



THE CITY OF SAN DIEGO

DEVELOPMENT SERVICES DEPARTMENT

Date of Notice: May 17, 2017

PUBLIC NOTICE OF THE PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT

SAP No.: 24004397

PUBLIC NOTICE: The City of San Diego as the Lead Agency has determined that the project described below will require the preparation of an Environmental Impact Report (EIR) in compliance with the California Environmental Quality Act (CEQA). This Notice of Preparation of a project EIR was publicly noticed and distributed on May 17, was published in the *San Diego Daily Transcript*, and placed on the City of San Diego website at the following location:

<http://www.sandiego.gov/city-clerk/officialdocs/notices/>.

SCOPING MEETING: A public scoping meeting will be held by the City of San Diego's Development Services Department on May 31st beginning at 6:00 p.m. and running no later than 8:00 p.m. at the Hotel Karlan, located at 14455 Penasquitos Drive, San Diego, CA 92129. Please note depending on the number of attendees, the meeting could end earlier than 8:00 p.m. Verbal and written comments regarding the scope and alternatives of the proposed EIR will be accepted at the meeting.

Written/Mail-in comments may be sent to Anna McPherson, AICP, City of San Diego Development Services Center, 1222 First Avenue, MS 501, San Diego, CA 92101 or e-mail your comments to DSDEAS@sandiego.gov referencing the Project Name (Black Mountain Road Community Plan Amendment) and Project Number (357262) in the subject line within 30 days of the posting of this notice/date of the Public Notice above. Responsible agencies are requested to indicate their statutory responsibilities in connection with this project when responding. An EIR incorporating public input will then be prepared and distributed for the public to review and comment.

Project Name/PTS No.: Black Mountain Road Community Plan Amendment/357262

Community Plan Area: Rancho Peñasquitos

Council District: South of State Route 56 (majority of project): Council District 6 (Council Member Chris Cate)/North of State Route 56: Council District 5 (Council Member Mark Kersey)

Project Description: GENERAL PLAN AND RANCHO PENASQUITOS COMMUNITY PLAN AMENDMENT to reclassify Black Mountain Road from a 6-lane Primary Arterial to a 4-lane Major from Twin Trails Drive to the southern boundary of the Rancho Peñasquitos community. The project site is located in the City of San Diego (City), in San Diego County, east of Interstate 5, west of Interstate 15, and crosses State Route 56 (SR-56). The project site lies approximately 8 miles inland from the Pacific Ocean and is approximately 17 miles north of downtown San Diego (Attachment 1). The project area stretches approximately 1.3 miles from Twin Trails Drive on the north to the southern community boundary adjacent to the Los Peñasquitos Canyon Preserve (Attachment 2). Black Mountain

Road currently operates as a 4-lane Major with landscaped center medians, contiguous sidewalks, and Class II bike lanes. The bridge section of Black Mountain Road over SR-56 is wider and operates as a 5-lane Primary Arterial. The CPA was initiated on February 27, 2014.

Implementation of the project and required traffic mitigation measures would also require an amendment to the Rancho Peñasquitos, Black Mountain Ranch, and Pacific Highlands Ranch Public Facilities Financing Plans (PFFPs).

Applicant: Cal Atlantic Homes, 16010 Camino Del Sur, San Diego, CA 92127-2583

Recommended Finding: Pursuant to Section 15060(d) of CEQA Guidelines, it appears that the proposed project may result in significant environmental impacts in the following areas: **AIR QUALITY, NOISE, and TRAFFIC AND CIRCULATION.**

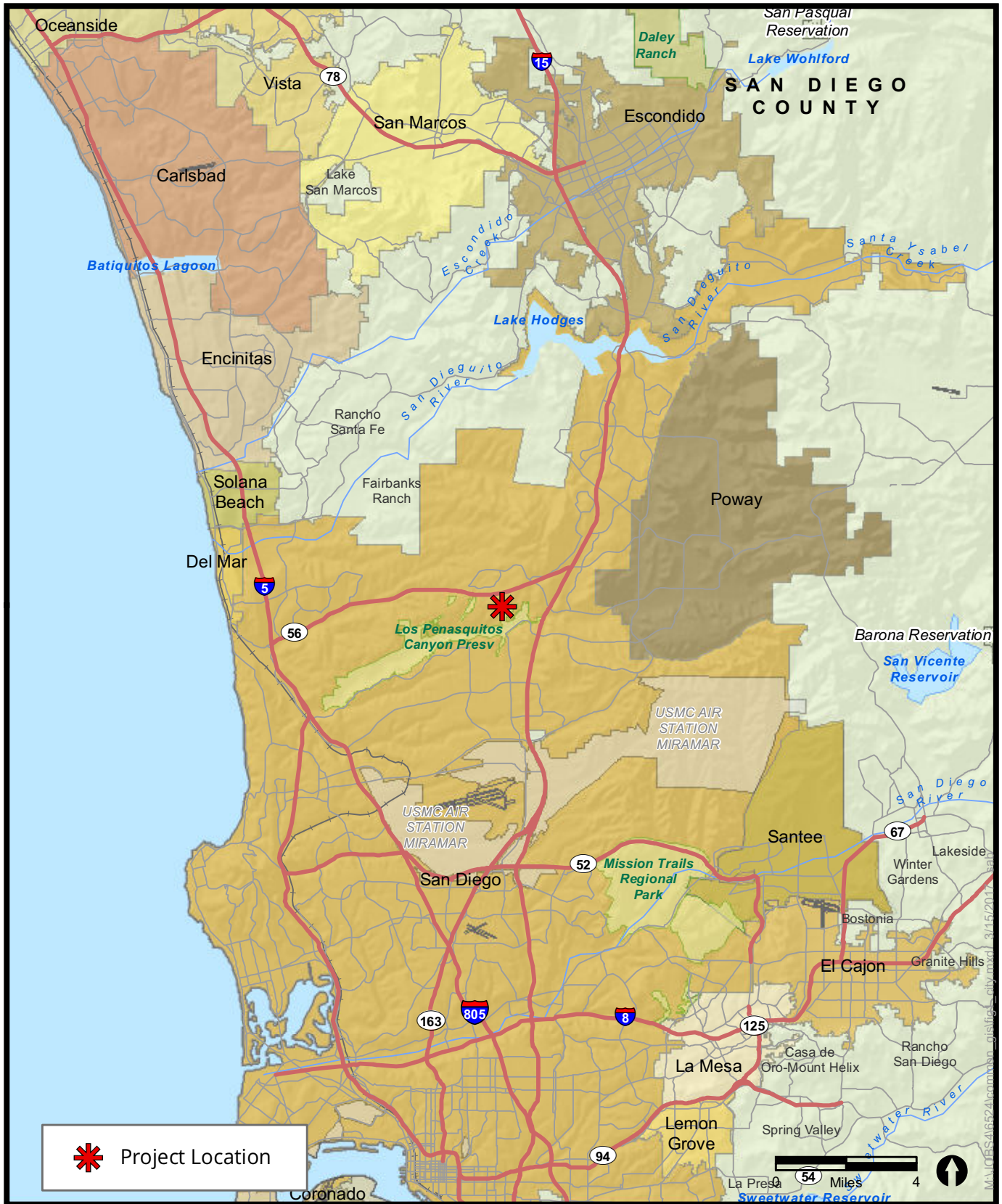
Availability in Alternative Format: To request the City's letter to the applicant detailing the required scope of work (EIR Scoping Letter, attached) in alternative format, call the Development Services Department at (619) 446-5460 immediately to ensure availability. This information is ALSO available in alternative formats for persons with disabilities; to request this notice in alternative format, call (619) 446-5446 or (800) 735-2929 (TEXT TELEPHONE).

Additional Information: For environmental review information, contact Anna McPherson at (619) 446-5276. The Scoping Letter and supporting documents may be reviewed, or purchased for the cost of reproduction, at the fifth floor of the Development Services Center. For information regarding public meetings/hearings on this project, contact Project Manager Morris Dye at (619) 446-5201.

Kerry Santoro
Deputy Director
Development Services Department

DISTRIBUTION: See Attached

ATTACHMENTS: Figure 1: Regional Location Map
 Figure 2: Project Location Map
 Scoping Letter



Regional Location

6524 Black Mountain Road/Project No. 357262
City of San Diego – Development Services Department

FIGURE
No. 1



Project Location on Aerial Photograph
6524 Black Mountain Road/Project No. 357262
City of San Diego – Development Services Department

**FIGURE
No. 2**



THE CITY OF SAN DIEGO

May 17, 2017

Mr. William Dumka
Senior Vice President
Cal Atlantic
16010 Camino Del Sur
San Diego, CA 92127-2583

Subject: **Scope of Work for an Environmental Impact Report for the Black Mountain Road Community Plan Amendment Project (Project No. 357262)**

Dear Mr. Dumka:

Pursuant to Section 15060(d) of the California Environmental Quality Act (CEQA), the Environmental Analysis Section (EAS) of the City of San Diego (City) Development Services Department has determined that the project may have significant effects on the environment, and the preparation of an Environmental Impact Report (EIR) is required. Staff has determined that a Focused EIR is the appropriate environmental document for the Black Mountain Road Community Plan Amendment Project.

The purpose of this letter is to identify the specific issues to be addressed in the EIR. The EIR shall be prepared in accordance with the attached "City of San Diego Technical Report and Environmental Impact Guidelines." A Notice of Preparation (NOP) will be distributed to the Responsible Agencies and others who may have an interest in the project. Scoping meetings are required by CEQA Section 21083.9(a)(2) for projects that may have statewide, regional, or area-wide environmental impacts. The project has the potential to impact a California Department of Transportation facility, and therefore, it would have area-wide environmental impacts. Prior to preparation of the EIR, a public scoping meeting will be held at the Hotel Karlan, located at 14455 Penasquitos Drive San Diego, CA 92129. The meeting will be held in the "Del Mar Room" on May 31st from 6:00 p.m. to 8:00 p.m. to gather input.

Changes or additions to the scope of the EIR may be required as a result of input received in response to the Scoping Meeting and NOP. In addition, the applicant may adjust the project over time, and these changes would be disclosed in the EIR.

Each section and issue area of the EIR shall provide a descriptive analysis of the project followed by a comprehensive evaluation. The EIR shall also include sufficient graphics and tables to provide a complete description of all major project features.

The project that would be the subject of the EIR is briefly described as follows:

Project Description: The project proposes 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 and a Community Plan Amendment to the Rancho Peñasquitos Community Plan Circulation Element to reclassify Black Mountain Road from a 6-lane Primary Arterial to a 4-lane Major from Twin Trails Drive to the southern boundary of the Rancho Peñasquitos community. The project area is located in the City of San Diego, in San Diego County, east of Interstate 5, west of Interstate 15, and crosses State Route 56 (SR-56). The project site lies approximately 8 miles inland from the Pacific Ocean and is approximately 17 miles north of downtown San Diego. The proposed project area stretches approximately 1.3 miles from Twin Trails Drive on the north to the southern community boundary adjacent to the Los Peñasquitos Canyon Preserve. Black Mountain Road currently operates as a 4-lane Major with landscaped center medians, contiguous sidewalks, and Class II bike lanes. The bridge section of Black Mountain Road over SR-56 is wider and operates as a 5-lane Primary Arterial. The City of San Diego Planning Commission initiated the CPA on February 27, 2014.

Implementation of the project and any associated traffic mitigation measures would also require amending the Rancho Peñasquitos, Black Mountain Ranch, and Pacific Highlands Ranch Public Facilities Financing Plans.

EIR FORMAT/CONTENT REQUIREMENTS

The EIR serves to inform governmental agencies and the public of a project's environmental impacts. Emphasis in the EIR must be on identifying feasible solutions to environmental problems. The objective is not to simply describe and document an impact, but to actively create and suggest mitigation measures or project alternatives to substantially reduce significant adverse environmental impacts. The adequacy of the EIR will depend greatly on the thoroughness of this effort.

The EIR must be written in an objective, clear, and concise manner, in plain language. Each section/issue area of the EIR shall provide a descriptive analysis of the project followed by a comprehensive evaluation of the issue area and use graphics and tables to replace extensive word descriptions and to assist in clarification. Conclusions must be supported with quantitative, as well as qualitative information, to the extent feasible.

Prior to public review, a Certification page to be attached at the front of the Draft EIR will also need to be prepared. The Certification page cannot be prepared until an approved draft has been submitted and accepted by the City. The Draft EIR shall include a title page including the Project Tracking System number and the date of the publication. The entire Draft EIR must be left justified and shall include a table of contents and an executive summary of the following sections:

A. INTRODUCTION

Introduce the project with a brief discussion on the intended use and purpose of the EIR. Describe and/or incorporate by reference any previously certified environmental documents that address the project site. Briefly describe areas where the project is in compliance or

non-compliance with assumptions and mitigation contained in these previously certified documents. Additionally, this section shall provide a brief description of any other local, state, and federal agencies that may be involved in the project review and or any grant approvals.

B. ENVIRONMENTAL SETTING

The EIR shall describe the precise location of the project and present it on a detailed topographic map and regional map. Provide a local and regional description of the environmental setting of the project, as well as the zoning and land use designations of the site and its contiguous properties, area topography, drainage characteristics, and vegetation. Include the existing and planned land uses in the vicinity, on- and off-site resources, the community plan area land use designations(s), Multi-Habitat Planning Area (MHPA), existing zoning, all utility easements and any required maintenance access, and any overlay zones within this section. Include all applicable jurisdictional boundaries, policy and land use plans and overlay zones that affect the project site. This section shall also discuss the provision of emergency services.

C. PROJECT DESCRIPTION

Per CEQA Guidelines Section 15124, the EIR shall include a discussion of the goals and objectives. Project objectives will be critical in determining the appropriate alternatives for the project, which would avoid or substantially reduce potentially significant impacts. The description of the project shall include an overview of all major project features and phasing, including land use, grading quantities and locations, retaining walls (number of retaining walls and their individual heights and lengths), landscaping, drainage design, improvement plans, including any off-site components, vehicular access points, and parking areas associated with the project. The project description shall provide a discussion of all applicable discretionary actions required for the project (e.g., Site Development Permit), as well as a discussion of all permits and approvals required by federal, state, and other regulatory agencies.

D. HISTORY OF PROJECT CHANGES

This section of the EIR shall outline the history of the project and any physical changes that have been made to the project in response to environmental concerns identified during the City's review of the project.

E. ENVIRONMENTAL ANALYSIS

The potential for significant environmental impacts must be thoroughly analyzed and mitigation measures identified that would avoid or substantially lessen any such significant impacts. The EIR must represent the independent analysis of the City of San Diego as Lead Agency; therefore, all impact analysis must be based on the City's current City of San Diego California Environmental Quality Act Significance Determination Thresholds.

Below are key environmental issue areas that have been identified for this project, within which the issue statements must be addressed individually. Discussion of each issue statement shall include an explanation of the existing project site conditions, impact analysis, significance determination, and appropriate mitigation. The impact analysis shall address potential direct and indirect impacts that could be created through implementation of the project.

In each environmental issue section, mitigation measures to avoid or substantially lessen impacts must be clearly identified and discussed. The ultimate outcome after mitigation shall also be discussed (i.e., significant but mitigated, significant and unmitigated). If other potentially significant issue areas arise during detailed environmental investigation of the project, consultation with Development Services Department is required to determine if these areas need to be added to the EIR. As supplementary information is required, the EIR may also need to be expanded.

LAND USE

Issue 1: Would the project result in an inconsistency/conflict with the environmental goals, objectives, or guidelines of a community or general plan?

The project proposes an amendment to the adopted Circulation Element of the Rancho Peñasquitos Community Plan and Figure LU-2 Land Use and Street System Map of the General Plan. This section of the EIR will address whether the proposed amendments would result in an inconsistency or conflict with any environmental goals, objectives, or policies of the community plan or general plan, resulting in a significant secondary physical effect, thereby resulting in a significant environmental impact.

AIR QUALITY AND ODOR (CONSTRUCTION EMISSIONS)

Issue 1: Would the project result in a conflict with or obstruct implementation of the applicable air quality plan?

Issue 2: Would the project result in a violation of any air quality standard or contribute substantially to an existing or projected air quality violation?

Issue 3: Would the project result in exposing sensitive receptors to substantial pollutant concentrations?

Issue 4: Would the project result in creating objectionable odors affecting a substantial number of people?

This section of the EIR shall summarize the findings of the Air Quality Letter Report prepared for the project. This section of the EIR shall analyze the potential for air quality impacts related to increased traffic congestion due to the project, and the construction emissions of criteria pollutants associated with construction of the traffic improvement areas needed for

traffic mitigation. This section of the EIR shall also provide a qualitative discussion of potential impacts associated with odor. If significant air quality impacts are identified, the EIR shall include mitigation measures that would reduce impacts to below a level of significance per the standards set by the City of San Diego.

NOISE

Issue 1: Would the project result in or create a significant increase in the existing ambient noise levels?

Issue 2: Would the project result in exposure of people to noise levels, which exceed the City's adopted noise ordinance or are incompatible with Table K-4 of the City of San Diego?

This section of the EIR shall summarize the findings of the Noise Technical Report prepared for the project. This section of the EIR shall estimate future vehicular traffic noise levels. Noise levels shall be calculated for the affected roadway segments with and without project implementation, and Noise level increases/decreases will be assessed for existing land uses. The results of the model shall be expressed in community noise equivalent levels (CNEL) and programmatically evaluate noise impacts for sensitive receptors surrounding the project roadway network.

This section of the EIR shall document existing baseline noise levels based on measurements at up to five locations at, and adjacent to, the project's off-site improvement areas needed for traffic mitigation. This section of the EIR shall analyze potential noise impacts associated with construction of the proposed improvement areas to assess project-level noise levels at adjacent properties, based on equipment types and operations provided by the client or the client's designated agent. If significant noise impacts are identified, the EIR shall include mitigation measures that would reduce impacts to below a level of significance. The analysis shall calculate the necessary barrier heights or operational restrictions, or other mitigation options to reduce noise levels to standards set by the City of San Diego.

TRANSPORTATION/CIRCULATION

Issue 1: Would the project result in an increase in projected traffic, which is substantial in relation to the existing traffic load and capacity of the street system?

Issue 2: Would the project result in an addition of a substantial amount of traffic to a congested freeway segment, interchange, or ramp as shown in the table on the next page?

Issue 3: Would the project result in a substantial impact upon existing or planned transportation systems?

Issue 4: **Would the project result in an increase in traffic hazards for motor vehicles, bicyclists, or pedestrians due to a proposed, non-standard design feature (e.g., poor sight distance or driveway onto an access restricted roadway)?**

Issue 5: **Would the project result in a conflict with adopted policies, plans, or programs supporting alternative transportation models (e.g., bus turnouts, bicycle racks)?**

This section of the EIR shall identify potential impacts to the traffic and circulation system based on the results of the Black Mountain Road TIS. The TIS was prepared consistent with the City's Traffic Impact Study Manual and approved by City staff and shall be included as an appendix to the EIR. A summary of the approved traffic study shall be included in the body of the EIR and document the effect the project would have on surrounding circulation element roadways and intersections within the study area. The analysis shall focus on segment and intersection conditions for existing and horizon year conditions with or without the project. The impact analysis shall be cumulative in nature and include past, present, and reasonably foreseeable future developments in the community that may impact or contribute to local and regional street and circulation systems.

This section of the EIR shall also describe any required modifications and/or improvements to the existing circulation system, including City streets, intersections, freeways, and interchanges. Finally, the section shall describe the impacts the project may have on the walkability, pedestrian, and bicycle connectivity within the project site and off-site areas. This section shall also describe mitigation measures that would reduce impacts to below a level of significance per the standards set by the City of San Diego.

F. SIGNIFICANT ENVIRONMENTAL EFFECTS, WHICH CANNOT BE AVOIDED IF THE PROJECT IS IMPLEMENTED

This section shall describe the significant unavoidable impacts of the projects, including those significant impacts that can be mitigated but not reduced to below a level of significance.

G. SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

In conformance with CEQA Section 15126.2(b) and (c), the EIR shall discuss the significant environmental effects which cannot be avoided if the project is implemented; and the significant irreversible changes that would result from the implementation of the project. Address the use of nonrenewable resources during the construction and life of the project.

H. GROWTH INDUCEMENT

The EIR shall address the potential for growth inducement through implementation of the project. The EIR shall discuss the ways in which the project could foster economic or population growth either directly or indirectly. Accelerated growth could further strain

existing community facilities or encourage activities that could significantly affect the environment. This section need not conclude that growth-inducing impacts, if any, are significant unless the project would induce substantial growth or concentration of population.

I. CUMULATIVE IMPACTS

When the project is considered with other past, present, and reasonably foreseeable projects in the project area, implementation could result in significant environmental changes, which are individually limited but cumulatively considerable. In accordance with Section 15130 of the CEQA Guidelines, potential cumulative impacts shall be discussed in a separate section of the EIR.

J. EFFECTS FOUND NOT TO BE SIGNIFICANT

A separate section of the EIR shall include a brief discussion of why certain areas were not considered to be potentially significant and were therefore not included in the EIR. It is anticipated that these issues would include: agricultural resources, geologic conditions, growth inducement, health and safety, historical resources, hydrology, mineral resources, paleontological resources, public services and facilities, public utilities, visual effects and neighborhood character, water quality, and greenhouse gas emissions. However, if these or other potentially significant issue areas arise during the detailed environmental investigation of the project, consultation with EAS staff is required to determine if these or other issue areas need to be addressed within the EIR. Additionally, as supplementary information is submitted, the EIR may need to be expanded to include additional areas.

K. ALTERNATIVES

The EIR shall place major attention on reasonable alternatives, which avoid or reduce the project's significant environmental impacts. These alternatives shall be identified and discussed in detail, and shall address all significant impacts. The alternatives analysis shall be conducted in sufficient graphic and narrative detail to clearly assess the relative level of impacts and feasibility. At a minimum, the following alternatives shall be considered:

No Project (Adopted Community Plan Circulation Network) Alternative: The No Project Alternative shall qualitatively discuss potential impacts associated with widening Black Mountain Road to a 6-lane Primary Arterial as it is currently designated in the Rancho Peñasquitos Community Plan.

Other alternatives may be developed based on results of the impact analysis and comments received on the Notice of Preparation.

L. MITIGATION, MONITORING, AND REPORTING PROGRAM (MMRP)

For each of the issue areas discussed above, mitigation measures shall be clearly identified, discussed, and their effectiveness assessed in each issue section of the EIR. A Mitigation,

Monitoring, and Reporting Program (MMRP) for each mitigation measure must be identified. At a minimum, the program shall identify: (1) the City department or other entity responsible for the monitoring; (2) the monitoring and reporting schedule; and (3) the completion requirements. The separate MMRP shall also be contained (verbatim) as a separate chapter within the EIR. When appropriate, EAS staff will provide the applicant with specific Mitigation Monitoring and Reporting Programs to be incorporated into the EIR.

M. OTHER

The EIR shall include the references, individuals and agencies consulted, and certification page.

Conclusion:

If other potentially significant issue areas arise during detailed environmental investigation of the project, consultation with this division is required to determine if these other areas need to be addressed in the EIR. Should the project description be revised, an additional scope of work may be required. Furthermore, as the project design progresses and supplementary information becomes available, the EIR may need to be expanded to include additional issue areas.

If you have any questions or need clarification regarding any of the information contained in the scoping letter, please contact Anna McPherson at (619) 446-5276 or **AMcPherson@sandiego.gov**.

Sincerely,

Kerry Santoro
Deputy Director
Development Services Department

cc: Anna McPherson AICP, Senior Planner, Development Services Department
Ann French Gonsalves, Senior Traffic Engineer, Development Services Department
Michael Prinz, Senior Planner, Planning Department
Environmental Project File

DEPARTMENT OF TRANSPORTATION

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www.dot.ca.gov

*Making Conservation
a California Way of Life.*

June 15, 2017

11-SD-56

Black Mountain Road
Community Plan Amendment
NOP SCH # 2017051058

Anna L. McPherson
City of San Diego
1222 First Avenue, MS-501
San Diego, CA 92101

Dear Ms. McPherson:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Black Mountain Road Community Plan Amendment Notice of Preparation. The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. The Local Development-Intergovernmental Review (LD-IGR) Program reviews land use projects and plans to ensure consistency with our mission and state planning priorities.

Caltrans would like to submit the following comments:

1. Caltrans is concerned with the potential down grade of Black Mountain Road from a 6-lane Primary Arterial to a 4-lane Major from Twin Trails Drive to the southern boundary of the Rancho Penasquitos Community because Black Mountain Road is seen as a parallel route to the Interstate 15 (I-15) from a corridor point of view.
2. Please clarify the location where this segment is planned to be reclassified to 4-lane Major. The beginning of the project description reads "General Plan and Rancho Penasquitos Community Plan Amendment to reclassify Black Mountain Road from a 6-lane Primary Arterial to a 4-lane Major." However, later in the same project description section, the document reads "Black Mountain Road currently operates as a 4-lane Major with landscaped center medians, contiguous sidewalks, and Class II bike lanes."
3. **Traffic Impact Study and Circulation**
 - A Traffic Impact Study (TIS) is necessary to determine the proposed project's near-term and long-term impacts to State facilities – existing and proposed – and to propose appropriate mitigation measures.

- Also, determine the traffic impact from the Merge 56 (Also known as Merge 56 Development) project. The project Merge 56 proposes to reclassify Camino del Sur from a four-lane major road to a modified two-lane collector for the segment from Carmel Mountain Road south to Dormouse Road, and to reclassify Carmel Mountain Road from a four lane major road to a modified two-lane collector road within the Torrey Highlands Subarea Plan and Rancho Penasquitos Community Plan.
- The geographic area examined in the TIS should include, at a minimum, all regionally significant arterial system segments and intersections, including State highway facilities where the project will add over 100 peak hour trips. State highway facilities that are experiencing noticeable delays should be analyzed in the scope of the traffic study for projects that add 50 to 100 peak hour trips.
- A focused analysis may be required for project trips assigned to a State highway facility that is experiencing significant delay, such as where traffic queues exceed ramp storage capacity. A focused analysis may also be necessary if there is an increased risk of a potential traffic accident.
 - Please include State Route 56 (SR-56) eastbound on/off ramps and SR-56 westbound on/off ramps at the intersection of Black Mountain road in the traffic analysis of the Environmental Impact Report (EIR).
- In addition, the TIS could also consider implementing vehicles miles traveled (VMT) analysis into their modeling projections.
- Any increase in goods movement operations and its impacts to State highway facilities should be addressed in the TIS.
- The data used in the TIS should not be more than 2 years old.
- The study should use as a guideline the Caltrans Guide for the Preparation of Traffic Impact Studies. www.dot.ca.gov/hq/tpp/offices/ocp/igr_ceqa_files/tisguide.pdf.
- Please provide the electronic analysis with the TIS to facilitate the review process.

4. **Intersection Control Evaluation**

- Please be advised that any potential for the project to permanently alter roadway features within Caltrans Right of Way (R/W) must be analyzed through an Intersection Control Evaluation (ICE)

- Proposed intersection modifications are subject to the Caltrans Intersection Control Evaluation (ICE) policy (Traffic Operation Policy Directive 13-02). Alternative intersection design(s) will need to be considered in accordance with the ICE policy. Please refer to the policy for more information and requirements.
<http://www.dot.ca.gov/trafficops/ice.html>

5. **IGR Encroachment Permit Comments**

- Any work performed within Caltrans right-of-way (R/W) will require discretionary review and approval by Caltrans and an encroachment permit will be required for any work within the Caltrans R/W prior to construction.
- As part of the encroachment permit process, the applicant must provide an approved final environmental document including the California Environmental Quality Act (CEQA) determination addressing any environmental impacts within the Caltrans' R/W, and any corresponding technical studies. If these materials are not included with the encroachment permit application, the applicant will be required to acquire and provide these to Caltrans before the permit application will be accepted. Identification of avoidance and/or mitigation measures will be a condition of the encroachment permit approval as well as procurement of any necessary regulatory and resource agency permits. Encroachment permit submittals that are incomplete can result in significant delays in permit approval.
- Improvement plans for construction within State Highway R/W must include the appropriate engineering information consistent with the state code and signed and stamped by a professional engineer registered in the State of California. Caltrans Permit Manual contains a listing of typical information required for project plans. All design and construction must be in conformance with the Americans with Disabilities Act (ADA) requirements.
- Additional information regarding encroachment permits may be obtained by contacting the Caltrans Permits Office at (619) 688-6158. Early coordination with Caltrans is strongly advised for all encroachment permits.

If you have any questions, please contact Vanessa De La Rosa, Community Planning Liaison, at (619)688-4289 or by e-mail sent to vanessa.delarosa@dot.ca.gov.

Sincerely,



MAURICE EATON, Acting Branch Chief
Development Review Branch

From: Jeanette Poole [<mailto:waltzplan@gmail.com>]
Sent: Wednesday, June 14, 2017 5:34 PM
To: DSD EAS <DSDEAS@sanidiego.gov>
Cc: Jon Becker <jbecker@projectdesign.com>; Katharine Cresto <kcresto@san.rr.com>;
Dan Christensen <dan@christensenrealtygroup.com>; Hector De Leon
<hector@cranegc.com>; Ferreira, Erika <EFerreira@sanidiego.gov>; Powell, Rob
<RTPowell@sanidiego.gov>
Subject: Black Mountain Road Community Plan Amendment - Project No. 357262

Date: June 14, 2017

To: Anna McPherson:

From: Park Village Landscape Maintenance District

Re: Black Mountain Road Community Plan Amendment - Project No: 357262

The Park Village Landscape Maintenance Assessment District (LMAD) Citizens Advisory Committee (CAC) discussed the subject Scoping Letter at their last meeting held on June 6, 2017. The CAC voted unanimously to support the on-going effort and proposed Community Plan Amendment to change the road classification for Black Mountain Road between SR-56 and Mercy Road in the Rancho Penasquitos Community Plan and the City's General Plan from a 6-lane prime arterial to a 4-lane major roadway.

The landscape maintenance of this section of Black Mountain Road is the responsibility of the Park Village LMAD making the Park Village CAC a group which is very aware of any and all issues related to this section of Black Mountain Road.

The items listed in the Scoping Letter are satisfactory to the Park Village LMAD with no further comments at this time. We look forward to reviewing the environmental document when it is available for public review and respectfully request we receive a copy for our committee to review.

Please contact me should you have any questions regarding the action taken by the Park Village LMAD regarding the subject scoping letter.

Sincerely,
On behalf of the Park Village LMAD

Jeanette Waltz Poole
waltzplan@gmail.com
cell: 619-701-0766