class II bike lanes in each direction with no on-street parking, inclusion of such facilities would require additional right-of-way that could intensify disruptions to the existing community character through larger partial property acquisitions. Therefore, the project would preserve the existing Class II bike lanes in each direction without the intensifying disruptions to the existing community.

## ECONOMIC BENEFITS

- The project would avoid the public economic expenditure of at least approximately \$7.5 million that would be required to expand the project roadway to a 6-lane Primary Arterial. The estimated construction cost to widen this segment of Black Mountain Road is \$9.4 million. Per the Black Mountain Ranch Subarea Plan Transportation Phasing Plan, Black Mountain Ranch, LLC is obligated to widen the project roadway to a 6-lane Primary Arterial. While Black Mountain Ranch, Pacific Highlands Ranch, and Rancho Peñasquitos would have a combined responsibility for approximately 20 percent of the cost, totaling approximately \$1.9 million, funding for the remaining \$7.5 million has not been identified. Furthermore, the construction cost estimate of approximately \$9.4 million is over a decade old and does not include the cost of property acquisitions. Consequently, the costs associated with expanding the project roadway may be much higher. Therefore, the project would avoid the public economic expenditure of at least approximately \$7.5 million that would be required to expand the project roadway to a 6-lane Primary Arterial.

The City Council finds in accordance with Public Resources Code §21081(b) and 21081.5, and CEQA Guidelines §§15093 and 15043, that any, or any combination of, the Statement of Overriding Consideration benefits noted above would be sufficient to reach the conclusion that overriding findings justify the significant, unmitigable impacts that were found.

**EXHIBIT C****MITIGATION MONITORING AND REPORTING PROGRAM****GENERAL PLAN AMENDMENT and COMMUNITY PLAN AMENDMENTS****PROJECT NO. 357262/ SCH No. 2017051058**

This Mitigation Monitoring and Reporting Program is designed to ensure compliance with Public Resources Code Section 21081.6 during implementation of mitigation measures. This program identifies at a minimum: the department responsible for the monitoring, what is to be monitored, how the monitoring shall be accomplished, the monitoring and reporting schedule, and completion requirements. A record of the Mitigation Monitoring and Reporting Program will be maintained at the offices of the Land Development Review Division, 1222 First Avenue, Fifth Floor, San Diego, CA, 92101. All mitigation measures contained in the Environmental Impact Report No. 357262/SCH No. 2017051058 shall be made conditions of GENERAL PLAN AMENDMENTS and COMMUNITY PLAN AMENDMENTS as may be further described below.

**A. GENERAL REQUIREMENTS – PART I*****Plan Check Phase (prior to permit issuance)***

1. Prior to the issuance of a Notice to Proceed (NTP) for a subdivision, or any construction permits, such as Demolition, Grading or Building, or beginning any construction related activity on-site, the Development Services Department (DSD) Director's Environmental Designee (ED) shall review and approve all Construction Documents (CD) (plans, specification, details, etc.) to ensure the MMRP requirements are incorporated into the design.
2. In addition, the ED shall verify that the MMRP Conditions/Notes that apply ONLY to the construction phases of this project are included VERBATIM, under the heading, "**ENVIRONMENTAL/MITIGATION REQUIREMENTS.**"
3. These notes must be shown within the first three (3) sheets of the construction documents in the format specified for engineering construction document templates as shown on the City website:  
  
<http://www.sandiego.gov/development-services/industry/standtemp.shtml>
4. The **TITLE INDEX SHEET** must also show on which pages the "Environmental/Mitigation Requirements" notes are provided.
5. **SURETY AND COST RECOVERY** – The Development Services Director or City Manager may require appropriate surety instruments or bonds from private Permit Holders to ensure the long-term performance or implementation of required mitigation measures or programs. The City is authorized to recover its cost to offset the salary, overhead, and expenses for City personnel and programs to monitor qualifying projects.

**B. GENERAL REQUIREMENTS – PART II*****Post Plan Check (After Permit Issuance/Prior to Start of Construction)***

1. **PRECONSTRUCTION MEETING IS REQUIRED TEN (10) WORKING DAYS PRIOR TO BEGINNING ANY WORK ON THIS PROJECT.** The PERMIT HOLDER/OWNER is responsible to arrange and perform this meeting by contacting the CITY RESIDENT ENGINEER (RE) of the Field Engineering Division and City staff from MITIGATION MONITORING COORDINATION (MMC). Attendees must also include the Permit holder's Representative(s), Job Site Superintendent and the following consultants:

***Qualified Paleontological Monitor(s), Acoustician, Archaeologist(s), Native American Monitor(s), and Biologist(s)***

**NOTE: Failure of all responsible Permit Holder's representatives and consultants to attend shall require an additional meeting with all parties present.**

***Contact Information:***

- a) The PRIMARY POINT OF CONTACT is the **RE** at the **Field Engineering Division – 858-627-3200**
  - b) For Clarification of ENVIRONMENTAL REQUIREMENTS, it is also required to call **RE and MMC at 858-627-3360**
2. **MMRP COMPLIANCE:** This Project, Project Tracking System (PTS) No. 357262 and/or Environmental Document No. 357262/SCH No. 2017051058, shall conform to the mitigation requirements contained in the associated Environmental Document and implemented to the satisfaction of the DSD's Environmental Designee (MMC) and the City Engineer (RE). The requirements may not be reduced or changed but may be annotated (i.e. to explain when and how compliance is being met and location of verifying proof, etc.). Additional clarifying information may also be added to other relevant plan sheets and/or specifications as appropriate (i.e., specific locations, times of monitoring, methodology, etc.).
- NOTE: Permit Holder's Representatives must alert RE and MMC if there are any discrepancies in the plans or notes, or any changes due to field conditions. All conflicts must be approved by RE and MMC BEFORE the work is performed.**
3. **OTHER AGENCY REQUIREMENTS:** Evidence of compliance with all other agency requirements or permits shall be submitted to the RE and MMC for review and acceptance prior to the beginning of work or within one week of the Permit Holder obtaining documentation of those permits or requirements. Evidence shall include copies of permits, letters of resolution or other documentation issued by the responsible agency.
    - California Department of Fish and Wildlife: California Fish and Game Code Section 1601/1602 Streambed Alteration Agreement
    - Regional Water Quality Control Board: National Pollutant Discharge Elimination System General Construction Permit, Clean Water Act Section 401 waiver/certification
    - U.S. Army Corps of Engineers: Clean Water Act Section 404 authorization

4. **MONITORING EXHIBITS:** All consultants are required to submit, to RE and MMC, a monitoring exhibit on a 11x17 reduction of the appropriate construction plan, such as site plan, grading, landscape, etc., marked to clearly show the specific areas including the **LIMIT OF WORK**, scope of that discipline's work, and notes indicating when in the construction schedule that work will be performed. When necessary for clarification, a detailed methodology of how the work will be performed shall be included.

**NOTE: Surety and Cost Recovery – When deemed necessary by the Development Services Director or City Manager, additional surety instruments or bonds from the private Permit Holder may be required to ensure the long-term performance or implementation of required mitigation measures or programs. The City is authorized to recover its cost to offset the salary, overhead, and expenses for City personnel and programs to monitor qualifying projects.**

5. **OTHER SUBMITTALS AND INSPECTIONS:** The Permit Holder/Owner's representative shall submit all required documentation, verification letters, and requests for all associated inspections to the RE and MMC for approval per the following schedule:

Document Submittal/Inspection Checklist		
Issue Area	Document Submittal	Associated Inspection/ Approvals/ Notes
General	Consultant Qualification Letters	Prior to Preconstruction Meeting
General	Consultant Construction Monitoring Exhibits	Prior to or at Preconstruction Meeting
Biology	Biologist Limit of Work Verification	Limit of Work Inspection
Biology	Biology Reports	Biology/Habitat Inspection
Bond Release	Request for Bond Release Letter	Final MMRP Inspections Prior to Bond Release Letter

### C. SPECIFIC MMRP ISSUE AREA CONDITIONS/REQUIREMENTS

#### Transportation/Circulation

**MM-TRA-1:** Install a traffic signal at the intersection of Sundance Avenue and Twin Trails Drive.

**MM-TRA-2:** Construct a continuous auxiliary lane on eastbound State Route 56 (SR-56) between Camino Del Sur and Black Mountain Road.

**MM-TRA-3:** Construct an additional on-ramp lane at the Rancho Peñasquitos Boulevard/SR-56 westbound on-ramp.

#### Biological Resources (Biological Technical Report)

**MM-BIO-1a:** Any future discretionary actions associated with the future construction of the project design feature and MM-TRA-1 through MM-TRA-3 shall be required to prepare a site-specific biological technical report



consistent with the City's Biology Guidelines to ensure that potentially significant impacts to unique, rare, endangered, sensitive, or fully protected species of plants or animals, if present within the area of potential effect, are identified and mitigated to a level less than significant.

#### MM-BIO-1b: Sensitive Habitat

##### Mitigation for Impacts to Uplands

Any future discretionary actions associated with the future construction of the project design feature and MM-TRA-1 through MM-TRA-3 resulting in impacts to sensitive upland Tier I, II, IIIA, or IIIB habitats shall occur in accordance with the mitigation ratios specified within the City's Biology Guidelines as presented in Table 4.6-3.

Table 4.6-3 Mitigation Ratios for Impacts on Upland Vegetation Communities and Land Cover Types					
Tier	Habitat Type	Mitigation Ratios			
TIER I (rare uplands)	Southern Foredunes			Location of Preservation	
	Torrey Pines Forest			Inside	Outside
	Coastal Bluff Scrub	Location of	Inside	2:1	3:1
	Maritime Succulent Scrub	Impact	Outside	1 :1	2: 1
	Maritime Chaparral				
	Scrub Oak Chaparral				
	Native Grassland Oak Woodlands				
TIER II (uncommon uplands)	Diegan Coastal Sage Scrub			Location of Preservation	
	Diegan Coastal Sage Scrub/ Chaparral			Inside	Outside
		Location of impact	Inside* Outside	1:1 1:1	2:1 1.5:1
TIER IIIA (common uplands)	Chamise Chaparral			Location of Preservation	
	Southern Mixed Chaparral			Inside	Outside
		Location of impact	Inside* Outside	21:1 1-0.5:1	31.5:1 21:1
TIER IIIB (common uplands)	Non-native Grassland			Location of Preservation	
				Inside	Outside
		Location of impact	Inside* Outside	0.5:1	1.5:1
Notes:					
For all Tier I impacts, the mitigation could (1) occur within the MHPA portion of Tier I or (2) occur outside of the MHPA within the affected habitat type (in-kind).					
For impacts on Tier II, IIIA, and IIIB habitats, the mitigation could (1) occur within the MHPA portion of Tiers I — III (out-of-kind) or (2) occur outside of the MHPA within the affected habitat type (in-kind). Project-specific mitigation will be subject to applicable mitigation ratios at the time of project submittal.					

##### Mitigation for Impacts to Wetlands

Please refer to Mitigation Measures MM-BIO-2a and MM-BIO-2b.

#### MM-BIO-2a: Wetland Habitat

Any future discretionary actions associated with the future construction of the project design feature and MM-TRA-1 through MM-TRA-3 resulting in impacts to sensitive wetlands shall occur in accordance with the mitigation ratios specified within the City's Biology Guidelines as shown in Tables 4.6-4 below.

<b>Table 4.6-4 Wetland Mitigation Ratios</b>	
Habitat Type	Mitigation Ratio
Riparian Habitats:	
- Oak riparian forest	3:1
- Riparian forest or woodland	3:1
- Riparian scrub	2:1

- Riparian scrub in the Coastal Overlay Zone	3:1
Freshwater Marsh	2:1
Freshwater Marsh in the Coastal Overlay Zone	4:1
Natural Flood Channel	2:1
Disturbed Wetland	2:1
Notes: Any impacts to wetlands must be mitigated "in-kind" and achieve a "no -net loss" of wetland function and values except as provided for in Section 3B (Economic Viability Option). Mitigation for vernal pools can range from 2:1 when no listed species are present, up to 4:1 when listed species with very limited distributions (e.g., <i>Pogogyne abramsii</i> ) are present.	

**MM-BIO-2b: Wetland Habitat**

Prior to the commencement of any construction-related activities on-site for projects impacting wetland habitat the applicant shall provide evidence of the following, if applicable, to the Assistant Deputy Director (ADD)/Environmental Designee prior to any construction activity:

- Compliance with ACOE Section 404 nationwide permit;
- Compliance with the RWQCB Section 401 Water Quality Certification; and
- Compliance with the CDFW Section 1601/1603 Streambed Alteration Agreement.
- Compliance with City Environmentally Sensitive Lands wetland deviation process

RESOLUTION NUMBER R-\_\_\_\_\_

DATE OF FINAL PASSAGE \_\_\_\_\_

A RESOLUTION OF THE COUNCIL OF THE CITY OF  
SAN DIEGO ADOPTING AN AMENDMENT TO THE BLACK  
MOUNTAIN RANCH SUBAREA PLA.

WHEREAS, on \_\_\_\_\_, the City Council of the City of San Diego held a public hearing for the purpose of considering an amendment to the Black Mountain Ranch Subarea Plan, to remove the widening of Black Mountain Road from the Subarea Plan's Transportation Phasing Plan; and

WHEREAS, the current Black Mountain Ranch Subarea Plan was adopted in 1998 and last amended in 2014; and

WHEREAS, the Planning Commission of the City of San Diego held a public hearing on July 23, 2020, to consider the proposed amendment to reflect the reclassification of Black Mountain Road from a 6-lane Primary Arterial to a 4-lane Major from Twin Trails Drive on the north to the southern Rancho Peñasquitos community boundary; and

WHEREAS, the Planning Commission of the City of San Diego found the proposed amendment consistent with the General Plan, the Rancho Peñasquitos Community Plan, and the Black Mountain Ranch Subarea Plan; and

WHEREAS, the Planning Commission recommended certification of Final Environmental Impact Report Project No.357262/SCH No. 2017051058 prepared for the proposed project; and

WHEREAS, the City Council found, based on its hearing record, that the proposed Black Mountain Ranch Subarea Plan amendment is consistent with and implements the City of San

Diego's General Plan and that the proposed plan amendment helps achieve long-term community and city-wide goals related to multimodal mobility; and

WHEREAS, the Council of the City of San Diego has considered all maps, exhibits, and written documents contained in the file for the Black Mountain Ranch Subarea Plan amendment on record in the City of San Diego, and has considered the oral presentations given at the public hearing; NOW, THEREFORE,

BE IT RESOLVED, by the City Council of the City of San Diego that it adopts the amendment to and Black Mountain Ranch Subarea Plan, a copy of which is on file in the Office of the City Clerk as Document No. RR- \_\_\_\_\_.

APPROVED: MARA W. ELLIOTT, City Attorney

By \_\_\_\_\_  
Deputy City Attorney

I certify that the foregoing Resolution was passed by the Council of the City of San Diego, at this meeting of \_\_\_\_\_.

ELIZABETH S. MALAND  
City Clerk

By \_\_\_\_\_  
Deputy City Clerk

Approved: \_\_\_\_\_  
(date)

\_\_\_\_\_  
KEVIN L. FAULCONER, Mayor

Vetoed: \_\_\_\_\_  
(date)

\_\_\_\_\_  
KEVIN L. FAULCONER, Mayor

RESOLUTION NUMBER R-\_\_\_\_\_

DATE OF FINAL PASSAGE \_\_\_\_\_

A RESOLUTION OF THE COUNCIL OF THE CITY OF  
SAN DIEGO ADOPTING AMENDMENTS TO THE RANCHO  
PEÑASQUITOS COMMUNITY PLAN, AND GENERAL PLAN.

WHEREAS, on \_\_\_\_\_, the City Council of the City of San Diego held a public hearing for the purpose of considering amendments to the Rancho Peñasquitos Community Plan and General Plan, to reclassify Black Mountain Road from a 6-lane Primary Arterial to a 4-lane Major from Twin Trails Drive on the north to the southern Rancho Peñasquitos community boundary; and

WHEREAS, the current Rancho Peñasquitos Community Plan was adopted in 1993 and last amended in 2018; and

WHEREAS, the Planning Commission of the City of San Diego held a public hearing on July 23, 2020, to consider the proposed amendments to reflect the reclassification of Black Mountain Road from a 6-lane Primary Arterial to a 4-lane Major from Twin Trails Drive on the north to the southern Rancho Peñasquitos community boundary; and

WHEREAS, the Planning Commission recommended certification of Final Environmental Impact Report Project No.357262/SCH No. 2017051058 prepared for the proposed project; and

WHEREAS, the City Council found, based on its hearing record, that the proposed Rancho Peñasquitos Community Plan amendment is consistent with and implements the City of San Diego's General Plan and that the proposed plan amendments help achieve long-term community and city-wide goals related to multimodal mobility; and

WHEREAS, the Council of the City of San Diego has considered all maps, exhibits, and written documents contained in the file for the Rancho Peñasquitos Community Plan amendment on record in the City of San Diego, and has considered the oral presentations given at the public hearing; NOW, THEREFORE,

BE IT RESOLVED, by the City Council of the City of San Diego that it adopts the amendment to the General Plan, a copy of which is on file in the Office of the City Clerk as Document No. RR- \_\_\_\_\_.

BE IT RESOLVED, by the City Council of the City of San Diego that it adopts the amendment to the Rancho Peñasquitos Community Plan, a copy of which is on file in the Office of the City Clerk as Document No. RR- \_\_\_\_\_.

APPROVED: MARA W. ELLIOTT, City Attorney

By \_\_\_\_\_  
Corrine L. Neuffer  
Deputy City Attorney

CLN:als  
07/10/2019  
Or.Dept: Planning Dept.  
Doc. No.: 1950548

I certify that the foregoing Resolution was passed by the Council of the City of San Diego, at this meeting of \_\_\_\_\_.

ELIZABETH S. MALAND  
City Clerk

By \_\_\_\_\_  
Deputy City Clerk

Approved: \_\_\_\_\_  
(date)

\_\_\_\_\_  
KEVIN L. FAULCONER, Mayor

Vetoed: \_\_\_\_\_  
(date)

\_\_\_\_\_  
KEVIN L. FAULCONER, Mayor

**PROPOSED  
COMMUNITY PLAN  
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.

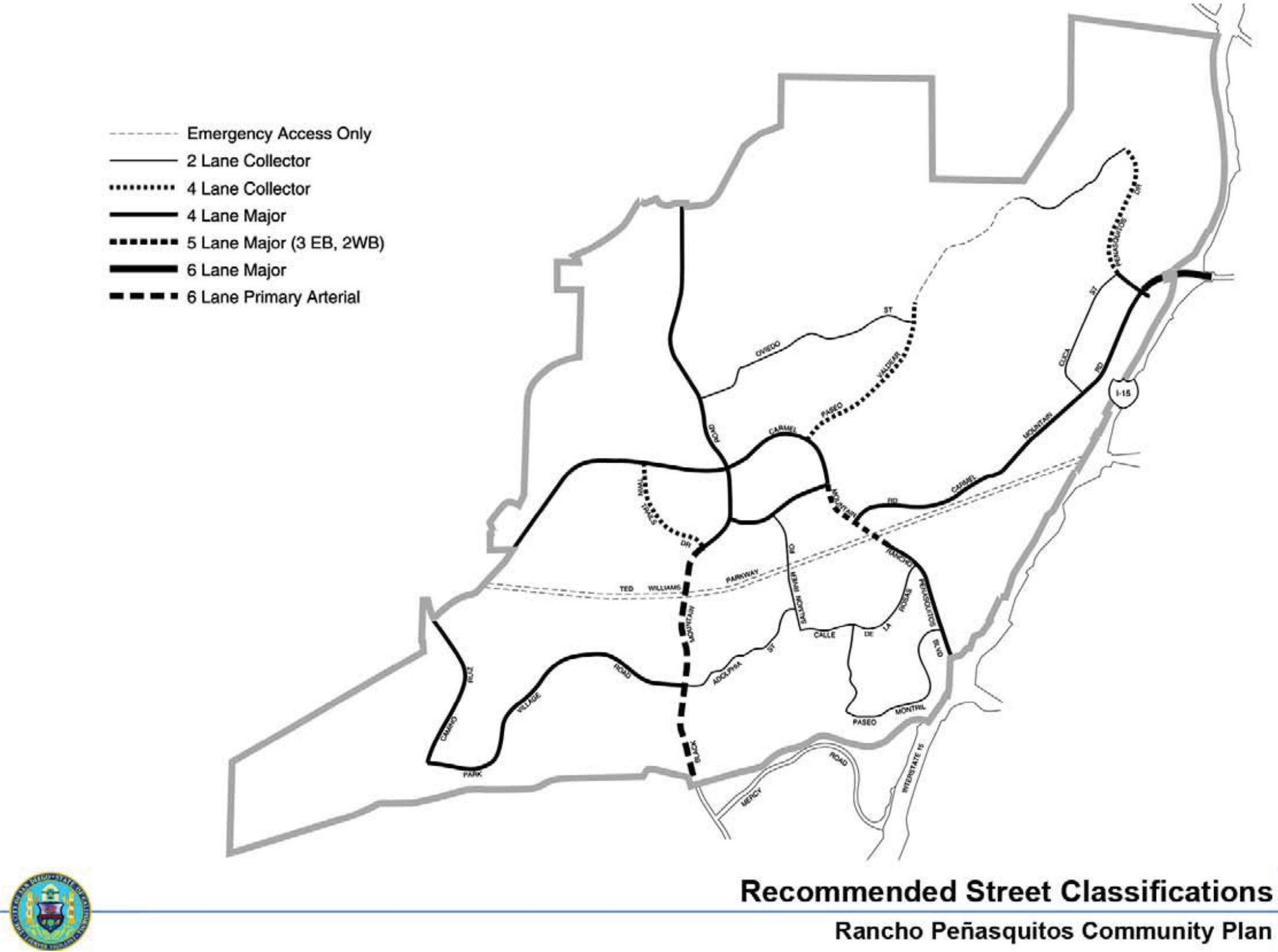


FIGURE 3-1  
Existing Rancho Peñasquitos Community Plan Recommended Street Classifications Map

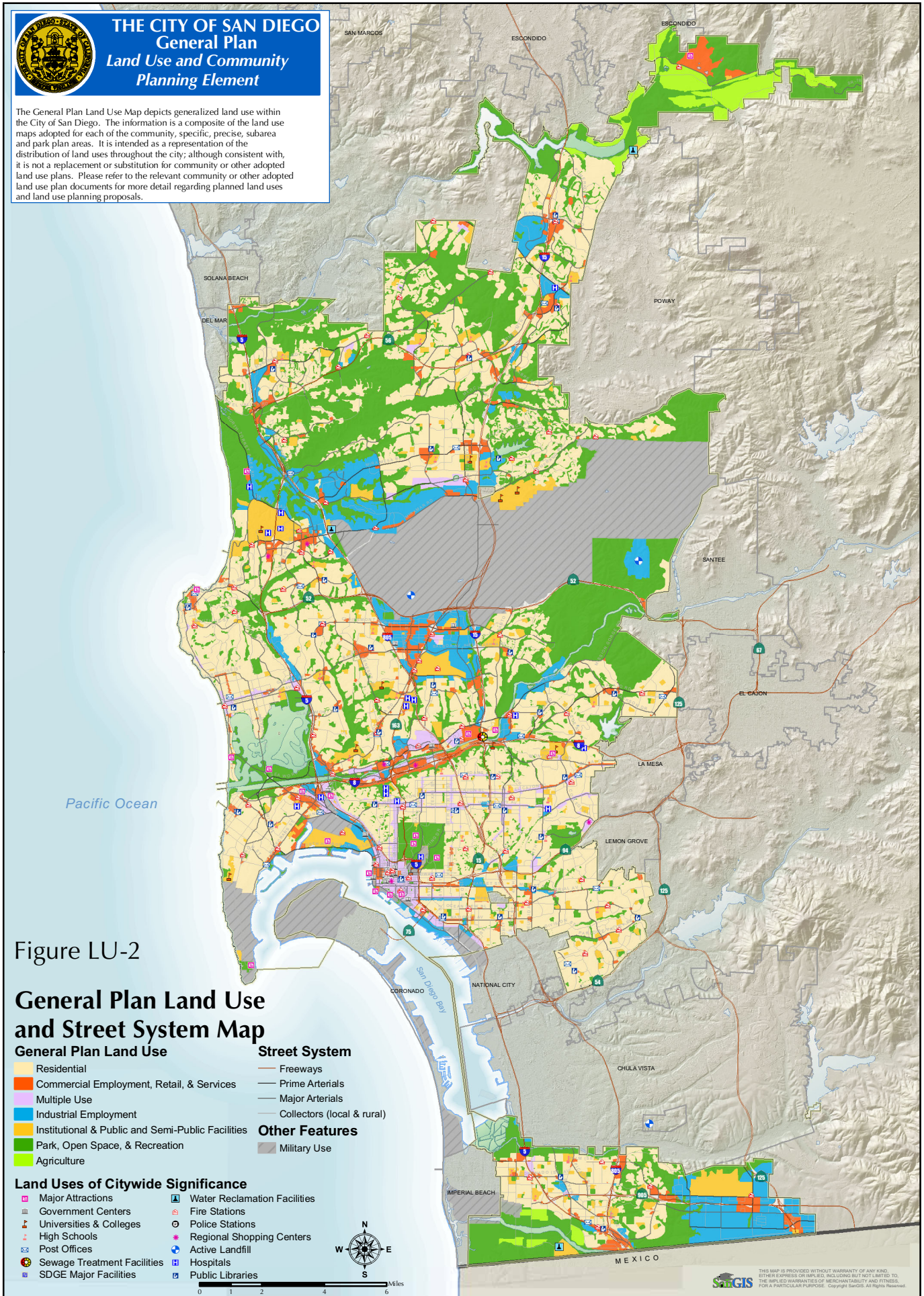


## Recommended Street Classifications

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.

Draft Mar 29, 2019

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

**Street System**

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

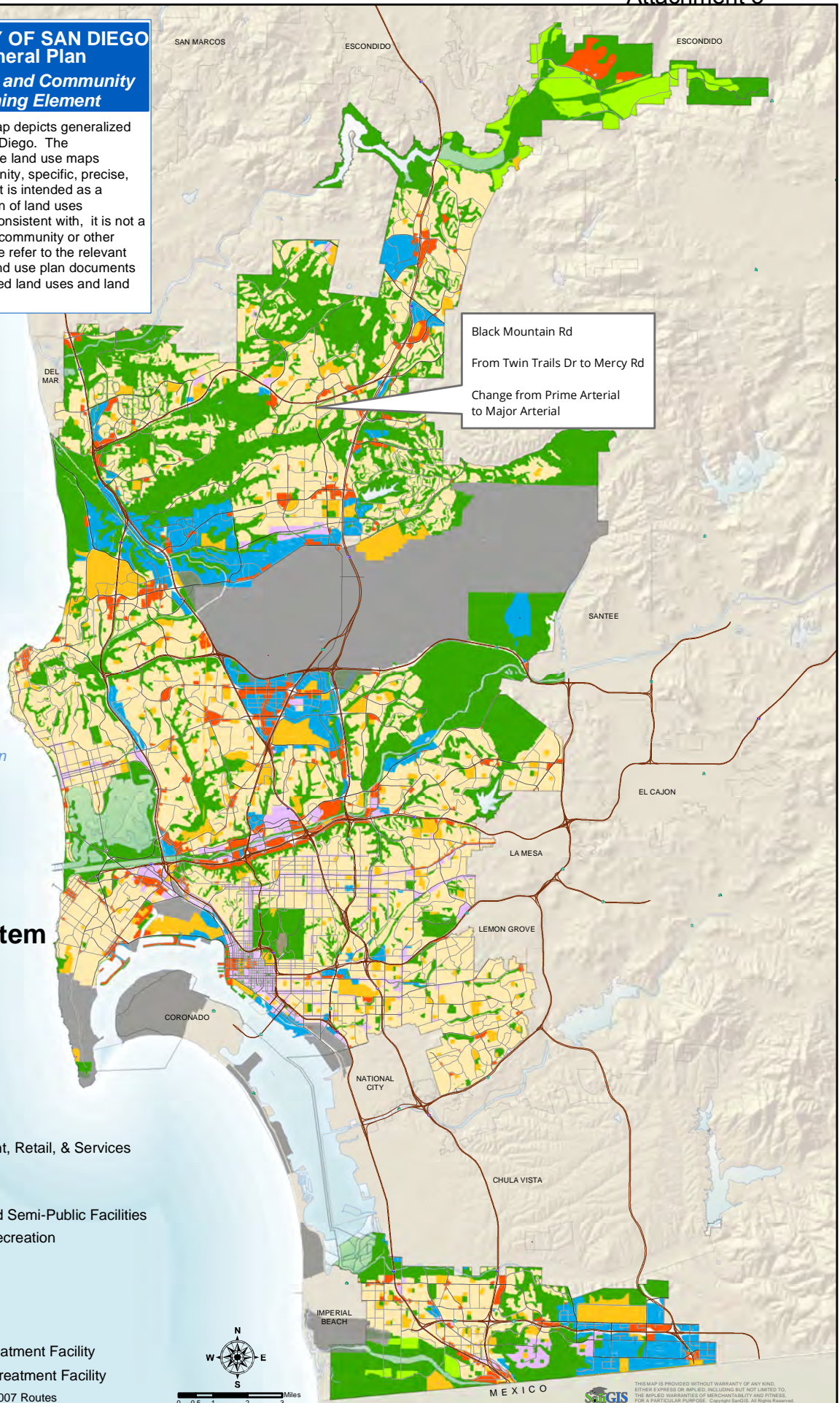
**General Plan Land Use**

- 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 Amendment**

## 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**

<b>PFFP Proj No.</b>	<b>Facility</b>	<b>Location</b>	<b>Required Improvement Description</b>
	<b>Vesting Tentative Map Phase One:</b> Prior to development in the Vesting Tentative Map area, the following improvements shall be assured to the satisfaction of the City Engineer:		
	<b>On-Site Roads</b>		
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.
	<b>Off-Site Roads</b>		
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.
	<b>Vesting Tentative Map Phase Two:</b> 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:		
	<b>On-Site Roads</b>		
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
	<b>Off-Site Roads</b>		
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**

<b>PFFP Proj No.</b>	<b>Facility</b>	<b>Location</b>	<b>Required Improvement Description</b>
	<b>Black Mountain Ranch Subarea I Phase I-A:</b> 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.		
	<b>On-Site Roads</b>		
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
	<b>Off-Site Roads</b>		
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)
	<b>Black Mountain Ranch Subarea I Phase I-B:</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.		
	<b>On-Site Roads</b>		
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
	<b>Off-Site Roads</b>		
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**

<b>PFFP Proj. No.</b>	<b>Facility</b>	<b>Location</b>	<b>Required Improvement Description</b>
	<b>Black Mountain Ranch Subarea I Phase II-A:</b> 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.		
	<b>On-Site Roadways</b>		
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
	<b>Off-site Roadways</b>		
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
	<b>Black Mountain Ranch Subarea I Phase II-B:</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.		
	<b>On-Site Roadways</b>		
T-47, T-48	Internal Roadways	As needed	Construct roadways and traffic signals
	<b>Off-Site Roadways</b>		
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**

<b>PFFP Proj No.</b>	<b>Facility</b>	<b>Location</b>	<b>Required Improvement Description</b>
	<b>Black Mountain Ranch Subarea I Phase III:</b> 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.		
	<b>On-Site Roadways</b>		
T-47, T-48	Internal Roadways	As needed	Construct roadways and traffic signals
	<b>Off-Site Roadways</b>		
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.
<del>T-57</del>	<del>Black Mountain Rd</del>	<del>Twin Trails Rd. to north of Mercy Rd.</del>	<del>Widen to six-lanes</del>
<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

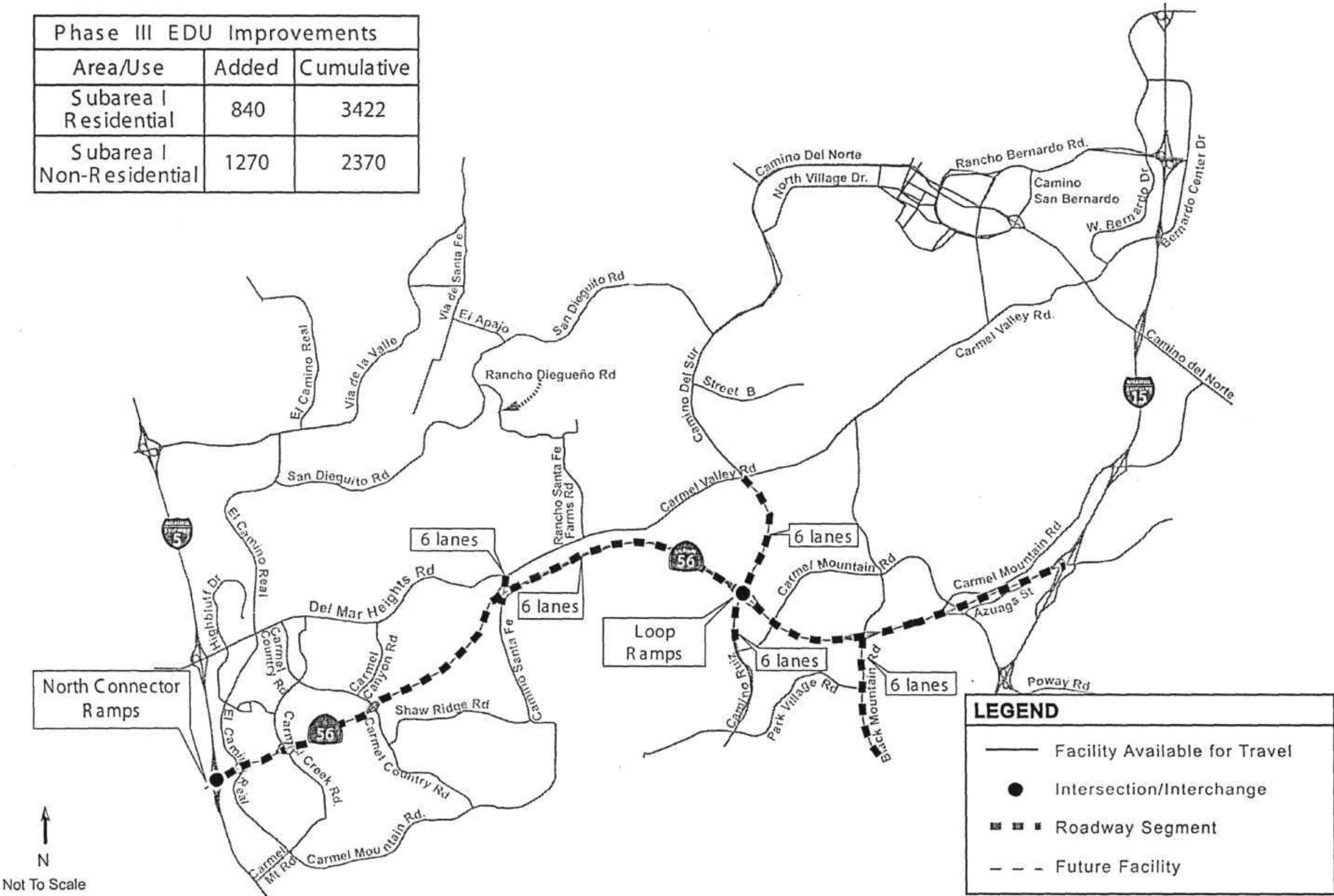
<i>Land Use</i>	<i>Units</i>	<i>Intensity</i>	<i>Daily Trip Rate (Vehicle Trips)</i>	<i>Total Daily Trips (Vehicle Trips)</i>
<b>VTM PHASE</b>				
<b><i>Black Mountain Ranch Land Uses Under VTM 95-0173</i></b>				
Estate Residential	Dwelling Units	71	12	852
Single Family Residential	Dwelling Units	871	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
<b>Subtotals:</b>	<b>Dwelling Units:</b>	<b>1,121</b>	<b>Trips:</b>	<b>14,234</b>
<b><i>Black Mountain Ranch Land Uses Under Proposition C 1996 and VTM 99-1161</i></b>				
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
<b>Subtotals:</b>	<b>Dwelling Units:</b>	<b>260</b>	<b>Trips:</b>	<b>9,716</b>
<b><i>Perimeter Ownership Land Uses</i></b>				
Single Family Residential	Dwelling Units	190	10	1,900
Affordable Housing	Dwelling Units	36	7	252
<b>Subtotals:</b>	<b>Dwelling Units:</b>	<b>226</b>	<b>Trips:</b>	<b>2,152</b>
<b>VTM PHASE TOTALS:</b>	<b>Dwelling Units:</b>	<b>1,607</b>	<b>Trips:</b>	<b>26,102</b>

<b>PHASE I, II &amp; III</b>				
<b><i>Phase I, II &amp; III Black Mountain Ranch Ownership Land Uses</i></b>				
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
<b>Subtotals:</b>	<b>Dwelling Units:</b>	<b>3,050</b>	<b>Trips:</b>	<b>50,060</b>
<b><i>Phase I, II &amp; III Perimeter Ownership Land Uses</i></b>				
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
<b>Subtotals:</b>	<b>Dwelling Units:</b>	<b>743</b>	<b>Trips:</b>	<b>6,830</b>
<b>PHASE I, II &amp; III TOTALS:</b>	<b>Dwelling Units:</b>	<b>3,793</b>	<b>Trips:</b>	<b>56,890</b>
<b>TOTAL DWELLING UNITS BLACK MOUNTAIN RANCH SUBAREA I</b>		<b>5,400</b>		
<b>TOTAL TRIPS BLACK MOUNTAIN RANCH SUBAREA I</b>				<b>82,990 (1)</b>

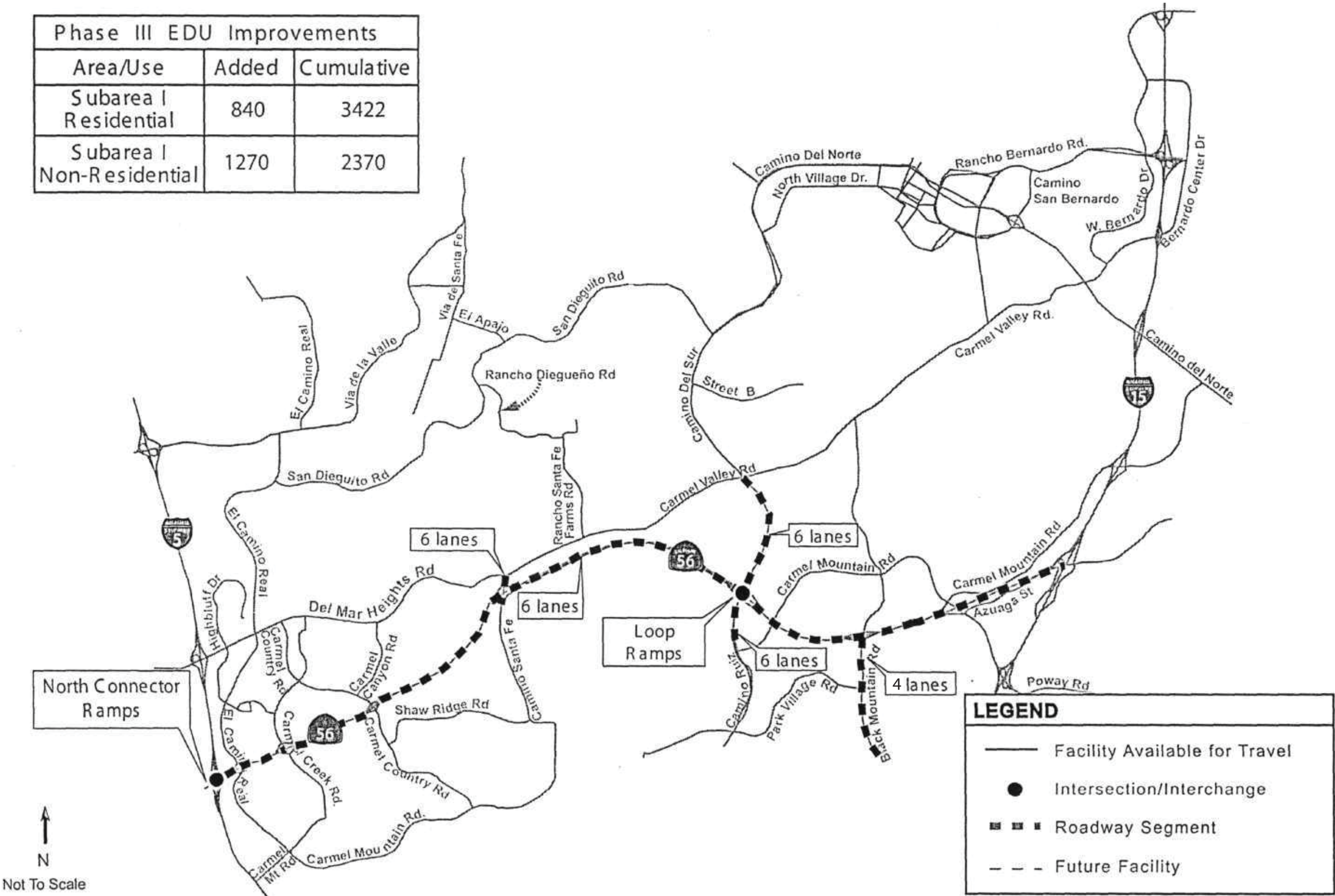
(1) Total trips are 1030 trips (103 EDU) less than the total trips of 84,020 allocated in the Transportation Phasing Plan. This buffer was created primarily by the deletion of a High School Site that was included in the original VTM 95-0173 and in the original traffic and transportation analysis which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



Black Mountain Road Community Plan Amendment  
Final Program Environmental Impact Report (PEIR)  
Project No. 357262 / SCH No. 2017051058

Available Under Separate Cover:  
<https://www.sandiego.gov/ceqa/final>





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<u>Attendance</u>					
<u>Seat</u>	<u>Board Member</u>		<u>Seat</u>	<u>Board Member</u>	
District 1	Geoffrey Patrick-VC	Present	District 2	Stephen Egbert	Present
District 3	Thom Clark	Absent	District 4	Mike Shoecraft	Present
District 5	VACANT		District 6	VACANT	
District 7	Randy Steffler	Present	District 8	VACANT	
District 9	Corey Buckner	Present	District 10	Darshana Patel	Absent
District 11	Jon Becker-C	Present	RP Town Council	Jocelyn Lomahan	Present
BMR 1	Brian Reschke	Present	BMR 2	VACANT	
Commercial 1 / Secretary	Pamela Blackwill	Present	Commercial 2	Alex Plishner	Present
Renter-at-large	VACANT		Rec Council	Steve Leffler	Present
Torrey Highlands 1	Sabrina Leitner	Absent	Torrey Highlands 2	VACANT	

**Attendance Notes:** 11 total RPPB members present; Brian Reschke joined meeting at 8:37 p.m.; 10 RPPB members are eligible to vote on tonight's motions.

### Community Members & Guests (Voluntary Sign-in):

**7:37 pm – The Call to Order** (all times listed are approximate)

**7:37pm – Agenda Modification:**

None

**7:32 pm – Approval of Minutes of May 6, 2020: Buckner/Blackwill 9-0-0 Motion Passes (Randy Steffler audio trouble)**

**7:45 pm—Approval of Special Meeting Minutes of May 13: Buckner/Mike Shoecraft Discussion 9-0-0 Motion Passes (Steffler not logged in)**

**7:48 pm – Public Safety Agencies --** Not in attendance.

**7:48 -- Public Forum - Non-Agenda Items** (3 minutes per person and 12 minutes per topic)

**Dale Politte:** Regarding the Juniper development; last communication with Sarah Osborne was that there were 70 responses received to the EIR; unsure how long it will take to be issued the final EIR. Some responses were quite lengthy. Thanks to the Board for being great volunteers and allowing the conversation back and forth during the meeting. May be some issues going forward. Perhaps a precedent will be set. Perhaps the Board can clear up that issue as we go forward.

Jon Becker asks Michael Prinz to speak regarding updates on how Zoom meetings will be evaluated going forward. Prinz/ S.D, Planning Dept. regarding the Junipers Project, don't know how long the final EIR will take as he is not involved in the project. Regarding the planning groups during the executive order, the City council approved a temporary amendment to measure 624 regarding planning group operations to allow for virtual meetings. Most groups are using the Zoom platform. The City Planning Dept. uses Teams for official staff meetings as they do not have a Zoom license. The City has allowed planning groups to purchase zoom accounts and are providing funding for that. We will evaluate the situation further in the coming months.



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### Public Officials (Community Announcements and Informational Items)

**7:51 pm San Diego City Planning Department** -Katie Witherspoon: [KatieW@sandiego.gov](mailto:KatieW@sandiego.gov)

Not present

**7:53 pm San Diego City Council, Fifth District Mark Kersey** –Mark Schafer: [mschafer@sandiego.gov](mailto:mschafer@sandiego.gov)

Not present

**8:09 pm-San Diego City Council Sixth District Chris Cate**—Luis Pallera- [lpallera@sandiego.gov](mailto:lpallera@sandiego.gov)

Present: short update: the protesting by students from Mira Mesa High School was peaceful; no issues with the students; the meeting last month regarding funding for Merge and the roadway projects, Bry and Kersey had a joint letter in favor of the funding approach and sent a letter to Mayor.

Had our may budget revisions; library hours to be restored and we are hoping to have library funding restored, as well as brush management funding. It will be a tough year, but we remain optimistic.

Jon Becker: Is there a chance for future planning board meetings at the library? i.e. public forum meetings?

Pallera: not yet; will come later with updates about larger gathering allowances.

S. Leffler: what about park and rec budget? Pallera: a lot of funding was already allocated. Mira Mesa working to have expansion. We will have to find out when the final budget numbers come down. With Comi-con being cancelled etc., budgets took a big hit. Leffler: timeframe for budget? Pallera: Tues. June 9 is the first vote on the budget. Jon: I know there have been substantial cuts to Park and Rec per a recent meeting I attended.

S. Egbert: The Torrey Highlands money we spoke about, part of that was discussion was that someone was going to attend the other planning groups meetings. Do we have any word on their response? J. Becker: Regarding the Carmel Valley planning group, I attended, with Gary Levitt. They took a straw vote, but I believe it was viewed in good favor. The Chair was positive and considered bringing it forward as an action item in July. I did not attend the Del Mar Mesa. Luis Pallera will forward Bry's letter sent to the Mayor on to J. Becker.

**8:09 pm-San Diego County, District 3 Supervisor Kristin Gaspar-Melanie Woods** – [mwoods@sandiego.gov](mailto:mwoods@sandiego.gov)

Not present; no report

**8:09 pm-CA State 77th Assembly District, Member Brian Maienschein-Rik Hauptfeld**:

[rikard.hauptfeld@asm.ca.gov](mailto:rikard.hauptfeld@asm.ca.gov)

Not present; no report

**8:09 pm -CA State Senate District 39, Senator Toni Atkins** (Jason Weisz: [Jason.Weisz@sen.ca.gov](mailto:Jason.Weisz@sen.ca.gov))

Not present; no report

**8:09 pm-US Congressman 52nd District, Scott Peters** (Jason Bercovitch): [Jason.Bercovitch@mail.house.gov](mailto:Jason.Bercovitch@mail.house.gov))

Not present; no report



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### **BUSINESS:**

#### **8:02 pm (Action Item) Appointments for Land Use and Wireless Committees-Seating of Officers and Appointing of Board Seats (RPPB-Jon Becker)**

Jon Becker:

Land Use Appointments: appoint the following RPPB members to the Land Use Committee **9-0-0**

Alex Plishner--Chair

Darshana Patel

Geoffrey Patrick

Jon Becker

Wireless Committee Appointments: **9-0-0**

Randy Steffler--Chair

Brian Reshke

Steve Leffler

Mike Shoecraft

#### **8:08 pm (Action Item) Black Mountain Road Community Plan Amendment-To support the Rancho Peñasquitos CPA submitted to the City in 2014 to eliminate the widening of Black Mountain Road, Project No. 357262; applicant is Black Mountain Ranch, LLC. (Dumka/Silverman/Plishner)**

Alex Plishner, Stephan Silverman, Bill Dumka representing.

Bill Dumka: This has been a 6-8 year process so far. In 2010, the RPPB had created a subcommittee to review the financing plans; in the process it came to light that the project to widen Black Mountain Road (BMR) from 4 to 6 lanes that are identified in community plan, that there was no funding for and it would be disruptive. So in 2011, a subcommittee recommended to delete that project from the 3 PFFPs. The next step was to remove it from the community plan from 6 lanes back to 4 lanes. Needed a named applicant to bring it forward, so Black Mountain LLC agreed to be the applicant. In 2014 BMR put together the application to initiate with the planning commission. The planning commission authorized City staff to work on it; then a formal app was submitted. 6 years later, we are trying to get on a planning commission hearing. The EIR is done, we have worked with CALTRANS, etc. The City planning staff has asked that we provide an update and get a resolution from the RPPB on the actual action itself that whereby the Planning Board takes an actual position on amending the community plan.

Jon Becker: John Keating evaluated it from a traffic perspective.

M. Prinz: the City Council ultimately has to approve it; they have the final determination. All Bill Dumka said is correct. When changing the community plan, the city requires all issues be evaluated. There was substantial review of the traffic study. What resulted was input of the group in terms of identifying improvements to the bridge over SR 56, given the 6 lane facility won't be going forward. Also will require amending the BMR sub area plan as well in order to go from a 6 lane arterial roadway to 4 lanes. The action should reflect approval of the project, namely that 2 plans are being amended: the Peñasquitos Plan being the primary. Jon Becker: it will leave the roadway the way it is today. Widening it seemed impractical. Alex Plishner: It is not really feasible to go to 6 lanes without impacting private property; would have to condemn private property. Jon Becker: Further Discussion? Stephen Egbert: the report said funding for 10 percent was available; so what happens to that? Bill Dumka: it should go back to those homeowners that contributed. Theoretically, those financing plans have been collecting funds for years. According to Tom Tomlinson, those funds should be returned, but there is no mechanism for that. That will be Tomlinson's issue to solve. M. Prinz: the fee is based on all of the facilities in the plan; we can follow up in the future. R. Steffler: what about cyclists wanting improvements along that BMR stretch of road? Bill Dumka: a



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project could be created to add bike lanes; a separate new project. Jon Becker: there are class 2 striped lanes there for both North and South bound lanes. M. Prinz: It could be done as part of the transportation group that is within storm water planning. It is either consistent with the bicyclist master plan, but the class 2 is sufficient for the roadway at this time.

Jeanine Politte-community member: this project was brought forward when I was on the board, I am personally in favor of it. It is consistent in the letter as what I recall.

**Motion-As Amended: To support the Rancho Peñasquitos Community Plan Amendment submitted to the City in 2014 that would amend the Rancho Peñasquitos Community Plan and the associated project in the Black Mountain Ranch Sub Area Plan to eliminate the widening of Black Mountain Road, Project No. 357262; applicant is Black Mountain Ranch, LLC.**

**Buckner/Leffler: 7-0-0** (Recusals: Jon Becker and Alex Plishner) Motion passes

### REPORTS:

#### 8:31 Chair Report: Jon Becker ([rppb.chair@gmail.com](mailto:rppb.chair@gmail.com))

- The Carmel Valley Planning Board posed concerns about moving FBA funds and getting payment back, although they were favorable from their straw vote; will put as an action item at July meeting.
- Lets continue to update minutes on the City website
- NORA 1. At 9691 Via Mar Way, to add solar;
- Randy Steffler: at the CPC: a lot of presentations; there was one approved;
- Jon Becker: concerns expressed that large, new projects would go forward under a ministerial process. Debates over taking and putting funds in a general pot. The analogy was as with the Merge 56 issue, that it would bring forward projects that would otherwise not come forward; there are some merits.

(Note: Brian Reshke joined meeting at 8:37)

#### 8:38 pm Vice-Chair: Geoffrey Patrick([anahsrad@gmail.com](mailto:anahsrad@gmail.com))

Thom was reimbursed for expenses

Jon Becker will be reimbursed for Zoom expenses

#### 8:39 pm Secretary Report: Pamela Blackwill ([rppb.secretary@gmail.com](mailto:rppb.secretary@gmail.com))

Thanks for updates to the Roster

### Standing Committee Reports:

#### 8:40 pm Land Use: Alex Plishner ([alex.plishner@lennar.com](mailto:alex.plishner@lennar.com))

No meeting; nothing scheduled for next month

Stephen Egbert: the Hotel is almost leveled. The trees are gone; not sure how long it will stay like that. Q: do they have permission to build?

Randy Steffler: Do the traffic studies no longer apply to the hotel? Is that traffic study in with the Millenium project?

Geoffrey Patrick: under the ministerial process, then they would not be required. Junipers did a traffic study, but it considered it as a hotel. Developer is going along with the applicant. Seems development services is not there to serve us, but rather the developer.



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Jon Becker: I know that S. Haight and PQ action group sent a letter...any response or feedback?

Dale Politte: a lawsuit was filed; they have demolition permit; the suit asked that it be a discretionary process. That is all I know.

### **8:45 pm Wireless Communication Facilities: Randy Steffler ([randy.steffler@gmail.com](mailto:randy.steffler@gmail.com))**

Randy Steffler: the 5G system is getting more publicity; the city announced that they are fast tracking the process for the antennas; the city could be approving these sites without asking for our input. The millimeter process requires a lot more antennas and poles. Verizon is getting involved in it.

### **Ad Hoc Committee Reports:**

#### **8:49 pm Media/Communications/Website: Geoffrey Patrick**

Dale Politte: go to Save PQ.org website for all the detail and info about the lawsuit.

### **Liaison and Organization Reports:**

#### **8:51 pm Black Mountain Open Space:**

No report. Note: this position needs to be filled.

Egbert: what does this involve? Shoecraft: they are currently not meeting; I am on their distribution list.

Egbert: I would be willing to dabble, give me notice of the next meeting.

#### **8:52 pm Community Funds: Thom Clark**

not present; no report.

#### **8:53 pm MCAS Miramar CLF: Stephen Egbert**

We have not met, but

I had sent an email to Camper, and received a response that said there was nothing noteworthy to pass on; still under Covid restrictions; starting to relax some restrictions; will keep us updated on the airshow.

#### **8:54 pm PQ Fire Safe Council: Mike Shoecraft**

We are not planning to meet until September. I have been passing on information to a small group that regularly attends.

#### **8:56 pm Town Council: Jocelyn Lomahan**

We will be meeting tomorrow via Zoom. We have 4 new Town Council members. On a corner we posted a "Congrats" poster for the graduates.

#### **9:04 pm PQ Recreation Council: Steve Leffler**

No meeting since January. Mike Shoecraft had asked about Flag Day; no answer yet, will try to get a definitive answer. The tennis facility is open now; the county health department website has the protocol,

Brian Reschke: will park and rec have funds for the Festival? Steve Leffler: as far as I know, yes. Reschke: we want to reschedule our Fiesta, but don't want to step on Park and Rec toes, but we would like that date in October.

#### **9:06 pm Los Peñasquitos Canyon Preserve CAC: Thom Clark**

No report

#### **9:06 pm Park Village LMAD: Jon Becker**





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Phase 2 done

**9:06 pm Penasquitos East LMAD: Geoffrey Patrick**  
No report

**9:06 pm Torrey Highlands LMAD: Sabrina Leitner**  
No report.

**9:07 pm Black Mountain Ranch South LMAD: Brian Reschke**  
No meeting; no report.

**9:07pm Transportation Agencies: Corey Buckner**  
More bollards knocked down and put back up.

**9:07 pm ADJOURNMENT**

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### **FUTURE MEETINGS:**

**07/01/2020, 09/02/2020, 10/07/2020, 11/4/20**

### **SEATS AVAILABLE BASED ON DISTRICT VACANCIES:**

**BMR 2 / DISTRICT 5 / DISTRICT 6 / DISTRICT 8 / RENTER-AT-LARGE/TORREY  
HIGHLANDS 2**