City of San Diego
Development
Services
Department

Land Development
Review Division
(619) 236-6460

Environmental Impact Report

LDR No. 96-7902
SCH No. 97111070

SUBJECT: **BLACK MOUNTAIN RANCH (SUBAREA I) SUBAREA PLAN in the NORTH CITY FUTURE URBANIZING AREA (NCFUA).** GENERAL PLAN AMENDMENT, NCFUA FRAMEWORK PLAN AMENDMENT, SUBAREA PLAN, and MULTIPLE HABITAT PLANNING AREA (MHPA) BOUNDARY ADJUSTMENT for development of the remaining 1,408 acres of Subarea I in the NCFUA of the City of San Diego. The Subarea Plan would refine the existing NCFUA Framework Plan by proposing siting and land use designations for future commercial, industrial, residential and public facility land uses, and specific locations for roads. The Subarea Plan is a prerequisite for voter consideration of a General Plan phase shift from Future Urbanizing to Planned Urbanizing and no approvals for specific development under the Subarea Plan are being considered at this time. The proposed future development areas under the Subarea Plan would be comprised of the remaining 893 acres from the previously approved 3,777-acre Black Mountain Ranch II Vesting Tentative Map/Planned Residential Development Permit/Resource Protection Ordinance Permit/Development Agreement (DEP No. 95-0173; SCH No. 95041041), and the 515-acre perimeter parcels surrounding the Black Mountain Ranch ownership. The total 1,408-acre project would be divided into discrete units: the northern "bow-tie" area, including a mixed-use northern village with industrial, office, employment center, commercial/retail and high density residential areas (approximately 467 acres); the finger ridges north of La Jolla Valley; a 300-room resort/hotel (26 acres); a mixed-use southern village (60 acres); seven additional residential development clusters (approximately 340 acres) within Black Mountain Ranch; and four groupings of perimeter ownerships (515 acres). Black Mountain Ranch (Subarea I) is located within the NCFUA and is bounded by the approved Subarea IV Fairbanks Highlands Tentative Map (DEP No. 88-1041) to the south; the northerly limits of the Rancho Peñasquitos community and Black Mountain Park to the southeast; the 4S Ranch Specific Plan area, Santa Fe Valley Specific Plan Area and Santa Fe Hill development to the north and northwest; and Fairbanks Ranch and Rancho Santa Fe Farms to the west. The project area includes portions of La Zanja Canyon, La Jolla Valley, Lusardi Creek, the San Dieguito River Valley Regional Open Space Park Focused Planning Area, the unimproved portion of Black Mountain Road, and the Second San Diego Aqueduct (Portions of Sections 4, 5 and 6, Township 14 South, Range 2 West; Portions of Sections 1 and 2, Township 13 South, Range 3 West; Portions of Sections 30, 31, 32

and 33, Township 13 South, Range 2 West; and Portions of Sections 25, 35 and 36, Township 13 South, Range 3 West; Del Mar, Escondido, Poway, Rancho Santa Fe Quadrangles; SBBM). Applicant : Black Mountain Ranch Limited Partnership.

UPDATE:

Subsequent to the release of the Draft TEIR for public review, the applicant has proposed to include the Mitigation Monitoring and Reporting Program (MMRP) in the Subarea Plan as an appendix. The Subarea Plan now contains language ensuring that the MMRP will be implemented (or that additional CEQA review would be required to change it). Therefore, in accordance with Section 21081.6(b) of the CEQA, these impacts are considered to be mitigated for purposes of this level of environmental review.

CONCLUSIONS:

The proposed Black Mountain Ranch Subarea Plan comprises the City of San Diego's statement of policy for growth and development of the Subarea I planning area, one of five subareas designated by the North City Future Urbanizing Area (NCFUA) Framework Plan. The Black Mountain Ranch Subarea Plan proposes a land use plan and an open space system in general compliance with the requirements of the Framework Plan for the NCFUA and the City of San Diego's Multiple Species Conservation Program (MSCP).

This Environmental Impact Report is intended to be used as a first tier document pursuant to CEQA Section 21093. The detailed level of analysis typically associated with second-tier, site-specific developments already has been performed for the majority of Subarea I, and is contained in the 1995 Black Mountain Ranch II VTM/PRD EIR (DEP No. 95-0173; SCH 95041041). Development within Subarea I that is outside of the Black Mountain Ranch II VTM/PRD project boundaries may require additional second-tier analysis pursuant to CEQA Section 21094, once applications for development are submitted. This EIR also incorporates by reference the 1995 Black Mountain Ranch II VTM/PRD EIR. In addition, a Resource Protection Ordinance (RPO) analysis and Council Policy 600-40 development suitability analysis have been prepared for the subarea plan.

Multiple Species Conservation Program (MSCP)

The City of San Diego adopted the MSCP on March 18, 1997. The MSCP is designed to conserve a connected system of biologically viable habitat lands in a manner that maximizes the protection of sensitive species and precludes the need for future listings of species as threatened or endangered. These targeted habitat lands are identified in the City's MSCP Subarea Plan as Multiple Habitat Planning Areas (MHPAs).

Approximately 1,915 acres of Black Mountain Ranch lie within the City of San Diego MHPA Northern Area (1,665 acres of resource open space from previous approvals and 250 acres of resource open space from future development areas and the perimeter properties). In order to implement the proposed subarea plan, some encroachment into the MHPA would be necessary; therefore, an MHPA Boundary Adjustment is proposed by the applicant. This action would amend the City's MHPA to add high quality habitat located in Subarea I of the NCFUA to the preserve system, remove other less sensitive areas within Black Mountain Ranch and confer Third Party Beneficiary Status on the applicant. The proposed adjusted MHPA would be functionally equivalent or superior to

the adopted MHPA. The analysis to support this conclusion is provided in the EIR in the ~~Biological Resources~~ Land Use section.

SIGNIFICANT UNAVOIDABLE IMPACTS:

Land Use (Direct and Cumulative): Implementation of the Black Mountain Ranch Subarea I Plan would ultimately result in significant land use impacts in the form of inconsistencies with the Resource Protection Ordinance's (RPO) development regulations regarding avoidance of wetlands and permitted uses in the floodplain (direct and cumulative). These impacts would be unavoidable.

Traffic Circulation (Direct and Cumulative): Traffic circulation resulting from implementation of the subarea plan would result in significant direct and cumulative traffic impacts to freeway segments, freeway ramps, road segments and intersections within and outside of the subarea. These impacts would be reduced through the transportation phasing plan and mitigation measures detailed in Chapter 4 - Traffic Circulation, but not to below a level of significance.

Biological Resources (Cumulative): Implementation of the subarea plan would result in the loss of wetlands. Mitigation of direct impacts would be achieved through the on-site revegetation of riparian habitat along Lusardi Creek in La Jolla Valley detailed in Chapter 4 - Biological Resources. The subarea plan would also contribute to the incremental loss of wetlands on a regional basis, as this habitat is considered rare and supports sensitive plant and animal species on-site. The loss of wetlands is considered a significant cumulative impact. No mitigation is available to reduce the cumulative impact to below a level of significance.

Implementation of the subarea plan would also result in the loss of Tier II (coastal sage scrub) and Tier III (chaparral and non-native grasslands) habitats. Mitigation of direct impacts would be achieved through the on-site preservation detailed in Chapter 4 - Biological Resources. The subarea plan would also contribute, however, to the incremental loss of non-native grasslands on a regional basis, as this habitat is considered rare in the region and supports sensitive animal species on-site. The loss of non-native grasslands is considered a significant cumulative impact. No mitigation is available to reduce the cumulative impact to below a level of significance.

Hydrology/Water Quality (Cumulative): Implementation of the subarea plan would incrementally add to the amount of impervious surfaces and urban runoff into the San Dieguito River and Lagoon. This incremental impact would be cumulatively significant. This cumulative impact would be partially mitigated by compliance with Best Management Practices for storm water and urban runoff, as detailed in Chapter 4 - Hydrology/Water Quality, but not to below a level of significance.

Landform/Visual Quality (Direct and Cumulative): Implementation of the subarea plan would result in significant direct and cumulative impacts to landform alteration due to the quantity of grading. Incorporation of the sensitive grading techniques and landscaping detailed in Chapter 4 - Landform/Visual Quality would reduce these impacts, but not to below a level of significance. Significant direct and cumulative impacts to visual quality would also result from implementation of the subarea plan, due to the change in visual setting from open expanses and mesas to urban development. Implementation of the mitigation measures for landform alteration detailed in Chapter 4 - Landform/Visual Quality would reduce the direct and cumulative visual quality impacts, but not to below a level of significance.

Air Quality (Direct and Cumulative): Implementation of the subarea plan would result in direct air quality impacts and would contribute to the non-attainment of clean air standards in the San Diego Air Basin due to the increase in emissions from mobile sources on circulation element roadways and Interstate-15. These impacts would constitute a significant direct and cumulative impact. No mitigation is available to reduce these impacts to below a level of significance.

Natural Resources (Cumulative): Implementation of the subarea plan would result in significant cumulative impacts to important agricultural land and the ability to extract mineral resources in the region. These impacts would be unavoidable.

SIGNIFICANT IMPACTS THAT ARE MITIGATED TO BELOW SIGNIFICANCE WITH INCLUSION OF THE MITIGATION MONITORING AND REPORTING PROGRAM IN THE SUBAREA PLAN: ~~LIKELY TO BE MITIGATED WITH FUTURE PROJECT LEVEL REVIEW:~~

The Black Mountain Ranch Subarea Plan is a planning document containing both policy and regulations and is intended to be the City's statement of policy for growth and development of the subarea. The analysis of environmental impacts is consistent with this level of planning. This EIR builds on the previously certified EIR for the Framework Plan and provides the basis for review and analysis of future projects within the subarea. Potentially significant impacts are identified and a framework for future impact analysis and mitigation is provided. Identified mitigation measures would be required of future projects. It is expected that the following significant impacts could be lessened and/or fully mitigated with implementation of the identified mitigation measures.

Transportation/Traffic Circulation (Direct and Cumulative): The Subarea I plan would contribute to significant direct and cumulative impacts to levels of service to freeway segments, freeway ramps, intersections and roadway segments within and outside of the subarea. These impacts would be partially mitigated through the transportation phasing plan and mitigation measures detailed in Chapter 4 - Traffic Circulation.

Biological Resources(Direct and Cumulative): The Subarea I plan would result in direct and cumulative impacts to upland habitats and sensitive species from the development of the perimeter properties. These impacts would include up to 17.0 acres of Tier II habitat (coastal sage scrub), ~~275~~ 190 acres of Tier III habitats (chaparral and non-native grasslands) and a number of sensitive plant and animal species, including San Diego thornmint, California adolphia, San Diego sagewort, Encinitas coyote bush, Orcutt's brodiaea, wart-stemmed ceanothus, Orcutt's spineflower, summer holly, San Diego sand aster, western dichondra, variegated dudleya, coast barrel cactus, Palmer's grapplinghook, San Diego marsh-elder, spiny rush, willowy monardella, San Diego golden star, California adder's-tongue fern, ashy spikemoss, three pairs of coastal California gnatcatchers, orange-throated whiptail lizard, San Diego horned lizard, grasshopper sparrow, southern California Rufous-crowned sparrow, black-shouldered kite, loggerhead shrike, Swainson's hawk, California horned lark, Blue grosbeak, Bell's sage sparrow, and Cooper's hawk. The mitigation of direct and cumulative impacts to upland habitats and sensitive species would be achieved through the on-site preservation detailed in Chapter 4 - Biological Resources. The subarea plan would also contribute, however, to the incremental loss of non-native grasslands on a regional basis, which would remain a significant and unmitigated cumulative impact.

Implementation of the subarea plan would also result in the loss of 1.7 acres of wetlands. Mitigation of direct impacts would be achieved through the on-site revegetation of riparian habitat along Lusardi Creek in La Jolla Valley detailed in

Chapter 4 - Biological Resources. The incremental loss of wetlands on a regional basis, however, would remain a significant and unmitigated cumulative impact.

Hydrology/Water Quality (Direct): Implementation of the subarea plan would result in significant direct impacts to hydrology/water quality from changes to natural drainage patterns, increased runoff due to the development of streets, roads and other impervious surfaces, and the introduction of urban pollutants (non-point source pollution). The mitigation of direct impacts would be achieved through implementation of the mitigation measures detailed in Chapter 4 - Hydrology/Water Quality.

Geology/Soils (Direct): Implementation of the subarea plan would result in significant direct impacts from geologic and soil conditions. These impacts would be mitigated through implementation of the mitigation measures detailed in Chapter 4 - Geology/ Soils as part of any future tentative maps.

Paleontological Resources (Direct): Implementation of the subarea plan would result in the potential loss of significant fossil resources throughout the subarea as a result of future grading. The direct impact to paleontological resources would be mitigated through implementation of a paleontological monitoring program during grading, as detailed in Chapter 4 - Paleontological Resources.

Noise (Direct): Implementation of the subarea plan would result in potential direct noise impacts from future traffic and construction-related noise. Mitigation for noise impacts would be achieved through submittal of project specific noise analyses, construction of noise attenuation barriers and the use of upgraded construction materials, as detailed in Chapter 4 - Noise..

Public Facilities and Services (Direct and Cumulative): Implementation of the subarea plan would result in direct and cumulative school impacts from increased student population in districts where overcrowding already exists. These impacts would be mitigated through implementation of the mitigation measures detailed in Chapter 4 - Public Facilities and Services.

Implementation of the subarea plan could also result in direct impacts on fire service. While both the County and City Fire Department's could provide fire service to the project area, the City Fire Department may not be able to provide a first response within six minutes. This impact would be mitigated through a requirement for indoor fire sprinkler systems as detailed in Chapter 4 - Public Facilities and Services.

ALTERNATIVES FOR SIGNIFICANT UNAVOIDABLE IMPACTS:

Four alternatives were analyzed which would reduce identified impacts on an individual and/or cumulative basis: 1) No Project, 2) Development without a Phase Shift, 3) Reduce Residential and Eliminate Employment Uses in the Northern Village, and 4) Replace Residential Use With a Single-Tenant Employment Use in the Northern Village.

The No Project Alternative would avoid the significant direct and cumulative impacts resulting from implementation of the subarea plan. The No Project Alternative, however, would not meet the objectives of the NCFUA Framework Plan, which assumes development of Black Mountain Ranch in accordance with an adopted Subarea Plan.

The Development Without a Phase Shift Alternative would avoid significant Land Use impacts from inconsistencies with the Interim RPO development regulations, as encroachments into wetlands and floodplain areas would not be necessary with the

reduced development levels and clustering. This alternative would also lessen the significant impacts to biological resources, landform alteration/visual quality, hydrology/water quality, air quality, and natural resources relative to the Subarea Plan due to the reduction in number of dwellings and the reduced area of development. However, the cumulative impacts would still be considered significant. Traffic generation would be reduced relative to the Subarea I plan, however, traffic volumes on many roadway segments outside Subarea I would be increased, as both residents within the Subarea and in adjoining areas would make longer trips for employment commutes and shopping. Therefore, direct and cumulative impacts from traffic would remain significant and unmitigated. In addition, potentially significant land use impacts would result from the Development Without a Phase Shift Alternative due to inconsistency with the goals of the NCFUA Framework Plan, in that significantly reduced employment and services would be provided within the subarea. Nevertheless, this alternative would be considered the environmentally superior alternative.

The Reduce Residential and Eliminate Employment Uses in the Northern Village Alternative would reduce average daily traffic (ADT) by 15,200 for the northen village. However, this alternative would not result in significant improvements to levels of service on area roadways or freeway segments. In addition, this alternative would be inconsistent with the Framework Plan goals for the subarea, in that employment and services opportunities would be significantly reduced within the subarea. This alternative would lessen the cumulative impacts to air quality, due to the reduced traffic volumes, but not to below a level of significance. Impacts to land use, biological resources, landform alteration/visual quality, hydrology/water quality, and natural resources would be the same as for the subarea plan.

The Replace Residential Use With a Single-Tenant Employment Use in the Northern Village Alternative would result in an overall increase of approximately 8,648 ADT relative to the subarea plan. Overall, the change in land use from residential to employment use does not improve levels of service on area roadways, nor were significant differences in forecast freeway segment volumes identified under this alternative. In addition, this alternative would result in increased cumulative impacts to air quality, due to the increased traffic volumes. Impacts to land use, biological resources, landform alteration/visual quality, hydrology/water quality, and natural resources would be the same as for the subarea plan.

Unless project alternatives are adopted, project approval will require the decision-maker to make Findings, substantiated in the record, which state that: a) individual project alternatives are infeasible, and b) the overall project is acceptable despite significant impacts because of specific overriding considerations.

Lawrence C. Monserrate
Environmental Review Manager
Development Services

April 27, 1998
Date of Draft Report

June 25, 1998
Date of Final Report

Analyst: Herrmann

PUBLIC REVIEW:

The following individuals, organizations, and agencies received a copy or notice of the draft EIR and were invited to comment on its accuracy and sufficiency:

U.S. Government
U.S. Army Corps of Engineers
U.S. Fish and Wildlife Service
Marine Corps Air Station Miramar
Department of Agriculture

State of California
State Clearinghouse
Department of Fish and Game, Region 5
Office of Historic Preservation
CALTRANS, District 11
Department of Health Services
Resources Agency
Regional Water Quality Control Board, Region 9
Department of Water Resources
California Air Resources Board
Native American Heritage Commission
State Lands Commission
Local Agency Formation Commission (LAFCO)

City of San Diego
Mayor Golding
Councilmember Mathis, District 1
Councilmember Warden, District 5
Community and Economic Development
Development Services
Environmental Services
Fire and Life Safety Services
Metropolitan Wastewater
Park and Recreation
Police
Real Estate Assets
Water
Wetland Advisory Board
Central Library
Carmel Mountain Branch Library
Carmel Valley Branch Library
Mira Mesa Branch Library
Rancho Bernardo Branch Library
Rancho Peñasquitos Branch Library
Scripps Ranch Branch Library

County of San Diego
Agriculture Department
Air Pollution Control District
Department of Planning and Land Use
Department of Environmental Health
Department of Public Works

County Water Authority
County Supervisor, Pam Slater, District 3
Metropolitan Transit Development Board

Native Americans
Viejas Group of Capitan Grande Band of Mission Indians
Barona Group of Capitan Grande Band of Mission Indians
Mesa Grande Band of Mission Indians
Santa Ysabel Band of Diegueño Indians
San Pasqual Band of Mission Indians
Jamul Indian Village
Sycuan Band of Mission Indians
Clarence R. Brown, Sr.
Ron Christman
Louie Guassac
California Indian Legal Services

Others
City of Poway
City of Escondido
Mira Mesa Community Planning Group
Shaw Ridge Homeowner's Association
Arroyo Sorrento Homeowner's Association
Carmel Mountain Conservancy
San Diego Association of Government (SANDAG)
San Diego Transit Corporation
San Diego Gas & Electric Company
San Dieguito River Park Joint Powers Authority
Poway Unified School District
San Diego Unified School District
San Diego Association of Environmental Biologists
Sierra Club
Ellen Bauder
San Diego Natural History Museum
San Diego Audubon Society
Environmental Health Coalition
California Native Plant Society
Stuart Hurlbert
San Diego Regulatory Alert
The SW Center for Biological Diversity
Citizens Coordinate for Century III
Endangered Habitats League
Park and Recreation Board
League of Women Voters
Dr. Florence Shipek
Vonn-Marie May
South Coastal Information Center/San Diego State University
San Diego Historical Society
San Diego Museum of Man
Save Our Heritage Organisation
San Diego County Archaeological Society, Inc.
Los Peñasquitos Canyon Preserve Citizens Advisory Committee
Los Peñasquitos Lagoon Foundation
Los Peñasquitos Canyon Preserve

Rancho Santa Fe Association
Santa Fe Hills Landowners, Inc.
Rancho Del Mar Homeowner's Association
Opal Trueblood
Rancho Bernardo Community Planning Group
Rancho Peñasquitos Planning Board
Friends of Los Peñasquitos Canyon Preserve, Inc.
Friends of San Dieguito River Valley
San Dieguito River Park Citizens Advisory Committee
San Dieguito Planning Group
San Dieguito Lagoon Committee
San Pasqual/Lake Hodges Planning Group
Fairbanks Ranch Association
Carmel Valley Community Planning Board
Dennis Moser, Kelwood Development
Roger Krauel
Ed Jones, Rancho Bernardo Community Planning Group
Joel Fairbanks
Thomas May, Luce Forward Hamilton Scripps
San Diegans for Responsible Freeway Planning
Subarea I Perimeter Property Owners
Black Mountain Ranch Partnership Limited
Rick Engineering
RECON

Copies of the draft EIR, the Mitigation Monitoring and Reporting Program and any technical appendices may be reviewed in the office of the Land Development Review Division, or purchased for the cost of reproduction.

RESULTS OF PUBLIC REVIEW:

( ) No comments were received during the public input period.

( ) Comments were received but the comments do not address the accuracy or completeness of the environmental report. No response is necessary and the letters are attached at the end of the EIR.

(X) Comments addressing the accuracy or completeness of the EIR were received during the public input period. The letters and responses follow.

A:\bmreir.concl.wpd

BLACK MOUNTAIN RANCH SUBAREA I PLAN TEIR
LETTERS OF COMMENT AND RESPONSES

Letters of comment to the draft TEIR were received from the following agencies, groups, and individuals. Several comment letters received during the TEIR public review period contained accepted revisions that resulted in changes to the final TEIR text. These changes to the text are indicated by strike-out (deleted) and underline (inserted) markings. The letters of comment and responses follow.

State of California Governor's Office of Planning and Research	PR-1
U.S. Fish and Wildlife Service/California Department of Fish and Game	PR-4
Caltrans	PR-6
State of California Department of Conservation	PR-9
County of San Diego, Department of Public Works	PR-11
County of San Diego, Planning Commission (6/2/98)	PR-17
County of San Diego, Planning Commission (6/18/98)	PR-20
San Diego Gas & Electric	PR-21
San Dieguito River Valley Regional Open Space Park	PR-26
Rancho Bernardo Community Planning Board	PR-28
Carmel Mountain Ranch Community Council	PR-32
Rancho Santa Fe Association	PR-34
Poway Unified School District	PR-43
Fairbanks Ranch Association and Attachments	PR-54
Santa Fe Hills Landowners Association	PR-80
San Dieguito Planning Group	PR-82
Carmel Valley Community Planning Group	PR-84
Sierra Club, San Diego Chapter	PR-85
Friends of Los Peñasquitos Canyon Preserve	PR-97
Richard D. Bagley	PR-98
R. A. Politte	PR-100
Edward R. Laing	PR-101
Don and Julie Stewart	PR-102
San Diego Audubon Society	PR-104
San Diego County Archaeological Society	PR-105
Anne E. DeBevoise and Attachment	PR-106
Gray Cary Ware & Freidenrich	PR-108
California Indian Legal Services	PR-111

State of California

GOVERNOR'S OFFICE OF PLANNING AND RESEARCH

1400 TENTH STREET
SACRAMENTO 95814

PETE WILSON
GOVERNOR

PAUL F MINER
DIRECTOR

June 11, 1998

MYRA HERMANN
CITY OF SAN DIEGO
1222 FIRST AVE MS 501
SAN DIEGO, CA 92101

Subject: BLACK MOUNTAIN RANCH SUBAREA I SCH #: 97111070

Dear MYRA HERMANN:

The State Clearinghouse submitted the above named environmental document to selected state agencies for review. The review period is closed and none of the state agencies have comments. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call at (916) 445-0613 if you have any questions regarding the environmental review process. When contacting the Clearinghouse in this matter, please use the eight-digit State Clearinghouse number so that we may respond promptly.

Sincerely,

ANTERO A. RIVASPLATA
Chief, State Clearinghouse

Response

State of California

GOVERNOR'S OFFICE OF PLANNING AND RESEARCH

1400 TENTH STREET
SACRAMENTO 95814

PETE WILSON
GOVERNOR

PAUL E MINER
DIRECTOR

June 12, 1998

MYRA HERMANN
CITY OF SAN DIEGO
1222 FIRST AVE MS 501
SAN DIEGO, CA 92101

Subject: BLACK MOUNTAIN RANCH SUBAREA I SCH #: 97111070

Dear MYRA HERMANN:

The State Clearinghouse has submitted the above named draft Environmental Impact Report (EIR) to selected state agencies for review. The review period is now closed and the comments from the responding agency(ies) is(are) enclosed. On the enclosed Notice of Completion form you will note that the Clearinghouse has checked the agencies that have commented. Please review the Notice of Completion to ensure that your comment package is complete. If the comment package is not in order, please notify the State Clearinghouse immediately. Remember to refer to the project's eight-digit State Clearinghouse number so that we may respond promptly.

Please note that Section 21104 of the California Public Resources Code required that:

> "a responsible agency or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency."

Commenting agencies are also required by this section to support their comments with specific documentation.

These comments are forwarded for your use in preparing your final EIR. Should you need more information or clarification, we recommend that you contact the commenting agency(ies).

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

ANTERO A. RIVASPLATA
Chief, State Clearinghouse

Enclosures
cc: Resources Agency

Response

Notice of Completion

Appendix F

See NOTE below

SCH # 97111070

Mail to: State Clearinghouse, 1400 Tenth Street, Sacramento, CA 95814 916/445-0613

Project Title: Black Mountain Ranch Subarea Plan (NCFUA Subarea I)

Lead Agency: City of San Diego — Contact Person: Myra Herrmann

Street Address: 1222 First Ave MS 501 — Phone: (619) 236-6827

City: San Diego — Zip: 92101 — County: San Diego

Project Location

County: San Diego — City/Nearest Community: San Diego (Future Urbanizing Area)

Cross Streets: North City Future Urbanizing Area — Total Acres:

Assessor's Parcel No. — Section: — Twp. — Range: — Base:

Within 2 Miles: State Hwy #: I-15 — Waterways:

Airports: — Railways: — Schools:

Document Type

CEQA: ☐ NOP ☐ Supplement/Subsequent ☐ Early Cons ☐ EIR (Prior SCH No.) ☐ Neg Dec ☐ Other ☑ Draft EIR

NEPA: ☐ NOI ☐ EA ☐ Draft EIS ☐ FONSI

Other: ☐ Joint Document ☐ Final Document ☐ Other

Local Action Type

☐ General Plan Update ☑ General Plan Amendment ☐ General Plan Element ☐ Community Plan

☑ Specific Plan ☐ Master Plan ☐ Planned Unit Development ☐ Site Plan

☐ Rezone ☐ Prezone ☐ Use Permit ☐ Land Division (Subdivision, Parcel Map, Tract Map, etc.)

☐ Annexation ☐ Redevelopment ☐ Coastal Permit ☑ Other NCFUA Amendment MHPA Boundary Adjustment

Development Type

☑ Residential: Units 4291 Acres
☑ Office: Sq.ft. Acres Employees
☑ Commercial: Sq.ft. [illegible] Acres Employees
☑ Industrial: Sq.ft. [illegible] Acres Employees
☑ Educational [illegible]
☑ Recreational Resort Hotel (360 rooms)

☐ Water Facilities: Type MGD
☐ Transportation: Type
☐ Mining: Mineral
☐ Power: Type Watts
☐ Waste Treatment: Type
☐ Hazardous Waste: Type
☐ Other:

Project Issues Discussed in Document

☑ Aesthetic/Visual
☑ Agricultural Land
☑ Air Quality
☑ Archeological/Historical
☐ Coastal Zone
☑ Drainage/Absorption
☐ Economic/Jobs
☐ Fiscal
☑ Flood Plain/Flooding
☐ Forest Land/Fire Hazard
☑ Geologic/Seismic
☑ Minerals
☑ Noise
☑ Population/Housing Balance
☑ Public Services/Facilities
☑ Recreation/Parks
☑ Schools/Universities
☐ Septic Systems
☑ Sewer Capacity
☑ Soil Erosion/Compaction/Grading
☑ Solid Waste
☑ Toxic/Hazardous
☑ Traffic/Circulation
☑ Vegetation
☑ Water Quality
☐ Water Supply/Groundwater
☑ Wetland/Riparian
☑ Wildlife
☑ Growth Inducing
☑ Landuse
☑ Cumulative Effects
☑ Other Paleontology

Present Land Use/Zoning/General Plan Use Future Urbanizing Agriculture, Future Urbanizing/A-1-10

Project Description Subarea Plan for Future Development of up to 5,455 residential units, commercial industrial, public facilities, schools parks and open space. Improvements to transportation network, resort/hotel and employment center. Project area encompasses approximately 1,405 acres in the NCFUA. A Phase Shift from Future Urbanizing to Planned Urbanizing is required to implement the subarea plan.

NOTE [illegible]

State Clearinghouse Contact: Mr. Chris Belsky (916) 445-0613

State Review Began: 4-27-98

Dept. Review to Agency 6-4

Agency Rev to SCH 6-9

SCH COMPLIANCE 6-11

Please note SCH Number on all Comments

97111070

Please forward late comments directly to the Lead Agency

AQMD/APCD 21 (Resources:)

Project Sent to the following State Agencies

X Resources
___ Boating
___ Coastal Comm
___ Coastal Consv
___ Colorado Rvr Bd
___ Conservation
X Fish & Game # 5
___ Delta Protection
___ Forestry
X Parks & Rec/OHP
___ Reclamation
___ BCDC
X DWR
___ OES
Bus Transp Hous
___ Aeronautics
X CHP
X Caltrans # 11

State/Consumer Svcs
___ General Services
Cal/EPA
___ ARB
___ CA Waste Mgmt Bd
___ SWRCB: Grants
___ SWRCB: Delta
___ SWRCB: Wtr Quality
___ SWRCB: Wtr Rights
X Reg. WQCB # 9
___ DTSC/CTC
Yth/Adlt Corrections
___ Corrections
Independent Comm
___ Energy Comm
X [illegible]

US Fish & Wildlife Service
Carlsbad Field Office
2730 Loker Avenue, West
Carlsbad, CA 92008
(619) 431-9440
FAX (619) 431-9624

CA Dept. of Fish & Game
1416 Ninth Street
PO Box 944209
Sacramento, CA 94244-2090
(916) 653-9767
FAX (916) 653-2588

June 23, 1998

Mr. Lawrence C. Monserrate
Environmental Review Manager
City of San Diego
Development Services
1222 First Avenue, MS 501
San Diego, CA 92101

Black Mountain Ranch NCFUA Framework Plan Amendment, Subarea Plan and Multiple Habitat Planning Area (MHPA) Boundary Adjustment and Draft Tier Environmental Impact Report

Dear Mr. Monserrate:

The California Department of Fish and Game (Department) and U. S. Fish and Wildlife Service (Service), collectively the wildlife agencies, have reviewed the referenced documents. Our comments specifically address the proposed MHPA boundary adjustments that would result from including the "perimeter" properties that adjoin the Black Mountain Ranch Planning Area into the phase shift from Future Urbanizing to Planned Urbanizing. No specific project approvals are being considered at this time.

The proposed MHPA boundary adjustment specifies adding 32.8 acres of higher quality habitats, composed of constal sage scrub (18.7 acres), southern willow scrub (2.7 acres) and non-native grassland (11.4 acres). Approximately 18 acres of primarily disturbed agricultural land would be removed from the MHPA. The TEIR (revised pages 103 and 231) provides an analysis of the species, habitat, and preserve design impacts and benefits from this adjustment, and concludes that the overall effect is positive.

1 Wildlife agency biologists completed a field visit to these areas on June 16 with the representatives of the City and the TEIR consultant. Our independent review concluded that one change to the MHPA proposal is necessary. The stream bed portion of Parcel J, which occurs within the area proposed for exclusion from the MHPA, must be retained and a 100 foot resource open space easement created to link the stream bed from Black Mountain Ranch to the stream bed portion of the parcel that is west of and adjacent to Parcel J. To the extent feasible, this additional open space should linked to the MHPA portion that will remain on Parcel J.

Response

1. Language will be added to the Subarea I Plan addressing parcel "J." If new development according to the Subarea Plan is implemented on parcel "J," the streamcourse for La Zanja creek will be maintained as a natural drainage course with a minimum 100-foot-wide corridor and connecting with the drainage course to the west, with the only exception being provision of any necessary access to the parcel. Any encroachment into wetlands or riparian habitat for access would need to follow the mitigation measures specified in the City's ESL Ordinance and receive approvals from the U.S. Army Corps of Engineers and California Department of Fish and Game.

2 The wildlife agencies also request that the City and project applicants bring forward potential MHPA boundary adjustments prior to the public environmental document review stage. Because each boundary adjustment has unique aspects, this early review is very important to ensure that equivalent or better species conservation and preserve design occur. This will allow the wildlife agencies sufficient time to field check the proposed boundary adjustment and, if necessary, to recommend modifications for inclusion in the public review documents.

Please contact Mr. Bill Tippets (Department) at (619) 467-4212 or Ms. Nancy Gilbert (Service) at (760) 431-9440 if you have any questions regarding this response.

Sincerely,

Gail L. Presley
NCCP Program Manager
Department of Fish and Game

Sheryl L. Barrett
Assistant Field Office Supervisor
U.S. Fish and Wildlife Service

cc: Ron Rempel, Bill Tippets (Department)
Ken Berg, Nancy Gilbert (Service)
Tom Story, Mary Ladiana (City)
blkmtnrc.bt

Response

2. Comment noted.

STATE OF CALIFORNIA- BUSINESS, TRANSPORTATION AND HOUSING AGENCY PETE WILSON, Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 11, P. O. BOX 85406, SAN DIEGO, CA 92186-5406
PHONE (619) 688-6954
FAX (619) 688-6424

June 11, 1998

11-SD-015
P.M. 23.7
(K.P. 38.14)

Chris Belsky
State Clearinghouse
1400 Tenth Street
Sacramento, CA 95814

Dear Mr. Belsky

Draft EIR for Black Mountain Ranch - SCH 97111070

Caltrans District 11 comments are as follows:

3 • Interstate Route 15 (I-15) currently experiences major congestion during the AM/PM peak hours on weekdays, particularly within the limits of the proposed access points to the freeway. The proposed development, in conjunction with the proposed 4S Ranch project within the same vicinity, would generate significant traffic demands beyond the carrying capacity of the freeway. This would warrant traffic management strategies which could adversely affect traffic flow on city streets in order to maintain an acceptable service on the freeway. We are currently coordinating with the City of San Diego and the 4S Ranch development to develop a Project Study Report/Project Report (PSR/PR) for needed improvements at several interchanges on the I-15 corridor. Since this DEIR identifies impacts at several of these interchanges, the Black Mountain Ranch development should coordinate with the City of San Diego to develop these projects as mitigation to impacts on I-15.

4 • The DEIR includes 2015 traffic projections, however, Caltrans uses projections for both opening day traffic and 20 years beyond to evaluate impacts and mitigation on both freeway segments and ramp intersections.

5 • Although all ramp intersections have been analyzed by other methods, Caltrans requires that all State owned signalized intersections be analyzed by the Intersecting Lane Vehicle (ILV) procedures as described in Topic 406 of the Caltrans 1995 Highway Design Manual (HDM).

6 • The traffic impact study uses a capacity volume of 2300 vphpl on freeway segments per the 1994 Highway Capacity Manual. The current Caltrans standard is 2000 vphpl as stated in the Caltrans 1995 HDM, and as such a reevaluation may be necessary.

7 • The traffic study incorrectly assumes that Caltrans will set ramp meter rates to cause an average delay of 15 minutes during peak hours. These assumptions should be verified and concurred with by the Caltrans Ramp Meter Operations Branch.

8 • A ramp meter queue analysis is needed for all impacted metered on-ramps, and the presence of the queues must be considered as they affect other calculations. Also, the queue analysis should be based on the 29' per vehicle length used by Caltrans. A ramp metering analysis worksheet is enclosed.

Response

3. See Responses 16 and 28. This project and all other projects within the North City Future Urbanizing Area have or will have facilities phasing and financing plans that relate to the local streets and freeways, their thresholds or need for improvement, and the projects' fair share contribution to paying for the improvements. Please refer to Table 4B-16 of the TEIR and the Black Mountain Ranch Subarea Plan Traffic Impact Analysis, Section 10, for a discussion of mitigation of impacts to regional freeways (including HOV lanes, auxiliary lanes, and ramp improvements).

4. Caltrans uses projections for 20 years beyond project opening day in order to account for buildout in the area. The City's traffic consultant took an even more conservative approach, accounting not just for the next 20 years' growth, but for full buildout of the study area. As part of the initiation of the technical work for the project, the City's traffic consultant reviewed the land use assumptions in the mid-County study area and all the surrounding communities to verify their accuracy. A small incremental addition was made to a few of these communities, such as Sorrento Hills, to assure that buildout of the community had been included in the model. For the rest of the region the traffic consultant relied on SANDAG's Series 8 forecast for the region. The methodology used is the accepted technique for examining the environmental impacts of large projects, such as the Subarea I Plan.

5. The traffic analysis for Black Mountain Ranch Subarea I Plan was prepared in accordance with regional Congestion Management Program (CMP) guidelines and the City of San Diego Traffic Impact Study Manual. Based on both guidelines, Highway Capacity Manual (HCM) analysis is the required methodology for peak hour intersection conditions and that was the methodology used here.

6. The Caltrans 1995 Highway Design Manual suggests that the 2000 vphpl figure be used where more detailed information, such as specifics on grading or the percentage of truck traffic on the roadway, is not available. Where, as here, more detailed information is available, the Caltrans 1995 Highway Design Manual suggests using the 2300 vphpl figure as the starting point, with adjustments made for the grading and other detailed information.

7. See Response 28.

8. See Response 28.

9 • The City of San Diego has prepared a Final EIR that describes four alternative alignments for the middle portion of State Route 56(SR 56). Therefore, any proposed mitigation measures should be compatible with those proposed in the SR 56 EIR.

10 • The proposed project would create traffic impacts to existing and future portions of SR 56 and existing I-5 and I-15. It appears that the Traffic Impact Analysis (April 15, 1998) for Phase One and Two assumes SR 56 would be constructed as a four-lane expressway with interchanges at Camino Santa Fe and Camino Ruiz. According to the SR 56 EIR, no intersections or interchanges within the North City Future Urbanizing Area are proposed for the interim expressway configuration. The traffic report should be revised to reflect this. The traffic impacts and mitigation measures should be based on existing and Year 2020 traffic volumes.

11 • Caltrans supports the concept of "fair share" contributions on the part of developers toward present and future mitigation of traffic impacts on State highway facilities.

12 • Beginning July 1, 1998, Caltrans will no longer maintain both the metric and imperial unit versions of the Standard Plans, Specifications, Special Provisions and manuals. Therefore, all plans as well as encroachment permit applications submitted to Caltrans must be stated in metric units.

Our contact person for I-15 is Roger Carlin, Route Manager at (619) 688-6720. For Traffic Operations, our contact person is Richard Coward, Branch Chief at (619) 467-4328.

Sincerely,

Bill Figge

BILL FIGGE, Chief
Planning Studies Branch

Enclosure

Response

9. Comment noted. The mitigation measures proposed for the Subarea I Plan's traffic impacts are compatible with the alignment selected for SR-56.

10. This project and all other projects within the North City Future Urbanizing Area have or will have phasing plans that relate to the local streets and freeways, their thresholds or need for improvement, and the projects' fair share contribution to paying for the improvements. The development phasing program includes the requirement that these interchanges be provided in the early phases of the project. Table 4B-16 of the TEIR and Section 10 of the Black Mountain Ranch Subarea Plan Traffic Impact Analysis detail the responsibilities for assuring the Camino Ruiz interchange is available prior to any development of Subarea I beyond the Black Mountain Ranch II VTM/PRD. Further, the project phasing plan is dependent on the availability of the Camino Santa Fe interchange. See Response 4 regarding use of the year 2020 traffic volumes.

11. Comment noted. The comment does not relate to the adequacy of the EIR.

12. Comment noted. The comment does not relate to the adequacy of the EIR.

RAMP METERING ANALYSIS

Ramp metering analysis should be performed for each horizon year scenario in which ramp metering is expected. The following table shows relevant information that should be included in the ramp meter analysis "Summary of Freeway Ramp Metering Impacts".

LOCATION	DEMAND (veh/hr) [1]	METER RATE (veh/hr) [2]	EXCESS DEMAND (veh/hr) [3]	AVERAGE DELAY (min) [4]	AVERAGE QUEUE (feet) [5]

NOTES:

[1] DEMAND is the peak hour demand expected to use the on-ramp.

[2] METER RATE is the peak hour capacity expected to be processed through the ramp meter. This value should be obtained from Caltrans. Contact Max Wickham at (619) 467-3029.

[3] EXCESS DEMAND = (DEMAND) - (METER RATE) or zero, whichever is greater.

[4] $\text{AVERAGE DELAY} = \frac{\text{EXCESS DEMAND}}{\text{METER RATE}} * 60 \text{ minutes/hour}$

[5] AVERAGE QUEUE = (EXCESS DEMAND) * 29 feet/vehicle

SUMMARY OF FREEWAY RAMP METERING IMPACTS
(Lengthen as necessary to include all impacted meter locations)

LOCATION(S)	PEAK HOUR	PEAK HOUR DEMAND D	FLOW (METER RATE) F	EXCESS DEMAND E	DELAY (MINUTES)	QUEUE Q (feet)
	AM PM					
	AM PM					
	AM PM					

Response

State of California **The Resources Agency**

MEMORANDUM

To: Project Coordinator
Resources Agency

Date: June 11, 1998

Mr. Lawrence C. Monserrate
Land Redevelopment Review Division
City of San Diego - Development Services
1222 First Avenue, Mail Station 501
San Diego, CA 921 01

From: **Department of Conservation -**
Office of Governmental and Environmental Relations

Subject: Draft Tiered Environmental Impact Report (EIR) for the Black Mountain (Subarea 1) Subarea Plan in the North City Future Urbanizing Area
SCH # 97111070

The Department of Conservation (Department) and the State Mining and Geology Board (Board) have reviewed the Black Mountain (Subarea 1) Subarea Plan. The Board designates areas having mineral resources of regional and statewide economic significance. The Department works closely with the Board to establish State policy for the conservation and development of mineral resources. The Mineral Classification and Designation process was established to ensure, through appropriate lead agency policies and procedures, that mineral deposits of regional significance are available when needed. The Department offers the following comments.

The project proposes future development uses on 1,408 acres, which include industrial, office, employment center, commercial/retail and high density residential areas. A portion of the proposed development is within areas designated by the Board as Sector J(5) of the Western San Diego County Production Consumption (P-C) Region. Sector J(5) is described in the Division of Mines and Geology Special Report 153, *Mineral Land Classification: Aggregate Materials in the Western San Diego County Production-Consumption Region.* According to this 1982 report, Western San Diego County has a permitted aggregate supply that will last only 32 years, and this P-C Region will face a shortfall of aggregate reserves of about 330 million tons by the year 2030 (50 year time frame of report).

Public Resources Code Sections 2762 and 2763 describe the responsibilities of the lead agency prior to its making a decision involving areas designated as being of regional mineral significance. A lead agency shall determine and demonstrate that its decisions are in accordance with the lead agency's mineral resource management policies and shall, also, in balancing mineral values against alternative land uses, consider the importance of these minerals to their market region as a whole and not just their importance to the lead agency's area of jurisdiction.

Response

13 The DEIR is not clear whether the City of San Diego has determined and demonstrated that the proposed development is in accordance with the established mineral resource management policies of the City. California Code of Regulations (CCR) Section 3675 defines incompatible land use with respect to Mineral Resources Management Policies. The lead agency must demonstrate how this proposed project integrates with its own mineral resources management policies contained in its general plan and with CCR 3675. The mineral resource amounts discussed in the DEIR refer to mapped resources, but not to permitted reserves. These permitted reserves, a subset of the mapped resource, are likely a more accurate reflection of planned available mineral resource and this amount should also be identified. Absent plan amendment, this reserve amount is the amount upon which the P-C Region will depend for its aggregate needs. The Department recommends that the EIR include information regarding how the proposed project integrates with City's mineral resource management policies.

The Department appreciates the opportunity to comment on the draft tiered EIR. For further clarification and assistance with this issue, contact John G. Parrish, Executive Officer, State Mining and Geology Board at (916) 322-1082. If I can be of any assistance, contact me at (916) 445-8733.

Jason Marshall
Assistant Director

cc: John Parrish, State Mining and Geology Board

Response

13. The City's mineral resource management policies are contained in the City of San Diego Progress Guide and General Plan goals for protecting major mineral deposits against encroachment by land uses which would make their extraction undesirable or impossible; and extraction of resources with minimal harm and disturbance to adjacent persons and properties. There is currently no zoning classification designed to protect present or future construction material resources. Mineral extraction is allowed only through approval of a Conditional Use Permit (CUP). The MRZ-2 zones (as defined by the California Department of Conservation, Division of Mines and Geology 1982) are those areas containing the mineral resources where issuance of CUPs (or permitted resources) would be appropriate. The approximately 116 acres of designated MRZ-2 zone lands in the subarea are located in areas that are proposed for development in the northern village and as a future high school/middle school. However, it is acknowledged that mineral extraction is considered an incompatible use within the areas proposed for development as residential or school uses, and it is unlikely that these areas would be available as permitted resources in the foreseeable future. Therefore, the TEIR identifies a significant unmitigated cumulative effect.

STEVEN THUNBERG
DIRECTOR
(619) 694-2212
FAX: (619) 268-0461
LOCATION CODE S50

County of San Diego

DEPARTMENT OF PUBLIC WORKS
5555 OVERLAND AVE, SAN DIEGO, CALIFORNIA 92123-1295

COUNTY ENGINEER
COUNTY AIRPORTS
COUNTY ROAD COMMISSIONER
TRANSIT SERVICES
COUNTY SURVEYOR
FLOOD CONTROL
WASTEWATER MANAGEMENT
SOLID WASTE

May 18, 1998

City of San Diego
Land Development Review Division
1222 First Avenue M.S 501
San Diego 92101

ENVIRONMENTAL IMPACT REPORT AND TRAFFIC STUDY FOR BLACK MOUNTAIN

The Department of Public Works (DPW) has received the above referenced document and have the following comments on this project.

The Black Mountain Ranch project is located within the City of San Diego's Future Urbanizing Area. The project is linked to the County communities of Fairbanks Ranch, Rancho Diegueno, and Rancho Santa Fe by San Dieguito Road. DPW staff have reviewed the documents for consistency with accepted methodologies and standards used to evaluate traffic impacts in the County of San Diego, and have contacted other responsible agencies (Caltrans) to verify the accuracy of information presented in the Draft EIR and Traffic Study. Specific comments are detailed in the following discussion.

EXISTING CONDITIONS

14 The discussion of the ultimate size of SR-56, 2nd paragraph page 107, of the Draft EIR is confusing. The last sentence states that SR-56 will need to be a six-lane freeway facility to accommodate 2020 forecast volumes. However, the preceding sentence in this paragraph describes SR-56 as including two High Occupancy Vehicle lanes. The current plans for SR-56 between today and 2020 do not include HOV lanes. The discussion will need some clarification on the subject of HOV lanes on SR-56.

15 The tables and exhibits of the Existing Conditions Section of the Draft EIR need to be expanded to include more County of San Diego roads and Freeway segments. Impacted by the project, but omitted from the analysis are Via de Santa Fe, I-5 between Via De la Valle and Manchester Avenue,

Response

14. The Black Mountain Ranch Subarea Plan Traffic Impact Analysis assumptions for SR-56 involve an initial four-lane freeway which will be upgraded to a six-lane facility in the future. No assumption for additional capacity resulting from such HOV lanes has been included in the Black Mountain Ranch Subarea Plan Traffic Impact Analysis or TEIR. Also see Response 16.

15. The study area developed for the Subarea I Plan was developed in conformance with the 1993 Guidelines for Congestion Management Program Transportation Impact Reports (TIRs), which are regional guidelines. These guidelines suggest incorporating all roadway segments and adjacent intersections that would experience more than 50 peak hour project trips in either direction. The roadway segments suggested in the comment letter will not experience more than 50 peak hour project trips in either direction and were therefore not included in the analysis. In addition, the CMP Guidelines suggest incorporating all freeway segments that would experience more than 150 peak hour project trips in either direction. The freeway segments suggested in this letter would not experience more than 150 peak hour trips in either direction and were thus not included in the analysis.

I-5 south though the I-5/I-805 "Merge" to the segments of I-805 to Mira Mesa Boulevard and on I-5 to Genesee Avenue. Each of these segments is currently at L.O.S. "F" or "E" during peak hours. The interchanges that serve these additional freeway segments will also need to be included in the analysis.

The last sentence at the bottom of page 114, states that the volumes at ramps with HOV lanes are reduced by 10% prior to calculating level of service. The justification for the reduction is unclear. The report states that the reduction, reflects use of the HOV lane, but fails to explain how this use occurs. The presence of an HOV lane on a multi-lane freeway ramp does not increase the capacity of a ramp under congested conditions. In congested conditions the Flow Meter at the head of the
16 ramp controls the flow of vehicles onto the freeway. The presence of an HOV lane cannot increase this rate. The HOV lane can serve more Persons, but not more vehicles. The reduction of vehicles by 10% prior to calculating a ramp/interchange L.O.S. is unjustified. Each intersection analysis using this method should be repeated.

The capacity assigned by Table 4B-1 to Rancho Santa Fe Farms Road and Rancho Diegueno Road is incorrect. These are residential streets and do not have the capacity of 10,000 ADT at any level of service. These are non-circulation element streets. The analysis of capacity and level of service on these facilities will need to conform to County of San Diego Public Road Standards for residential streets.

PHASING ANALYSIS

The strategy of the Phasing for this project as well as the entire City of San Diego Future Urbanizing Area appears to avoid connecting to the arterials serving Rancho Bernardo and the I-15 corridor until after 2015. The connections made during the development of approximately 90% of the F.U.A. are to the west and include two County roads. The first, San Dieguito Road, is a two-lane Light Collector Road on the County's Circulation Element, the second is a local route made up of two residential streets, Rancho Santa Fe Farms Road and Rancho Diegueno Road linking Carmel Valley Road with San Dieguito Road. The cumulative traffic impacts from the connection of these roads to Black Mountain Ranch and the F.U.A. is that their level of service is reduced to "F" and "E" in the first phase of the Black Mountain Ranch Project.

The County's review of the earlier (1995) Draft EIR for the Black Mountain Ranch II Vesting Tentative Map and revealed significant potential traffic impacts to San Dieguito Road from the project. In recognition of the potential impact to San Dieguito Road, the development agreement between Black Mountain Ranch and the City of San Diego was modified to require the construction of segments of Camino Ruiz, Carmel Valley Road, and Black Mountain Road in a manner and time frame as to minimize the traffic levels on San Diegutio Road and preserve the existing good level of service. The phasing strategy presented in this document is consistent with the letter of that agreement. However, it is not consistent with the objective of the agreement. The elimination of any connection to the east, and the community of Rancho Bernardo, until 2015 unnecessarily overburdens local County roads and reduces their level of service to unacceptable with no proposed mitigation measures. The Draft EIR and Traffic Study will need to be expanded to test additional alternatives

Response

16. There is a program of redesigning freeway on-ramps underway county-wide to make an additional bypass lane available for HOV use. The 10 percent use of HOV lanes is an assumption in just one of the ramp meter scenarios evaluated in the TEIR, and was based on observing the existing morning, southbound on-ramp utilization at the Ted Williams Parkway entrance to I-15. If the 10 percent utilization of the HOV bypass lanes were not achieved, the length of the queues would increase by 10 percent according to the recommended method of the calculation. These queues already are acknowledged to be a significant impact in the Black Mountain Ranch Subarea Plan Traffic Impact Analysis if they remain at their current metering rates. The following table shows the ramp meter delays and resulting queues without the 10 percent reduction for HOV use.

Existing Flow Rates

Location	Peak	Demand	Flow	Excess Demand	Delay (Minutes)	Queue (Feet)
I-5 NB/Via de la Valle (27)	PM WB	830	450	380	50.67	11,020
I-5 NB/Via de la Valle (27)	PM EB	1,155	450	705	94.00	20,445
I-5 SB/Via de la Valle (28)	AM WB	775	540	235	26.11	6,815
I-5 SB/Via de la Valle (28)	AM EB	710	750	*	*	*
I-5 NB/Del Mar Heights (29)	PM	981	1,050	*	*	*
I-5 SB/Del Mar Heights (30)	AM WB	856	850	6	0.42	174
I-5 SB/Del Mar Heights (30)	AM EB	1,100	680	420	37.06	12,180
I-5 NB/Carmel Valley Road (31)	PM	665	700	*	*	*
I-5 SB/Carmel Valley Road (32)	AM	930	1,100	*	*	*
I-15 SB/West Bernardo Dr. (80)	AM	198	250	*	*	*
I-15 NB/Rancho Bernardo Road (1)	PM EB	927	700	227	19.00	6,583
I-15 NB/Rancho Bernardo Road (1)	PM WB	504	500	4	0.14	116
I-15 SB/Rancho Bernardo Road (2)	AM EB	747	800	*	*	*
I-15 SB/Rancho Bernardo Road (2)	AM WB	774	550	224	24.44	6,496
I-15 NB/Bernardo Center Dr. (3)	PM	792	550	242	26.40	7,018
I-15 SB/Bernardo Center Dr. (4)	AM	1,080	550	530	57.82	15,370
I-15 NB/Camino Del Norte (5)	PM	1,755	1,100	655	35.73	18,995
I-15 SB/Camino Del Norte (6)	AM	1,179	850	329	23.22	9,541
I-15 SB/SR-56 (62)	AM	1,020	450	570	75.94	16,516
I-15 NB/SR-56 (63)	PM	1,800	720	1,080	90.00	31,320

*Demand is less than flow rate. No excess demand occurs.

I-5 south though the I-5/I-805 "Merge" to the segments of I-805 to Mira Mesa Boulevard and on I-5 to Genesee Avenue. Each of these segments is currently at L.O.S. "F" or "E" during peak hours. The interchanges that serve these additional freeway segments will also need to be included in the analysis.

The last sentence at the bottom of page 114, states that the volumes at ramps with HOV lanes are reduced by 10% prior to calculating level of service. The justification for the reduction is unclear. The report states that the reduction, reflects use of the HOV lane, but fails to explain how this use occurs. The presence of an HOV lane on a multi-lane freeway ramp does not increase the capacity of a ramp under congested conditions. In congested conditions the Flow Meter at the head of the
16 ramp controls the flow of vehicles onto the freeway. The presence of an HOV lane cannot increase this rate. The HOV lane can serve more Persons, but not more vehicles. The reduction of vehicles by 10% prior to calculating a ramp/interchange L.O.S. is unjustified. Each intersection analysis using this method should be repeated.

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PHASING ANALYSIS

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The County's review of the earlier (1995) Draft EIR for the Black Mountain Ranch II Vesting Tentative Map and revealed significant potential traffic impacts to San Dieguito Road from the project. In recognition of the potential impact to San Dieguito Road, the development agreement between Black Mountain Ranch and the City of San Diego was modified to require the construction of segments of Camino Ruiz, Carmel Valley Road, and Black Mountain Road in a manner and time frame as to minimize the traffic levels on San Diegutio Road and preserve the existing good level of service. The phasing strategy presented in this document is consistent with the letter of that agreement. However, it is not consistent with the objective of the agreement. The elimination of any connection to the east, and the community of Rancho Bernardo, until 2015 unnecessarily overburdens local County roads and reduces their level of service to unacceptable with no proposed mitigation measures. The Draft EIR and Traffic Study will need to be expanded to test additional alternatives

Response

16. cont.

Peak Hour Ramp Meter Conditions With Project and Adjusted Demand & Flow Rates

Location	Peak	Demand	Flow	Excess Demand	Delay (Minutes)	Queue (Feet)
I-5 NB/Via de la Valle (27)	PM WB	830	664	166	15.00	4,814
I-5 NB/Via de la Valle (27)	PM EB	1,155	924	231	15.00	6,699
I-5 SB/Via de la Valle (28)	AM WB	775	620	155	15.00	4,495
I-5 SB/Via de la Valle (28)	AM EB	710	568	142	15.00	4,118
I-5 NB/Del Mar Heights (29)	PM	981	1,050	*	*	*
I-5 SB/Del Mar Heights (30)	AM WB	856	685	171	15.00	4,965
I-5 SB/Del Mar Heights (30)	AM EB	1,100	880	220	15.00	6,380
I-5 NB/Carmel Valley Road (31)	PM	665	700	*	*	*
I-5 SB/Carmel Valley Road (32)	AM	930	1,100	*	*	*
I-15 SB/West Bernardo Drive (80)	AM	928	742	186	15.00	4,790
I-15 NB/Rancho Bernardo Road (1)	PM EB	928	742	186	15.00	5,365
I-15 NB/Rancho Bernardo Road (1)	PM WB	928	742	186	15.00	5,365
I-15 SB/Rancho Bernardo Road (2)	AM EB	1,050	840	210	15.00	4,791
I-15 SB/Rancho Bernardo Road (2)	AM WB	1,050	840	210	15.00	4,791
I-15 NB/Bernardo Center Rd (3)	PM	928	742	186	15.00	5,365
I-15 SB/Bernardo Center Rd (4)	AM	1,050	840	210	15.00	4,791
I-15 NB/Camino Del Norte (5)	PM	928	742	186	15.00	5,365
I-15 SB/Camino Del Norte (6)	AM	1,050	840	210	15.00	4,791
I-15 SB/SR-56 (62)	AM	1,020	816	204	15.00	5,913
I-15 NB/SR-56 (63)	PM	1,800	1,440	360	15.00	9,396
SR-56 EB/El Camino Real (36)	PM	1,260	1,008	252	15.00	7,308
SR-56 WB/Camino Santa Fe (46)	AM	385	308	77	15.00	2,233
SR-56 EB/Camino Santa Fe (45)	PM	1,377	1,102	275	15.00	7,987
SR-56WB/Camino Ruiz (50)	AM SB	1,200	960	240	15.00	6,960
SR-56WB/Camino Ruiz 50)	AM NB	535	428	107	15.00	3,103
SR-56 EB/Camino Ruiz (49)	PM SB	650	520	130	15.00	3,770
SR-56 EB/Camino Ruiz (49)	PM NB	745	596	149	15.00	4,321
SR-56 WB/Black Mountain Road (53)	PM	1,526	1,221	305	15.00	8,851
SR-56 EB/Black Mountain Road (54)	AM	550	440	110	15.00	3,190
SR-56 WB/Carmel Mountain Rd. (57)	PM	1,285	1,028	257	15.00	7,453
SR-56 EB/Rcho. Penasquitos Blvd. (58)	PM	1,160	928	232	15.00	6,728

*Demand is less than flow rate. No excess demand occurs.

The Black Mountain Ranch Traffic Impact Analysis includes discussion and technical analysis of queuing and delay at ramp meters if the flows remain at their current meter rates for the next two decades.

I-5 south though the I-5/I-805 "Merge" to the segments of I-805 to Mira Mesa Boulevard and on I-5 to Genesee Avenue. Each of these segments is currently at L.O.S. "F" or "E" during peak hours. The interchanges that serve these additional freeway segments will also need to be included in the analysis.

The last sentence at the bottom of page 114, states that the volumes at ramps with HOV lanes are reduced by 10% prior to calculating level of service. The justification for the reduction is unclear. The report states that the reduction, reflects use of the HOV lane, but fails to explain how this use occurs. The presence of an HOV lane on a multi-lane freeway ramp does not increase the capacity of a ramp under congested conditions. In congested conditions the Flow Meter at the head of the ramp controls the flow of vehicles onto the freeway. The presence of an HOV lane cannot increase this rate. The HOV lane can serve more Persons, but not more vehicles. The reduction of vehicles by 10% prior to calculating a ramp/interchange L.O.S. is unjustified. Each intersection analysis using this method should be repeated.

17 The capacity assigned by Table 4B-1 to Rancho Santa Fe Farms Road and Rancho Diegueno Road is incorrect. These are residential streets and do not have the capacity of 10,000 ADT at any level of service. These are non-circulation element streets. The analysis of capacity and level of service on these facilities will need to conform to County of San Diego Public Road Standards for residential streets.

PHASING ANALYSIS

18 The strategy of the Phasing for this project as well as the entire City of San Diego Future Urbanizing Area appears to avoid connecting to the arterials serving Rancho Bernardo and the I-15 corridor until after 2015. The connections made during the development of approximately 90% of the F.U.A. are to the west and include two County roads. The first, San Dieguito Road, is a two-lane Light Collector Road on the County's Circulation Element, the second is a local route made up of two residential streets, Rancho Santa Fe Farms Road and Rancho Diegueno Road linking Carmel Valley Road with San Dieguito Road. The cumulative traffic impacts from the connection of these roads to Black Mountain Ranch and the F.U.A. is that their level of service is reduced to "F" and "E" in the first phase of the Black Mountain Ranch Project.

19 The County's review of the earlier (1995) Draft EIR for the Black Mountain Ranch II Vesting Tentative Map and revealed significant potential traffic impacts to San Dieguito Road from the project. In recognition of the potential impact to San Dieguito Road, the development agreement between Black Mountain Ranch and the City of San Diego was modified to require the construction of segments of Camino Ruiz, Carmel Valley Road, and Black Mountain Road in a manner and time frame as to minimize the traffic levels on San Diegutio Road and preserve the existing good level of service. The phasing strategy presented in this document is consistent with the letter of that agreement. However, it is not consistent with the objective of the agreement. The elimination of any connection to the east, and the community of Rancho Bernardo, until 2015 unnecessarily overburdens local County roads and reduces their level of service to unacceptable with no proposed mitigation measures. The Draft EIR and Traffic Study will need to be expanded to test additional alternatives

Response

17. Not all of Rancho Santa Fe Farms Road is built as both a collector and rural light collector. Rancho Santa Fe Farms Road is designed as a two-lane collector from the northern Pacific Highlands Ranch-Subarea III boundary to Carmel Valley Road with a capacity of 7,500 ADT. Regarding Rancho Diegueno Road and the remainder of Rancho Santa Fe Farms Road, these roadways, which serve through traffic between Fairbanks Ranch and Carmel Valley, are currently posted with 40-mile-per-hour speed limits, and are constructed with 40 feet of curb-to-curb width. These characteristics more closely align with the County of San Diego Public Road Standards for rural light collectors, not residential streets; and have a design capacity of 7,100 ADT. Traffic at buildout is estimated to be 3,700 to 5,700 with the project at buildout.

18. Significant project impacts to San Dieguito Road were identified in the EIR. As noted above, the buildout traffic volumes on Rancho Santa Fe Farms Road and Rancho Diegueno Road are within design capacities at buildout. The Black Mountain Ranch Subarea Plan Traffic Impact Analysis addressed a variety of project alternatives of reduced density, and little benefit was gained for adjacent roadway systems as a result. The Phase 1 traffic volume on San Dieguito Road is 12,100 which is below LOS E. For Phase 2, volumes increase to 16,200; if the connection to Rancho Bernardo is made during Phase 2, San Dieguito Road traffic volumes were reduced to 15,500 between El Apajo and the Subarea boundary. The phasing plan for the project addresses the incremental conditions on the nearby roadway system.

19. The Subarea I Plan includes development and regional roadway network improvements that are part of the already approved Black Mountain Ranch II VTM/PRD. Additional development would be required to be consistent with the Subarea I Plan transportation improvement and phasing plan. The phased levels of future development cannot be undertaken until transportation network improvements are built or reasonably assured. Specifically, prior to construction of any additional development in Subarea I beyond Black Mountain Ranch II VTM/PRD, SR-56 must be assured as a four-lane expressway from Carmel Valley Road to Black Mountain Road (i.e., I-5 to I-15). The phasing plan for the project prevents development of Phase III until the HOV lanes on I-5 and I-15 are assured, hence, whether that happens in 2015 or 2020 is irrelevant. Any development in excess of 4,210 equivalent dwelling units in Subarea I would require assurance of SR-56 as a six-lane freeway with a northbound ramp connection to I-5. Improvements to I-5 and I-15 (e.g., HOV lanes, auxiliary lanes, and ramp improvements) are also identified as part of the phasing program for Subarea I. Similar requirements have been included or are proposed for the remainder of the North City Future Urbanizing Area. Moreover, an alternative phasing plan with earlier connections to Rancho Bernardo showed that impacts to San Dieguito Road were accelerated, as discussed in Response 18.

that could preserve the acceptable level of service on the adjacent local streets and C.E. roads under the jurisdiction of the County of San Diego.

20 The analysis for Phase III is combined with the Buildout analysis for the project. The third phase of project ends in 2015, however the condition analyzed is post 2020 Buildout. There needs to be an analysis of Phase III ending in 2015 using the capacity of the regional arterials, freeways and interchanges available in that time frame. The issue is the capacity of Interstate 5 and 15 used to determine level of service for this phase. The Regional Transportation Plan (SANDAG) does not plan for the completion of HOV lanes on I-5 or I-15 until the year 2020, leaving five years between the Buildout of the project, F.U.A. and the availability of the ultimate capacity of these facilities. In addition the "Revenue Constrained" project plan does not include widening I-5 from eight to ten lanes by 2020, thus it could be argued that the analysis as presented in the draft EIR is not a "worst case " analysis.

IMPACTS (LOCAL / REGIONAL)

21 In this section on page 135 under Future Road Improvements, paragraph four describes an analysis of the proposed project and the remaining development areas within the F.U.A., without offsite road improvements, other than those provided by the Black Mountain Ranch VTM/PRD. The analysis of this scenario could not be located in the documents, but should be included for informational purposes. The section also omits any discussion of direct impacts to Via de Santa Fe, a two-lane light
22 collector within the community of Rancho Santa Fe, this facility is impacted by project traffic and should to be added to the L.O.S. analysis of each development phase.

The Que delay times at freeway ramps for the interchanges listed in table 26b in the traffic study assume that the flow rates at metered ramps will be increased to a rate necessary to maintain the 15 minute delay time. This assumption is unsupported, and not consistent with the policy by which Caltrans sets meter flow rates. The flow rate for any metered ramp is determined by the capacity of the "mainline" freeway lanes and the volume of traffic on the mainline during the peak hours. The
23 capacity of the mainline is finite, assuming that flow rates can be adjusted based on demand at the ramps cannot be supported. This assumption combined with the reduction by 10% of the ramp volumes where an HOV lane is provided, reduces the reliability of the analysis to where it cannot be used to describe future conditions. The analysis should be repeated using modeling techniques recently developed by SANDAG and included in the Final EIR for the project.

24 The analysis of freeway segments will require some modification and augmentation. The project will add 1,300 ADT to I-5 north of Via de La Valle, the existing condition on this segment is "F." The traffic study assumes that I-5 is between the project and SR-78 is 10 lanes with two HOV lanes by 2020 and uses the capacity in the analysis of cumulative impacts at build out of this project. The Regional Transportation Plan (RTP) "revenue constrained a plan" does not schedule the addition of
25 HOV lanes by 2020. An analysis of this scenario should be included. The project also adds 3,300 trips to I-5 and 1,000 trips to I-805 south of the merge. These segments need to be added to the analysis of freeway impacts.

Response

20. The phasing plan for the project prevents development of Phase III until the HOV lanes on I-5 and I-15 are assured, hence, whether that happens in 2015 or 2020 is irrelevant.

21. The analysis of project impacts without off-site road improvements is provided in the Black Mountain Ranch Subarea Plan Traffic Impact Analysis.

22. For a discussion as to why Via de Santa Fe is not analyzed, see Response 15. The project will not contribute more than 50 peak hour project trips.

23. See Responses 16 and 28.

24. The buildout of the project is dependent on the completion of improvements to I-5 including HOV lanes. There is a direct relationship between the project and the planned improvements. See Response 20.

25. The traffic section identifies significant impacts on I-5 from SR-56 to Via de la Valle. With respect to the I-5 segments north of Via de la Valle and I-805, see Response 15.

MITIGATION, MONITORING, AND REPORTING

26 The language in the second paragraph, page 171, concerning modifications to the project phasing and mitigation measures to "the satisfaction of the City Engineer," may be appropriate for "on-site" situations, but is not acceptable for "off-site" impacts. CEQA requires that all impacts be mitigated in a manner consistent with the standards and plans in which the impact occurs or declared significant and not mitigable. The language in this paragraph should be modified to conform to CEQA standards.

If you have any questions concerning these comments, please contact Steve Denny at (S.C. S50) 694-3727.

Very truly yours,

Gary L. Fink for

DOUG M. ISBELL
Deputy Director

DMI:GRF:KPF

Response

26. It is agreed that roadway improvements undertaken outside the jurisdiction of San Diego would need to be designed and constructed in a manner consistent with the responsible jurisdictions' standards. However, as to the review and approval of modifications to the Subarea I phasing plan for transportation improvements and overall responsibility for mitigation monitoring and reporting requirements for the improvements, the lead agency representative would give the final approval, after consultation with and concurrence from the responsible jurisdiction. Changes to the phasing plan and improvements would receive review under CEQA.

County of San Diego

Planning Commission

5201 Ruffin Road, Suite B - (O650) • San Diego, California 92123 • Telephone (619) 694-3816

June 2, 1998

Lawrence C. Monserate, Manager
Land Development Review Division
1222 First Avenue, Fifth Floor
San Diego, Ca. 92101

Re: The Black Mountain Ranch Draft EIR and Traffic Study

Dear Mr. Monserate:

It is the belief of the San Diego County Planning Commission that the Draft EIR for the Black Mountain Ranch is incomplete due to the lack of analysis of potential significant and unmitigable traffic and air quality impacts at the freeway interchanges in the vicinity of the project. This determination is based on the analysis of a nearly identical project in this area, the 4S Ranch project, which concluded that the same interchanges would have queuing times of from 28 minutes to over 60 minutes.

On May 22, 1998 the Commission heard a report from staff concerning the adequacy and accuracy of the environmental documents prepared by the City of San Diego for this project. That review covered several traffic issues related to direct impacts from this project and the cumulative traffic impacts from the development of the five Sub-Areas of the Future Urbanizing Area. Included in the cumulative traffic impacts are those associated with the approved Santa Fe Valley Specific Plan and the proposed 4S Ranch project, currently in process with the County. The Commission had requested the report from staff in order to more fully understand the regional transportation impacts from the combined County 4-S Ranch project and the City's five Sub-Area plans for the Future Urbanizing Area.

27 Two primary issues emerged from the discussion with staff. The first issue is the Phasing of the development of the Black Mountain Ranch project. The phasing strategy presented in the Draft EIR is to complete 90% of the Black Mountain project and the remaining F.U.A. Sub-Areas prior to making any arterial connections to the community of Rancho Bernardo. Our staff's opinion was that this strategy could unnecessarily force trips west over County roads, at higher levels than if the connections were made in the first or second phase. The Planning Commission concurred with staff that a Phasing plan alternative making earlier arterial connections to Rancho Bernardo should be added to the Final EIR.

Response

27. An alternative phasing plan that connected to Rancho Bernardo in earlier phases of the Subarea I buildout was modeled, and is included in the Black Mountain Ranch Subarea Plan Traffic Impact Analysis, which is appended to the TEIR. Due to the new pass-through connection of Camino Ruiz and Camino del Norte from the I-15 corridor to the west, traffic volumes along San Dieguito Road were actually greater under the alternative traffic phasing plan than they are under the proposed traffic phasing plan. Mitigation measures for improvements to San Dieguito Road and El Apajo Road which would be necessary to provide an acceptable level of service on those roads were identified in the TEIR, but were found to have other significant adverse effects that made such measures infeasible, as discussed on pages 180-181 of the TEIR.

28 The second issue discussed was the methodology used to evaluate vehicle queuing at the Freeway interchange ramps. The Draft EIR employs the assumption that the ramp flow rates could be substantially increased over current levels. Our staff has inquired of Caltrans about this assumption. The Caltrans response was that this course of action is not consistent with either the policy or practice of Caltrans in setting ramp flow meter rates. Also the assumed equalization of demand among the many interchanges, while reasonable, omits any analysis of the shifts in travel routes the equalization would require. This is the issue of most interest to our Commission. When the Commission was presented with queuing information addressing the cumulative Buildout scenario for the 4S Ranch project, we required the applicant to address the diversion of trips to less congested interchanges. The analysis of queuing in the Black Mountain Draft EIR is the same situation, the potential impacts to Circulation Element roads from the redistribution of traffic is not addressed.

The current SANDAG modeling approach does not consider a ramp meter's effects on capacity. This approach leaves analysis of ramp meter impacts to a secondary process outside the model forecast. The Commission determined that this approach was inferior and could not be trusted to analyze future ramp conditions or the diversion of traffic to secondary routes seeking a shorter ramp queue. Our instructions to staff and the applicant were to return to SANDAG and develop a more dynamic approach to this question using the forecasting model.

Our Commission delayed for 60 days the 4S Ranch hearing in order that this information be prepared. The San Diego County Planning Commission recommends that the City of San Diego recognize the parallel situation with the Black Mountain Ranch project as well as the other Sub-Areas in the F.U.A. and extend the public review period for this project for 30 to 45 days. The extension would allow the City's staff and the applicant time to produce more reliable information concerning the future Freeway Ramp volumes and to show the changes in travel patterns associated with drivers seeking the shortest ramp wait time.

We recognize that our request is outside the CEQA Public Review process and that responding to this correspondence is not required. However, the Commission would like to have a response either written or oral by June 5, 1998. June the fifth is the scheduled hearing date for the 4S Ranch project and would present an opportunity for the commission to receive a more complete picture of the regional impacts from these large scale projects in each jurisdiction.

Sincerely,

Gary L. Piro, Chairman
San Diego County Planning Commission

cc. File; Bruce Bossler, District 1 (A500);Trish Boaz, District 3 (A500); Steve Thunberg, DPW (0332); John Snyder, DPW (0336); Ralph Munoz, DPW (0336); Robert Christopher, DPW (0336); Susan Porter, DPLU (0650) Robert Asher, DPLU (0650)

Response

28. Until just recently, every significant project in the County of San Diego dealt with future forecasting of traffic by using a set of computerized simulation models calibrated to local conditions. This "best practices traffic modeling" approach produces results which are most accurate on a daily basis for large facilities, and which can then be extrapolated to produce results for peak hour conditions. The accepted "best practices traffic modeling "approach was used to prepare the Black Mountain Ranch Subarea Plan Traffic Impact Analysis.

At the request of the County of San Diego Planning Commission, SANDAG and the consultants for the developers of the 4S Ranch project have experimented with the procedures used for determining the amount of traffic arriving at various ramps during congested times. This experimental procedure involved adjusting the method of assigning traffic to the street network during the peak periods by allowing more delay at freeway ramps than would otherwise occur in the "best practices traffic modeling" approach. This experimental technique was applied to the 4S Ranch Project analysis as requested by the County Planning Commission. At this time it is premature to conclude that the experimental technique is the best way to analyze congested ramp metering situations. Moreover, it remains to be seen if this experimental technique can be calibrated to replicate existing ramp meter delays and existing turn movement volumes. Absent such calibration, it is premature to accept the results of this experimental technique for peak hour conditions.

In addition, future refinement may include redistributing the choice of work location as a result of the metering delay in addition to simply choosing a new path for the travel during the peak period. Finally, it may also be concluded that the method SANDAG is currently using to distribute peak period trips, which differs from the recommended practices used by FHWA, may be overstating freeway volumes. This experimental technique applied to the 4S Ranch project may, or may not, have broader value to the analysis of congested ramp areas, or yet another, more refined technique may prove to be more appropriate. This decision will be made with input from SANDAG, the major agencies and the entire professional community who use this process to analyze traffic impacts of projects. At present, however, the "best practices traffic modeling" approach used in the TEIR is the most widely accepted approach for analyzing such traffic impacts. Moreover, it is difficult to speculate about the detailed operations of freeway ramps for times well into the future. The on-going management of freeway ramps will continue by Caltrans during all the intervening years, and many changes in managing the operations and analyzing congested freeway ramps are likely to occur over those years.

28 The second issue discussed was the methodology used to evaluate vehicle queuing at the Freeway interchange ramps. The Draft EIR employs the assumption that the ramp flow rates could be substantially increased over current levels. Our staff has inquired of Caltrans about this assumption. The Caltrans response was that this course of action is not consistent with either the policy or practice of Caltrans in setting ramp flow meter rates. Also the assumed equalization of demand among the many interchanges, while reasonable, omits any analysis of the shifts in travel routes the equalization would require. This is the issue of most interest to our Commission. When the Commission was presented with queuing information addressing the cumulative Buildout scenario for the 4S Ranch project, we required the applicant to address the diversion of trips to less congested interchanges. The analysis of queuing in the Black Mountain Draft EIR is the same situation, the potential impacts to Circulation Element roads from the redistribution of traffic is not addressed.

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Sincerely,

Gary L. Piro, Chairman
San Diego County Planning Commission

cc. File; Bruce Bossler, District 1 (A500);Trish Boaz, District 3 (A500); Steve Thunberg, DPW (0332); John Snyder, DPW (0336); Ralph Munoz, DPW (0336); Robert Christopher, DPW (0336); Susan Porter, DPLU (0650) Robert Asher, DPLU (0650)

Response

28. cont.

With respect to the issue of I-15's ability to accept additional peak hour traffic from the ramps, the improvements that are programmed and proposed for I-15 are discussed in the Black Mountain Ranch Subarea Plan Traffic Impact Analysis. Taken together, these various improvements will clearly enhance the capacity of I-15. An issue of public debate is whether this additional capacity will result in any additional ability for traffic from communities in the mid-county to access the freeway, or whether the additional capacity will be reserved for the exclusive use of traffic arriving from more distant destinations. Recent statements by Caltrans have suggested a desire to serve traffic that is already on the freeway that originates at more distant locations. However, the City and others have pointed out to the technicians at Caltrans that a more equitable method of addressing future ramp metering rates may be appropriate. While we do not have the final answer to this issue, we assume that at least some of the additional capacity will result in benefit to the mid-county communities. This is especially equitable since money from new development in the mid-county will help pay for these future I-15 improvements. Therefore, the Black Mountain Ranch Subarea Plan Traffic Impact Analysis outlines a process for determining a best case and a worst case for ramp meter delay. In that regard, the City's traffic consultant performed one ramp meter analysis pursuant to City standards which is a conservative worst-case analysis, and which is the analysis upon which the significance determination was based. In addition, the consultant performed another, less conservative, analysis using a 15-minute ramp meter wait to reflect a more real-world situation.

29. Public review of the Draft TEIR for the Subarea I Plan ended on June 10, 1998. Once the County of San Diego Planning Commission was made aware of the correct date, it withdrew its request to extend the TEIR review period (see Comment Letter from Gary K. Piro, Chairman, San Diego County Planning Commission), and the public review period for the TEIR was not extended.

PIRO ENGINEERING *Civil Engineering, Surveying & Land Planning*
930 Boardwalk, Suite D San Marcos, CA 92069 Phone: (760) 744-3700 FAX (760) 744-3750

Chris Zirkle
City of San Diego
FAX: 619-236-6620

Dear Chris,

This is a follow up to our letter regarding the EIR review of the Black Mountain Ranch.

30 First of all, we had asked to extend the review period for the EIR. That was based on a misunderstanding of when the deadlines occured. Since the deadline is June 10, we hereby withdraw our request to extend the review period. We will be sending you a letter based on the results of our June 5 hearing with the revised studies from that hearing.

31 The second item is a point of clarification on our concerns. In addition to our comments on the report, I wanted to make it clear that it appears that the traffic study done by Recon for the City is inconsisstent with your own traffic department's procedures as it pertains to queing times. We would ask that you consult with your own traffic staff for their comments on the study.

32 Lastly, we still request that a representative of the city traffic department who is familiar with the Black Mountain traffic study be present at our planning commission hearing on Friday.

Very truly yours,

Gary K. Piro

Gary K. Piro, Chairman
San Diego County Planning Commission

Response

30. Comment withdrawing request to extend the TEIR public review period noted.

31. See Response 28.

32. Comment noted.

SDGE San Diego Gas & Electric
An Enova Company
P.O. BOX 1831 • SAN DIEGO, CA 92112-4150 • 619 / 696-2000

FILE NO.

June 10, 1998

Mr. Lawrence C. Monserrate, Environmental Review Manager
City of San Diego
Development Services
Land Development Review Division
1222 First Avenue, Mail Station 501
San Diego, CA 92101

Subject: SDG&E Review of Black Mountain Ranch Draft Tiered Environmental Impact Report/ LDR No. 96-7902/ SCH 97111070

Dear Mr. Monserrate;

Thank you for providing SDG&E an opportunity to review and comment on the Black Mountain Ranch draft environmental impact report. We are hopeful that our comments can help provide valuable information to the Planning Commission and City Council in making their decision regarding this project.

SDG&E has been closely following this project for the past sev eral years. Previous meetings have been held with the owner of the property, Potomac Investment Associates Inc., and Andrew Watson of the City of San Diego. Discussions focused on the impact the Project would have on existing SDG&E facilities. Specifically, SDG&E is concerned about the proposal to place residential uses next to it's 200' wide electric transmission corridor and placing the future road alignment of Camino Del Norte through the center of it's 2.7 acre electric substation site. These concerns were also outlined in a letter dated January 21, 1994 (see attached).

Since then, the only information that SDG&E has received about the project has been through current draft tiered EIR. According to the attached exhibit "A", we are still concerned:

33 1. SDG&E Substation Site / Camino Del Norte - The proposed substation site will play an important role in providing electric energy to the project and surrounding developments. According to the plan, Camino Del Norte would pass through the center of it. Although the plan shows relocating it to the south, we have not been able to ascertain whether the substation parcel will be of sufficient size (380' x 310'). SDG&E needs assurances that this important infrastructure will be adequately accommodated within the Plan.

Response

33. The substation site, which was adopted as part of the Black Mountain Ranch II VTM/PRD, is approximately 400 feet by 300 feet, or 2.8 acres; therefore, the site meets the size requirements set forth in the comment letter.

34 2. Residential Land Uses - The location of residential land uses adjacent to SDG&E's future substation site and existing 200' wide transmission corridor runs contrary to what we feel is in the best interests of this future community and that of SDG&E. It has been our experience that residential communities often have concerns about being neighbors with SDG&E facilities. Their concerns usually focus on the negative perception of SDG&E facilities; i.e., operational noise, visual character, and electric magnetic fields. These issues are almost certain to be exacerbated due to the fact that SDG&E will likely be constructing the substation and adding facilities to the transmission corridor after the residents have moved in. Hence, approval of this plan almost guarantees future conflict between the community and SDG&E. To eliminate this potential conflict, we believe that when a substation site is surrounded by agricultural zoning, that any conversion to some other use should be selected based on its land use compatibility. Ideally, this would start with developed uses such as industrial and then move down the list to business, commercial, retail, parks, etc. Residential uses should only be used as last resort and only with significant buffers.

Recommendations

35 • SDG&E recommends that the City of San Diego not approve that portion of the plan which would place incompatible residential land uses next to the transmission corridor or substation. Instead, the plan should be revised to show more compatible land uses.

36 • The plan should not be approved without some form of assurance from the project proponent that they will provide a new substation site of sufficient size. This measure will help ensure electric energy will be in place to serve the project.

In summary, SDG&E would prefer not to oppose the project, but the current plan leaves us no choice. We are open to other alternatives and would be happy to meet with you and the Project Proponent to find solutions. If you wish to arrange a meeting or should you have questions, please feel free to call me at (619) 696-2496.

Sincerely,

Thomas G. Acuña

Thomas G. Acuña
Land Planner

cc: Wayne Hill
Bill Dumka

Response

34. The land use plan for the northern village area identifies a fire station and transit center adjoining the substation site on the east, a mixed-use center core area to the south, and a 400-foot-wide open space corridor to the west (dedicated as part of the Black Mountain Ranch II VTM/PRD approval). In the mixed-use core area, high-density multi-family residential uses would be integrated with commercial and employment uses as well as with an adjoining transit center and fire station.

35. No incompatible residential uses are proposed in proximity to the substation or transmission corridor in the northern village. Uses adjacent to the transmission corridor outside of the northern village were already analyzed for land use consistency and approved as part of the Black Mountain Ranch II VTM/PRD.

36. The proposed substation site meets the size requirements stated in the comment letter.

Response

SDGE San Diego Gas & Electric
P.O. BOX 1831 • SAN DIEGO, CA 92112-4150 • 619/696-2000

January 21, 1994 FILE NO.

Wayne Hill, President
Potomac Investment Associates Inc.
12770 High Bluff Drive
Suite 260
San Diego, CA. 92130

SUBJECT: NORTH CITY FUTURE URBANIZING AREA/ SDG&E REVIEW OF PROPOSED SUBAREA 1A

Dear Mr. Hill:

Thank you for meeting with me on December 30 to discuss your proposed land use plan for Black Mountain Ranch's Sub Area 1A. Since that time, I've had a chance to discuss your plan with the Planning staff of SDG&E and would like to use this letter to formally state SDG&E's position.

The proposed location of Camino Del Norte and certain residential uses leaves us with some serious concerns. Using the attached map, I'll highlight them:

1. Camino Del Norte- The location of the road would pass through SDG&E property owned and held for a future substation. Although you have shown relocating it slightly to the south, the remaining parcel is insufficient in size. Specifically, our substation layout and landscaping cannot be accommodated.

2. Residential Land Uses- The location of residential land uses adjacent to SDG&E's future substation site and existing 200' wide transmission corridor runs contrary to what we feel is in the best interest of this future community and that of SDG&E. We believe that when a substation site is surrounded by agricultural zoning, that any conversion to some other use should be selected based on its land use compatibility. Ideally, this would start with Industrial and then move down the list to Business, Commercial, Retail, Parks, etc. Residential uses should only be used as last resort and only with significant buffers.

Although we regret having to take his position, I'd like to remind you that SDG&E voiced these concerns during public hearings for the now approved Sub Area I. Subsequently, Lance Burris met with me and promised to avoid the type of plan that is now being proposed (a copy of Lance's letter is attached). Unfortunately, the current plan puts SDG&E in a position of being a potential opponent.

I hope you understand the reason for our position. Electrical substations and transmission corridors are not popular. Your plan would put SDG&E in a position of potentially having to build a Substation in a community that may already be in place. The recent debacle of constructing our North City West Substation in the Carmel Valley area is a good example of what SDG&E wants to avoid. SDG&E wants to build alliances with the community. In this case, the best way for us to do that is to stand by our rights and be vocal during the planning process.

Mr. Hill, I'd like to meet with you soon so that we can find some creative solutions. Please give me a call when its convenient for you.

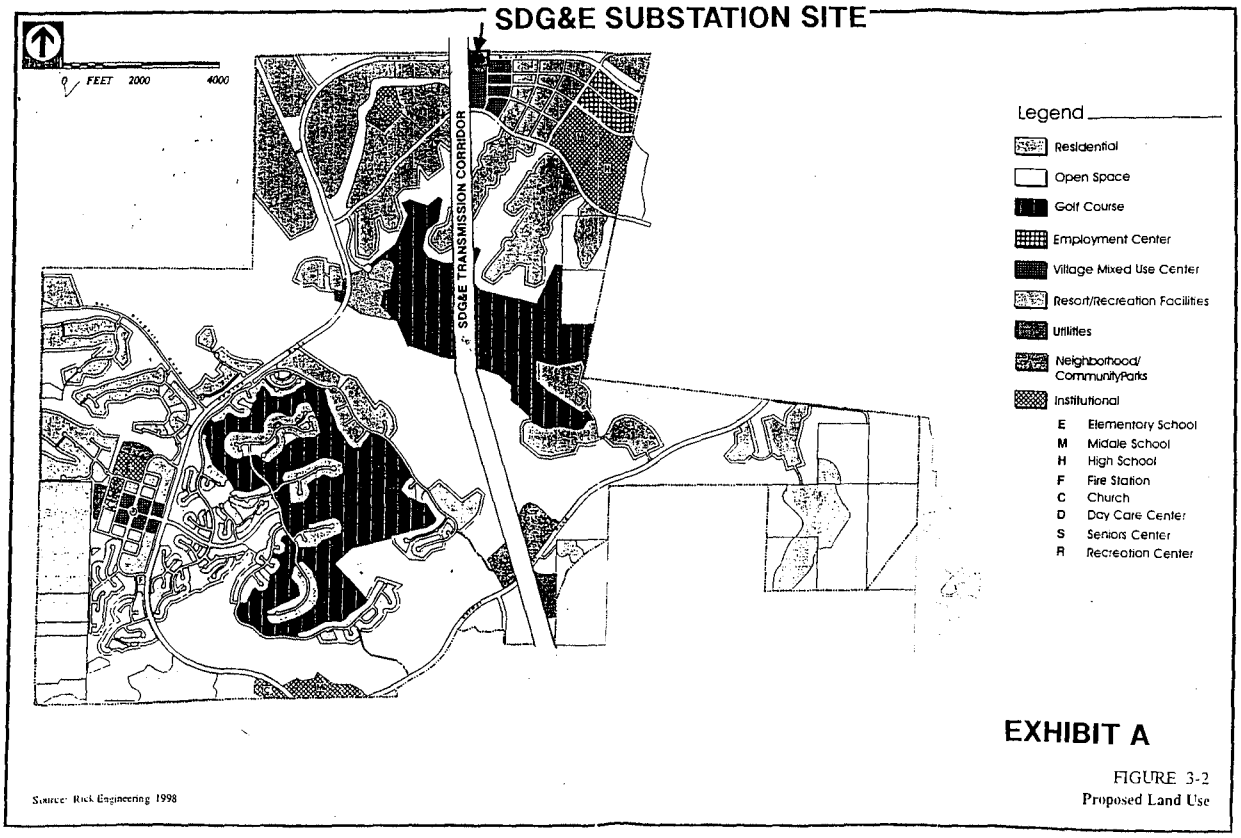
Sincerely,

Thomas G. Acuna

Thomas G. Acuna
Land Planner

cc: Andy Watson
Bill Dumka

Response



Source: Rick Engineering 1998

FIGURE 3-2
Proposed Land Use

San Dieguito River Valley
Regional Open Space Park
1500 State St., Suite 280
San Diego, CA 92101
(619) 235-5445 Fax (619) 235-4323
www.sdrp.org

JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

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City of Escondido

Betty Rexford
Councilmember
City of Poway

Harry Mathis
Councilmember
City of San Diego

Barbara Warden
Councilmember
City of San Diego

Pam Slater
Supervisor
County of San Diego

Dr. Philip Pryde
Chair
Citizens Advisory Committee

June 9, 1998

Ms. Myra Herrmann
City of San Diego, Development Services Department
202 C Street, M.S. 501
San Diego, CA 92101

SUBJECT: Comments to the Black Mountain Ranch (Subarea I) Subarea Plan draft EIR

Dear Ms. Herrmann:

The San Dieguito River Park staff has reviewed the draft EIR for the Black Mountain Ranch Subarea Plan and finds that the draft EIR adequately addresses the project's potential for impacts to issues of concern to the River Park. River Park staff does however have the following comments related to biological resources:

37 1. The impact discussion states that the project will result in direct impacts to native upland and wetland plant species. In order to facilitate on- and off-site restoration projects, the subarea plan should recommend that prior to the commencement of any grading operations, the applicant should contact appropriate agencies and/or organizations, such as CNPS, regarding opportunities for plant salvage operations in areas designated for grading. Although not considered a mitigation measure, such a recommendation would benefit the regional goal of promoting successful habitat restoration.

38 2. The revegetation plan for Lusardi Creek should include the initial removal of all tamarisk, arundo, and other noxious invasive plant species from the drainage using the method of cut stump with an herbicide application, followed by periodic rechecks of the area using a foliar spray on any resprouts. The inclusion of this requirement in the revegetation plan will ensure a healthier riparian area within the project site, and would reduce the potential for downstream infestations.

The River Park staff appreciates the opportunity to comment on the draft EIR. It should be noted that the comments contained in this letter are those solely of the River Park staff, based upon the staff's interpretation of the policies and programs adopted by the JPA Board. These comments have not, however, been reviewed, approved, nor endorsed by the JPA Board of Directors.

Response

37. Comment acknowledged.

38. Comment acknowledged. The Lusardi Creek Revegetation Plan for the previously approved Black Mountain Ranch II VTM/PRD included the removal of invasive plant species, including tamarisk and arundo, from the drainage, and similar measures will be included in the future revegetation plans for the project.

Response

We would appreciate receiving a copy of the final EIR and any future hearing notices when they become available.

Sincerely,

Victoria Aires Touchstone
Principal Planner

cc: JPA Board of Directors
Jan Fuchs, Chair, Project Review Committee

/VAT

Rancho Bernardo
Community Planning Board
P.O. Box 289008 • San Diego, CA • 92198-9008

June 9, 1998

Ms. Myra Herrmann
City of San Diego
Development Services, Land Development Review Division
1222 First Ave., M.S. 501
San Diego, CA 92101

RE: BLACK MOUNTAIN RANCH SUBAREA I - DRAFT EIR COMMENTS

Dear Ms. Herrmann:

The Rancho Bernardo Community Planning Board has reviewed the draft EIR for the Black Mountain Ranch (Subarea I) Subarea Plan and has the following questions and comments regarding the content of the document:

39 1. Project Description: Page 50 of the draft EIR includes a section entitled "Development Transfers and Land Use Conversions." This section does not appear to be consistent with the statements made in the accompanying Subarea Plan text. Please indicate if the proposals for unit transfers and land use conversions are still considered part of the current Subarea 1 proposal, and, if so, please explain how this proposal has been analyzed within the draft EIR. Of particular concern are the impacts that the proposals could have on peak hour traffic volumes.

40 2. Land Use: Please explain the following statement, which is found on page 88: "However, mitigation measures available to reduce traffic impacts at buildout would result in significant direct impacts to the alignment of San Dieguito Road, El Apajo Road, and West Bernardo Drive." How would the alignment of West Bernardo Drive be affected by this project and why would this represent a significant land use impact? Also, the statement that follows under Mitigation, Monitoring, and Reporting provides no information about mitigation for the impact to West Bernardo Drive that is apparently described in the preceding statement. If there is an impact associated with West Bernardo Drive, the draft EIR should include a discussion of appropriate mitigation for the impact.

3. Traffic Circulation: The direct and cumulative traffic impacts that will result from this project are of considerable interest to the Rancho Bernardo Community Planning Board because of the direct relationship between the anticipated traffic volumes on Rancho Bernardo's surface streets, as well as on I-15, and the overall quality of life within the community. Although the project would be phased to avoid traffic impacts within the Rancho Bernardo Community until the last phases of the project, development within Subarea I will nevertheless result in several significant, unmitigated impacts to the Rancho Bernardo community at buildout. Of particular concern are the excessive delays at I-15 ramp meters and the effect that redirected trips will have on community streets such as West Bernardo Drive, Pomerado Road, Bernardo Center Drive, and Bernardo Heights Parkway; severe congestion (LOS E) on Rancho Bernardo Road between West Bernardo Drive and Bernardo Center

Response

39. The Subarea I Plan has been modified with respect to development transfers, and the text of the TEIR has been changed to reflect this modification. As the TEIR indicates, development transfers or conversions cannot result in an exceedance of the maximum traffic generation for the Subarea I Plan identified in the TEIR.

40. Street improvements to fully mitigate traffic circulation impacts to San Dieguito Road, El Apajo Road, West Bernardo Drive, and Rancho Bernardo Road would result in other potential adverse impacts, as described on pages 180 and 182 of the TEIR. For example, widening of West Bernardo Drive and improvements to the westbound interchange would require an additional bridge crossing of Lake Hodges in an area which contains sensitive wetland and riparian habitats and would also impact an existing community park. The proposed street improvements, which are described on page 182 of the TEIR, have been scaled back to avoid the impacts which would result from full implementation of the measures and, as a result, do not fully mitigate the traffic impacts.

Drive; and excessive traffic volumes on Matinal Road. These concerns form the basis for the Board's comments to the traffic section of the draft EIR.

41 a. Page 122 - The draft EIR states that "should regional improvements be constructed in stages, rather than in their entirety, then appropriate sub-phases of this phasing plan may be developed to the satisfaction of the City Engineer." How will the public be included in this decision making process and what standards are provided to ensure that the City Engineer's decision is based on sound engineering practices, rather than on political pressures to approve development?

42 b. Page 128 – What, if any, adjustments or special assumptions were made in the traffic forecasting methodologies to account for the inclusion of a "transit oriented development" in the northern village? For instance, what percentage of the total trips that could be generated from the northern village was assumed to be transit trips rather than automobile trips? How do these assumptions compare to assumptions made for transit oriented development located elsewhere in the City?

If such assumptions were made, please explain how this area meets the definition of a transit oriented development, particularly in light of the fact that the development is not located immediately adjacent to a major transportation corridor or an established or proposed transit line.

43 What provisions have been included in the subarea plan to ensure that easily accessible transit facilities will be available for future residents in the northern village?

44 c. Page 149 – The draft EIR makes the statement that freeway meter flow rates could be adjusted by Caltrans to result in 15 minute delays at all I-15 ramps rather than the 19 – 58 minute delays described in Table 4B-14. This statement is misleading and presents an incomplete analysis of the issue. The EIR should be revised to provide a complete analysis of this statement. Specifically, reducing wait times at the freeway ramps would simply transfer the wait from the ramp to the main lanes of the freeway resulting in longer waits and additional congestion on the freeway itself.

45 d. Page 156 – The higher densities proposed in the northern village area would result in direct traffic impacts to Rancho Bernardo, as indicated in the draft EIR. The Framework Plan's rational for proposing these higher density nodes was in part to encourage transit use. It would therefore be assumed that transit service should be an integral part of this development. Why then does the draft EIR state on page 156 that "future transit service may (emphasis added) be provided to Subarea I." In a transit oriented project, it is essential that residents be encouraged through appropriate project design to walk from their residence to a transit stop. The draft EIR states that the "key element" in the project transit system is the "strategic location of park-and-ride facilities." It would seem that in a transit oriented development park and rides would not be necessary, because transit would be readily accessible to all residents in the higher density node or core area. Park-and-ride facilities should be required within the subarea to serve the less dense areas within Black Mountain Ranch, but in the core area, which was intended to be transit oriented, transit service should be close and frequent. If reliable transit

Response

41. The City Engineer would apply City standards in overseeing implementation of any appropriate subphases of the street improvements described in the TEIR and the Subarea I Plan. Changes to the phasing plan would require review under CEQA.

42. The traffic analysis performed for the TEIR is conservative and does not assume any reduction in trips towards a transit-oriented development. To be conservative, the rates of traffic generation for the SANDAG-produced forecasts in the technical study are consistent with typical suburban communities. No further adjustments were made.

43. The Black Mountain Ranch Public Facilities Financing Plan sets aside $1.5 million for a transit center in the northern village area, which will be located in proximity to an employment center as well as commercial and high-density residential uses to access future transit service along Camino del Norte to I-15. The transit center will include park-and-ride facilities and bicycle racks. In addition, a portion of the transit funds will be used to provide a transit center in the southern village, which will also include bicycle facilities and parking, and to purchase vans or shuttle buses which will be used to support the transit system. Extra-wide medians along Camino del Norte, Camino Ruiz, and Carmel Valley Road also could be developed as transit lanes. The northern village has a pedestrian orientation and includes sidewalks, controlled crossings at intersections and a central pedestrian promenade.

44. Please see Response 28.

45. The TEIR states that transit service may be provided because transit service is not under the jurisdiction of the City of San Diego, the lead agency. The Subarea I Plan includes provisions for transit service and facilities to promote use of transit. The MTDB ultimately will determine the level, location, and frequency of transit service to Subarea I. As noted in Response 43, the Subarea I Plan has made provisions for transit service, has a pedestrian orientation in the Community Design Guidelines of the Subarea I Plan, and provides for bicycle use as well as walking trails in open space areas.

service can not be assured then perhaps the total density in this area should be reconsidered in order to reduce the impact of project related traffic to Rancho Bernardo Road and other surface streets in the Rancho Bernardo Community.

46 e. The draft EIR fails to address traffic increases on Matinal Road that would occur as a result of the project. As stated in our comments regarding the 4S Ranch EIR, the increases in traffic volumes along this two-lane, residential street are unacceptable and in the community's opinion represent a significant impact to the residents who live along Matinal Road. A discussion of the project's contribution to the projected traffic volumes on Matinal Road should be included in the draft EIR.

47 f. Page 180 – The draft EIR does not adequately address appropriate mitigation for project related impacts to Rancho Bernardo Road between West Bernardo Drive and Bernardo Center Drive, nor does it provide a discussion of appropriate alternatives that would improve the LOS along this segment from E to D. The draft EIR should describe what physical changes to the roadway would be required to improve this road segment to a primary arterial, as suggested in the draft EIR, as well as discuss the impacts associated with such improvements. The document should also examine the possibility of reducing the densities in the northern village area in order to reduce the project's impacts to Rancho Bernardo Road. How many EDUs could be developed in the northern village area and still maintain a LOS D along this segment of Rancho Bernardo Road?

48 g. The draft EIR identifies significant cumulative impacts to the freeways as a result of project development, however, no mitigation is proposed or discussed to reduce these cumulative impacts. The Subarea I proposal is just one of seven development proposals located south of Del Dios Highway between I-5 and I-15 that have either recently been approved or are currently under consideration. Several of the EIRs prepared for these projects conclude that mitigation for significant cumulative impacts to the freeways is beyond the scope of the individual projects. According to the draft EIR, the total trip generation from these projects is 342,409 trips (Table 4B-7). If the individual projects being developed in the North City area are not responsible for mitigating their fair share of impacts to the regional transportation system, then who is responsible for mitigating the impacts from 342,409 additional trips within the area? When all of these projects are considered as a whole, it is obvious that the proposed developments will directly impact I-5 and I-15, yet none of these projects appear to have any responsibility for mitigating this impact.

The purpose of the cumulative impacts section of an EIR should not be to simply identify the cumulative impacts. The analysis should also recommend appropriate measures for minimizing these impacts, and identifying those parties responsible for implementing the mitigation measures.

49 4. Air Quality: The data in the draft EIR for air quality and traffic appears to be about 2-3 years old. Consequently, the upward trend in increases for ozone, and general growth and development in the region suggest that the groundlevel ozone problem will continue to get worse. How would the conclusions of the draft EIR change if the air quality data were based on current data?

Response

46. Please see Response 15. Pursuant to CMP Guidelines, the project's traffic impacts to Matinal Road are not sufficient to require detailed traffic analysis.

47. Please refer to Table 4B-16 of the TEIR for a description of mitigation for project impacts to Rancho Bernardo Road from West Bernardo Drive to Bernardo Center Drive. The TEIR and the Black Mountain Ranch Subarea Plan Traffic Impact Analysis do analyze whether a reduction in residential density would result in improved levels of service on Rancho Bernardo Road. See TEIR at pages 185 and 406. Moreover, as Response 45 accurately points out, the Framework Plan proposes higher density for the northern village area; thus, reducing the northern village densities would be inconsistent with the Framework Plan.

48. This project does address cumulative impacts to regional traffic through implementation of its traffic phasing plan, which addresses both local streets and freeways, as well as those streets' and freeways' thresholds of need for improvement, and the project's fair share contribution to paying for the improvements. Please refer to Table 4B-16 of the TEIR for a description of mitigation for impacts to regional freeways (including HOV lanes, auxiliary lanes, and ramp improvements).

49. The TEIR is based upon current data. The California Air Resources Board publishes annual data, which is released approximately 18 months following the end of the calendar year.

50 5. Noise: The draft EIR fails to address the cumulative noise impacts to residents that live adjacent to Rancho Bernardo Road. The existing homes currently have no form of noise attenuation, and unfortunately the traffic volumes along this segment of Rancho Bernardo Road that will result from development within Subarea I, 4S Ranch, and Santa Fe Valley will produce unacceptable noise levels that will impact these residents. The result of the proposed developments is a significant direct impact to these homes, yet no one has been identified as being responsible for the required mitigation. This is a serious oversight in the draft document.

Thank you for the opportunity to comment on this draft EIR.

Sincerely,

Richard Belzer
Planning Board Chair

Response

50. Noise levels from traffic along Rancho Bernardo Road west of West Bernardo Drive do not exceed 65 CNEL with existing traffic volumes. The existing residences have a wooden fence along the roadway and are topographically separated from the road (about 8 to 50 feet below grade) at all but four or five locations. Only project buildout traffic volumes would contribute to noise levels as no connection is made to Rancho Bernardo Road until the third phase of development. At buildout, including traffic from 4S Ranch and other projects cited in the comment, the traffic may generate noise in excess of 65 CNEL to four or five residences. The project traffic (2,200 ADT) would not result in any perceptible noise changes (less than 1 dB increase) compared to buildout conditions without the project. Existing plus project traffic would not result in noise levels in excess of 65 CNEL. While not yet approved, 4S Ranch would increase traffic on this segment of the roadway by 6,600 ADT. If 4S Ranch does not go forward, there would be no potential noise impacts. 4S Ranch currently proposes to install noise attenuation walls where homes would receive the most exposure to road noise which would mitigate any noise impacts. The Subarea Traffic Improvements and Phasing Plan should address off-site noise reduction needs at the time off-site improvements are designed.

CARMEL MOUNTAIN RANCH COMMUNITY COUNCIL

June 10, 1998

Lawrence Monserate, Environmental Review Manager
City of San Diego
Development Services
Land Developer Review Division
1222 First Avenue, MS 501
San Diego, CA 92101

Via FAX 236-6620

RE: Draft Tiered Environmental Impact Report for Black Mountain Ranch (Subarea 1)

Dear Mr. Monserate:

The Carmel Mountain Ranch Community Council (CMRCC) New Development Subcommittee has reviewed the referenced draft Tiered Environmental Impact Report (TEIR) for the Black Mountain Ranch. In addition, we have met with representatives of the developers and have had the opportunity to discuss the proposed project in detail. The CMRCC offers the following comments and suggestions:

51 1. We are encouraged by the cooperation between the developers for the subject development, Pardee, and the 4S Ranch developer to mitigate the traffic impacts on a larger, regional level.

2. We are also encouraged by how the City of San Diego is representing us in the negotiations with the developers to ensure that they pay their "fair Share" of regional improvements to mitigate the impacts of the subject developments.

3. We agree with and are encouraged by the required traffic infrastructure improvements prior to the specific phases of the development.

4. After working for the last year on correcting traffic safety problems internal to our development, we are sensitive to trying to avoid similar problems with future developments. The problems typically manifest themselves with the traffic engineer's desire for wide neighborhood streets. Unfortunately, this leads to high traffic speed through residential neighborhoods. The City Traffic Division has identified that the best solution is to incorporate "traffic calming" designs, such as small circles, median strips, etc. Since this is difficult if not impossible to retrofit, we suggest that these designs be incorporated into future development like Black Mountain Ranch.

5. Although we are concerned about continuing to build in the already-overburdened I-15 corridor, we recognize that, in today's tax climate, infrastructure improvements can only be funded by new developments.

Response

51. Comments are noted. No response respecting the content of the TEIR is necessary.

Response

Based on the above, the CMRCC has decided to wait until the negotiations are completed that will determine the developer's fair share of I-15 improvements before we make a formal recommendations for or against the development.

In addition to the above, we support establishing a Regional Development Fee for future developments in the I-15/SR 78/I-5 region. We see this as the only realistic possibility of solving regional infrastructure need as these development are built.

Sincerely,

CARMEL MOUNTAIN RANCH COMMUNITY COUNCIL

By: Kathleen Riser
Kathleen Riser, Secretary

cc: Councilmember Barbara Warden, City of San Diego 5th District
Wayne Hill, Black Mountain Ranch
SANDAG

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Building Commissioner

May 22, 1998

Myra Herrmann, Environmental Planner
City of San Diego
Development Services
Land Development Review Division
1222 First Avenue, Mail Station 501
San Diego, CA 92101

Subject: Comments on the Draft Tiered Environmental Impact Report for Black Mountain Ranch (Subarea I) Subarea Plan

Dear Ms. Herrmann:

Thank-you for the opportunity to review and comment on the Draft TEIR for Black Mountain Ranch (Subarea I) Subarea Plan. The Association is concerned about the potential impacts of the proposed development on traffic within the mid-North County region and specifically within the Covenant area.

52 1. The Association has concluded that the traffic analysis is inadequate and requests that further analysis of these segments be undertaken:
   - El Camino Real from Via de la Valle to Linea del Cielo;
   - El Camino Real (east) to La Noria to La Bajada;
   - Via de la Valle from El Camino Real to Via de Santa Fe;
   - Via de la Valle from to Paseo Delicias to Del Dios Highway;
   - Via de Santa Fe from El Apajo to Via de la Valle; and
   - Via de Santa Fe to La Granada to La Bajada.

   According to the Draft TEIR, the segments of El Camino Real and Via de la Valle which adjoin the above identified segments of roads operate at a LOS of "F." Based on the

Response

52. See Response 15. The project's impacts to the listed street segments do not meet the standards established in the CMP Guidelines that would require detailed analysis. Similarly, the CMP Guidelines do not require any analysis be performed concerning impacts to Covenant roadways due to the minimal impacts to such specific roadways.

Draft TIER, approximately 1,832 ADT's (3% of the projected project ADT's) will enter into the Covenant area by way of Via de la Valle or El Apajo. Given that El Camino Real and Via de la Valle already operate at a LOS of "F" at the southern boundary of the Covenant area, any increase in ADT's along these segments of road is of great concern to the Rancho Santa Fe Association. Further, there is no analysis of how the 1,832 ADT's entering the Covenant area will be distributed into the above listed road segments. The Association is concerned that the increasing use of El Camino Real, Via de la Valle and Via de Santa Fe as through traffic routes is rapidly depleting their level of service and safety as local neighborhood roadways. Further, an increase of 1,832 vehicle trips on Covenant roadways will undoubtedly jeopardize their rural, historic and community-serving character. The Association requests that these segments be analyzed in further detail for potential impacts resulting from the proposed Black Mountain Ranch development.

53 2. Make sure all of the FUA development proposals and adjacent development proposals within the unincorporated County areas are included in traffic analysis. The Association feels it is extremely important to include all current proposals and the most up-to-date information available for the traffic analysis. The Association has reviewed SANDAG's population estimates for the San Dieguito Planning Area and the larger mid-North County region and they appear to be seriously flawed (see attachment). The Association questions the accuracy of ADT projections and traffic analysis based on these SANDAG population estimates. The ADT projections for the mid-North County area need to be recalculated based on existing entitlements so that reasonably accurate cumulative impacts can be assessed. The traffic impacts of all the currently proposed developments in this region, if approved, will be enormous. EIR's and the review process for each of these individual projects should address the cumulative impacts of all these projects in order to provide traffic projections that are accurate.

54 3. Based on the lack of an existing or planned regional mid-North County highway network, the Association feels that no development within Black Mountain Ranch should occur until all proposed circulation elements and required transportation mitigation measures are completed. In particular, the Association is opposed to the approval of large-scale developments in the mid-North County area until SR-56 is completed and until a northbound ramp from SR-56 onto I-5 is planned, funded and completely constructed. It is the Association's opinion that SR-56 will not be complete without both south and northbound ramps onto I-5. Constructing a six lane east-west regional connector freeway between I-15 and I-5 which fails to provide direct access to both these roads in both directions seems ill-conceived. It is the Association's opinion that all proposed large-scale developments in the North County region should provide their fair share for the complete construction of SR-56 (road and both north and south bound ramps onto I-5 and I-15). Traffic congestion in the mid-North County area is already problematic and steadily worsening. Phasing plans for large-scale developments in this region should provide that adequate road networks are in place and operational before the construction of new dwelling units and other traffic generating land uses are permitted.

Response

53. The traffic analysis was developed in consultation with the City of San Diego and SANDAG, from which the study area for the model runs and the underlying land uses were defined. Land uses within the study area were based upon existing or reasonably foreseeable near-term projects, planned land uses, and SANDAG Series 8 growth projections. Land use assumptions for the traffic model for the areas surrounding the project—which includes more than 50 percent of the total traffic study area—were verified, although where, as here, the analysis requires estimating traffic generation and transportation network improvements seven and seventeen years in the future, a certain degree of forecasting is required. The City's traffic consultant, working closely with SANDAG, recently conducted a review of all of the land use assumptions in the area as well as in the mid-county. Although the land uses outside the project were accurately reflected in the travel demand model used in the Black Mountain Ranch Subarea Plan Traffic Impact Analysis, an error in the land use used in the computer model for the proposed project was uncovered. As a result, the error was corrected and the model rerun. The results of the corrected model confirm the findings of the previous analysis, demonstrating that the slight error in land use assumptions used in the model resulted in traffic forecasts virtually indistinguishable from those reported in the Black Mountain Ranch Subarea Plan Traffic Impact Analysis.

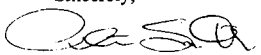
54. Comment noted. The Subarea I Plan includes development and regional roadway network improvements that are part of the already approved Black Mountain Ranch II VTM/PRD. Additional development would be required to be consistent with the Subarea I Plan transportation improvement and phasing plan. The phased levels of future development cannot be undertaken until transportation network improvements are either built or assured. Specifically, prior to construction of any additional development in Subarea I beyond the Black Mountain Ranch II VTM/PRD, SR-56 must be assured as a four-lane major from Carmel Valley Road to Black Mountain Road (i.e., from I-15 to I-5). Any development in excess of 4,210 equivalent dwelling units in Subarea I would require assurance of SR-56 as a six-lane major with a northbound ramp connection to I-5. Similar requirements have been included or are proposed for the remainder of the area.

55 In summary, the Association requests that the Draft TEIR be carefully reviewed for adequacy with respect to traffic and circulation issues. Further, the Association requests that the TEIR provide a more thorough analysis of the projected traffic on the roads which are adjacent to or within the Covenant area that are impacted by the proposed development. The Association is extremely concerned about the continuous permitting of development within the mid-North County region without the prior development of adequate traffic and circulation mitigations. It is hoped that the City and other permitting agencies will work to ensure that adequate traffic analysis and mitigation measures which protect the narrow, winding and heavily landscaped character of rural Covenant roadways are undertaken before such large-scale developments are approved.

Please keep us informed of staff recommendations and hearing dates.

The Association thanks you for your assistance, cooperation and for providing us with the opportunity to participate in this process.

Sincerely,



Pete B. Smith, Association Manager

Attachment: "Development Projects within the Rancho Santa Fe Region," (population and development estimate tables prepared by the Rancho Santa Fe Association).

cc: Supervisor Pam Slater
Lois Jones, Chair, San Dieguito Planning Group

Response

55. Comment noted. See Responses 52 and 53.

Development Projects within the Rancho Santa Fe Region

Disclaimer: These tables contain data from development projects in various stages of the planning and approval process; all data is approximate and subject to jurisdictional modification.

CITY OF SAN DIEGO

Project Name	Total Acreage	No. of Residential Dwelling Units	Other Land Uses	Total Estimated ADT's	Total Estimated Population
Black Mountain Ranch II - Phase I (FUA - Subarea I)	**3,777**	**1,119**	• 2 Schools • 2 Churches • 2 Golf Courses • Community Park	**14,402**	**3,301**
Source: *Black Mountain Ranch Revised TM*					
Black Mountain Ranch II - Phase II (FUA - Subarea I)	**900**	**4,281**	• Retail & Services (135,000 sq. ft.) • Office (65,000 sq. ft.) • Employment Centers (450,000 sq. ft.)	**60,310**	**12,629**
Source: *Framework Plan* Calculations for Subareas 1A and 1B after subtracting *Black Mountain Ranch Revised TM* Phase I proposed uses.					
Subarea II - FUA	**830**	**230**	NONE	**2,300**	**679**
Source: *Framework Plan*					
Subarea III - FUA (excluding Sea Breeze Farms)	**2,568**	**5,016** • Single-Family (3,243) • Multi-Family (1,773)	• Park (30 acres) • Elementary School (20 acres) • High Schools (48 acres) • Private High School (50 acres) • Neighborhood Commercial (150 KSF) • Office (150 KSF + 14 acres) • Civic (4 acres)	**80,689**	**14,797**
Source:DRAFT Master Environmental Impact Report for Pacific Highlands Ranch (Subarea III), dated April 3, 1998.					
Sea Breeze Farms (annexed into Carmel Valley Community Plan)	**72**	**300** • Single Family (250) • Multi Family (50)	NONE	**3,060**	**885**
Source: *4-S Ranch Draft EIR*					
Torrey Highlands (FUA - Subarea IV)	**1,134**	**2,600**	• Employment Center • Joint Operations Center • Institutional • Commercial • Schools • Parks	**57,152**	**7,670**
Source: *Torrey Highlands Subarea IV EIR*					

Development Projects within the Rancho Santa Fe Region

Disclaimer: These tables contain data from development projects in various stages of the planning and approval process; all data is approximate and subject to jurisdictional modification.

Fairbanks Highlands (FUA - Subarea IV)	**387**	**93**	• Lands deeded to City for school	**2,130**	**274**
Source: *Torrey Highlands Subarea IV EIR*					
Delmar Mesa Specific Plan (FUA - Subarea V)	**1,802** (130 acres of which are outside of Subarea V)	**688**	• Resort • Golf course • School • Park	**10,570**	**2,030**
Source: *Delmar Mesa-Subarea V Draft EIR* and *Bougainvillea Final EIR.*					
Bougainvillea (FUA - Subarea V)	**240**	**134**	• Resort • Golf course	**4,340**	**395**
Source: *Bougainvillea Final EIR*					
Area Total	**11,710**	**14,461**		**234,953**	**42,660**

CITY OF ENCINITAS

Project Name	Total Acreage	No. of Residential Dwelling Units	Other Land Uses	Total Estimated ADT's	Total Estimated Population
Knights Bridge - Barrett	**148**	**58**	NONE	**580**	**151**
Source: City of Encinitas Parcel Map; Personal Communication with City of Encinitas Planning Staff, 1-19-98.					
Wildflower Estates	**73**	**31**	NONE	**310**	**81**
Source: City of Encinitas Parcel Map; Personal Communication with City of Encinitas Planning Staff, 1-19-98.					
Double L Ranch	**97**	**36**	NONE	**360**	**94**
Source: City of Encinitas Parcel Map; Personal Communication with City of Encinitas Planning Staff, 1-19-98.					
Area Total	**318**	**125**	NONE	**1,250**	**326**

Response

Development Projects within the Rancho Santa Fe Region

Disclaimer: These tables contain data from development projects in various stages of the planning and approval process; all data is approximate and subject to jurisdictional modification.

CITY OF CARLSBAD

Project Name	Total Acreage	No. of Residential Dwelling Units	Other Land Uses	Total Estimated ADT's	Total Estimated Population
The Villages of La Costa (Approved Southwest Area)	**529**	**1,076** • Single-Family	• Jr. High School (27.40 acres) • Elementary School (13.30 acres) • Church (7.60 acre) • Open Space/Recreation • RV Storage Pkg Facility	**12,882**	**2,690**
Source: *The Villages of La Costa Master Plan;* Personal Communication with Fred Arbuckle.					
The Villages of La Costa (Proposed Southeast Area)	**1,121**	**1,132**	?	**11,320**	**2,830**
Source: Personal Communication, City of Carlsbad Planning Staff, 11-5-97.					
The Villages of La Costa (Proposed Northwest Area)	**744**	**1,149**	?	**11,490**	**2,873**
Source: Personal Communication, City of Carlsbad Planning Staff, 11-5-97.					
Green Valley	**281**	**400 max.** • Single-Family	• Community Commercial/Retail • Open Space (18.3 acres total)	**16,810**	**1,000**
Source: *Green Valley Master Plan* and Personal Communication; City of Carlsbad Planning Staff, 11-5-97 & 1-19-98.					
Shelley Tract	**200**	**249** • Single-Family	• Elementary School (Existing) • Open Space (Approx. 10 acres total)	**2,490**	**623**
Source: *Rancho Cabrilla Master Plan;* Personal Communication, City of Carlsbad Planning Staff 11-5-97 & 1-19-98.					
Rancho Cabrillo	**405**	**1,816** • Single Family (1,067) • Multi-Family (749)	• School (17.1 acres) • Community Facilities (4.5 acres) • Open Space (252.2 acres)	**17,688**	**4,540**
Source: *Rancho Cabrilla Master Plan;* Personal Communication, City of Carlsbad Planning Staff, 11-5-97 & 1-19-98.					
Area Total	**3,280**	**5,822**		**72,680**	**14,556**

3

Response

Development Projects within the Rancho Santa Fe Region

Disclaimer: These tables contain data from development projects in various stages of the planning and approval process; all data is approximate and subject to jurisdictional modification.

CITY OF SAN MARCOS

Project Name	Total Acreage	No. of Residential Dwelling Units	Other Land Uses	Total Estimated ADT's	Total Estimated Population
San Elijo Ranch	**1,961**	**3,321** • Single-Family (2,135) • Estate (135) • Multi-Family (272) • Cluster/Attached (460) • Patio Home (319)	• Neighborhood Comm. (13 acres) • Elementary Schools (26 acres) • Institutional (6 acres) • Regional Rec. Park (206 acres) • Neighborhood Park (20 acres) • Open Space (777 acres) • Water Reservoir, Sheriff Substation, Fire Station (minimal acreage)	**46,264**	**10,029**
Source: *San Elijo Ranch Specific Plan Amendment*, November 1, 1995.					
University Commons	**416**	**1,704** • Single-Family (490) • Multi-Famiy (1,214)	• Neighborhood Comm. (13.6 acres) • Elementary School (12.8 acres) • Park (24 acres) • Open Space (71.5 acres)	**25,020**	**5,146**
Source: *University Commons Specific Plan*, September 25, 1991, Revised November 11, 1991.					
Area Total	**2,377**	**5,025**		**71,284**	**15,175**

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Response

Development Projects within the Rancho Santa Fe Region

Disclaimer: These tables contain data from development projects in various stages of the planning and approval process; all data is approximate and subject to jurisdictional modification.

COUNTY OF SAN DIEGO

Project Name	Total Acreage	No. of Residential Dwelling Units	Other Land Uses	Total Estimated ADT's	Total Estimated Population
4-S Ranch	**3,525**	**4,965**	• Schools • Parks • Office • Community Facility • Commercial • Churches • Fire Station • Transit	**82,860**	**16,647**
Source: *4-S Ranch Draft EIR*					
Christopherhill (part of 4S Ranch SPA)	**634**	**400** • Single-Family (300) • Multi-Family (100)	• Commercial (4 Acres)	**5,800**	**1,180**
Source: *4-S Ranch Draft EIR.*					
Rancho Cielo Specific Plan	**2,815**	**770**	• Neighborhood Commercial & Retail (50,000 sq. ft.)	**8,920**	**2,272**
Source: Personal Conversation with Dave Dacus, Rancho Cielo, 10-2-97					
Cielo at Rancho Santa Fe (part of Rancho Cielo SPA)	**1,736**	**527**	• Neighborhood Commercial & Retail (up to 50,000 sq. ft.)	**6,658**	**1,555**
Source: Personal Conversation with Dave Dacus, Rancho Cielo, 10-2-97					
Santa Fe Creek (part of Rancho Cielo SPA)	**195**	**45** (5 of 45 are w/in Rancho Cielo SPA)	NONE	**450**	**1,328**
Source: Personal Conversation with Dave Dacus, Rancho Cielo, 10-2-97					

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Response

Development Projects within the Rancho Santa Fe Region

Disclaimer: These tables contain data from development projects in various stages of the planning and approval process; all data is approximate and subject to jurisdictional modification.

Santa Fe Valley Specific Plan	**3,163**	**1,200** • Single Family • Multi Family	• Golf Course (18 holes) • Executive Golf Course (9 holes) • Resort hotel (250 rooms/26 acres) • Private Equestrian Facility (?) • Congregate Care Facility (7 acres) • Neighborhood Commercial (12 acres) • Elementary School (1-7 acres) • Fire Station (8 acres) • Sewage Treatment Plant (2.7 acres) • Park	**21,255**	**3,540**
Source: *4-S Ranch Draft EIR, Santa Fe Valley Specific Plan Draft EIR.*					
Santa Fe Hills	**40**	**15**	NONE	**150**	**44**
Source: *4-S Ranch Draft EIR*					
Horizon Country Club	**446**	**250**	• Private Golf Course	**3,200**	**738**
Source: *4-S Ranch Draft EIR.*					
Area Total	**10,623**	**7,600**		**122,185**	**24,421**

	Total Acreage	No. of Residential Dwelling Units	Other Land Uses	Total Estimated ADT's	Total Estimated Population
Regional Total	**28,308**	**32,908**		**501,102**	**96,812**

Notes:

- When not provided in source documents cited above, ADT calculations were estimated by using the "(Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region", San Diego Association of Governments, December 1996.
- Total population estimates were calculated using the January 1, 1997 persons per household calculation factors provided in "Table 15: Persons per Household By Jurisdiction", *SANDAG Info*, SANDAG/Source Point, September- October 1997, p.18.
- Not included in these estimates are the planned and potential minor subdivisions in the region that will increase these estimates by some unknown but cumulatively significant factor.
- Prepared By: Rancho Santa Fe Association, January 1998.
- Edited Date: Edited to reflect updated numbers and uses for Subarea III - Pacific Highlands Ranch on April 9, 1998.

6

Response

BOARD OF EDUCATION
JEFF MANGUM
STEVE MCMILLAN
ANDREW PATAPOW
PENNY RANFTLE
CHARLENE ZETTEL

POWAY UNIFIED SCHOOL DISTRICT

13626 TWIN PEAKS ROAD • POWAY, CALIFORNIA 92064-3098
TELEPHONE: (619) 748-0010 • (619) 586-7500 • FAX (619) 748-1342

DR. ROBERT L. REEVES
SUPERINTENDENT OF SCHOOLS

"...serving the communities of
Poway, Rancho Bernardo, Rancho De Los Penasquitos, Sabre Springs, and Carmel Mountain Ranch"

PLANNING
Alicia Kroese, Director
(619) 679 2570 • FAX (619) 513-0967
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June 10, 1998

RECEIVED
JUN 10 1998
DEVELOPMENT SERVICES

Lawrence C. Monserrate, Environmental Review
City of San Diego
Land Development Review Division
1222 First Avenue, MS 501
San Diego, CA 92101

Subject: Response to Draft Tiered Environmental Impact Report for Black Mountain Ranch (Subarea 1) Subarea Plan in the North City Future Urbanizing Area

Dear Mr. Monserrate:

Pursuant to your request for comments to the Draft Tiered Environmental Impact Report (TEIR), the Poway Unified School District (PUSD) is hereby submitting comments to issues that need to be addressed in the TEIR, final EIR, and Mitigation Monitoring Program. The City of San Diego requires all developers and owners of new development to provide mitigation for the impact of their new developments pursuant to Section 8, "Public Facility Needs and Financing" of the North City Future Urbanizing Area (NCFUA) Framework Plan. In addition to the above, the Board of Education of PUSD requires mitigation in accordance with PUSD Policy 6.31, "School Facility Assessment and Fees on New Development," Policy 6.32 "Acquisition of Sites," and Policy 6.33 "School Size" (Attachments A, B, and C). Pursuant to these policies, the District requires that the TEIR and General Plan Amendment, NCFUA Framework Plan Amendment, and Subarea Plan (collectively, "Land Use Proposal") each reflect that the project will result in significant environmental impact on PUSD. The following are PUSD's comments regarding the adequacy of the TEIR.

SUMMARY

PUSD currently operates 19 elementary schools (K-5), five middle schools (6-8), three high schools (9-12), and one continuation high school (See map, Attachment D). PUSD is lacking funding to provide interim facilities, purchase land, and to build future needed schools and associated capital facilities infrastructure. As discussed in more detail below, the proposed Subarea Plan is inconsistent with the existing Framework Plan. The TEIR fails to discuss these inconsistencies and the impacts they will have on PUSD. This problem is further exacerbated by the fact that the Mitigation proposed in the TEIR is inconsistent with the Framework Plan and inadequate for purposes of mitigating the impacts on PUSD.

56 Specifically, the District proposes that the major real property owner (Owner) within the Subarea Plan area, which we understand to be Black Mountain Ranch Limited Partnership, enter into a Mitigation Agreement and Transfer Agreements with the District prior to any consideration by the Planning Commission of the Land Use Proposal. Additionally, we propose that the Conditions and Mitigation Measures require that the remaining owners (Perimeter Owners) enter into a similar Mitigation Agreement with the District prior to City approval of the Land Use Proposal. The Mitigation Agreements with the Owner and the Perimeter Owners should be included in the appendices to the Subarea Plan and the TEIR. Such Mitigation Agreement shall fully mitigate the significant impacts to be incurred by the District. The Draft TEIR Mitigation Measure must also be revised to reflect the mitigation payment amounts that shall be paid to the District to fully mitigate the Land Use Proposal's impacts on the District's School Facilities.

ANALYSIS

(1) **Project Description (Section 3)**

57 The text of the project description section of the TEIR does not accurately describe the proposed school sites. Figures 3-6 and 3-2 correctly indicate that a middle school and two-thirds of a high school is proposed on the eastern boundary of the Northern Village. The text should be revised to reflect this. The project description should also note that the proposed locations of the schools are different than what was anticipated in the Framework Plan (Figure 3-1), but that the changes will not result in a significant impact.

(2) **Inconsistency with the Framework Plan**

58 The TEIR fails to discuss the impacts that will result because of the inconsistencies between the Framework Plan and the proposed Subarea Plan. Similarly, the TEIR does not analyze the impacts that will result from the inconsistencies between the Framework Plan and the proposed mitigation measures relating to schools. For example, Section 8.3 of the Framework Plan requires that "[n]o Subarea Plan will be adopted without an agreement with the respective school district to compensate for any additional impact that the development may have on schools." Pursuant to Section 8.2 (c), "[n]o Subarea Plan will be adopted by the City Council without concurrent adoption of a purchase agreement that commits owners of designated school. . . sites to sell those sites to the relevant school district . . . The purchase agreements shall set the price so that it is equal to the market value of the site(s)."

There is absolutely no reason why the Subarea Plan and the TEIR mitigation measures should impose requirements inconsistent with those specified in the Framework Plan. The City Council

Response

56. The Black Mountain Ranch owner and perimeter property owners are in negotiations with the school district for school mitigation agreements; the intent is to finalize these negotiations prior to consideration of the Subarea I Plan by the Planning Commission. Including a specific dollar amount for mitigation payments in the TEIR is premature given that the school mitigation agreements are still being negotiated. The school mitigation agreements will fully mitigate for the project's school impacts.

57. The text in section 3 of the project description indicates that two elementary schools—one middle school and one high school—would be sited in Subarea I. An additional middle school site is partially within Subarea I, straddling the boundary between Subarea I and Subarea IV to the south. The location of the middle school and high school in the northern village area have changed since the release of the Framework Plan. The relocation has moved the proposed high school from 4S Ranch to a site straddling both 4S Ranch and the northern village area of Subarea I. The location for a middle school in the northern village has also been changed to a site adjacent to the proposed high school. The Subarea I Plan has been modified to reflect these changes. The relocation would not result in significant adverse impacts.

58. The text of the TEIR has been revised to correspond with the Subarea I Plan, which is consistent with the Framework Plan.

purposely established an early date for execution of mitigation and transfer agreements. Delaying these agreements until approval of final maps, as indicated in the proposed mitigation measure, or submission of rezone applications, as suggested in the Subarea Plan, will only increase the uncertainty and costs associated with mitigating the impacts of the project. If the City insists on adopting a plan and mitigation measure that are inconsistent with the Framework Plan, then the TEIR must discuss the inconsistency and analyze the impacts that could result. Many of these potential impacts are discussed in more detail in Section 3 of this letter.

Response

(3) **Public Facilities and Service (Section 4(L))**

PUSD cannot reasonably rely on funding from statewide general obligation bonds for school construction. Because space is not available in existing schools to accommodate all students anticipated to be generated from the project, funds for interim classrooms, sight purchase, and new construction necessary to serve students from the proposed project must come from this new development. Table 4L-1 (Attachment D) provides information regarding Fall 1997 enrollments for some of the neighboring schools which could reasonably be anticipated to provide service to Subarea I. Attachment D provides an update for that table. Even though some of these schools have a small percentage of available capacity based upon enrollments, the recent implementation of state guidelines requiring class size reduction on all of our elementary school campuses, have reduced the space available to add portable/interim facilities at existing sites. In addition, the number of students will continue to increase and it is not anticipated that space will be available for students from the subject project as stated in the text of the TEIR.

Currently Adobe Bluffs, Sunset Hills, Deer Canyon, and Sundance Elementary Schools have space available for students. However, other neighboring elementary schools in the Rancho Penasquitos area, such as Park Village Elementary School, are operating at or above capacity and the District will be undertaking an attendance boundary adjustment to balance enrollments at these schools. Additionally, the District Planning staff estimates there are approximately 114 new dwelling units currently approved and proposed for construction from which we anticipate additional student enrollment by Fall 1998. These factors, combined with changing demographics and economic conditions, could cause Adobe Bluffs, Sunset Hills, Deer Canyon, and/or Sundance Elementary Schools to be over-capacity in the near future.

The PUSD Long Range Facilities Master Plan projects enrollments in the year 2000 to be 11,896 for the schools in Table 4L-1 (Attachment D). This reflects that all schools will be operating at approximately 21% above designed capacity. As such, and until such time as funds are available to construct the first of two elementary schools located within the project or the previously approved Vesting Tentative Map area, Black Mountain Ranch Phase I (1,121 single family units), children from Subarea I would likely be located in portable classroom facilities at any number of sites anywhere within the 100 square miles of the school district where field or

hardscape surface space and utility services are available to add additional portable classroom buildings.

59 Item b) "Planned School Facilities" on page 334 of the TEIR should be updated. The most recent information available in the Long Range Facility Master Plan, including this project, indicates a need for two high schools, two middle schools, and six elementary schools to meet the needs of students generated by the build-out of both the City and County Future Urbanizing Areas located within the District, i.e. North City Future Urbanizing Area Subarea I, Subarea IV, eastern portion of Subarea V, and adjacent County development areas, 4S Ranch and Santa Fe Valley (Attachment). The project as proposed will generate a need for two elementary schools (one is located in the Vesting Tentative Map area, Phase I, 1,121 units), and a middle school, in addition to the portion of the high school site located in the eastern portion of the northern village "Bowtie" area. The high school site includes approximately 45 acres within the project and the remaining 21 acres are located in the adjoining County 4S Ranch Planning Area. With the exception of one elementary school, all of the school sites are the subject of executed transfer agreements.

60 PUSD cannot guarantee that students at any grade level generated from the project will be able to be accommodated in the schools located in the neighboring community of Rancho Penasquitos. PUSD reserves the right to bus students where space for portable classroom buildings are available. Further, it should be understood that over-crowded campuses may interfere and stretch PUSD's ability to deliver quality educational programs. Relying on portable classrooms creates negative impacts in the following areas:

- Strained demand on utilities;
- Strained demand on non-scheduled teaching spaces for Speech, Reading, Math Recovery programs, Reading Resource Specialists, Library, Multi-Purpose Rooms, Computer Lab, kitchen-serving facilities, Band, Athletic Programs, teacher work-room areas, parent conference areas, etc.;
- Multi-scheduling of lunch periods, recesses, athletic fields and hard courts, and assembly programs;
- Impacts on student and adult restrooms, nursing and counseling staff;
- Lost playground, play field, hard surface, and parking areas;
- Increased pedestrian and vehicular traffic impacts.

This project will exacerbate current PUSD over-crowded campuses. These conditions can not be ameliorated with attendance boundary adjustments for any of the grade levels served. The

Response

59. The school mitigation agreements will ensure complete mitigation of the project's school impacts after taking into consideration recent state guidelines concerning class-size reduction and without reliance on statewide general obligation bonds. The project does not intend to rely on any existing capacity in the school district's facilities to accommodate its students on a long-term basis.

60. The project assumes that portable classrooms initially may be used to house its students at off-site schools until the project and surrounding area has generated enough students to warrant construction of permanent facilities. Socioeconomic impacts associated with the use of portable classrooms are not CEQA issues. Traffic generation factors for the Subarea included the schools traffic and other physical impacts from siting the schools have been analyzed to the extent that information is available on future development in the northern village area.

TEIR must discuss these impacts and develop mitigation measures that will reduce these impacts to a level of insignificance.

The project proposes the development of approximately 1408 acres of land into 2,470 residential dwelling units.[1] Of these 2,479 dwelling units, approximately 2,248 single-family detached units and 2,031 multi-family units are projected to generate 2,453 students and the need for 1.6 elementary schools (K-5), .40 of a middle school (6-8), and .37 of a high school (9-12). The project will generate projected student enrollment as described in Attachment A. A report prepared for the District by David Taussig & Associates estimates the school facilities impact caused by this proposed new development to be $17,459 per detached dwelling unit and $7,508 per attached dwelling unit. The total impact for the 2,479 proposed residential units is estimated to be $48,255,488. Mitigation costs are based upon land assumptions provided by Black Mountain Ranch consultants. The District is currently authorized to levy school fees pursuant to Government Code 53080 in an amount of $1.93 per square foot for residential development (Assembly Bill 2926, Chapter 887 of the Statutes of 1986 (Government Code Sections 53080 *et seq.*, and 65995 *et seq.*) ("Statutory School Fee Legislation")).

Based on an assumed average of 2,200 square feet per dwelling unit, statutorily the District would collect an average of $4,246 per dwelling unit for a total of $10,525,834. Statutory school fees clearly will not provide the District with the funds required to adequately house the students and mitigate the school facilities impact which will be generated from the project, resulting in an unfunded facilities need of an estimated $38 Million. Subsequent to the enactment of the Statutory School Fee Legislation, a trio of cases held that the limitations imposed by the Statutory School Fee Legislation did not apply to land use decisions involving legislative decisions by a local agency such as the City. [*Mira Development Corp. v. City of San Diego* (1988) 205 Cal.App.3d 1201, 252 Cal.Rptr. 825; *William S. Hart Union High School District v. Regional Planning Commission* (1991) 226 Cal.App.3d 1612, 277 Cal.Rptr. 645; and *Murrieta Valley Unified School District v. County of Riverside* (1991) 228 Cal.App.3d 1212, 279 Cal.Rptr. 421.] The *Mira, Hart,* and *Murrieta* decisions all hold that legislative decisions include land use decisions such as a specific plan, zone change, development agreement and general plan amendment as are requested of the City by the Land Use Proposal. Accordingly, since the Land Use Proposal involves an application for legislative approvals, the Statutory School Fee Legislation does not preempt or prohibit the City from requiring Mitigation Measures to fully mitigate School Facility impacts.[2]

Additionally, the NCFUA Framework Plan clearly indicates and recognizes that Statutory School Fees are insufficient to fully fund the costs of new schools. Consequently, the Framework Plan requires developers to fund school construction. [NCFUA Framework Plan, at 8.3c; p.106] Further, the failure to adequately fund School Facilities would be inconsistent with the

[1] This number reflects the most recent number of units provided to PUSD and our financial consultants.

[2] With regard to a CFD pursuant to the Mello-Roos Act of 1982, the California Supreme Court has stated that Government Code Section 65995 expressly excludes special taxes levied pursuant to the Mello-Roos Community Facilities Act of 1992 from the dollar limitations set forth in the Statutory School Fee Legislation. [*Grupe Development v. Superior Court* (1993) 4 Cal.4th 911, 921, 16 Cal.Rptr.2d 226, 232.] Accordingly, there are no legal limitations prohibiting the City from utilizing a Mello-Roos District as a mitigation measure.

Response

requirements of CEQA, and violate the City's General Plan and policies of the City Council relating to schools, which is discussed in detail below.

61 Unfunded school facilities have not merely a socio-economic impact, but a physical, substantial, adverse environmental impact under the California Environmental Quality Act (CEQA). The District has a statutory mandate to educate students within its jurisdiction. If the District is required to educate students without an assured source of funds and without available capacity at minimum, the policies underlying the enactment of CEQA are undermined, including the policy to consider critical thresholds for the health and safety of the people of California. As discussed previously, the educational environment which houses students in excess of the available capacity of the public schools which must educate such students, creates critical, adverse health and safety considerations. If new housing is approved without school capacity as necessitated by such development, the quality of the entire existing community is degraded.

In the past, the state of California has provided supplemental funding by way of state school bonds provided by the electorate. Even in years when school bonds were approved, districts, in the pipeline for funding, were competing with a backlog of billions of dollars in unfunded facilities needs statewide. The District has been successful in the past in obtaining limited amounts of state funding to finance a portion of its needed facilities, however, and as mentioned previously, this alternative has no assurance of providing a means of mitigating school facilities impacts.

Based upon the proposed students to be generated, the District will require impacts at all levels to be mitigated by financing of needed facilities and precisely locating the sites necessary to accommodate schools for students. Traffic circulation and street improvement plans raise significant safety issues. Therefore, the District requests that prior to adoption of the Land Use Proposal, school sites acceptable to the District and State Department of Education shall be identified specifically by need and generally by location, subject to future approvals. The District further requests that the City involve the District in the land use planning process for the areas adjacent to the school sites so as to ensure compatible uses next to the school sites.

62 In accordance with the above, PUSD also requests that the TEIR, Subarea Plan, Amendment to General Plan in Progress Guide, Amendment to the NCFUA Framework Plan, and approval of the Subarea Plan contain a condition requiring the execution of mitigation agreements, and, where applicable a transfer agreement between PUSD and each property owner prior to Subarea Plan approval by the City Council. PUSD and proponents are in the process of completing the PUSD calculation of school facilities impact costs using the various factors identified in the Framework Plan Section 8. It is anticipated that these agreements will be executed well in advance of any City Council consideration of the Subarea Plan. Nonetheless, for the reasons specified herein, this element should remain as a condition of approval.

Please continue to send PUSD all further notices and other project-related materials so that we may submit information in a timely manner. We have enjoyed working with the project proponents and look forward to continuing that work to provide quality educational facilities that will enhance the community. We appreciate the opportunity to comment on this project. The

Response

61. The Subarea Plan provides for safe locations for five school sites and additional compensation to the District for the construction of new schools. Health and safety concerns with respect to overcrowding should not result from development of the Subarea.

62. The school mitigation agreements being negotiated with the school district provide for full mitigation of impacts resulting from implementation of the Subarea I Plan, through the timely provision of both interim and permanent school facilities. As part of these school mitigation agreements, option agreements for acquisition of the school sites for a fixed price also are being negotiated.

Response

information provided herein is based upon the best current estimates and are subject to change. If you have any questions or require additional information, please contact me at (619) 748-0010 Extension 2570.

Sincerely,

Alicia E. Kroese

Alicia E. Kroese
Director of Planning

AEK/ldb

4 Attachments

cc: Brian Fish, Luce, Forward, Hamilton & Scripps
Gail McCloud, McCloud Consulting

ATTACHMENT A

POWAY UNIFIED SCHOOL DISTRICT
BOARD POLICY

Originator: Assistant Superintendent, BSS

Issue No.: 4 Date: 8/29/94 Page 1 of 1

ARTICLE: 6.0 BUSINESS SUPPORT SERVICES
6.31 PLANNING DEPARTMENT

Reference: Gov't. Codes 53311,50077,53080, 65995, A.P. 6.31.I
CA Code Art. XIIIA, Sect. 4

SECTION 6.31 SCHOOL FACILITY ASSESSMENTS AND FEES ON NEW DEVELOPMENT

The Board of Education shall, on a due diligence and best effort basis, if feasible, assess any residential and commercial property to be developed within the boundaries of the Poway Unified School District, but not within the boundaries of Community Facilities District No. 1, an amount not less than the maximum amount permitted by law.

It is the Board's intent not to have new development negatively impact the quality of education for existing or future students living in the previously developed areas of the District. Therefore, full mitigation of all future capital facilities needs resulting from new development shall be provided by the developers/owners of property to be developed. Full mitigation includes but is not limited to the costs of the following:

Planning
Land Acquisition
Construction
Testing and Inspection
Furniture and Equipment
Landscaping

Financing agreements with developers/owners for new facilities shall include the priority use of state funds when such funds are available to the District.

Additionally, capital facilities to be provided shall include not only the necessary school facilities but directly related support facilities such as administrative, warehouse, maintenance, transportation, and related facilities as determined by the District.

SECTION 6.31.1 School Facility Assessments and Fees on New Development

Each new development project shall be analyzed as to its impact on the District. This shall include an estimate of when the development is to be occupied, how many students will be generated, what schools may be impacted, and what facilities will be needed.

The Board shall be provided reports, as required by the Government Code, to substantiate the need for assessing fees on new development. Fees shall be assessed, to the maximum extent possible, pursuant to current law. Upon receipt of payment a certificate of compliance shall be issued to the owner/developer. Other facility financing alternatives shall be considered in lieu of fees such as special taxes, land donations, facility donations, etc., when appropriate.

The District shall comply with the required reporting requirements to other governmental entities and periodic updates shall be provided to the Board regarding the collection of fees or other payments. The District shall also transfer fees from new development to the state pursuant to the matching share requirements of the state school building lease purchase program. All payments shall be accounted for and expended for capital facility growth related projects.

Response

ATTACHMENT B

POWAY UNIFIED SCHOOL DISTRICT
BOARD POLICY

Originator: Assistant Superintendent, BSS

Issue No.: 4 Date: 6/21/94 Page 1 of 1

ARTICLE: 6.0 BUSINESS SUPPORT SERVICES Reference: E.C. 39100-39032. A.P. 6.32.1

6.30 PLANNING DEPARTMENT

SECTION 6.32 ACQUISITION OF SITES

The Planning Department shall develop and maintain a current long-range master plan for the orderly establishment of school facilities to meet the changing needs of the District.

All school sites considered for acquisition by the District shall be selected in accordance with all applicable laws, rules and regulations. All efforts shall be directed toward identifying sites sufficiently in advance of need. In addition, whenever development studies are undertaken by land owners, developers, or planning departments, a suitable number of school sites shall be identified in the area master plan and reserved for the School District.

School sites shall be selected to serve a specific attendance area in the best possible manner and to permit the maximum number of students to be within walking distance of the school.

The Board desires that the District pay fair market value for sites being acquired. The offering price will be determined by employing one or more licensed appraisers to prepare a written estimate of the market value of the property. Insofar as is possible, all site purchases will be effected through negotiation; however, in the event that agreement on price cannot be reached, the Board will be prepared to initiate condemnation action to acquire the property under its right of eminent domain.

Optimum School Site Sizes:

Grade Level	Minimum Size
Elementary	10 net usable acres
Middle	25 net usable acres
High School	60 net usable acres

Response

ATTACHMENT C

POWAY UNIFIED SCHOOL DISTRICT
BOARD POLICY

Originator: Assistant Superintendent, BSS

Issue No.: 2 Date: 10/14/91 Page 1 of 1

RTICLE: 6.0 BUSINESS SUPPORT SERVICES Reference:

6.30 PLANNING DEPARTMENT

SECTION 6.33 SCHOOL SIZE

The Board of Education has determined that school size effects the quality of education and operational efficiency of the District. Research, common sense, and community preference suggest approximate minimum and maximum sizes which the Board hereby adopts as guidelines for District operation. When schools reach the minimum or maximum levels provided herein, the Board shall seek appropriate recommendations from the Superintendent to resolve underutilization or overcrowding of the schools.

	Minimum	Optimum	Maximum
K-5	360	500 - 600	800
6-8	600	900 - 1,100	1,400
9-12 (excluding continuation school)	1,200	1,600 - 2,000	2,400

Response

ATTACHMENT D

TABLE 4L-1
SCHOOLS IN PROJECT AREA

School	Permanent Capacity	Fall 1997 Enrollment	Students Above Capacity
Elementary School (K-5)			
Adobe Bluffs	700	518	N/A
Sunset Hills	784	572	N/A
Deer Canyon	697	480	N/A
Sundance	722	572	N/A
Park Village	700	1,035	335
Total Elementary	3,603	3,177	335
Middle School (6-8)			
Black Mountain	1,335	1,212	N/A
Mesa Verde	1,380	1,473	93
Total Middle School	2,715	2,685	93
High School (9-12)			
Mount Carmel	2,088	3,200	1,112
Rancho Bernardo High	2,169	2,834	665
Total High School	4,257	6,034	1,777
TOTAL	10,575	11,896	2,205

SOURCE: FALL 1997 enrollments, individual schools, September 1997, and permanent capacities, Poway Unified School District, 1998.

Response

June 10, 1998

Via Facsimile and U.S. Mail

Mr. Lawrence C. Monserrate
Environmental Review Manager
City of San Diego
LAND DEVELOPMENT REVIEW DIVISION
1222 First Avenue, Mail Station 501
San Diego, CA 92101

Re: Draft Tiered Environmental Impact Report Concerning Black Mountain Ranch (Subarea I) Subarea Plan in the North City Future Urbanizing Area
LDR No. 96-7902 SCH No. 97111070

Dear Mr. Monserrate:

Thank you for the opportunity for the Fairbanks Ranch Association to comment on the Draft TEIR for the Black Mountain Ranch Subarea Plan. The Association is extremely concerned about the unmitigated significant impacts that have been identified in the environmental document. We further find the environmental document to be inadequate in many respects, as noted in the attached critiques prepared by professional authorities. We therefore **object** to this project and the manner in which the Tiered Environmental Impact Report was prepared.

The Fairbanks Ranch community is located in a semi-rural setting adjacent to the over 5,000 acres comprising Subarea I. In fact, the entire eastern boundary of Fairbanks Ranch abuts the vacant Black Mountain Ranch property. The introduction of significant traffic, noise, land use, biological, air quality and construction impacts resulting from this project are a great threat to the quality of life to this community and entire area.

The Fairbanks Ranch Association has retained experts in the fields of traffic planning and environmental law to review the project Draft TEIR and provide

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us and the City with the benefit of their analyses. Their findings are included as attachments to this letter.

Bill Darnell, principal of Darnell & Associates, Inc., has found numerous instances where the DTEIR lacks needed information or requires clarification in the topic of Traffic Circulation. He also points out that the document has a lack of circulation alternatives that provide acceptable traffic levels of service onto the adjacent County roadway system including San Dieguito Road, El Apajo Road and Via de Santa Fe. In fact, San Dieguito Road, the public street that bisects Fairbanks Ranch is projected to reach the highly congested LOS "F" as early as the second of phase of development.

Everett DeLano III, Esq., an attorney specializing in environmental law, has thoroughly analyzed the DTEIR and found it to be lacking in several critical areas. His attached letter outlines in detail the failure of the document to provide for adequate analysis of alternatives and mitigation, to address a number of reasonably foreseeable environmental impacts, its improper treatment of cumulative impacts, and the City's misuse of the EIR "tiering" method. Mr. DeLano concludes that as a result of these failures the document is virtually worthless in its current form.

The Fairbanks Ranch Association again strongly opposes the Black Mountain Ranch Subarea I project as proposed and the conclude that the environmental analysis for the project is inadequate. We urge that the City take no action on the project until the various failures identified have been properly addressed.

The Fairbanks Ranch Association has an ongoing concern with all the projects in the NCFUA and would therefore request inclusion on the distribution list for all future mailings, distributions, and notifications regarding this Tiered EIR and all aspects of project approval.

Sincerely,

David Abrams

David J. Abrams, AICP
General Manager
FAIRBANKS RANCH ASSOCIATION

Attachments

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Via Hand Delivery and U.S. Mail

Lawrence C. Monserrate
Environmental Review Manager
City of San Diego
Land Development Review Division
1222 First Avenue, Mail Station 501
San Diego, CA 92101

Re: Draft Tiered Environmental Impact Report Concerning Black Mountain Ranch (Subarea I) Subarea Plan in the North City Future Urbanizing Area

Dear Mr. Monserrate:

This letter is submitted on behalf of Fairbanks Ranch Association and offers comments upon the Draft Tiered Environmental Impact Report for Black Mountain Ranch (Subarea I) Subarea Plan in the North City Future Urbanizing Area ("DTEIR"), distributed for public comment on April 27, 1998.

I. Introduction

Fairbanks Ranch Association is concerned about environmental quality and the quality of life in and around the Fairbanks Ranch area. To date, Subarea I has supported numerous species of wildlife, as well as a largely rural lifestyle with horses, agriculture and many other non-urban activities. As a direct result of the aggressive planning of the City of San Diego and others, roughly 33,000 new housing units (and 97,000 new people) are proposed for the area around Fairbanks Ranch. Such a dramatic increase in housing (and population) will have lasting and substantial impacts upon the way of life and the quality of the area. This fact only heightens the need for the City of San Diego to conduct a thorough and appropriate level of analysis prior to taking action toward further development.

63 The City seeks a "General Plan Amendment and Subarea Plan, to shift the underlying land use designation from Future Urbanizing to Planned Urbanizing and adoption of the Subarea Plan as the approved future land uses within the 5,098-acre [subarea]." DTEIR at 14. As such, the City seeks significant expanded development of a relatively undisturbed area, including the development of up to 5,400 dwelling units, 650,000 square feet of commercial and employment use, a resort/hotel, two golf courses, schools and other facilities. Id. at 29 – 50.

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63. Of the total development summarized in the letter, 1,122 of the dwelling units, the resort/hotel, 60,000 square feet of the retail/commercial use, two golf courses, two of the school sites, as well as other public facilities, have already been approved for development as part of the Black Mountain Ranch II VTM/PRD project or received approval by the voters under a phase shift.

II. The DTEIR Fails to Provide For Adequate Analysis of Alternatives and Mitigation

CEQA "requires public agencies to deny approval of a project with significant adverse effects when feasible alternatives or feasible mitigation measures can substantially lessen such effects." Sierra Club v. Gilroy City Council, 222 Cal.App.3d 30, 41 (6th Dist. 1990); see Pub. Res. Code §§ 21002 & 21081. "The core of an EIR is the mitigation and alternatives sections." Citizens of Goleta Valley v. Board of Supervisors, 52 Cal.3d 553, 564 (1990). "[A]lternatives and mitigation measures have the same function – diminishing or avoiding adverse environmental effects." Laurel Heights Improvement Association v. Regents of the University of California 47 Cal.3d 376, 403 (1988).

To accomplish these objectives, CEQA requires a discussion of mitigation measures to minimize significant adverse impacts, as well as a discussion of alternatives to the proposed project. Pub. Res. Code §§ 21100(b)(3) & (4). As to the former, the "discussion shall identify mitigation measures for each significant environmental effect identified in the EIR." CEQA Guidelines § 15126(c). As to the latter, the EIR should "[d]escribe a range of reasonable alternatives to the project, or to the location of the 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." Id. § 15126(d).

A. The City Has Failed to Provide Substantive Analysis of Alternatives to the Proposed Project

64 The DTEIR's eight-page discussion of alternatives fails to come remotely close to CEQA requirements. Alternatives must "be described in sufficient detail to serve the informational purpose of the report to the governmental body which will act and the public which will respond to the action through the political process." City of Rancho Palos Verdes v. City Council, 59 Cal.App.3d 869, 892 (1st Dist. 1976). There is no detail to the alternatives section of the DTEIR. Some issues are raised and summarily dismissed, while other issues are wholly lacking in discussion. For example, under headings titled "Other Issues," the DTEIR repeatedly dismisses without discussion the reduction or avoidance of several significant environmental impacts, including landforms and visual quality, noise, biology, and water quality. DTEIR at 404 – 07.

65 Even where issues are discussed, detail is lacking, as in the discussion of traffic circulation under an alternative involving development without a phase shift. Id. at 405. This alternative would reduce trips from Subarea I by 51,698, yet the DTEIR claims the benefit from such a reduction is virtually non-existent. In this and other respects, the DTEIR fails to "allow meaningful evaluation, analysis, and comparison with the proposed project." CEQA Guidelines § 15126(d)(3).

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64. The TEIR is required to include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the proposed project. The project is a plan rather than a site-specific development proposal, and the level of detail regarding future development is general rather than specific. The alternatives considered were also at a plan level of detail. The alternatives analysis presented in the TEIR identifies significant impacts of alternatives and provides a comparison of the level of impacts between the project and alternatives for issues analyzed for the project. Quantification of impacts of the alternatives relative to the project would not be meaningful for a number of issues (e.g., landform alteration, visual quality, biology, noise, and water quality) because the project is a plan and not a site-specific development proposal. Traffic impacts from the project and each of the alternatives were analyzed in comparable detail in the Black Mountain Ranch Subarea Plan Traffic Impact Analysis and summarized in the TEIR alternatives discussion. CEQA does not require an exhaustive discussion of alternatives; rather, the requirement as to an alternatives discussion "is subject to a construction of reasonableness. The statute does not demand what is not realistically possible given the limitations of time, energy, and funds. 'Crystal ball' inquiry is not required." Residents Ad Hoc Stadium Committee v. Board of Trustees, 89 Cal. App. 3d. 274, 286 (1979); 14 Cal. Code Regs. §15126(d)(5)(C).

65. The Black Mountain Ranch Subarea Plan Traffic Impact Analysis analyzes the development without a phase shift as Alternative I, at a level comparable to other alternatives using the same model used to analyze the project. The Black Mountain Ranch Subarea Plan Traffic Impact Analysis opines that the lack of services that would be located on-site under this alternative would result in a substantial increase in off-site trips and thus this alternative does not provide significant improvements to levels of service for off-site intersection and road segments.

66 "Because an EIR must identify ways to mitigate or avoid the significant effects that a project may have on the environment ..., the discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly." CEQA Guidelines § 15126(d)(1). The DTEIR fails to discuss a reasonable range of alternatives, including alternatives providing for less development in sensitive biological areas, alternatives requiring less landform alteration, alternatives producing less traffic circulation impacts, and alternatives that are consistent with land use requirements yet meet some or all of the project objectives.

B. The City Has Failed to Provide for Adequate Mitigation for the Proposed Project

67 Similarly, the DTEIR fails to provide for adequate consideration of mitigation measures. See CEQA Guidelines § 15370. Among other things, the DTEIR fails to provide for mitigation for each environmental effect identified in the EIR. Identified environmental impacts not mitigated include, but are not limited to:

- traffic circulation impacts to San Dieguito Road, DTEIR at 181;
- biological resource impacts to non-native grasslands, riparian habitats and wetlands, DTEIR at 227 – 28;
- impacts from inconsistencies with the County Circulation Element designation for San Dieguito Road, DTEIR at 88;
- impacts from inconsistencies with development regulations for wetlands and with encroachment allowances permitted by the Resource Protection Ordinance, DTEIR at 91;
- water quality impacts to San Dieguito Lagoon, DTEIR at 245;
- landform alteration/visual quality impacts from grading activities and from cutting and filling slopes, DTEIR at 261 & 265;
- air quality impacts, DTEIR at 286;
- public service impacts on solid waste disposal facilities, DTEIR at 357; and
- numerous cumulative impacts, DTEIR at 393 – 400.

Furthermore, the DTEIR fails to consider or propose adequate mitigation. Feasible mitigation measures not considered include, but are not limited to:

- keeping San Dieguito Road unextended;
- providing controlled access to San Dieguito Road;
- rubberizing portions of San Dieguito Road to reduce noise impacts;[1]

[1] The installation of low noise rubberized asphaltic pavement was supposed to have been undertaken as a mitigation measure as a result of the County's decision to delete SA 680 from the General Plan Circulation Element. Unfortunately, no mention of this option is made anywhere within the DTEIR.

Response

66. The alternatives considered included no project, development without a phase shift (which describes development under existing zoning and includes a substantial reduction in intensity of development and also a reduction in the area designated for future development); reduction in intensity of development in the northern village area to reduce traffic generation, and different mixes of land uses in the northern village area. These alternatives address significant impacts identified for the project and comprise a reasonable range of alternatives for Subarea I. The TEIR also includes a discussion of five additional traffic alternatives.

67. The TEIR discusses feasible mitigation measures for the identified significant impacts. For some impacts there are no feasible mitigation measures which would fully mitigate the impact, and this fact is noted. Mitigation measures are discussed in the TEIR for the impacts referenced in the comment, as set forth below:

- Page 181 describes mitigation measures for impacts to San Dieguito Road;
- Pages 227-228 describe mitigation for impacts to non-native grassland, riparian habitats, and wetlands;
- Page 88 describes the infeasibility of full mitigation of the impacts to San Dieguito Road, explaining that such improvements would be inconsistent with the County of San Diego circulation element;
- Page 91 indicates that no encroachment is allowed under the City's Resource Protection Ordinance (RPO) and that no mitigation of this policy's inconsistency is feasible if encroachments occur; mitigation for the loss of wetlands is described on pages 227-228;
- Pages 244-247 describe mitigation to reduce direct impacts to San Dieguito Lagoon to below a level of significance, but conclude that full mitigation for cumulative impacts is infeasible;
- Pages 264-265 describe mitigation measures to reduce the impacts from landform alteration, but indicate that full mitigation is infeasible;
- Pages 285-286 describe mitigation to reduce impacts to air quality, but indicate that full mitigation is infeasible;
- Pages 357-358 describe the fact that direct impacts to solid waste are less than significant, and discuss mitigation measures to reduce cumulative solid waste impacts; and

"Because an EIR must identify ways to mitigate or avoid the significant effects that a project may have on the environment ..., the discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly." CEQA Guidelines § 15126(d)(1). The DTEIR fails to discuss a reasonable range of alternatives, including alternatives providing for less development in sensitive biological areas, alternatives requiring less landform alteration, alternatives producing less traffic circulation impacts, and alternatives that are consistent with land use requirements yet meet some or all of the project objectives.

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Furthermore, the DTEIR fails to consider or propose adequate mitigation. Feasible mitigation measures not considered include, but are not limited to:

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67. cont.

- Pages 393-400 describe cumulative impacts of this project and other projects in the area and within the North City Future Urbanizing Area. Where the project is able to incorporate measures to reduce these cumulative impacts such measures are noted; however, full mitigation of cumulative impacts is not feasible at a project level.

The TEIR considers and proposes feasible mitigation measures. The measures raised in the comment are infeasible, as explained below:

- San Dieguito Road cannot be kept unextended because it will be extended as part of the previously approved Black Mountain Ranch II VTM/PRD approval; therefore, this is not a feasible measure, as discussed on page 88 of the TEIR.

- San Dieguito Road is a circulation element road and a public street; controlled (i.e., gated or selective) access is not a feasible mitigation measure, as discussed on page 88 of the TEIR.

- Comment noted. The EIR for the deletion of SA 680 prepared by the County of San Diego incorporated a rubberized asphalt paving as a mitigation measure for noise impacts on San Dieguito Road.

- As a condition of the Black Mountain Ranch II VTM/PRD approval, Carmel Valley Road, which runs east-west, will be extended from Black Mountain Road to SR-56 prior to or concurrent with the opening of San Dieguito Road.

- A number of alternatives considered in the TEIR and the Black Mountain Ranch Subarea Plan Traffic Impact Analysis reduced residential and employment uses in Subarea I. In each case, however, traffic volumes on San Dieguito Road between Camino Ruiz and El Apajo remained at a level of service "F," due to pass-through traffic.

- Alignment of the major circulation element roads was considered and approved as part of the Black Mountain Ranch II VTM/PRD project EIR and approvals. RPO analysis of the Subarea I Plan was conducted and found the project to be consistent with RPO as a long-range development project.

- Alternative transportation facilities and features, including two transit centers, funding for vans and/or shuttle buses, bicycle trails, hiking trails, and siting of the employment center and higher density housing in the northern village are incorporated into the project to encourage alternative transportation use.

"Because an EIR must identify ways to mitigate or avoid the significant effects that a project may have on the environment ..., the discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly." CEQA Guidelines § 15126(d)(1). The DTEIR fails to discuss a reasonable range of alternatives, including alternatives providing for less development in sensitive biological areas, alternatives requiring less landform alteration, alternatives producing less traffic circulation impacts, and alternatives that are consistent with land use requirements yet meet some or all of the project objectives.

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68 Furthermore, the DTEIR fails to consider or propose adequate mitigation. Feasible mitigation measures not considered include, but are not limited to:

- keeping San Dieguito Road unextended;
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67. cont.

- The future development areas are bisected by three drainage courses totaling four acres; while the plan has been developed to avoid impacts to wetlands and riparian areas, some encroachments for, at minimum, road and utilities crossing would be necessary.

- Development areas were defined for all but 515 acres of Subarea I with the approval of the Black Mountain Ranch II VTM/PRD. Of the remaining 515 acres, 263 acres (51 percent) are proposed as open space, preserving natural landforms. Subarea I as a whole would be comprised of 60 percent (3,065 acres) open space. Areas to be graded are subject to mitigation measures to reduce or minimize the impacts of grading, as described on pages 259-261 of the TEIR.

68. The Subarea Plan is a land use plan and not a site-specific development proposal. As such, specifics with respect to impacts and appropriate mitigation measures can only be formulated in general terms, corresponding to the plan level of detail. When future site-specific development proposals are brought forward, more detailed and specific mitigation measures will be considered prior to approving the individual projects. Mitigation has been identified to the degree of specificity available for a plan level analysis. Deferral of more detailed analysis to project-level CEQA review is appropriate. See Al Larson Boat Shop, Inc. v. Board of Harbor Commissioners, 18 Cal. App. 4th 729, 747 (1993).

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- opening San Dieguito Road only after other alternative east-west roads have been provided;
- reducing the level of development in the proposed residential, commercial and/or industrial portions of Subarea I;
- reducing the use of cut and fill activities by redirecting roads or eliminating development of certain areas;
- promoting alternative transportation measures as a condition of development to reduce air quality impacts;
- reducing development along or near biologically sensitive wetlands and riparian areas; and
- reducing options for grading and preserving more natural landforms.[2]

Additionally, the DTEIR illegally defers mitigation options. "[T]he CEQA process demands that mitigation measures timely be set forth, that environmental information be complete and relevant, and that environmental decisions be made in an accountable arena." Oro Fino Gold Mining Corp. v. County of El Dorado, 225 Cal.App.3d 872, 885 (3d Dist. 1990). Yet numerous mitigation measures within the DTEIR are vague and rely upon future action or the development of additional information, including land use impacts, traffic circulation impacts, biological resource impacts, and air quality impacts. Accordingly, the DTEIR's analysis of mitigation measures is entirely inadequate.

III. The DTEIR Fails to Address Several Reasonably Foreseeable Environmental Impacts

The City is required to "include a detailed statement setting forth all of the following:

(1) All significant effects on the environment of the proposed project.
(2) In a separate section:
  (A) Any significant effect on the environment that cannot be avoided if the project is implemented.
  (B) Any significant effect on the environment that would be irreversible if the project is implemented."

Pub. Res. Code § 21100(b). See also CEQA Guidelines §§ 15126(a), (b) & (f). The City has failed to address numerous reasonably foreseeable environmental impacts, including the following.

[2] Indeed, many if not all of these mitigation measures should have been considered also as possible alternatives to the proposed project.

A. Biological Resource Impacts

69 The DTEIR acknowledges the substantial biological resources in Subarea I, see DTEIR at Tables 4C-1, 2 & 3 and Figures 4C-1, 2 & 3, but it fails to analyze the significant environmental impacts upon these resources associated with the project. Rather, the City has chosen to rely upon the earlier, and outdated, VTM-EIR, focusing at this point only upon the "perimeter properties," which encompass approximately one-tenth of the project area. DTEIR at 187 – 88. In other words, rather than taking the expansive view expected at this level of analysis, the City embraces microscopic vision and focuses upon a few isolated corners of the projected area. See e.g., DTEIR at Figure 4C-6.

Potentially impacted species within the project area are too numerous to mention, but include several threatened and endangered species. See DTEIR at Tables 4C-1, 2 & 3. For example, the federally listed California gnatcatcher has been sighted "consistently" in several locations within the project area. DTEIR at 200.

The DTEIR's failure is even more startling when one considers the 1997 MSCP Implementing Agreement. Among other things, the Implementing Agreement acknowledges that "Preservation of natural vegetation communities and wildlife will significantly enhance the quality of life in the San Diego region and set aside lands for the future use and enjoyment of the citizens within the MSCP area, the state and the nation." Implementing Agreement ¶ 1.11. Nevertheless, the City has chosen to ignore numerous reasonably foreseeable direct and indirect impacts upon protected species of plants and animals within the project area, except for limited analysis associated with those species within the "perimeter properties."

Without that analysis, the DTEIR fails to comply with core CEQA requirements. Among other things, the City's narrow focus "avoids analyzing the severity of the problem and allows approval of projects which, when taken in isolation, appear insignificant, but when viewed together, appear startling." King County Farm Bureau v. City of Hanford, 221 Cal.App.3d 692, 721 (5th Dist. 1990).[3]

B. Traffic Circulation Impacts

70 The City acknowledges numerous traffic circulation impacts, but its analysis is faulty in several respects. For example, the DTEIR incorrectly identifies San Dieguito Road as a "high-speed facility with excellent sight distance ...." DTEIR at 180. This is incorrect, since San Dieguito Road actually includes hills, curves, nearby trees and other factors that make high-speed traffic dangerous. Furthermore, the DTEIR fails to acknowledge or discuss the direct significant impacts reasonably foreseeable from the opening of San Dieguito Road and a dramatic increase in traffic. Figure 4B-8

[3] Despite the DTEIR's extremely narrow focus, it acknowledges that cumulative impacts to non-native grasslands, riparian habitats and wetlands are significant and unmitigated. DTEIR at 227 – 28.

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69. Approval of the Black Mountain Ranch II VTM/PRD included analysis of impacts to biological resources, including federal and state listed species, on all but 515 acres within Subarea I. This approval predates the adoption of the MSCP, and the MSCP incorporates the Black Mountain Ranch approval as the MHPA design for 90 percent of Subarea I. The Black Mountain Ranch II VTM/PRD received approvals for clearing of native habitat within current and future development areas and encroachments into wetlands within the current development areas, which clearing and encroachments have been completed. Therefore, the TEIR appropriately focuses on the geographical areas that were not included in the previous Black Mountain Ranch II VTM/PRD EIR, and associated RPO, 4D, habitat clearing, and 404 permit approvals.

70. Comment noted. Substantial portions of western segments of San Dieguito Road are open and have excellent site distance, while the eastern segment is more hilly with trees and curves. The TEIR clearly describes the changes in road segment volumes (see Tables 4B-8, -9, -10 and -14 and pages 157-164) along San Dieguito Road and identifies significant impacts. With road improvements made to recognized engineering standards, the accident potential should be minimized. Ingress/egress from cross streets will be enhanced by the proposed improvements to San Dieguito Road. Road congestion overall is the basis for the assessment of significance of traffic impacts.

acknowledges that San Dieguito Road will exceed jurisdictional capacity, but the DTEIR fails to discuss impacts associated with this condition, including accidents, access from existing residences, and increased roadway congestion.

C. Noise Impacts

71 The DTEIR's assessment of off-site noise impacts is wholly inadequate. As with biological resource impacts, the City has carved out small portions of the project area for its analysis, see DTEIR at 320 & Appendix E at Figure 3, then largely decided that impacts are insignificant. In fact, Appendix E fails entirely to address off-site noise impacts while the DTEIR itself skirts the issue. It acknowledges that noise levels along San Dieguito Road will be between 68 and 72 CNEL, but fails to account for impacts associated with these projected conditions. It is reasonably foreseeable that the development of the project, including the associated connecting of San Dieguito Road with Camino Ruiz, will lead to noise impacts to existing residences along San Dieguito Road.

D. Hydrology/Water Quality Impacts

72 The DTEIR discusses the use of recycled water for irrigation, a potentially responsible approach to water quantity concerns. DTEIR at 238 – 39. However, the DTEIR fails to analyze the impacts associated with such use, including potential impacts upon surface water and ground water quality. Such impacts could include bacteriological contamination, as well as contamination from other pollutants of concern.[4]

E. Land Use Impacts

73 The DTEIR acknowledges several significant impacts associated with land use; however, it fails to discuss impacts to surrounding existing communities. See DTEIR at 104. For example, the DTEIR fails to discuss reasonably foreseeable impacts of such substantial development upon Fairbanks Ranch and nearby communities.[5]

F. Construction Impacts

74 The DTEIR fails to consider numerous possible impacts associated with construction activities. These impacts include effects on traffic, such as damage to roads by heavy equipment, disruptions to traffic circulation from large and/or slow equipment, and increased traffic associated with construction laborers. Additional impacts not

[4] The DTEIR acknowledges in one sentence (in a separate section) that "the use of recycled water containing high TDS and nutrient levels could cause a significant impact to local surface and groundwater," DTEIR at 397, but it fails to analyze the issues.
[5] The DTEIR does acknowledge significant, unmitigated impacts associated with inconsistencies with the County Circulation Element. DTEIR at 88.

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71. As discussed in the TEIR on pages 328-329, traffic noise along San Dieguito Road would exceed 65 CNEL and would be a cumulatively significant impact. The TEIR also indicates that this impact was identified as a consequence of the deletion of SA680. Traffic from the Subarea I Plan area would increase traffic on San Dieguito Road and incrementally increase adverse noise levels to adjacent residences. However, the project would not add sufficient traffic to cause a perceptible increase in roadside noise levels and the incremental contribution is not considered a direct project impact. For buildout traffic (19,600 ADT) at 35 mph, the road noise would be 68 CNEL 50 feet from road centerline and the 65 CNEL contour would be 150 feet from the centerline. Given the setback from San Dieguito Road for homes, only exterior use areas would likely be impacted.

72. The reclaimed water reservoir was approved as part of the Black Mountain Ranch II VTM/PRD. The EIR for that project includes discussion of impacts to ground and surface water from TDS, nutrients and other factors (page 4D-13) and incorporates mitigation measures for such impacts (page 4D-17). The Basin Plan indicated that TDS ranges from 5,000 mg/L near the coast but is probably around 1,000 mg/L in the area of the project. With implementation of the Subarea Plan, use of groundwater within the Subarea would likely cease.

73. Issue Number 5 under Land Use on pages 104-105 of the draft TEIR specifically addresses impacts to adjacent surrounding planned and proposed land use. Certain portions of Subarea I adjoining Fairbanks Ranch are within the approved Black Mountain Ranch II VTM/PRD and were discussed in the EIR for the Black Mountain Ranch II VTM/PRD, which is incorporated in the TEIR by reference.

74. Construction impacts from development of the Black Mountain Ranch II VTM/PRD were included in the EIR for that project and included mitigation measures to minimize impacts from noise, fugitive dust generation, erosion and water quality, entry and staging of equipment and construction workers trips to and from the site. Mitigation measures to reduce noise, dust, erosion, and designate access for equipment and workers were adopted. The Subarea I Plan TEIR would not result in any construction activities, because no development entitlements are being pursued. Moreover, reasonably foreseeable impacts from construction activities and general mitigation measures relating to biological resources (pages 229-230), water quality (pages 244-245), air quality (pages 284-285), erosion (pages 299-300), and noise (page 333) are included in the Subarea I Plan TEIR. Additional specific project mitigation measures similar to those imposed on the Black Mountain Ranch II VTM/PRD, including traffic measures for staging of equipment deliveries and worker commute trips would more appropriately be considered and imposed at the tentative map stage.

adequately considered include impacts to existing residences associated with construction noise and air quality effects.[6]

G. Unavoidable and Irreversible Impacts

75 In a separate section of the DTEIR, the City is required to address significant unavoidable and irreversible impacts. Pub. Res. Code § 21100(b)(2). In addressing unavoidable impacts, the City should:

> Describe any significant impacts, including those which can be mitigated but not reduced to a level of insignificance. Where there are impacts that cannot be alleviated without imposing an alternative design, their implications and the reasons why the project is being proposed, notwithstanding their effect, should be described.

CEQA Guidelines § 15126(b). The DTEIR fails to address unavoidable impacts as required by CEQA. At various points throughout the DTEIR, the City acknowledges certain impacts (and ignores others, as discussed in this letter), but it fails entirely to discuss those impacts which the City believes are unavoidable or to discuss their implications and the rationale for project proposal.

For example, the DTEIR acknowledges inconsistencies with the County Circulation Element, asserting that such impacts "cannot be mitigated below a level of significance." DTEIR at 88. Yet at no point does the DTEIR discuss the implications associated with this impact or the reasons that the project is being proposed notwithstanding the impact. The DTEIR contains similar flaws in its discussions of numerous other impacts, including impacts associated with biological resources, land use, and noise.

76 Additionally, the DTEIR contains a small section concerning irreversible impacts, DTEIR at 386 – 87, but it fails to provide adequate discussion of the nature or extent of such impacts. See CEQA Guidelines § 15126(f). Among other things, the DTEIR inaccurately states that "[m]itigation measures are incorporated into this EIR that would mitigate identified impacts of the Subarea I Plan implementation." DTEIR at 387. This statement will leave the reader with the impression that the project's irreversible impacts are mitigated, when even the DTEIR itself acknowledges several significant unmitigated impacts (as discussed in this letter).

IV. The DTEIR's Treatment of Cumulative Impacts is Flawed

CEQA requires consideration and analysis of cumulative impacts. CEQA Guidelines 15130. Among other things, the City should provide a "summary of the

[6] These and other issues were raised in a December 11, 1997 letter to you from David Abrams, General Manager of Fairbanks Ranch Association.

Response

75. Page 2 of the Conclusions section of the TEIR has the heading Significant Unavoidable Impacts and provides a list and discussion of the significant unavoidable impacts which are also identified in the issue sections within the body of the TEIR. An EIR is not required to discuss whether a project should be approved notwithstanding its resulting in significant unmitigated impacts. That decision is left to the lead agency and reflected in the adopted findings and statement of overriding considerations.

76. The last sentence on page 387 is changed to read: Where feasible, mitigation measures are incorporated into this EIR that would mitigate identified impacts of the Subarea I Plan implementation.

77 expected environmental effects to be produced ... with specific reference to additional information stating where that information is available" and it should "examine reasonable options for mitigating or avoiding any significant cumulative effects ...." Id. § 15130(b). As discussed above, the DTEIR fails to discuss numerous reasonably foreseeable impacts associated with the project. The Cumulative Impacts section of the DTEIR provides scant additional information with almost no discussion of environmental effects, including impacts associated with land use, traffic circulation, biological resources, hydrology, landform alteration/visual quality, air quality, noise, public services, public health and safety. DTEIR at 388 – 400. Furthermore, despite the acknowledgement of significant cumulative impacts in virtually every area (with the possible exception of population), the DTEIR utterly fails to examine options to mitigate or avoid those effects. See CEQA Guidelines § 15130(b)(3).

V. The City of San Diego May Not Avoid Consideration of Environmental Issues By Piecemealing or Otherwise Avoiding Reasonably Foreseeable Impacts

The City has indicated that this DTEIR "is intended to be used as a first tier document pursuant to CEQA Section 21093. The detailed level of analysis typically associated with second-tier, site-specific development documents already has been performed for the majority of Subarea I, and is contained in the 1995 Black Mountain Ranch II VTM/PRD EIR [("VTM EIR")]." DTEIR at 14. Unfortunately, the City's twisted approach is contrary to CEQA requirements.[7]

A. The City May Not Tier Where, as Here, the Plan-Level of Analysis Has Occurred After Site-Specific Analysis

CEQA provides:

> Where a prior environmental impact report has been prepared and certified for a program, plan, policy, or ordinance, the lead agency for a later project that meets the requirements of this section shall examine significant effects of the later project upon the environment by using a tiered environmental impact report ....

78 Pub. Res. Code § 21094(a). Clearly, the intention of this section of CEQA is that the more general analysis occurs earlier in time, while the more detailed analysis occurs when specific projects are proposed. The rationale behind this section should be obvious: while "tiering is appropriate when it helps ... to exclude duplicative analysis of environmental effects examined in previous environmental impact reports," Pub. Res. Code § 21093(a), agencies must provide adequate analysis of cumulative and synergistic

[7] In a May 27, 1998 phone conversation, City staff person Chris Zirkle informed the author of this letter that the DTEIR could be considered a second-tier EIR, in which case the 1992 Framework Plan EIR was the first-tier EIR, and the 1995 VTM EIR was a third-tier EIR. If this even more complicated approach is how the City views its CEQA analysis, it has a duty to inform the public on the record. Nevertheless, this alternative approach still fails to live up to CEQA requirements for the reasons discussed herein.

Response

77. The Cumulative Impacts section of the TEIR includes six future development projects surrounding the site or within the North City Future Urbanizing Area, plus SR-56, the MSCP and the San Dieguito River Valley Regional Open Space Park. The issue discussion within the body of the TEIR identifies cumulative significant impacts of the project and whether there are feasible mitigation measures for those impacts. Cumulative impacts of the project and of past, present, and reasonably foreseeable future projects are addressed on pages 388-400. Where feasible measures are available to reduce impacts, they are identified (i.e., water quality, landform alteration, public facilities and services, water conservation). Due to the variety of sources which contribute to cumulative impacts, it is infeasible for a single project to mitigate the impacts fully.

78. The EIR is tiered to avoid repetitiveness, wasted time, and unnecessary premature speculation by preparing a series of EIRs or negative declarations on related projects. See Pub. Res. Code §§21068.5, 21093(a); 14 Cal. Code Regs. §15152. The Legislature has declared that EIRs "shall be tiered whenever feasible." Pub. Res. Code §21093(b). Future CEQA compliance for the perimeter properties and future development areas can appropriately tier off of this TEIR. The Black Mountain Ranch II TM/PRD EIR is not used as the first tier EIR, but rather is incorporated by reference into this TEIR where appropriate. As the Black Mountain Ranch II VTM/PRD has already been approved and is under construction, the only land use decisions that need to be made are in the type and mix of land uses within the 893 acres of Black Mountain Ranch reserved for future development and location and type of development within the 515 acres under separate ownership that were not a part of Black Mountain Ranch. The TEIR appropriately focuses its analysis on these areas. It should be noted that the Black Mountain Ranch II VTM/PRD approval included analysis of biological impacts from development of the 893 acres reserved for future development and included these areas in its RPO, 4D and Clearing permits, which have been used to clear the current and future development areas within the Black Mountain Ranch.

effects through the development of a first-tier document. More specific analysis is to come in later documents. See Guidelines § 15152 Discussion ("This section recognizes that the approval of many projects will move through a series of separate public agency decisions, going from approval of a general plan, to approval of an intermediate plan or zoning, and finally to approval of a specific development proposal").

The City turns CEQA on its head. First, it picks a portion of Subarea I and analyzes impacts associated with development of that area. Three years later, it purportedly steps back to look at the larger picture, but fails to consider the impacts associated with that picture, generally preferring to address impacts associated with only portions of the 5,068-acre parcel (as discussed in this letter). The first-tier EIR (sometimes referred to as a program EIR) is precisely the best time to consider the synergistic and cumulative impacts associated with actions such as those proposed here – approval of a General Plan Amendment and Subarea Plan. See Natural Resources Defense Council v. Administrator, 451 F. Supp. 1245, 1258 (D.D.C. 1978) (noting under comparable federal law that the first level of analysis is "primarily concerned with analyzing the cumulative or synergistic effects of a program as a whole").[8]

Put succinctly, if the City does not consider synergistic and cumulative impacts at this level of analysis, when will it? The DTEIR's approach results in a "fallacy of division," overlooking the project's "cumulative impacts by separately focusing on isolated parts of the whole." San Joaquin Raptor/Wildlife Rescue Center, 27 Cal.App.3d 713, 729 – 30 (5th Dist. 1994). Accordingly, the City should not rely upon the VTM-EIR for the sort of analysis required to be considered at this stage of the proceedings.[9]

B. The City's Authority to Tier is Not Unlimited

79 Even if the City's upside-down approach were legal, the City is allowed to ignore specific environmental impacts only when it has determined that "those effects ... were either (1) mitigated or avoided ... as a result of the prior environmental impact report, or (2) examined at a sufficient level of detail in the prior environmental impact report to enable those effects to be mitigated or avoided by site specific revisions, the imposition of conditions, or by other means in connection with the approval of the later project."

[8] To the extent the City attempts to incorporate by reference the analysis and determinations made in the VTM-EIR, see DTEIR at 15, it does so in a manner inconsistent with the meaning of that term in CEQA. "Incorporation by reference is most appropriate for including long, descriptive, or technical materials that provide general background but do not contribute directly to the analysis of the problem at hand." CEQA Guidelines § 15150(f). The City cannot have it both ways – incorporating substantive analysis by reference yet relying upon that substantive analysis for its later decision-making.

[9] The City's approach fails entirely to account for a major change in conditions since the preparation of the VTM-EIR. Specifically, the implementing agreement of the Multiple Species Conservation Program ("MSCP") became effective on July 17, 1997. DTEIR at 75. As such, it dramatically alters land use issues within the City of San Diego, particularly in an area as undeveloped as Subarea I. See DTEIR at 17 – 24. Indeed, "[t]he majority of Subarea I open space is within the MSCP's [Multiple Habitat Planning Area ("MHPA")]." DTEIR at 96. The VTM-EIR could not and did not consider impacts associated with the MSCP and MHPA to a degree or in a manner consistent with CEQA requirements.

Response

79. As noted in Response 78, the TEIR has incorporated by reference prior EIRs and measures to mitigate or avoid adverse impacts incorporated into the approvals. As detailed in both the prior Black Mountain Ranch II VTM/PRD EIR and the current TEIR, there are adverse effects for which mitigation is infeasible at a project level.

80 Pub. Res. Code § 21094(a) (emphases added). The City accomplishes neither objective. For example, the VTM-EIR recognized significant unmitigated land use impacts (e.g., inconsistencies with development regulations for wetlands and with encroachment allowances permitted by the Resource Protection Ordinance), DTEIR at 5, yet the DTEIR fails to mitigate or avoid these impacts. In fact, in most instances, the DTEIR failed to address these impacts whatsoever. See e.g., DTEIR at 88 – 91 (discussing inconsistencies with wetlands regulations and RPO requirements for the "perimeter properties"). Other significant impacts associated with the VTM-EIR project, which are not mitigated or avoided adequately by either that analysis or by the DTEIR, include traffic circulation, biological resources, hydrology, landform alteration/visual quality, air quality, noise, public services, public health and safety, and cumulative impacts. See generally DTEIR at 4 – 14 & Table S-1.

C. CEQA Section 21094 Does Not Allow Tiering in This Instance

CEQA provides significant constraints to the use of tiering:

> This section applies only to a later project which the lead agency determines (1) is consistent with the program, plan, policy, or ordinance for which an environmental impact report has been prepared and certified, (2) is consistent with applicable local land use plans and zoning of the city, county, or city and county in which the later project would be located, and (3) is not subject to Section 21166.

Pub. Res. Code § 21094(b). By the City's own admission, this project does not meet the above criteria and, therefore, tiering is inappropriate.

81 The proposed Subarea I plan would be inconsistent with local land use plans, including the General Plan, Framework Plan and RPO. DTEIR at Table S-2. As such, the City may not rely upon tiering under section 21094.

82 Additionally, this project is subject to CEQA section 21166. To the extent the DTEIR incorporates and relies upon the VTM-EIR, significant new information is available, which requires development of a subsequent or supplemental EIR. For example, the adoption of the MSCP invalidates much of the discussion and consideration given to land use and biological resources in the VTM-EIR. While the VTM-EIR acknowledges the consideration of species and habitat issues under discussions occurring at the time, the MSCP's development and the MHPA's designation occurred well after the earlier EIR's release. Accordingly, the City may not rely upon tiering with the VTM-EIR since that report's analysis and considerations fail to reflect significant new information.

Response

80. The TEIR provides mitigation for encroachment to wetlands consistent with the City Biology Guidelines and federal and state regulations and policies.

81. The Subarea I Plan is consistent with the General Plan, Framework Plan, or RPO. Consistency with these plans were specifically analyzed in the Land Use section of the EIR. The Subarea Plan sites the more focused development in the northern area adjacent to 4S Ranch and provides the same land use density as the Framework Plan. The Subarea I Plan includes a Council Policy 600-40 Long Range Plan analysis and concluded the Subarea I Plan would be consistent with RPO encroachment standards concerning steep slopes, biology, and cultural resources. A potential inconsistency with respect to RPO encroachment standards into wetlands was identified in the TEIR; and mitigation measures for impacts to wetlands are included. For purposes of cumulative impact analysis, the TEIR did take into consideration the Black Mountain Ranch I VTM/PRD, other development within the NCFUA, 4S Ranch, Santa Fe Valley, and other reasonably foreseeable projects when identifying impacts of the Subarea I Plan.

82. The MSCP was adopted after the Black Mountain Ranch II VTM/PRD approval, but the City's MSCP Subarea Plan specifically references the Black Mountain Ranch II VTM/PRD approval as the MHPA within its boundaries. The MSCP does not change conditions as asserted in the letter.

D. The City Was Required to Prepare an Initial Study to Address Tiering Issues Prior to Circulation of the DTEIR

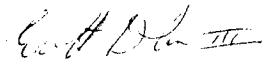
83 CEQA requires the preparation of an Initial Study, analyzing, among other things, "whether the later project may cause significant effects on the environment that were not examined in the prior environmental impact report." Pub. Res. Code § 21094(c). According to City staff, the City has not prepared an Initial Study for this project (per Chris Zirkle, May 27,1998). As such, it has failed to comply with a substantive requirement of California law. In fact, had the City complied with this requirement, it might have recognized that the tiering it was proposing was inconsistent with the CEQA requirements discussed above. See CEQA Guidelines § 15152(d) ("The Initial Study shall be used to decide whether and to what extent the prior EIR is still sufficient for the present project"); see also id. §§ 15063(b)(1)(C) & (c)(3)(D).

VI. Conclusion

The multiple and compounded failures of the DTEIR render the document and its analysis virtually worthless. By failing to consider the synergistic effects of the project, failing to address reasonably foreseeable impacts, failing to analyze appropriate mitigation and alternatives, and failing to comply with cumulative impact analysis requirements, the City has skewed its analysis to such a degree that the DTEIR fails to inform governmental agencies and the public generally of the environmental impact of the proposed project. See CEQA Guidelines § 15003(c). Accordingly, prior to project approval or any further action by the City, it must address the numerous shortcomings and inadequacies identified herein.

Thank you for consideration of these comments.

Sincerely,



Everett L. DeLano III, Esq.

Response

83. The City prepared a scoping letter for the EIR, which constitutes an Initial Study for the project. Contrary to the comment, CEQA does not require preparation of an Initial Study if the Lead Agency can determine that an EIR will clearly be required for the project.

Darnell & ASSOCIATES, INC.
TRANSPORTATION PLANNING & TRAFFIC ENGINEERING

June 10, 1998

Mr. Lawrence C. Monserrate
Environmental Review Manager
City of San Diego
Land Development Review Division
1222 First Avenue, MS-501
San Diego, CA 92101

D&A Ref. No: 980504

Subject: Review and Comment on the Black Mountain Ranch EIR and Traffic Study

Dear Mr. Monserrate:

This letter is submitted on behalf of Fairbanks Ranch Association and offers comments upon the Draft Tiered Environmental Impact Report for Black Mountain Ranch (Subarea I) Subarea Plan in the North City Future Urbanizing Area ("DTEIR"), distributed for public comment on April 27, 1998.

I have reviewed the Draft EIR and Traffic Study prepared for the proposed development. In addition, I have reviewed the County of San Diego (Department of Public Works) comments on the Draft EIR and Traffic Study dated May 13, 1998 signed by John L. Snyder, Deputy Director, Land Development Division (copy attached).

In my review of the documents, I would concur with the County of San Diego comments and requests for additional analysis and documentation. Generally, it can be stated that the County has identified the need for additional analysis and clarification. Some of the areas include:

- Expansion of the freeway analysis to include the I-5 from Genessee Avenue to Manchester Avenue and the I-5/I-805 merge. The analysis should also include the freeway interchanges within these limits. As stated, I-5 and I-805 are currently operating at LOS E and F.

84 - Expansion of the roadway analysis to include Via de Santa Fe, El Camino Real north of Via de la Valle, and Via de la Valle from El Camino Real to north of Via de Santa Fe. The analysis needs to include the various intersections along these roadway links.

- Reanalysis of the ramp meter and justification for the 10% reduction of ramp volumes for use of the HOV lane. I would concur with the County's comments that the HOV lanes will carry more persons and not necessarily more vehicles. Therefore, it is necessary to reanalyze the interchanges without the reduction. Further, the 10% reduction, if kept in the report, needs to be documented by actual field data of existing operations.

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Response

84. Refer to responses to County of San Diego, Department of Public Works and County of San Diego Planning Commission letters.

- Development of circulation alternatives that would provide acceptable levels of service onto County roadway system including San Dieguito Road, El Apajo, Via de Santa Fe, Via de la Valle, Rancho Santa Fe Farms Road, and Rancho Diegueno.

I concur with the County of San Diego comments and include their comments in my response by reference.

In addition to the County's comments on the Draft EIR and Traffic Study for Black Mountain Ranch, I have the following additional comments:

85 Table 4B-14 of the DEIR (page 158, et. seq.) and 4B-15 (page 165, et. seq.) identify all the freeway ramps with queue delays in excess of 15 minutes as significant project and cumulative impacts, respectively. The same information regarding freeway on-ramp is set forth in Table 26a (page 101) of the Traffic Impact Analysis. The narrative preceding that table cautions that as the analysis utilized existing meter rates, the results are unrealistic.

86 Review of Tables 4B-14, 4B-15 and 4B-16 of the Draft EIR summarize direct significant project impacts, cumulative impacts and improvements to mitigate impacts. The project is responsible for mitigating direct impacts and paying a fair share contribution to cumulative impacts if a program is in place for fair share contributions. Some of the improvements are included in programs, however, many of the recommended improvements are not included in any fee programs. For example, El Apajo is not a circulation element road nor is it included in any ongoing fee programs. Table 4B-16 identifies this improvement as a fair share improvement by Black Mountain Ranch. Therefore, it is necessary for the EIR to identify the program that will permit the establishment of fair share contributions. Table 4B-16 also needs to be expanded to show the program that permits the fair share contribution. If no program exists, the project is responsible for the improvements.

87 The DEIR and Traffic Impact Analysis fail to analyze direct and cumulative impacts of the Project on queues occurring at the northbound ramp of West Bernardo Drive/Pomerado Road during the p.m. peak hour. This area is particularly sensitive to lengthy queues because the intersection at West Bernardo Drive/I-15 southbound ramps currently operates at LOS F.

88 The DEIR and Traffic Impact Analysis also fail to analyze direct and cumulative impacts of the Project on the I-15 ramps at Carmel Mountain Road. As the most southerly I-15 ramp location serving the Rancho Bernardo Community, this ramp is a necessary component to any analysis of direct and cumulative impacts of the Project on the freeway ramp system in the Rancho Bernardo Community.

89 Review of the Draft EIR and Traffic Study identifies direct significant impact to San Dieguito Road and El Apajo. The mitigation for these impacts consists of spot improvements along San Dieguito Road and widening of El Apajo to a 3-lane collector. The spot improvements to San Dieguito Road may mitigate the localized condition, however, a significant direct unmitigated impact by Black Mountain Ranch will

Response

85. Comment noted. The analysis used the accepted methodology for analysis.

86. All of the projects in the North City Future Urbanizing Area of the City that have been approved or are being considered for approval have been required to prepare facilities phasing and financing plans. Adjacent projects in the county of San Diego, such as the 4S Ranch and Santa Fe Valley projects, also have been required to prepare similar facilities phasing and financing plans. Collectively, these plans establish a framework for a fair share allocation of responsibility. As for El Apajo and Via de Santa Fe Road, they are identified in the 1997-2000 County of San Diego CIP for improvement to three lanes with bicycle lanes between San Dieguito Road and Calzada del Bosque (Project/page No. RD-13.). The source of the funds is identified as TDA and Transnet. Should a fair share contribution be necessary in addition to this amount, the facilities phasing and financing plan being prepared for the project will further assure completion of the road improvements.

87. The project contributes 26 daily trips leading to this ramp intersection according to the forecast used as the basis of this analysis. This amount is deemed insignificant for inclusion in the analysis pursuant to CMP guidelines.

88. Refer to Response 15. The traffic impact to the I-15 ramps at Carmel Mountain Road do not reach the level required for analysis under CMP Guidelines.

89. See Response 82 regarding the County of San Diego CIP project for El Apajo and Via de Santa Fe Road. Use of 19,000 ADT for the LOS E capacity is based on County of San Diego Public Works staff estimates for this non-standard cross section. If a lesser capacity was used, the significant impact identified in the document would remain. Discussion is included in the Black Mountain Ranch Subarea Plan Traffic Impact Analysis and the TEIR about further widening the roadway to four lanes; however, such widening is not viewed as a feasible mitigation. The comment suggests that changes to San Dieguito Road be considered to make it more circuitous within the Subarea I Plan area and thereby reduce the traffic impacts. The alignment of the roadway, however, is part of the previously approved Black Mountain Ranch II VTM/PRD, which is being designed and constructed now.

remain along the roadway segment. The widening of El Apajo Road to a 3-lane collector identifies a capacity of 19,000 ADTs. This capacity exceeds City of San Diego published standards for similar facilities. Further, it should be noted that El Apajo connects with Via de Santa Fe, a local two-lane roadway. No analysis of this connection and/or the impacts on Via de Santa Fe are provided. The traffic analysis needs to be revised to include a detailed analysis of El Apajo and Via de Santa Fe. Additional circulation analysis needs to be conducted to identify alternatives that would reduce traffic on San Dieguito Road, El Apajo and Via de Santa Fe to an acceptable level of service. The realignment, elimination and/or circuitous routing of San Dieguito Road through Black Mountain Ranch to reduce the impact of project traffic and through traffic should be considered.

90 The phasing of Black Mountain Ranch circulation improvements create significant direct impacts on San Dieguito Road. For example, the Phase 1 improvements emphasize the use of San Dieguito Road for connection to the north villages. This same emphasis continues in the Phase 2 and 3 circulation improvements with Camino Ruiz upgraded to four lanes north of San Dieguito Road and continuation of two lanes on Camino Ruiz between San Dieguito Road and B Street. (See Figures 4B-10, 4B-11 and 4B-12 of the Draft EIR.) Therefore, it can be concluded that additional phasing analysis coupled with circulation alternatives to mitigate the unacceptable and unmitigated impacts to San Dieguito Road, El Apajo and Via de Santa Fe are necessary.

91 The traffic study and draft EIR include the analysis and level of service for 80 intersections within the study area using the Traffix Analysis software program. The traffic study, on pages 9 and 10, state that the intersections were analyzed based on the "operational analysis" procedure for signalized intersections, as defined in the 1995 Highway Capacity Manual (HCM). Nineteen hundred (1900) passenger cars per hour of green per lane was used as the maximum saturation flow of a single lane. The saturation flow rate is adjusted to account for lane width, on-street parking, conflicting pedestrian flow, trucks, etc.

In addition to the above, the City of San Diego Traffic Impact Study Manual on Table 6 (Inputs and Assumption for Intersection Capacity Analysis Using the Highway Capacity Manual (HCM) Method), identifies criteria to be used in the program (copy attached). The key factors are:

- Yellow interval and all red.
- Heavy vehicles: 2 - 4%.
- Peak hour factor: 0.8 - 0.95.
- Pedestrians (minimum): 10/hour/approach.
- Cycle length: 60 - 140 seconds.
- Minimum green for each phase: 10 seconds.

In my review of the peak hour intersection capacity analysis worksheets contained in Appendix D and E of the traffic study, I found that no provisions for heavy trucks, the peak hour factor of 1.0, was used and no provision for pedestrians were made. Also, in many instances the minimum green of 10 seconds for each phase was not provided.

Therefore, it can be concluded that the intersection analysis needs to be redone to incorporate the City's

Response

90. The Black Mountain Ranch II VTM/PRD requires construction and connection of San Dieguito Road to Camino Ruiz prior to the first certificate of occupancy for a residential unit. The Black Mountain Ranch Subarea Plan Traffic Impact Analysis and TEIR also examine alternate phasing plans, but none of them would result in a substantial long-term reduction in traffic on San Dieguito Road. The TEIR indicates that there will be significant direct impacts to San Dieguito Road as a result of traffic. Feasible mitigation measures are discussed in the TEIR, although ultimately the TEIR concludes that impacts to San Dieguito Road are unmitigable.

91. We acknowledge that the traffic study for the project incorrectly allowed default values for the minimum green time, pedestrian crossings, truck traffic percentages, and peak hour factor. We have conducted a reanalysis of traffic impacts with these parameters correctly entered into the program and conclude that no new significant impacts would result compared to what was documented in the Black Mountain Ranch Subarea Plan Traffic Impact Analysis and TEIR. It should be noted, however, that the analysis provided in the Black Mountain Ranch Subarea Plan Traffic Impact Analysis does not preclude the implementation of signal interconnection for coordinated flow. At the time of the design of the interconnect system, the appropriate cycle lengths will be developed. These calculations are available at the City as part of the administrative record.

criteria. In addition, many of the intersections analyzed in the report are along corridors that will be interconnected to provide coordinated flow. This process will necessitate that the corridors be identified along with the anticipated cycle length for coordinated flow. This cycle length would then be used for the intersection analysis.

For example, on pages E-57 and E-58 of the traffic study, the study utilized a cycle length of 115 seconds for the Camino Ruiz and State Road 56 (SR-56) westbound ramp and an 80-second cycle for the Camino Ruiz and SR-56 eastbound ramp. These ramps will operate at the same cycle length and, therefore, it can be concluded that the use of different cycle lengths is unacceptable and results in a flawed analysis. Further review of these worksheets shows a peak hour factor of 1.0, no trucks.

Therefore, it can be concluded that each intersection analyzed in the report needs to be reanalyzed with the City of San Diego criteria. Until the reanalysis is completed, it is impossible to determine if the project impacts are adequately addressed.

92 Impacts to freeway on-ramps in the study area were determined by calculating the difference between the existing Caltrans meter flow rate and the peak hour demand and then calculating the time required for the excess demand to pass the ramp meter location. Where a high-occupancy vehicle (HOV) lane is available at the ramp, the peak hour demand is unjustified and results in the understatement of direct and cumulative impacts of the Project.

The existence of an HOV lane does not increase the capacity of a freeway ramp. Vehicles that pass through an HOV lane during congested conditions utilize freeway ramp capacity. Thus, although HOV lanes increase the number of persons passing through a ramp in congested conditions, they do not increase the number of vehicles.

The above results in a significant number of vehicles being unaccounted for in the analysis of Project impacts to ramp queuing. For example, in the four freeway interchanges in the vicinity of Rancho Bernardo (West Bernardo Drive, Rancho Bernardo Road, Bernardo Center Road, and Camino del Norte) the peak hour demand is understated by 418 vehicles in the a.m. and 378 vehicles in the p.m.

As discussed above, the traffic study in Section 6.4 Peak Hour Ramp Meter Conditions (pages 101-103), analyzed buildout peak hour ramp meters conditions. Also, the study analyzed adjusted demand and flow rates based on the assumption that motorists would divert to other locations. This section of the report needs to be expanded to reanalyze ramp meter impacts without the 10% HOV reduction and/or documentation of the 10% reduction assumption as well as the impacts on adjacent arterial street intersections.

Also, the analysis for the Adjusted Demand needs to be expanded to identify where the diverted traffic goes and its impact on the arterial system and intersections. Review of Tables 26a and 26b show a significant reduction in volumes. Where these vehicles are diverted may result in significant impacts not presently analyzed in this report.

Response

92. Refer to Responses 16 and 28.

Due to the acknowledged flaws in the analysis, the Traffic Impact Analysis reviews the data assuming (i) application of more favorable metering rates to be set by Caltrans in the future based both on proposed I-15 mainline improvements and the anticipated cooperation of Caltrans in increasing meter rates and reducing queue lengths in response to the demands of local agencies, and (ii) balance of demand between Rancho Bernardo on-ramps during peak periods and in peak directions. The results of this analysis are contained in Table 26(b) (page 102) which concludes that all queue delays will be reduced to 15 minutes or less. The narrative again cautions that the table "...may be slightly optimistic but taken together with the information in Table 26(a), the eventual situation may be within these two cases." Even though the Traffic Impact Analysis acknowledges that vehicle diversion among freeway on-ramps will occur at peak periods, both it and the DEIR fail to assess the impact of such additional vehicle trips on the roadway segments and intersections in the Rancho Bernardo Community.

The magnitude of this diversion may be substantial. For example, based on a comparison of Tables 26(a) and 26(b) of the Traffic Impact Analysis, the diversion will cause 234 additional vehicle trips during p.m. peak hours from the I-15 northbound ramps at Camino del Norte to the three on-ramp locations to the north and 920 additional vehicle trips in the a.m. peak hour from the I-15 southbound ramp at Camino del Norte to the three northerly southbound ramp locations. This is a substantial impact to the presently overburdened roadway segments within the Rancho Bernardo Community and should have been analyzed by the DEIR.

In summary, I have concluded that there are significant deficiencies in the traffic study and EIR for Black Mountain Ranch that need to be corrected before it can be found adequate.

Please call me if you have any questions.

Sincerely,

DARNELL & ASSOCIATES, INC.

Bill E. Darnell, P.E.

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cc: David Abrams, Fairbanks Ranch Association (via FAX only)

Attachments

Response

COUNTY OF SAN DIEGO
DEPARTMENT OF PUBLIC WORKS

May 13, 1998 Memorandum on
Black Mountain Ranch

Response

COUNTY OF SAN DIEGO

DEPARTMENT OF PUBLIC WORKS

INTRADEPARTMENTAL CORRESPONDENCE

Department of Public Works

May 13, 1998

TO: Kaylene Fleming, Environmental Management Specialist I
Environmental Services (0385)

FROM: John L. Snyder, Deputy Director
Land Development Division (0336)

REVIEW AND COMMENT (BLACK MOUNTAIN RANCH EIR AND TRAFFIC STUDY)

I have reviewed the Draft EIR and Traffic Study produced for the proposed project. The Black Mountain Ranch project is located within the City of San Diego's Future Urbanizing Area. The project is linked to the County communities of Fairbanks Ranch, Rancho Diegueno, and Rancho Santa Fe by San Dieguito Road. I have reviewed the documents for consistency with accepted methodologies and standards used to evaluate traffic impacts in the County of San Diego. I have contacted other responsible agencies (Caltrans) to verify the accuracy of information presented in the Draft EIR and Traffic Study. My specific comments are detailed in the following discussion.

EXISTING CONDITIONS

The discussion of the ultimate size of SR-56, 2nd paragraph page 107, of the Draft EIR is confusing. The last sentence states that SR-56 will need to be a six-lane freeway facility to accommodate 2020 forecast volumes. However, the preceding sentence in this paragraph describes SR-56 as including two High Occupancy Vehicle lanes. The current plans for SR-56 between today and 2020 do not include HOV lanes. The discussion will need some clarification on the subject of HOV lanes on SR-56.

The tables and exhibits of the Existing Conditions Section of the Draft EIR need to be expanded to include more County of San Diego roads and Freeway segments. Impacted by the project, but omitted from the analysis are Via de Santa Fe, I-5 between Via De la Valle and Manchester Avenue, I-5 south thought the I-5/I-805 "Merge" to the segments of I-805 to Mira Mesa Boulevard and on I-5 to Genesee Avenue. Each of these segments is currently at L.O.S. "F" or "E" during peak hours. The interchanges that serve these additional freeway segments will also need to be included in the analysis.

The last sentence at the bottom of page 114, states that the volumes at ramps with HOV lanes are reduced by 10% prior to calculating level of service. The justification for the reduction is unclear. The report states that the reduction, reflects use of the HOV lane, but fails to explain how this use occurs. The presence of an HOV lane on a multi-lane freeway ramp does not increase the capacity of a ramp under congested conditions. In congested conditions the Flow Meter at the head of the ramp controls the flow of vehicles onto the freeway. The presence of an HOV lane cannot increase this rate. The HOV lane can serve more Persons, but not more vehicles. The reduction of vehicles by 10% prior to calculating a ramp/interchange L.O.S. is unjustified. Each intersection analysis using this method should be repeated.

The capacity assigned by Table 4B-1 to Rancho Santa Fe Farms Road and Rancho Diegueno Road is incorrect. These are residential streets and do not have the capacity of 10,000 ADT at any level of service. These are non-circulation element streets. The analysis of capacity and level of service on these facilities will need to conform to County of San Diego Public Road Standards for residential streets.

PHASING ANALYSIS

The strategy of the Phasing for this project as well as the entire City of San Diego Future Urbanizing Area appears to avoid connecting to the arterials serving Rancho Bernardo and the I-15 corridor until after 2015. The connections made during the development of approximately 90% of the F.U.A. are to the west and include two County roads. The first, San Dieguito Road, is a two-lane Light Collector Road on the County's Circulation Element, the second is a local route made up of two residential streets, Rancho Santa Fe Farms Road and Rancho Diegueno Road linking Carmel Valley Road with San Dieguito Road. The cumulative traffic impacts from the connection of these roads to Black Mountain Ranch and the F.U.A. is that their level of service is reduced to "F" and "E" in the first phase of the Black Mountain Ranch Project.

The County's review of the earlier (1995) Draft EIR for the Black Mountain Ranch II Vesting Tentative Map and revealed significant potential traffic impacts to San Dieguito Road from the project. In recognition of the potential impact to San Dieguito Road, the development agreement between Black Mountain Ranch and the City of San Diego was modified to require the construction of segments of Camino Ruiz, Carmel Valley Road, and Black Mountain Road in a manner and time frame as to minimize the traffic levels on San Diegutio Road and preserve the existing good level of service. The phasing strategy presented in this document is consistent with the letter of that agreement. However, it is not consistent with the objective of the agreement. The elimination of any connection to the east, and the community of Rancho Bernardo, until 2015 unnecessarily overburdens local County roads and reduces their level of service to unacceptable with no proposed mitigation measures. The Draft EIR and Traffic Study will need to be expanded to test additional alternatives that could preserve the acceptable level of service on the adjacent local streets and C.E. roads under the jurisdiction of the County of San Diego.

The analysis for Phase III is combined with the Buildout analysis for the project. The third phase of project ends in 2015, however the condition analyzed is post 2020 Buildout. There needs to be an analysis of Phase III ending in 2015 using the capacity of the regional arterials, freeways and interchanges available in that time frame. The issue is the capacity of Interstate 5 and 15 used to determine level of service for this phase. The Regional Transportation Plan (SANDAG) does not plan for the completion of HOV lanes on I-5 or I-15 until the year 2020, leaving five years between the Buildout of the project, F.U.A. and the availability of the ultimate capacity of these facilities. In addition the "Revenue Constrained" project plan does not include widening I-5 from eight to ten lanes by 2020, thus it could be argued that the analysis as presented in the draft EIR is not a "worst case " analysis.

IMPACTS (LOCAL / REGIONAL)

In this section on page 135 under Future Road Improvements, paragraph four describes an analysis of the proposed project and the remaining development areas within the F.U.A., without offsite road improvements, other than those provided by the Black Mountain Ranch VTM/PRD. The analysis of this scenario could not be located in the documents, but should be included for informational purposes. The section also omits any discussion of direct impacts to Via de Santa Fe, a two-lane light collector within the community of Rancho Santa Fe, this facility is impacted by project traffic and should to be added to the L.O.S. analysis of each development phase.

Response

The Que delay times at freeway ramps for the interchanges listed in table 26b in the traffic study assume that the flow rates at metered ramps will be increased to a rate necessary to maintain the 15 minute delay time. This assumption is unsupported, and not consistent with the policy by which Caltrans sets meter flow rates. The flow rate for any metered ramp is determined by the capacity of the "mainline" freeway lanes and the volume of traffic on the mainline during the peak hours. The capacity of the mainline is finite, assuming that flow rates can be adjusted based on demand at the ramps cannot be supported. This assumption combined with the reduction by 10% of the ramp volumes where an HOV lane is provided, reduces the reliability of the analysis to where it cannot be used to describe future conditions. The analysis should be repeated using modeling techniques recently developed by SANDAG and included in the Final EIR for the project.

The analysis of freeway segments will require some modification and augmentation. The project will add 1,300 ADT to I-5 north of Via de La Valle, the existing condition on this segment is "F." The traffic study assumes that I-5 is between the project and SR-78 is 10 lanes with two HOV lanes by 2020 and uses the capacity in the analysis of cumulative impacts at build out of this project. The Regional Transportation Plan (RTP) "revenue constrained a plan" does not schedule the addition of HOV lanes by 2020. An analysis of this scenario should be included. The project also adds 3,300 trips to I-5 and 1,000 trips to I-805 south of the merge. These segments need to be added to the analysis of freeway impacts.

MITIGATION, MONITORING, AND REPORTING

The language in the second paragraph, page 171, concerning modifications to the project phasing and mitigation measures to "the satisfaction of the City Engineer," may be appropriate for "on-site" situations, but is not acceptable for "off-site" impacts. CEQA requires that all impacts be mitigated in a manner consistent with the standards and plans in which the impact occurs or declared significant and not mitigable. The language in this paragraph should be modified to conform to CEQA standards.

If you have any questions concerning these comments, please contact Steve Denny at (S.C. 550) 694-3727.

JOHN L. SNYDER, Deputy Director
Department of Public Works

JLS:SD:jb

cc: Trish Boaz, District 3 (A500); Bob Christopher, DPW (0336); Robert Hoglen, DPW (0336); Susan Porter, DPLU (0650); LeAnn Carmichael, DPLU (0650); Eric Gibsion, DPLU (0650)

Response

CITY OF SAN DIEGO
TRAFFIC IMPACT MANUAL

Table 6

TABLE 6

INPUTS AND ASSUMPTIONS FOR INTERSECTION CAPACITY ANALYSIS USING THE HIGHWAY CAPACITY MANUAL (HCM) METHOD

- Arrival Type = 3-4
- Cycle Length (C) = 60-140 seconds (or observed at existing locations)
- Ideal Saturation Flow Rate for HCM software = 1,800 pcphpl
- Minimum Green for each phase = 5-10 seconds
- Yellow Interval:

85% Approach Speed (mph)	*Yellow Interval (seconds)
35 or less	3.0
40	3.5
45	4.0
50	4.5
55	5.0
60	5.5

* Add 1 second for an all-red interval at all intersections.

- Minimum Heavy Vehicles = 2-4%
- Peak Hour Factor (PHF) = 0.8-0.95
- Minimum Pedestrians = 10/hour/approach

The following factors are used to convert daily volumes to peak hour volumes:

- Directional Factor (D) = 0.55-0.75
- Design Hour Factor (K) = 0.07-0.11
- Peak Hour Peak Direction = 0.05-0.08

NOTES:

1. Arrival Type 4 should be used for intersection approaches which are part of a coordinated arterial system.
2. Ideal Saturation Flow rate inputs may be higher than 1,800 pcphpl for individual movements at intersections with very high traffic volume. The use of higher saturation flow rate must be identified.
3. Level of Service F is not acceptable for intersection approaches except for side streets on an arterial system.
4. The 85% speeds can be obtained from the City's Traffic Engineering Division, Traffic Safety Section.

SANTA FE HILLS LANDOWNERS ASSOCIATION
Post Office Box 507
Rancho Santa Fe, California 92067

EDWARD LAING
JEAN SILVERWOOD
MARK CHILDERS
ROBERT FRANZEN
TINA ROBINSON

June 9, 1998

Lawrence C. Monserrate
City of San Diego Development Services
Land Development Review Division
1222 First Avenue, M.S. 501
San Diego, CA 92101

Dear Mr. Monserrate:

We are writing on behalf of the Santa Fe Hills Landowners Association. The Association represents over 50 property owners located on approximately 350 acres adjacent to the northwestern corner of Black Mountain Ranch. Our primary concerns are access, land use compatibility, and aesthetic impacts in the area adjacent to our boundary. Our recognized legal access is from Artesian Road, an existing public road that is not shown in the DEIR. This road traverses the Black Mountain Ranch and would be replaced by Camino Del Norte. The northwestern corner of Black Mountain Ranch is a hill with a commanding view over the mesa where our 2.5 to 10 acre properties are located. Land use on that site will have a direct effect on our neighborhood character and visual environment. Because these issues are not identified in the DEIR, the following comments are directed toward rectifying these inadequacies and do not represent a position either for or against the merits of the project.

93 First, we do oppose the Alternative Circulation Network using the Loop Road on page 184. This would cut off our existing public access and social ties to the Rancho Bernardo community that our residents developed over the last 15 years. This route is the only access for a majority of the properties in Santa Fe Hills and the only all weather access. It is also necessary for emergency services.

94 Second, our Association took a position in favor of the 1992 DEP Nos. 90-0332 & 91-0313 that was approved under Council Policy 600-29. This portion of the tentative map, with all of its guarantees was deleted from the 1995 Addendum. We would support the same conditions for the land use and development on the hill adjacent to our boundary if they were enacted at this time. Adoption of Design Review Guidelines similar to those proposed in the existing tentative map area would minimize conflicts between our communities. These are discussed on pages 40- 41 and on page 260. Without these conditions, and with a tiered environmental document that allows specific impacts to be addressed later, the impacts to our community cannot be adequately addressed. The Visual/Landform analysis on pages 255 – 264 does not state that the hill on Black Mountain Ranch has a commanding presence over our community. Therefore, we must disagree with your conclusion that views from Santa Fe Hills would not be significant (first sentence of the last paragraph on page 263). We would also like to see grading mitigation similar to the approved tentative map requirements.

95 Because our properties adjacent to Black Mountain Ranch are 2.5 to 10 acres in size, the Estate Residential category on Figure 3-1 would be more compatible than the Very Low density currently proposed. The DEIR shows this area to be 1 du/acre on some pages and less than 1 du/acre on others (Figure 3-9). The lot sizes within our immediate viewshed should be at least 1.5 acres. Also, in the DEIR, this area was included within the "bow-tie" area in some discussions (Northern Village) and

Response

93. Comment noted. The Loop Road is an alternative that was evaluated as a means to reduce overall traffic impacts. It is not included in the proposed Subarea I Plan.

94. Future development within the Black Mountain Ranch ownership, including specifically the area adjacent to Santa Fe Hills, will be subject to the Black Mountain Ranch II VTM/PRD Design Guidelines approved in 1995. Additional Community Design Guidelines are included in the Subarea I Plan. As discussed on pages 259-261, mitigation measures for grading and design similar to the approved Black Mountain Ranch II VTM/PRD will be included as conditions to future tentative maps.

95. Lots fronting to Santa Fe Hills will be a minimum of one acre in size, which is compatible with adjacent uses. The property is within the jurisdiction of the City and will conform to its night lighting policies and ordinances. The Subarea I Plan includes adjacency guidelines for lots fronting MHPA open space, which restrict lighting and glare.

excluded in others including Figure 3-4. The FEIR should be consistent in the description of this area and it would be preferable if it was separated as a residential cluster associated with Santa Fe Hills. Also, because this area is oriented towards the west, it should conform to the Dark Sky policy of the San Dieguito Community Planning Area.

96 The FEIR should replace Figure 4-D-3 because it is outdated and shows a park and school adjacent to
97 Santa Fe Hills. On page 24, the words "or less" should be added after (1du/2acres) because most of the lots within Santa Fe Hills are developed from 2.5 acres to 10 acres. Please correct the first paragraph on
98 page 58 to read Santa Fe Hills instead of Section 26. Figure 4A-1 should reflect the Open Space areas in the Santa Fe Valley Specific Plan (Lusardi Canyon). Figure 4A-4 should show the trails that were
99 actually approved in the Santa Fe Valley Specific Plan which differ in type and location in some areas.

100 Our existing access on Artesian Road must be addressed in the FEIR and should be shown on Figure 4B-6. A continuation of Artesian Road must be identified that eliminates the impact to our viewshed and provides a signalized access to Camino Ruiz. Because it is our legal access, we would like to see the access to Santa Fe Hills finalized before the FEIS and project approval. Also, the traffic forecast for our area at build out should be included in your traffic modeling.

101 Construction traffic should not use Artesian Road for access because of safety concerns. Artesian Road has a substandard surface and limited sight distance. The County of San Diego placed a requirement on the Santa Fe Valley Specific Plan to avoid placing construction traffic on Artesian Road because of these concerns. Construction impacts on our community should be addressed in the FEIR and hours of operation limited adjacent to existing homes.

102 The phased construction of road improvements shown on Figures 4B-11 and 4B-12 will place a hardship on our community because it delays access to the west. We are in the Solana Beach School District but most of the properties do not have legal access to the west since the Rancho Santa Fe Association placed a gate at Zumaque Road and SA 680 was eliminated from the County's General Plan. Making the connection from Camino Del Norte to Camino Ruiz to San Dieguito Road part of the last phase of construction is not acceptable. These are important Circulation Element roads and vital to our lifestyle. Delaying this link to the last phase of construction will place a direct hardship on our community because through traffic from the Black Mountain Ranch development will drive down our privately maintained but public County Service Area road in an attempt to get access through the Zumaque Gate. This should be addressed in a phasing analysis of the traffic study.

Thank you for your attention to these issues.

Sincerely,

Mark Childers Bob Franzen Edward Laing

Tina Robinson Jean Silverwood

Response

96. The underlying land use map used for Figure 4D-3 is out-of-date and the school and park sites have been relocated in the northern village. The figure is designed to show the location of the desilting basins, however, not the school or park, and the desilting basins' locations are correctly shown. The new locations of the schools and park do not impact the locations of the desilting basins; hence, no revisions to the figure are required.

97. The TEIR will be changed to reflect the average density and reference to Section 26.

98. Figure 4A-1 correctly shows the area as within a Specific Plan area.

99. Figure 4A-4 was taken from the EIR for the Santa Fe Valley project.

100. An area has been left which could allow future connection from Camino Ruiz to Artesian Road, and access will be maintained and a signal provided. The alignment and design features would be developed in greater detail upon application or development entitlements. The Black Mountain Ranch Subarea Plan Traffic Impact Analysis included buildout of the Santa Fe Hills area in its traffic model.

101. The Black Mountain Ranch II VTM/PRD has a construction traffic plan as a requirement of approval. No new construction is being approved at this time. Construction management details would be more appropriately addressed when specific development is proposed; a construction traffic plan similar to that imposed on the Black Mountain Ranch II VTM/PRD will be imposed on future projects at the tentative map stage.

102. Comment noted.

SAN DIEGUITO PLANNING GROUP
P O BOX 2789
RANCHO SANTA FE, CA., 92067
KEN KING, VICE CHAIRMAN
6-10-98

ENVIRONMENTAL REVIEW
CITY OF SAN DIEGO
LAND DEVELOPMENT REVIEW DIVISION
1222 FIRST AVE, MAIL STATION 501
SAN DIEGO, CA , 92101
RE APRIL 27, 1998 E I.R. FOR BLACK MOUNTAIN RANCH SUB AREA 1

DEAR SIRS,

WE WELCOME NEW NEIGHBORS TO OUR PLANNING AREA. COASTAL MID-SAN DIEGO COUNTY IS CERTAINLY ONE OF THE MOST DESIRABLE AREAS OF SOUTHERN CALIFORNIA IN WHICH TO RESIDE AND WORK. HOPEFULLY, WE IN THE SAN DIEGUITO REGION CAN WORK EFFECTIVELY WITH THE CITY OF SAN DIEGO AND DEVELOPERS TO MAINTAIN THE CHARACTER THAT MAKES OUR AREA SO LIVEABLE. BLACK MOUNTAIN RANCH REGARDLESS OF THE DEVELOPMENT ALTERNATIVE WILL BE A DESIRABLE NEIGHBOR ONLY IF THE LIFE-STYLE THREATENING CONDITIONS ARE MITIGATED PRIOR TO DEVELOPMENT.

TRAFFIC--TRAFFIC--TRAFFIC

103 STATED IN E.I.R.. THE SUBAREA 1 PROJECT, UNDER BUILD OUT CONDITIONS, WOULD INCREMENTALLY CONTRIBUTE TO SIGNIFICANT IMPACTS TO LEVELS OF SERVICE ON THE ROAD SEGMENTS IDENTIFIED IN THE TRAFFIC SECTION OF THIS EIR. A SUMMARY OF SUBAREA 1 PROJECT'S DIRECT AND CUMULATIVE IMPACTS TO ROADWAY AND FREEWAY SEGMENTS IS LISTED IN TABLES 4B-14 AND 4B-15.

STATED IN E.I.R. DIRECT IMPACTS TO THOSE SEGMENTS IDENTIFIED IN TABLES 4B-14 AND 4B-15 WOULD REMAIN SIGNIFICANT AND UNMITIGATED. PLEASE NOTE THAT THESE TABLES COMPARE 2 BUILD OUT CONDITIONS... NOT TODAY'S CONDITIONS V.S. BUILD OUT.

104 MAY 13, 1998 LETTER FROM JOHN SNYDER, DEPUTY DIRECTOR LAND DEVELOPMENT DIVISION WITH REGARDS TO BLACK MOUNTAIN EIR.
EXISTING CONDITIONS OF SR-56 AND 2020 FORECAST CONFUSING.
SEGMENTS OF I-5 IN PARTICULAR AROUND THE I-805 MERGE ARE NOT INCLUDED.
THE JUSTIFICATION FOR REDUCTION OF VOLUMES AT RAMPS WITH HOV LANES BY 10% IS UN CLEAR.

Response

103. Buildout traffic volumes with current roadway improvements are analyzed in the traffic technical report and the direct and cumulative impacts called under "existing capacities" in the EIR.

104. Please see Responses 15, 16, and 18.

THE STRATEGY OF THE PHASING THE FUA LOADS 2 ROADS WITH TRAFFIC (RANCHO SANTA FE FARMS RD. AND SAN DIEGUITO RD.) UNTIL AFTER YEAR 2015 CONNECTION OF THE ARTERIALS SERVING RANCHO BERNARDO AND I-15.

105 JUNE 10, 1998 LETTER FROM DAVID ABRAMS,AICP, GENERAL MANAGER OF FAIRBANKS ASSOCIATION

BILL DARNELL, PRINCIPAL OF DARNELL AND ASSOCIATES, INC. HAS FOUND NUMEROUS INSTANCES WHERE THE EIR LACKS NEEDED INFORMATION OR REQUIRES CLARIFICATION IN THE TOPIC OF TRAFFIC CIRCULATION.---SEE JUNE 10 LETTER - ABRAMS

EVERETT DELANO III, ESQ., AN ATTORNEY SPECIALIZING IN ENVIRONMENTAL LAW, HAS THOROUGHLY ANALYZED THE EIR AND FOUND IT TO BE LACKING IN SEVERAL CRITICAL AREAS. --- SEE JUNE 10 LETTER-ABRAMS

THE FAIRBANKS RANCH ASSOCIATION STRONGLY OPPOSES THE BLACK MOUNTAIN RANCH SUBAREA 1 PROJECT AS PROPOSED AND CONCLUDE THAT THE EIR IS INADEQUATE.

106 AS RESIDENTS OF THE SAN DIEGUITO REGION WE ALREADY EXPERIENCE TOUGH TRAFFIC SITUATIONS. ADDING MORE VEHICLES THROUGH MORE DEVELOPMENT WITHOUT PROPER MITIGATION IS NOT IN THE BEST INTEREST OF CURRENT OR FUTURE RESIDENTS OF OUR REGION. WE ARE THEREFORE OPPOSED TO THE DEVELOPMENT OF FUA SUBAREA 1 UNTIL AN EIR OFFERING ADEQUATE MITIGATION FOR TRAFFIC IS APPROVED.

SINCERELY,

KEN KING
VICE CHAIRMAN
SAN DIEGUITO PLANNING GROUP

Response

105. Please see responses to Fairbanks Ranch Association letter.

106. Comment noted.

Response

CARMEL VALLEY COMMUNITY PLANNING BOARD
12760 High Bluff Drive, Suite 160
San Diego, CA 92130
PH: (619) 794-2500/FAX: 259-6173

June 9, 1998

Lawrence C Monserrate
Environmental Review Manager
Decelopment Services Department
City of San Diego
1222 First Avenue, Fifth Floor
San Diego, CA 92101

SUBJECT: **BLACK MOUNTAIN RANCH (NCFUA SUBAREA I) SUBAREA PLAN**
DRAFT TIERED ENVIRONMENTAL IMPACT REPORT
LDR No. 96-7902; SCH No. 97111070

Dear Mr. Monserrate:

The Board would like to submit the following comments on the Draft Tiered Environmental Impact Report (DTIER), approved June 9, 1998.

In general, the Board believes the DTEIR adequately addresses the relevant issues of the project. Specific comments are:

107 1) The Board is very supportive of the project requiring the assurance of SR 56 being coompleted before additional development occurs, as well as the requirement of assurance of a direct connection between westbound SR 56 and northbound I-5 before the project moves beyond its initial traffic threshold.

108 2) The Board questions the continuing use of the boilerplate cumulative impact analysis for air quality issues contained in the DTEIR. The assumption that if the project is not built, people will not icome to San Diego County and drive on the freeways is both outdated and short-sighted. The more realistic scenario is that if the project is not built, people still will come to San Diego, but will be forced to live farther away from their jobs, thereby causing additional air quality and traffic impacts.

109 3) The Board is very supportive of project design to conserve and improve the habitat and riparian/wildlife corridor of the San Dieguito River Valley through the middle of this development. The DTEIR thoroughly and accurately depicts measures to enhance this part of the river valley.

Jan Fuchs, Chair

Joan Tukey, Vice-Chair

107. Comment noted.

108. Comment noted.

109. Comment noted.

SIERRA CLUB, SAN DIEGO CHAPTER
San Diego and Imperial Counties
3820 Ray Street
San Diego, CA 92104-3623

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June 10, 1998

BY FACSIMILIE

Lawrence C. Monserrate
Manager, Development Services
City of San Diego
Development Services
Land Development Review Division
1222 First Avenue, Mail Station 501
San Diego, CA 92101

Re: Comments on Draft Tiered Environmental Impact Report for Black Mountain Ranch (Subarea I) Subarea Plan in the North City Future Urbanizing Area. LDR No. 96-7918 / SCH No. 97111077

Dear Mr. Monserrate:

Thank you for this opportunity to comment on the above referenced Draft Tiered Environmental Impact Report ("Draft TEIR") for the proposed Black Mountain Ranch Draft Subarea Plan ("Draft Subarea Plan"). We approve of many of the urban design elements included in both the Draft TEIR and Draft Subarea Plan, particularly those related to lessening automobile use through providing nearby work places and pedestrian friendly urban design. We also want to acknowledge you for designing a more human-oriented development. We do, however, as you might expect, have a few concerns.

COMMENTS

Land Use

110 *Location of Very Low Density Residential Developments Adjacent to Lusardi Creek and MHPA:* The proposed phase shift includes a number of additional very low density residential developments adjacent to the MHPA. With regard to those developments adjacent to the northern golf course and the development immediately adjacent to both of these and to Carmel Valley Road, what impacts do these footprints have on any habitat preserves and corridors in 4S Ranch? Will these footprints adversely affect connectivity beyond Subarea I?

Response

110. The future development areas within Lusardi Creek were designated as part of the 1995 Black Mountain Ranch II VTM/PRD approval. Issues including connectivity of open space within and adjacent to the project, visual quality, public recreation, lighting, invasive plants, and grading were considered at that time and measures to mitigate the potential effects were adopted as part of those approvals.

Sierra Club Comments on
Black Mountain Ranch Draft TEIR

111 *Location of Northern Golf Course and Resort Hotel:* The Sierra Club is concerned that this development has two golf courses, particularly when the Framework Plan envisions one for the NCFUA. Golf courses require a significant amount of land with little benefit to the majority of the citizens who live in the area. Further, golf courses pollute waterways with pesticides and fertilizers, as these chemicals are needed in large amounts to maintain classic golf course landscaping. Although other types of environmentally more benign golf course landscaping exists, these do not appear to be the type desired for the fairways and greens of the planned golf courses.

112 The Draft TEIR refers to Lusardi Creek as an "important regional wildlife corridor," but does not explain to where it leads. Does it lead to habitat reserves and corridors in 4S Ranch and beyond to the east? The Draft TEIR is not clear about corridors to the east. What will be the impacts of surrounding this corridor with a golf course?

113 Also, how close will the hotel's footprint come to Lusardi Creek and its flood plain? What impacts to this corridor are likely from having a hotel this close to the creek? It appears to be possible to move some of the golf course into the finger canyons (as has been done in the most westerly of the canyons) rather than to have the course extend to the south of Lusardi Creek. Would this limit fragmentation of the MHPA reserve? What are the impacts, both positive and negative to putting more development into the finger canyons?

114 *Location of Open Space Bike Path:* The open space bike path is placed near, but not along the southern edge of the Lusardi Creek MHPA area. Figure 4A-12. In this configuration, the approximately 12 foot-wide trail easement will be constructed on steep slopes. See Figure 4E-1. This will result in the following problems:

> (1) the path will be more expensive to construct as this paved construction traverses steep slopes requiring slope cuts, increased grading, and increased erosion control and slope stabilization measures;
> (2) the shoulders of the path will be subject to erosion, particularly as both mountain bikes and horses cause considerable erosion;
> (3) the path will be disruptive of the MHPA reserve as a source of disruption during path use, as a vector for invasive species, and due to the increased footprint needed for grading and slope stabilization;
> (4) the path may be potentially difficult for many bicyclists to traverse given the potential steep grades required as the path progresses from Lusardi Creek in the valley immediately up the bluff and then on towards Black Mountain Park; this immediate climb will discourage less physically fit residents and hotel guests from using the path.

Due to these problems, would this open space bike path be better placed along the southern edge of the proposed Lusardi Creek golf course? In this location it might have the following benefits:

Response

111. Two golf courses were approved as part of the original Black Mountain Ranch project in 1992, prior to approval of the Framework Plan. The approval required a number of best management practices for golf course maintenance, including green waste, irrigation, and application of nutrients, pesticides, or herbicides. The PGA has worked extensively with the New York Audubon Society to develop additional practices, such as using plantings and natural predators to control pests, limiting irrigation to prevent overwatering, and limiting chemical use to limit pollutants in runoff. Grass strips are an important management practice for water quality, as they can filter pollutants from runoff.

112. Lusardi Creek connects the Black Mountain area to the San Dieguito River. Lusardi Creek in 4S Ranch also is proposed as open space. A 400-foot-wide riparian corridor along Lusardi Creek has been designated as part of the earlier Black Mountain Ranch approvals. The northern golf course has been designed to facilitate this corridor, with compatible landscaping and bridge crossings across the corridor for golfers and the public walking the trail. The impacts from siting the golf course near the corridor were addressed in the earlier Black Mountain Ranch approvals.

113. The hotel grading will not encroach into the Lusardi Creek floodplain but is adjacent to it. The hotel has special conditions with respect to night lighting and landscaping to avoid impacts to the riparian corridor and wildlife that were adopted as part of the 1995 approval of Black Mountain Ranch II VTM/PRD. The hotel's location was approved as part of the earlier Black Mountain Ranch approvals. The MHPA preserve open space design was reviewed by City MSCP staff and resource agencies as well as regional park planning staff. Siting of the hotel in this location would make it accessible to the public enjoying passive hiking along a path in Lusardi Creek. Golf course utilization of the finger canyons that are non-native grassland is a compatible active recreation use and would maintain the finger canyons in open space.

114. The bike path has been sited to connect the major bicycle lane on Camino Ruiz at the Lusardi Creek bridge to the community park along Carmel Valley Road near Black Mountain Park. The bike path has been routed to follow topographic contours and will not have steep grades. It will provide a very scenic view of the valley and is below but follows the edge of residential areas, minimizing encroachment into the main open space areas. Siting the bike path to follow the golf course would require traversing more uneven terrain and steep grades along the path. Moreover, it could create conflicts between golf course users and bicyclists sharing the same path. As a surfaced path, and with the project requirements for revegetation of graded slopes, erosion is not anticipated to be an adverse impact.

(1) the path would be less expensive to construct as less grading would be needed and the grading for the path could be included within the grading for the golf course;
(2) the path would be on more even land thereby limiting erosion problems;
(3) the path could serve as additional transition area between the invasive species planned for the golf course and the MHPA reserve thereby providing a potential benefit to the MHPA with minimal impact, and might even serve double duty as a golf cart path thereby making more efficient use of land within the golf course and MHPA reserve; and
(4) by following the edge of the golf course and valley bottom residential developments, the path for much of its length would be quite level and at the east end of the golf course would climb the relatively gentle slopes at the southeast end of the MHPA toward the community park, thereby being less physically challenging to many residents and hotel guests for most of its length.

Traffic Circulation/Air Quality

Alternative Modes of Transportation

General Comments: The Sierra Club encourages the City to implement the alternative transportation measures related to pedestrian travel identified by the Draft TEIR because of their importance to mitigating both air impacts and transportation impacts.

Bicycle Lanes/Paths Parking: The Framework Plan has this to say about non-motorized transportation:

> 6.4b Mixed use community cores and local mixed use cores must be accessible to surrounding residential areas by foot and bicycle. Schools and parks must also have safe and direct pedestrian and bicycle access. Connections should be made to attractions and activity centers outside as well as inside the NCFUA.

115 It appears that the City has not planned the bicycle trail/path/lane system in accordance with any particular policy but rather appears to have based the bicycle system on convenience and the use of MHPA lands, urban amenities, and the right-of-ways alongside major roads. Although the Draft TEIR at 121 indicates that all major roadways will have bicycle lanes, the only map of the trail plan, Figure 4a-12, indicates the presence of only one bicycle lane along the promenade. Please indicate all planned bicycle lanes within the trail plan map, as well as on larger scale maps for the urban core areas. The bike lanes should connect the two urban core areas, the schools, the regional park, and the hotel. Should this system be inadequate, the number of automobile trips

Response

115. Bicycles will be able to use the local street network in the northern village to access parks and schools, as well as commercial and employment areas and the transit center. The northern village also includes a central promenade accessible to bicyclists. There is a bike lane along Camino Ruiz and access to the hotel would be taken via its driveway. As noted above, a bike path also has been provided around the rim of Lusardi Canyon that accesses the community park without having to travel on major roadways. Internal connections within the Subarea are shown on Figure 4A-12.

116 will increase substantially because parents will drive kids to inter-school activities rather than permit them to walk or ride bicycles, all the residents will tend to drive to and from the regional park, hotel guests will drive to local businesses, and employees/shoppers will drive from one urban core to another and from the urban cores to the hotel. Also, although the Draft TEIR shows a few non-motorized trails to some surrounding areas, Figures 4A-4, 4A-5, there is no description or discussion about how these trails interconnect with the Subarea I development. Moreover, the Draft TEIR contains no descriptions or discussions of the trail interconnections with Subarea IV, Rancho Penasquitos, Fairbanks Highlands, 4S Ranch, or areas to the east.

117 At present the City has merely stated that bicycle lanes will exist but has not, with the exception of the promenade route, indicated the routes of any other bicycle paths or their integration into mass transit systems. An analogous level of planning for automobile roadways would be to indicate that I15 exists and that roadways will be located to serve developments. The Sierra Club requests that the City incorporate planning guidance for establishing bicycle paths for commuters that takes into account, at a minimum, shortest routes, grade, safety, aesthetics, and speed and volume of automobile traffic. Following this, the City should reevaluate the proposed trail/path/lane system for Subarea I to ensure that safe, efficient bicycle commuting is an option for all residents of Subarea I, including those residents in low density areas.

Bike lanes are also needed on non-major roads through urban core areas, especially those roadways likely to carry bicycle and pedestrian traffic through the urban cores. Since bicyclists and pedestrians tend to take the most direct route regardless of road size, and because they tend to avoid heavily traveled roadways, bicyclists preferred routes may not coincide with the principle automobile routes. Further, urban core roads carry high density automobile and pedestrian traffic, and as such they are the types of roadways on which inter-modal conflicts are most likely to exist. The City should identify less heavily traveled roadways leading out from urban cores in all directions suitable for bicycle lanes. This is particularly true on roadways with diagonal parking because the travel lane edge is less well defined and drivers backing out may have difficulty seeing approaching bicyclists. The City should indicate the location of bike lanes between all significant destinations.

118 Although the north village elementary school shows an unsurfaced trail servicing the school, unsurfaced trails are not appropriate for all types of bicycles. Unsurfaced trails work for mountain bicycles but not for road bicycles, particularly so in wet weather. All significant destinations should have paved bicycle lanes leading to them even if they have service via an unpaved trail.

119 One of the advantages of bicycles over cars is that relatively high bike usage is compatible with small side streets. Further, due to the slowness of bicycles relative to cars and the difficulty many bicyclists have on steep grades, it is very important that bicycle paths follow the shortest route possible with the least grade change. Has the City evaluated whether any of its proposed bicycle paths are efficient for bicyclists?

Response

116. Connections to off-site trails are shown in Figure 4A-12.

117. Comment noted. The Subarea Plan only shows the designated bike lanes on Camino del Norte, Camino Ruiz, and Carmel Valley Road and paths usable in open space.

118. Comment noted. The school would be accessible by internal street network, which would provide paved surface access. The internal street network is conceptual at this level of planning and will be formalized when site-specific development is proposed.

119. The northern village area is relatively flat mesa and is compact in size. The concentration of development in this area should facilitate bicycle use. Bike lanes have been provided on major roads, as they would have room for separate lanes and are usually designed to have gentler grade changes than local streets. Given the terrain of the rest of Subarea I, these major roads and the paved bike path would provide the most efficient routes to traverse the area.

Sierra Club Comments on
Black Mountain Ranch Draft TEIR

120 *Pedestrian Trails and Walkways:* The Sierra Club applauds the City's attempt to ensure a pedestrian friendly environment in the urban core areas. Will the City require that the neighborhoods adjacent to the village center have easy entrance and egress by foot for
121 residents of outlying neighborhoods? Are gated communities allowed in the Subarea? Also, neither the Draft TEIR nor the Draft Subarea Plan indicate the street design for employment centers. Typical industrial parks and shopping mall are generally unpleasant
122 places to walk to and through. What pedestrian friendly design elements are incorporated into the employment centers?

123 *Mass Transit:* The Draft Subarea Plan and the Draft TEIR appear to conflict in that the Draft TEIR states that "[a] park-and-ride lot and a transit center are being considered as part of the northern and southern village areas . . . ." Draft TEIR at 119. In contrast, the Draft Subarea Plan states that "[t]he [north] village will contain a transit center which will serve this portion of the NCFUA" but does not mention any possible transit center in the south village. Draft Subarea Plan at 6.8; see also Draft Subarea Plan at 7.5 and Draft TEIR at 156. The phrase "are being considered" is not equivalent to the phrase "will contain." Which statement is correct? It is the Sierra Club's position that both village centers should have a transit center and park and ride facilities.

124 Will any provided transit centers have parking structures as required by the Framework Plan at 6.5c? Further, nowhere does the Draft TEIR discuss the integration of bicycle transportation with mass transit, this despite the Draft Subarea Plan's statement that "[t]he design of a multi-modal transportation system was one of the primary goals of the Framework Plan process." Draft Subarea Plan at 6.8. Rather, the Draft TEIR seems to view bicycle transportation primarily as a recreational opportunity and by-in-large ignores the potential for bicycle commuting within the Subarea and region and to and from transit centers.

125 Assuming that the City is planning a transit center and further that it intends to integrate this center into a variety of transportation modes, it must discuss what policies or design elements are needed to do this. The City has identified a number of pedestrian-related design elements that encourage pedestrian access to the transit center. As far as discussing bicycle path planning or design elements, the City shows only one bike lane leading near to the proposed north village transit center and indicates that it will require signs and storage lockers.

Also, what transit amenities are provided in the outlying residential neighborhoods? What feeder systems will gather commuters from the low density areas and bring them to the transit center? Will each low density neighborhood have a transit pickup site within walking distance of all the homes in a neighborhood so that neighborhood shuttles can transport commuters to the transit center? Have the transit plans incorporated the needs of the disabled and elderly? In particular, the north village west area is slated to potentially be established as a significant amount of senior housing. Seniors are especially dependent on mass transit. What are the transit oriented designs of this area?

Response

120. The northern village has a pedestrian emphasis and orientation with sidewalks, a central promenade. a central mixed-use core with densities to support a walkable shopping district, and transit and employment centers within a half mile of each other. Development in the remainder of the Subarea is more dispersed and is located in clusters. Other than for recreation, accessing the northern village from one of the outlying residential clusters is probably not efficient. Internal streets within the Black Mountain Ranch II VTM/PRD will have sidewalks.

121. Residential development will comply with City policy on gating; however, gating is allowed and may be preferable to future residents in dispersed residential areas for security reasons.

122. The southern village also has been designed to be pedestrian and bicycle compatible, with a central plaza surrounded by first-floor retail/commercial uses and a grid network of streets with sidewalks surrounding the central plaza area. The southern village will comply with the design guidelines for the northern village, which has a pedestrian emphasis in terms of siting of uses, streetscape, and access.

123. The northern and southern villages both will contain transit centers; however, the level of transit service provided to Subarea I is beyond the project or the City to assure. Black Mountain Ranch has developed a transit study to identify opportunities for transit use and facilities needed to support service. Moreover, the Black Mountain Ranch Public Facilities Financing Plan includes $1.5 million for the transit centers in the northern and southern village and for vans and/or shuttle buses to access the transit system.

124. The transit centers are planned as park-and-ride facilities. Parking structures would be a compatible design adjacent to the mixed-use core area of the northern village to serve the transit center. The height limit on structures is 50 feet in this area of the northern village. The transit study prepared for Subarea I also highlights the advantage of parking facilities in areas of shared uses with compatible demand cycles (e.g., cinemas, retail, and transit). In addition, future employment centers may include parking structures to reduce the development footprint. The Subarea I Plan is a concept plan and policy document and does not specify a project level of detail such as would be associated with site-specific development.

125. The city is not planning transit service; transit planning is provided by SANDAG and MTDB. The transit center would be accessible internally within the northern village by the designated bike lane connecting the transit center, schools, and 4S Ranch development; local streets; and the central unpaved path as well as from the bike lanes along Camino del Norte. The southern village transit center would include park-and-ride facilities.

Pedestrian Trails and Walkways: The Sierra Club applauds the City's attempt to ensure a pedestrian friendly environment in the urban core areas. Will the City require that the neighborhoods adjacent to the village center have easy entrance and egress by foot for residents of outlying neighborhoods? Are gated communities allowed in the Subarea? Also, neither the Draft TEIR nor the Draft Subarea Plan indicate the street design for employment centers. Typical industrial parks and shopping mall are generally unpleasant places to walk to and through. What pedestrian friendly design elements are incorporated into the employment centers?

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Response

126. The dispersed residential areas within the Subarea are not considered likely to generate sufficient demand for regular transit service. Subscription van service would be feasible and for-hire taxi/shuttles could be used. No internal shuttle service is currently proposed for the senior housing; instead, this would be an amenity provided by the operators of the facilities or an independent for-hire shuttle/taxi system.

Sierra Club Comments on
Black Mountain Ranch Draft TEIR

127 *Parking:* The Sierra Club encourages the implementation of the use of parking structures and the minimizing of parking lot impacts as described in the design standard. Draft Subarea Plan at 7.2.

Consistency with MHPA

128 Subarea I contains an important corridor junction between Black Mountain Park to the east, La Zanja Canyon and San Dieguito River to the north, and McGonigle Canyon to the southwest. Yet, at this corridor junction the City has placed a regional park which significantly narrows the area of MHPA habitat. Is this the appropriate location for this park? (See discussion related to distance from village cores, below) Will this park have a fence around it? Will the area contain lit ball fields? The discussion of lighting and fence effects on the MHPA found at page 100 does not include the impact of parks. What facilities would the City place in such a park, and what impact would these facilities have on the MHPA? Some regional recreation centers contain significant development including swimming pools, gyms, multipurpose buildings, administration buildings, tennis courts, etc. Such intensive development could have significant effects on the effectiveness of the MHPA corridors in this area. Please discuss the possible impacts.

129 Also, Figure 4A-13 appears to contradict Figure 3.1 of the Draft Subarea Plan with regard to areas adjusted into and out of the MHPA. Figure 4A-13 shows areas in the southern MHPA corridor along Carmel Valley Road as adjusted out of the MHPA, whereas Figure 3.1 shows these areas as within the MHPA. Please clarify this the intent of these figures. If the MHPA areas near Carmel Valley road this would significantly narrow the corridor, Figure 4A-13. One could assume that because these areas show no development footprint, Figure 3-2, that they are within the MHPA. If these areas are not in the MHPA, why have they been removed from the MHPA, particularly since they appear to have no development value anyway? Also, would the areas shown as being adjusted out of the MHPA by Figure 4A-13 have the potential to be developed?

130 Why is the hill in the center of the MHPA just south of Lusardi Creek indicated for grading? Figure 4E-4.

Biological Resources

131 Lusardi Creek will be surrounded by a golf course. Further, the revegetation attempts currently on site appear to be marginally successful. What level of effort, both in terms of time and money, is required for revegetation and what assurances exist that Lusardi Creek will not become merely an amenity for the golf course? Also, what biological and hydrological functions will Lusardi Creek perform after completion of the project? Will the golf course be fenced or will it provide both wildlife corridor and habitat functions?

Response

127. As noted above, the Subarea Plan includes park-and-ride facilities and community guidelines for the mixed-use core area that could accommodate parking structures. No specific facilities are called out in the plan, which is more of a concept and policy level document.

128. The community park site was originally designated in the 1992 Black Mountain Ranch project after coordination with the City. The location of the park with respect to open space and wildlife movement/corridors was revisited with the city and resources agencies as part of the Black Mountain Ranch II VTM/PRD in 1995. The MSCP Subarea Plan explicitly incorporates the Black Mountain Ranch II VTM/PRD land uses as the MHPA. Measures to reduce indirect impacts from land use adjacency conflicts, such as lighting, noise, runoff, and control of access into the MHPA, have been incorporated into the Subarea Plan and would apply to the community park.. The City parks department will need to incorporate the Subarea I Plan's land use adjacency guidelines into the design and operation of the park. At this time, the City intends to have a recreation building, swimming pool, and ball fields, but no design or siting specifics are available.

129. An errata sheet was released shortly after the TEIR was released for public review which clarified and corrected a figure and text regarding the boundary adjustment. The areas adjusted out of the MHPA are currently in active agricultural use and portions have buildings, corrals, a tennis court, and a residence. They could be developed in the future.

130. There is a site for a recycled water reservoir located in the center of the MHPA south of Lusardi Creek. Other areas were approved as part of the Black Mountain Ranch II VTM/PRD.

131. The riparian revegetation is under a five-year monitoring program with performance criteria specified in the riparian revegetation plan. The revegetation is performing within the success criteria to date. The area of revegetation will be increased to mitigate for planned impacts from future development within the Subarea and potentially from other projects in the region. The riparian corridor was designated in the 1995 Black Mountain Ranch II VTM/PRD and its function as a habitat and corridor is recognized in the MSCP Subarea Plan as well. It should provide refugia for animals as well as habitat and the golf course will be open to animal movement.

132 Lower-speed roads can prevent collisions with, and the running over of, animals. Near the MHPA preserve, and particularly near where animals are likely to cross a roadway, lower speed limits should be considered. Mammals should be encouraged to use undercrossing by having these structures being of sufficient size and privacy. Since few undercrossings have been evaluated for use by specific animals, the planned undercrossing should be designed first and foremost for animal traffic. It might also be desirable to consider the use of tunnels for smaller mammals, and for reptiles and amphibians, especially where there is a close spatial relationship between roads, surfaee drainage, and standing water.

133 There should be a consideration of the effects of road dust and paving material chemistry on species, especially within 60 yards on either side of roadway, and near runoff ditches, swales, and streams. What are the temporary roadside maintenance requirements?

Hydrology/Water Quality

134 The City has not evaluated urban pollutant runoff except to say that it exists and that it will likely cause significant impacts to the San Dieguito River and Lagoon. Further, the City identifies some Best Management Practices ("BMPs"), which it asserts will mitigate these impacts. In addition, the City identifies the location of a number of desilting basins. However, it appears that nowhere in the Draft Subarea Plan is urban runoff even mentioned. If the Draft Subarea Plan does indeed fail to discuss urban runoff, then the City has no data on, and has performed no planning with regard to urban runoff on which to base its comparison of alternatives or the implementation of its mitigating BMPs. Instead, the City's compliance with CEQA rests entirely on a claim to future compliance with existing federal and state water pollution control laws.

On what basis does the City assert that the application of existing regulatory controls constitutes an adequate effort at evaluating alternatives under CEQA and at planning for mitigation of the impact of urban runoff pollutants? Pollution carried by urban runoff regularly closes beaches and waterways after storm events despite the presence of existing regulatory controls. Therefore compliance with existing regulatory controls does not limit or mitigate these impacts adequately.

135 What impact will urban runoff have on MHPA resources both inside and outside of Subarea I?

136 Other than identifying the location of some desilting basins, the Draft TEIR does not address urban runoff management practices at any sites other than to say that BMPs "would be noted on future tentative maps." Are these desilting basin intended to be used only during construction activities? If any of them will remain as part of an urban runoff control program, please identify them by location.

Although it may be true that the construction details might be best addressed on future tentative maps, the City has failed to provide overall project planning for storm water

Response

132. The Subarea Plan has three bridge crossings of open space to allow for animal movement within designated corridors. There will also be a six-by-six-foot box culvert at the crossing of La Zanja Creek under Camino Ruiz.

133. Fugitive dust control (surface watering) and sediment and runoff controls (silt fences, hay bales, and water detention) during grading will be required as a condition of the grading permit.

134. Subarea I totals approximately 5,100 acres, of which 3,065 acres is open space including 1,945 acres of natural resource open space. This is an unusually high ratio of open space to development area and serves to reduce pollutant loads in runoff to downstream surface waters. Approximately 250 acres of new development area is defined in the Subarea Plan; the remainder was designated by the Black Mountain Ranch II VTM/PRD.

135. Drainage is a land use adjacency issue addressed in the MSCP Subarea Plan and the Community Design Guidelines for Subarea I Plan.

136. The surface drainage from the developed areas within Black Mountain Ranch was designed at that time and included seven permanent detention basins that will collect runoff and a number of BMPs for construction and long-term runoff.

management. Why is it that the City provides detailed information on traffic impacts and detailed urban design guidance control in the Draft Subarea Plan, and provides detailed guidance on desilting basins but defers issues related to urban runoff to future tentative maps?

137 The Draft TEIR's BMP list merely provides examples and does not include recent developments in urban runoff pollution control technology such as the system developed by StormTreat, the role of restored wetlands, oil separators in parking lots, low flow diverters, etc. Is the list of BMPs provided by the Draft TEIR a list of all the BMPs available to the City? If so, is this a comprehensive list of all BMPs currently available in the industry, including "state of the art" BMPs? If not, what is the entire list of BMPs? What guidance does City staff use when evaluating the appropriate application of BMPs?

138 In the Draft TEIR, the City lists some BMPs related to source control, but does not include any of these in its Draft Subarea Plan. In particular, golf courses are notorious for polluting surface water with pesticides and fertilizers due to the need to use these chemicals to maintain landscaping. What BMP design elements will protect Lusardi Creek from golf course runoff? What BMPs will apply to golf course management? Although various practices exist to minimize the impact of golf courses, are these practices practicable for the "championship level" golf course desired here?

Further, BMPs exist that relate to control of runoff from parking lots, streets, and landscaping in urban areas. Which of these would be required and in what situations? On page 246, the City identifies some source control BMPs related to the storage, use and disposal of hazardous materials, but none of them are related to controlling pollution from roadways and parking facilities or other types of residential runoff. Please describe what design and planning elements could limit urban runoff pollution other than those related to the storage, use and disposal of hazardous materials.

Given the likely increasing impacts on beaches and waterways as development of the NCFUA continues, the City needs to provide increased guidance on the use of BMPs so that communities are able to determine what the City will do to protect surface water quality. Mere reliance on a blanket statement about the use of BMPs is not sufficient for meaningful environmental review. Without adequate protection, San Diego will experience more frequent and more dangerous beach contamination with consequent negative effects on tourism and environmental and public health.

The Draft TEIR's reliance on BMPs without evaluating the actual pollution impacts is not insufficient. The Sierra Club requests that the City provide a plan for managing urban runoff that:

139 1) Estimates water flows for each storm drain collection subsystem and estimates the anticipated pollution and siltation loadings for each drainage area.

Response

137. The City of San Diego has developed BMPs to comply with non-point source discharges per the NPDES program administered by the Regional Water Quality Control Board. These BMPs can be reviewed and measures appropriate to the type and density of land use, percentage of hardscape to landscape, street layout, grade, percent discharge to open lands, source pollutant–specific controls, etc., implemented.

138. The two golf courses were specifically conditioned to include practices to control storage and use of chemicals, fertilizers, herbicides, green waste, and other measures to maintain water quality.

139. The Subarea Plan provides acreages of developable area, general types of uses, and approximate locations of uses but is not at a level of detail to provide more specific details about appropriate runoff water quality control measures for the individual development areas. The EIR does identify cumulative impacts to regional water quality from this and other past, present, and reasonably foreseeable future projects.

2) Determines the impacts of the total Subarea I urban runoff pollution on adjacent drainages and downstream water bodies.

3) Develops a control and mitigation plan for Subarea I that identifies the best available control technology suited to each urban runoff source type, including but not limited to storm water drain outfalls, parking lot drain outfalls, residential landscaping runoff, etc. These need not be identified as to a required technology type at a precise location, but rather would provide the Project Applicant with more policy guidance about the appropriate use of technology for a given land use, and particularly with the use of newly developed technologies. Further, it would allow downstream communities to determine whether or not the City was doing its utmost to protect their water and health.

An urban pollution runoff plan is appropriate at this level of review because enough information is known about the development footprint alternatives, such as acres developed, total development units, and location of construction, to provide for meaningful analysis, review, and comparison of water quality impacts. Review at a more detailed level, such as the tentative map level, would not provide for a comparison of the water quality impacts of the various development footprints; instead such late review would only evaluate BMP mitigation options.

140 How will the pre-development surface runoff directions and infiltration locations differ from post-development conditions? As hill tops are flattened and as contours change, will there be changes in local watershed divides, and if so, how might this affect surface runoff volumes, and in turn, affect plant species and stream macroinvertebrates? Will there be an increase or decrease in the amount of discharge leaving the site's watershed? If there is a change in volume, how will this affect downstream habitats in the stream channel?

How will the water be directed from higher elevations to lower elevations during site development, and after completion of the project? Will overland flow and infiltration be maintained, or will some portion of the water be discharged directly into drainage channels or streams? What will be the estimated impact of the increased impervious surface on the local water table or soil moisture, and what might be the biological consequences?

141 Based on habitat and species' requirements, specify where stormwater closed- and open-systems are most appropriate. If stormwater and runoff from irrigation for ornamental vegetation and lawn watering is discharged into the creeks, is there treatment for the removal of nutrients and toxics (*e.g.*, pesticides, insecticides). If there is settling time prior to discharge, will there be a structural means to prevent animals from consuming the untreated water?

The Draft TEIR admits that the cumulative impacts of urban storm water pollutants from Subarea I would be significant, yet the Draft Subarea Plan provides no guidance on how

Response

140. Please see Response 26.

141. Desilting basins would detain surface runoff prior to entering natural drainage systems and exiting downstream. Detention and adsorption to plant material is an effective means to reduce pollutant loads and to settle out solids.

142 to manage or mitigate for this impact. If the cumulative impact is significant, the City must address this concern at each level of planning by proposing actions appropriate to that level of planning that will control or mitigate the cumulative impact. Has the City performed any watershed studies evaluating cumulative urban runoff impacts? If not, the Sierra Club requests that the City undertake such studies. In the meantime, the Sierra Club requests that the City manage and mitigate the urban runoff in Subarea I in accordance with the steps identified above.

Public Services/Facilities

The Draft TEIR has identified two neighborhood parks and one community park. The Sierra Club is concerned about the location of the proposed community park for the following reasons:

1) the park is a long way from the people it serves; and

2) the park sits on an important MHPA corridor junction (see discussion under MHPA Compliance, above).

143 With the advent of increased densities in the north and south village areas, this park is too far from most of the people it serves. Although it might be within a 2.5-mile radius of the residents of Subarea I, the actual driving distance is longer due to the need to circumnavigate the golf course. At its present location and elevation, it is doubtful that many Subarea I children, and especially grade-school children, would be able or inclined to walk or ride bicycles to the park. Even for adults, this location does not encourage alternative forms of transportation. Moreover, it does not appear that this park is particularly close to any large population centers, including those in Subarea IV, which it is also intended to serve. It simply does not make sense to put this park on the far side of the development up against a large regional park. What alternatives exist for locating this facility closer to the citizens who will use it? Would siting this park nearer to the resort hotel have any positive synergistic effects?

144 The City also has not provided for any neighborhood gardens adjacent to the village center. Will the City provide for a neighborhood garden for village center residents who otherwise would not have access to gardening?

145 That Miramar Landfill will be at capacity in about 12 years even taking into account a 25% recycling diversion rate is troubling. After 2011, where will the City send its solid waste from Subarea I? This timeframe is well within the scope of the Draft TEIR. Has the City assessed the cumulative impacts of increased solid waste generation in the NCFUA? To the maximum extent possible the City should provide for recycling in new neighborhoods. What factors prevent the City from implementing curbside recycling in this Subarea? Has the City made any provision for neighborhood recycling centers? What regional systems exist for collecting recycling? Recycling storage is often

Response

142. Measures to reduce the impacts of runoff from the development have been included in the Subarea Plan. It is infeasible to fully mitigate the regional impacts of urban runoff. Residual cumulative impacts would result.

143. There are several hundred acres of amenity open space that would be maintained by the homeowners association where community gardens might be feasible.

144. The TEIR identifies the potential for a solid waste impact as future facilities for trash disposal have not been assured. The Black Mountain Ranch II VTM/PRD has as a condition of approval the requirement to provide locations to accommodate a curbside recycling program for residential development. This requirement should be incorporated into future development within the Subarea. The City of San Diego requires recycling storage facilities in new kitchens for multi-family units. The TEIR also identifies the potential for construction waste and requires that a construction management plan be prepared for future development. When site-specific development proposals are reviewed, additional waste management plans and source reduction measures for both construction and long-term occupancy can be identified.

145. The recycled water reservoir was approved as part of the Black Mountain Ranch II VTM/PRD and that EIR has conditions for use to minimize risks to health and safety and water quality.

problematic in multifamily housing. What requirements exist to incorporate recycling facilities into the design of multifamily housing?

Water Conservation

146 The Draft TEIR in Figure 4D-3 identifies a reservoir site and elsewhere mentions the possibility of creating a recycled water reservoir. What requirements, if any, exist to create a recycled water reservoir? The current location would appear to have significant impacts on the MHPA. Is this site in any way reserved for a reservoir? If so, how would the reservoir impact the MHPA? What other sites are available? What benefits would accrue from the creation of a recycled water reservoir?

147 Although the Draft TEIR discusses water conservation, the Draft Subarea Plan does not appear to provide any guidance with regard to the use of water conservation measures, either for landscape design or domestic or commercial use. Please include such guidance in the Subarea Plan.

Thank you for this opportunity to comment on this landmark project. Once again, we commend you on a number of the elements in this plan, but urge you to address our concerns. We look forward to a continued productive dialog about our many growth challenges.

Respectfully submitted,

Paul C. Blackburn
Conservation Coordinator,
Sierra Club, San Diego and Imperial County Chapter

Response

146. Water conservation measures typically applicable include low-flow toilets, low-flow shower heads, aerators for faucets, and use of recycled water for irrigation of landscaping. These measures were requirements of the approved Black Mountain Ranch II VTM/PRD and should be required of future development within the Subarea.

147. See Response 146.

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received
JUN 11 1998

June 9, 1998

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Re: Draft TEIR for Black Mountain Ranch (Subarea I)
LDR No. 96-7902; SCH No. 97111070

The Friends of Los Peñasquitos Canyon Preserve is a 501 (c) 3 nonprofit organization dedicated to preserving the biodiversity and natural resources of Peñasquitos Canyon Preserve and its adjacent open space. As such, the future development of the Black Mountain Ranch property is of vital concern to our organization. Wildlife corridors that are vital to the biological integrity and future of our Preserve will connect to the Black Mountain Open Space Park and the San Dieguito River Valley park. Our specific comments on the Subarea Plan and Draft TIR follow.

148 First, a general comment. At times it was difficult from the discussion in the documents to sort out information on the Perimeter properties versus the already approved VTM. It seems that the purpose of the Phase Shift will be approval on only the Perimeter Properties, yet the bulk of the document is on the already approved Plan. Given this, we realize we may be raising issues that aren't directly related to what must be approved here, if it is only the Perimeter Properties.

149 1. On p. 3.1 of the Subarea Plan it states that "Approximately 1,915 acres of resource open space, including most of La Jolla Valley and areas surrounding Black Mountain and the headwaters of La Zanja Canyon, is required to be dedicated to the City of San Diego or the San Dieguito River Park Joint Powers Authority as part of the approved BMR VTM/PRD. This land will be incorporated into the San Dieguito River Valley Regional Open Space Park system, connecting Black Mountain with the San Dieguito River and headwaters of La Zanja Canyon." We think it premature to assumed all 1,915 acres of resource open space will be incorporated into the San Dieguito River Valley Park. Some of the future open space acreage, particularly on the souther border, including the Perimeter Properties of the project are immediately adjacent to the existing city-owned Black Mountain Open Space Park. These properties may be more logically incorporated into this Park. Of course, the most important thing is that these lands will be managed as public open space.

150 2. Is there an MSCP/MHPA management requirement for relocating Burrowing Owls that would be impacted by the future development?

3. *Dudleya variegata* appears to occur, Fig. 4C-2, on the Northeast Perimeter Property. If it is within a future impact footprint we recommend translocating it. Dudleyas have a history of being able to be translocated.

151 4. *Selaginella cinerascens* (Ashy spike-moss) should be considered for translocation. Such ground cover species tend to be neglected in restoration plant palettes, yet are a critical component of the habitat. We aren't suggesting wholesale translocation of this, just enough to introduced the species and its propagules into future restoration sites.

5. *Ferocactus viridescens* (Coast barrel cactus) is a well known as a plant that can be translocated successfully. We recommend salvaging it from future impact areas for use on site in restorations.

6. *Iva hayesiana* (San Diego marsh-elder) is a CNPS List 2 species. It is easily translocated and is already listed as a component of the riparian restoration palette. It would be preferable to save existing genes that are already locally adapted as opposed to buying generic marsh-elder from a nursery. We recommend salvaging it from future impact areas for use on site in restorations.

7. California adolphia which is found on the already approved lands and on Perimeter Properties on the northeast and southwest , a CNPS List 2 plant, should be translocated where it will be impacted, and used in Coastal sage scrub restoration. We may be the first group to have successfully translocated this plant and believe it is a good candidate for such treatment.

Sincerely,

Mike Kelly, president

Response

148. The Subarea I Plan defines the type and intensity of use that will occur in the perimeter properties and future development areas. The Phase Shift will apply to the perimeter properties and future development areas, but not to the already approved Black Mountain Ranch II VTM/PRD.

149. Comment acknowledged. The public open space will be dedicated to the City of San Diego and is now designated as MHPA, which the City will manage according to the MSCP Subarea Plan.

150. Although the burrowing owl was not found on the perimeter properties, the MSCP special management conditions for burrowing owls include the relocation of any impacted individuals out of the impact area using passive or active methodologies approved by the resource agencies.

151. Figure 4C-2 of the TEIR shows *Dudleya variegata* along the eastern boundary of the northeast perimeter property; therefore, this species is outside of the future impact footprint. The approved Black Mountain Ranch II VTM/PRD included mitigation measures for impacts to populations of variegated dudleya, barrel cactus, California adolphia, ashy spike-moss, and San Diego marsh-elder. These mitigation measures included translocation into open space and active management of populations of such species remaining in open space to prevent impacts to the species from disturbance or grazing. In addition, the mitigation incorporates measures designed to encourage dispersal and expansion of the above-listed species into areas designated for revegetation, either through transplantation, seeding, or other appropriate means.

May 22, 1998

City of San Diego
Development Services
Land Development Review Division
1222 First Avenue, Mail Station 501
San Diego, CA 92101
Attn: Lawrence Monserrate

Reference: Public Notice of Draft Tiered Environmental Impact Report
LDR No. 96-7902
SCH No. 97111070
Black Mountain Ranch (Subarea I) Subarea Plan in the
North City Future Urbanizing Area (NCFUA)

Dear Mr. Monserrate:

I have reviewed the Subarea Plan referenced above, and I support the Plan with the exception of the two deficiencies described below.

Page one of the Plan states that:

> The Subarea Plan would refine the existing NCFUA Framework Plan by proposing siting and land use designations for future commercial, industrial, residential and public facility land uses, and specific locations for roads.

152 The Plan is deficient because it fails to specify the location and features of a connector road in Subarea I to Artesian Road in Santa Fe Hills, an adjacent community located at the Northwest corner of Subarea I. Please refer to the attached copy of Figure 1-1 of the Subarea I Status Map for a graphic description of the deficiency. As can be seen from the referenced map there are approximately one hundred current and potential lots in Santa Fe Hills that are entirely dependent on an access road through Subarea I. As a property owner in Santa Fe Hills I suggest that it is essential for the Black Mountain Ranch Subarea I Plan to specify the location and features of this essential connector road. I suggest that the Subarea I Plan should reflect an extension of Artesian Road in Santa Fe Hills due East to an intersection with Camino Ruiz.

153 The Plan is also deficient because it does not specify the size or location of residential lots adjacent to Santa Fe Hills. As can be seen from the referenced map the Subarea I Plan does specify the location and size of lots adjacent to Fairbanks Ranch. In considering this

Response

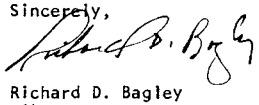
152. A road access corridor is provided from Camino del Norte/Camino Ruiz junction north and west to Artesian Road along the Subarea's northern boundary; this alignment is consistent with one shown in the Santa Fe Valley Specific Plan ("West Loop Road"). Once tentative maps are prepared, this access will be shown in greater detail.

153. As shown in Figure 3-9 of the TEIR, the areas adjacent to Santa Fe Hills and Fairbanks Ranch are designated either as resource open space (including MHPA) or very low density residential (less than one dwelling unit per acre). The very low density residential lot sizes along the northwestern and western boundary of Subarea I are generally consistent with the lot sizes designated in the North City Future Urbanizing Area Framework Plan for these areas (see TEIR Figure 3-1) and would be compatible with those in Santa Fe Hills and Fairbanks Ranch. The specific location and size of individual lots would be determined at the tentative map stage. The Subarea I Plan specifies that the minimum lot size for lots bordering the Santa Fe Hills acre is one acre.

matter please note that the minimum lot size in Santa Fe Hills is two acres. The adjacent lot sizes in Subarea I should be comparable and compatible.

Thank you for addressing these two important issues.

Sincerely,



Richard D. Bagley
26429 Silver Spur Road
Rancho Palos Verdes, California 90275

Response

186 Poco Calle
Golden, Colorado 80401
May 25, 1998

Laurence Montserrate
City of San Diego
Development Services
Land Development Review Division
1222 First Avenue, Mail Station 501
San Diego, CA 92101

Subject: Black Mountain Ranch sub area plan, north city future urbanizing area.
LDR No. 96-7902
SCR No. 97111077

Gentlemen:

154 My wife and I own a ten (10) acre property in the Santa Fe Hills area which we are in process of developing for my family/our families use and this letter is to indicate I have reviewed a synopsis of the subject report and have concerns. Our first concern is the fact that Santa Fe Hills is zoned for 2 acre minimum size properties and that on the east side of Artesian Trail there may be sites of less than one acre - - - here it was my understanding that originally (7 - 10 years past) the sites were to be of one acre minimum size and please know any density of less than that size would affect our planned home's value and I feel should be unacceptable to the community.

An additional concern is both the present egress/ingress into Rancho Santa Fe Hills where there is at present no public road right of way to the west and the only present road (from the east) is not properly maintained. Commenting further the new plan does not address the western access problem nor do I feel the new plan corrects the east travel situation.

Commenting further, Artesian Trail, is the west border of the north area for the project and the proposed plan does not contain an exact detail of road location, size, accessibility, where the road will tie in, how a road will affect emergency vehicle services to the community, etc. These issues need be immediately addressed in detail as there is only one access into the entire community which is landlocked on three sides. And accordingly there will be a financial impact with whatever decision is finally made. Consequently my request is you devote attention to the Rancho Santa Fe Hills unique problem of how to get to/from.

As a summary know my family supports the Black Mountain Ranch project and we also feel the above two issues need addressing with the intent of adoption of reasonable solutions.

Respectfully,

R. A. Politte

RAP:kb 980413

Response

154. See Responses 152 and 153.

EDWARD R. LAING

16636 Artesian Trail
San Diego, CA 92127
HOME 619-756-9666/WORK 619-566-3800

MAY 20, 1998

CITY OF SAN DIEGO
DEVELOPMENT SERVICES
LAND DEVELOPMENT REVIEW DIVISION
1222 FIRST AVENUE, MAIL STATION 501
SAN DIEGO, CA 92101

SUBJECT: BLACK MOUNTAIN RANCH SUB AREA PLAN, NORTH CITY FUTURE URBANIZING AREA

LDR NO. 96-7902
SCH NO. 97111077

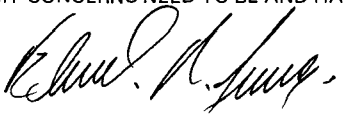
ATTN: LAWRENCE MONSERRATE

155 I HAVE RECEIVED AND REVIEWED THE 417 PAGE, PUBLIC NOTICE REPORT REGARDING THE ABOVE SUBJECT. I AM A PROPERTY OWNER OF A NEIGHBORING COMMUNITY, SANTA FE LANDOWNERS ASSOCIATION, AND OWN A 5 ACRE PARCEL WITH A $2 MILLION HOME THAT WILL ADJOIN THE NORTHWEST CORNER OF THE BLACK MOUNTAIN RANCH PROJECT. I HAVE BEEN IN CONTACT WITH WAYNE HILL, HAVE ATTENDED NUMEROUS MEETINGS AT SAN DIEGUITO PLANNING GROUP AND SANTA FE HILLS LANDOWNERS ASSOCIATION MEETINGS REGARDING THE FUTURE PLANS, DESIGNS AND DETAILS OF OUR COMMUNITY.

MY MAIN CONCERN IS ALONG ARTESIAN TRAIL, WHICH IS THE WEST BORDER OF THE NORTH AREA OF THE PROJECT, THERE IS NO DEFINITIVE OR EXACT DETAIL OF ROAD LOCATION, SIZE, ACCESSIBILITY, WHERE IT WILL TIE IN, HOW IT WILL AFFECT EMERGENCY VEHICLE SERVICES TO OUR COMMUNITY, ON AND ON AND ON. THIS NEEDS TO BE ADDRESSED IN GREAT DETAIL IMMEDIATELY AS THIS IS THE ONLY ACCESS INTO OUR ENTIRE COMMUNITY AS WE ARE LANDLOCKED ON THREE SIDES. LET ALONE THE HUGE FINANCIAL IMPACT THAT WILL OCCUR WITH WHATEVER DECISION IS FINALLY MADE. I URGE YOU TO PAY SPECIAL ATTENTION TO OUR UNIQUE PROBLEM.

SANTA FE HILLS IS ZONED 2 ACRE MINIMUM, ESTATE SIZE PROPERTIES. SOME 7-10 YEARS AGO IT WAS DISCUSSED THAT THE NEIGHBORING ZONED LOT SIZES ON THE OTHER SIDE OF ARTESIAN TRAIL WOULD BE 2 ACRE MINIMUM ESTATE SIZE PROPERTIES. AS DEVELOPMENT OCCURRED AWAY FROM THESE TWO ACRE PROPERTIES THE DENSITIES WOULD BE LOWER, WHICH WAS FINE WITH EVERYONE. I UNDERSTAND THE DESIGN HAS BEEN CUT DOWN "POSSIBLY" TO 1 ACRE SITES. IT IS STILL NOT CLEAR IF THIS IS A TRUE 1 ACRE FULL SIZE LOT OR AN AVERAGE OF 1 ACRE DENSITIES. THIS DECISION YOU ARE MAKING WILL GREATLY AFFECT THE FINANCIAL VALUE OF MY PROPERTY AND SURROUNDING NEIGHBORS. **I URGE YOU TO KEEP THE LOT SIZES TO THE MAXIMUM POSSIBLE AND ALSO REQUIRE ESTATE SIZE HOMES AT THIS LOCATION.**

I ALSO URGE YOU NOT TO FORGET ABOUT THE SMALL ADJOINING COMMUNITIES AND PROPERTY OWNERS THAT ARE GREATLY AFFECTED BY THE DEVELOPMENT. I WANT YOU TO KNOW I FULLY SUPPORT THE BLACK MOUNTAIN RANCH DEVELOPMENT, HOWEVER MY CONCERNS NEED TO BE AND HAVE NOT YET BEEN ADDRESSED IN DETAIL.

ED LAING, HOME OWNER 

Response

155. See Responses 152 and 153.

Don and Julie Stewart
12168 Presilla Road
Camarillo, CA 93012-8245
(805) 5298098

RECEIV
MAY 29 1998
DEVELOPMENT

23 May, 1998

City of San Diego
Development Services
LAND DEVELOPMENT REVIEW DIVISON
1222 First Avenue, Mail Station 501
San Diego, CA 92101

Attention: Mr. Lawrence Monserrate

Reference: Draft Tiered Environmental Impact Report (LDR No 96-7902 Sch. No. 97111070)

Gentleman:

156 I am a landowner in the Santa Fe Hills Area with plans to build in the near future. I own Parcel No. 2 of parcel map No 17295 and speak for both parcels 1 and 2 of that Map. We access our property from the intersection of Artesian Road and Artesian Trail. Currently our only access to the area is via that portion of Artesian Road, which is within the City of San Diego.

I was furnished a portion of the referenced Draft and have concerns on two subjects.

First, there does not seem to be a proper access to the Santa Fe Hills area when Artesian Road is replaced. The maps show Camino Del Norte terminating at Camino Ruiz which proceeds north and connects with an arterial in the Balcor Subdivision and proceeding south within the proposed Black Mountain subdivision.

There must be a properly sized arterial connecting with the eastern end of Artesian Road at the point where it enters the City of San Diego. Access to our area must be sufficient to allow for Fire Department protection, mail and utility service, and ingress and egress for residents on a proper arterial that is not lined with residences.

Second, I am concerned with the density of the residential area that borders Santa Fe Hills. Our area is zoned for 2-acre minimum parcel sizes, and the immediate adjoining residential areas of the proposed subdivision should not be significantly different. It is difficult to tell exactly what density is proposed, but from reading the shadings on Figure 3-9 it appears that the density is less than one dwelling per acre. What is the minimum lot size proposed for the areas adjoining Santa Fe Hills? It is my understanding that planning guidelines do not permit grossly different densities in immediate adjoining areas.

Response

156. See Responses 152 and 153.

I am sending a copy of this letter to the County of San Diego, Department of Public Works who is responsible for the maintenance and administration of Artesian Road and Artesian Trail. I want them to know of my concern that that portion of Artesian Road, now in the City of San Diego could be abandoned without a proper replacement that would facilitate all the necessary services to the Santa Fe Hills area now envisioned for Artesian Road and Artesian Trail.

I would appreciate hearing from you regarding my concerns.

Sincerely,

Don Stewart

Cc: Harold Kosakoff, Assistant Director
County of San Diego, Department of Public Works
5555 Overland Ave
San Diego, CA 92123-1295

Response

SAN DIEGO AUDUBON SOCIETY
2321 Morena Boulevard, Suite D • San Diego CA 92110 • 619/275-0557

Lawrence Monserrate, Environmental Review Manager
Land Development Review Division, Development Services Department
1222 First Ave. MS 501
San Diego CA 92101

Re: Black Mountain Ranch

157 This is a very bad project sited in the wrong place. Significant, unavoidable impacts: land use; traffic; biological resources, direct and cumulative on wetlands, riparian areas, sensitive plant and animal species, coastal sage scrub, chaparral, and non native grasslands (raptor habitat); urban runoff into the San Dieguito River and Lagoon; land forms; visual quality (direct and cumulative); air quality; natural resources (agricultural land, mineral resources).

How did this terrble project get this far?

We appreciate the honesty of this document.

The project, clearly, should be denied.

We find it doubtful that "findings" can be found, and/or substantiated, that a) "individual project alternatives are infeasible, and b) the overall project is acceptable despite significant impacts because of specific overriding considerations." I look forward to reading these specifics.

My fear is that politics will override policy, local ordinance, and California law.

This project should be denied.

Norma Sullivan

Norma Sullivan, Land Use Conservation Chair
5858 Scripps St.
San Diego CA 92122

100% Recycled

Response

157. Comments are noted. The decision on the project's merits will be made by the City of San Diego City Council, who will consider all of the comments.

San Diego County Archaeological Society

Environmental Review Committee

10 June 1998

To: Ms. Myra Herrmann
Land Development Review Division
Development Services Department
City of San Diego
1222 First Avenue, Mail Station 501
San Diego, California 92101

Subject: Draft Tiered Environmental Impact Report
Black Mountain Ranch (Subarea I) Subarea Plan in the North City Future Urbanizing Area
LDR No. 96-7902

Dear Ms. Herrmann:

158 I have reviewed the cultural resources aspects of the subject DTEIR on behalf of this committee of the San Diego County Archaeological Society.

Based on the information contained in the DTEIR and its associated Cultural Resources Survey report, we agree with the impact analysis presented, and that no additional mitigation measures appear necessary.

Thank you for including SDCAS in the environmental review process for this project.

Sincerely,

James W. Royle, Jr., Chairperson
Environmental Review Committee

cc: RECON
SDCAS President
file

P.O. Box 81106 San Diego, CA 92138-1106 (619) 538-0935

Response

158. Comment noted; review of the TEIR by the San Diego County Archaeological Society is appreciated.

Anne E. DeBevoise, Ph.D.

5072 San Joaquin Drive, San Diego, CA 92109 (619) 274-5354 home (619) 451-3770 x 112 work

June 9, 1998

Larry Monserrate
Land Development Review Division
Development Services Department
202 C St.
San Diego, CA 92101
FAX: 236-6620

Dr. Mr. Monserrate,

This letter is in response to your memorandum dated May 12, 1998 and the Errata for the Subarea I Draft Tier Environmental Impact Report (dated May 14). My father, John M. DeBevoise, is the landowner of Parcel C. Since our family's property is one of the focal points of your memorandum and Errata, I wanted to provide you with a copy of my father's letter to Bob Mannis. The purpose of his letter is to advise that the biological mapping of our land is not accurate, as presented in Figure 4C-5 in the EIR. Enclosed, you will find a copy of my father's letter for your review.

159 The revised 4A-13 map looks correct in your May 14 Errata for the Draft EIR. However, it is not consistent with the text that says that approximately 10 acres of our land will be removed from the MHPA. If this number was derived from interpreting vegetation lines in the EIR map (Figure 4C-5) then the number is not correct, and is too low. Actually, there is a contradiction in the Errata text. On page two, paragraph one, it says that the 10 acres are composed of 5.6 AC of Tier IIIA mixed chaparral and 4 4 AC of agriculturally disturbed but recovering mixed chaparral. Yet on page 4, paragraph two, it says 4 7 AC of Tier IIIA southern mixed chaparral and 5.3 AC of previously distrurbed recovering mixed chaparral. My father has volunteered to meet with the person(s) who drew the map and have the map fixed. At that time we should be able to resolve the above discrepancies.

160 On another subject, I would like to comment that I believe Bernardo Center Drive should be connected with Carmel Valley Road sooner than later. That is, within the next 5 years. Current and future residents in the eastern portion of the La Jolla Valley should not have to drive south on I-15 to reach the westerly portions of the FUA, Rancho Penasquitos or Carmel Valley. What is the rational for keeping this much-needed road a deeply-rutted, unpassable dirt road?

Thank you for considering my comments. I can be reached during the day at (619) 451-3770 (x112) should you have any questions.

Sincerely,

Anne E DeBevoise

Anne E. DeBevoise

Enc.

Response

159. The DeBevoise property has an active agricultural operation on-site. The habitat mapping was updated at the beginning of 1998, and the revised habitat mapping was based upon a geo-rectified aerial photograph. The MHPA boundary was taken from the Sannet digital coverage; the proposed boundary was digitized from a map provided by the City of San Diego. This information represents the best available information for a plan level analysis under CEQA. More detailed information and mapping will be available and included as part of the future project level analysis. The inconsistency concerning the vegetation type of the involved 10 acres has been corrected in the TEIR.

160. The existing Black Mountain Ranch II VTM/PRD will replace the existing substandard Black Mountain Road for its entire length. Also, SR-56 will be available to coincide with development of this project, as described in the TEIR.

John M. DeBevoise
37215 E. Benton Road
Temecula, CA 92390

June 9, 1998

Bob Manis
202 C Street
MS4A
San Diego, CA 92101

Dear Mr. Manis,

This letter is regarding our property, identified as Parcel C (one of the perimeter properties) in the Draft Tiered Environmental Impact Report for Subarea I of the FUA. Chris Zerkel suggested that I contact Cathy Winterrowd, but since she is on vacation, this letter is directed to you.

The purpose of this letter is to inform you that there are several errors in the biological mapping of our property in the draft EIR (see Figure 4C-5). More portions of the property have been cleared than are shown in this map. We realize that this map was never intended to be precise. Nonetheless, we want to bring these facts to your attention because we do not want negative repercussions or misunderstandings, now or later, since the MHPA boundary passes through our property.

161 As the map is currently drawn, the westerly boundary of "mixed chaparral/non-native grasslands" and "mixed chaparral-regrowth" is shown to be directly on the ridgeline. This is not correct. Actually, the clearing has extended to the west of the ridgeline. As you look at the map, the vegetation boundary line should be shifted to the left. In addition, the far easterly boundary line is not accurate, either. Previous clearing has extended beyond some portions of where the MHPA line is currently drawn. Also, on the northerly border, we believe the biological mapping is not correct, either. Note: No MHPA line is involved in this northerly area. While there are a few other points, addressing these details here would be difficult.

I really do not know how important this information is at this stage, but Chris Zerkel suggested that we should contact Cathy Winterrowd to correct the map before the plan report is issued.

I would like to meet with the person or persons responsible for the map and correct this matter. Please call me or my daughter, Anne, at the following numbers to arrange a meeting:

John DeBevoise (909) 699-4955
Anne DeBevoise (619) 274-5354 Home or 451-3770 (x112) Work

Sincerely,

John M DeBevoise
ad

John M. DeBevoise

JMD/ad

Response

161. There was insufficient opportunity to acquire access to the DeBevoise parcel to resurvey vegetation prior to finalization of the EIR. The vegetation mapping is apparently conservative and was based upon conditions in 1997 which have apparently changed. A resurvey of the vegetation will be conducted as soon as access can be arranged to confirm the statements in the comment and the results provided to the Environmental Analysis Section of Development Services. The Subarea Plan does not entitle development and no additional impact to habitat beyond that described in the EIR would result from approval of the Subarea Plan. See Response 159.

Gray Cary Ware ▲ Freidenrich LLP

401 B Street, Suite 1700, San Diego, CA 92101-4297
Phone 619-699-2700 Fax 619-236-1048 www.gcwf.com

CHARLES E. BLACK

Writer's Direct Dial: 619-699-2874
Internet: cblack@gcwf.com

Our File No:
100005-144247

June 10, 1998

VIA FACSIMILE AND FIRST CLASS MAIL

Mr. Lawrence C. Monserrate
City of San Diego
Land Development Review Division
1222 First Avenue, 5th Floor
San Diego, CA 92101

Re: Draft Environmental Impact Report (DEIR) for Black Mountain Ranch (Subarea 1) Subarea Plan in the North City Future Urbanizing Area (LDR No. 96-7902, SCH No. 97111070)

Dear Mr. Monserrate:

This letter of comments is submitted on behalf of 4S Kelwood General Partnership, the applicant for the 4S Ranch Specific Plan Amendment.

Due to the proximity of Black Mountain Ranch to 4S Ranch and its impacts to roadway segments, intersections and freeways in the mid-county area, we have reviewed the DEIR with special emphasis on traffic circulation issues.

162 The DEIR identifies all freeway on–ramps with queue delays in excess of 15 minutes as significant and unmitigated project and cumulative impacts. (DEIR pages 158, *et seq.*) However, we believe that the queue delays described in Table 4B–13 of the DEIR give rise to additional impacts which were not analyzed by the DEIR.

Section 6.4 of the Traffic Impact Analysis addresses peak hour ramp meter conditions. That section acknowledges that additional impacts will result from lengthy queue delays when it states that the queue delays described in Table 4B–13 of the DEIR are unrealistic because peak hour demand among the various on–ramps will balance. Balancing occurs when drivers, faced with lengthy queue delays at one ramp, divert to another ramp with shorter queue delays. Each time this occurs, an additional vehicle trip is added to local roadway segments and intersections.

The significance of this additional impact can be determined by comparing Tables 26a and 26b appearing at pages 101 and 102, respectively, of the Traffic Impact Analysis. Table 26a

Response

162. **See Response 28. Because of the experimental nature of the requested analysis, and lack of consensus regarding its use among responsible agencies experts, further comparison of Table 26a and Table 26b in the Black Mountain Ranch Subarea Plan Traffic Impact Analysis traffic study is unwarranted.**

identifies buildout peak hour ramp meter conditions and includes substantially the same information as Table 4B–13 of the DEIR. Table 26b analyzes buildout peak-hour ramp meter conditions with adjusted demand and flow rates assuming (i) CalTrans increases meter rates to reduce queue length, and (ii) the balance of demand among on–ramps serving the same area. A comparison of Tables 26a and 26b demonstrates that an additional 920 vehicle trips in the a.m. peak hour will result from vehicles diverting from the I–15 southbound ramp at Camino del Norte to the two northerly southbound ramp locations. Diversions of similar magnitude occur at other ramps identified in Table 26b. This constitutes a significant impact that must be evaluated by the DEIR.

If you have any questions concerning these comments, please contact the undersigned.

Very truly yours,

GRAY CARY WARE & FREIDENRICH LLP

By _____
Charles E. Black

CEB:bmc
SD\1194406.1

Response

Response

Subarea 1 Status Map
FIGURE 1-1
Source: Kirk Engineering, 1998
Legend
NORTH
NO SCALE

CALIFORNIA INDIAN LEGAL SERVICES

120 WEST GRAND AVENUE, SUITE 204
ESCONDIDO, CALIFORNIA 92025
(760) 746-8941 TELECOPIER (760) 746-1815

JAMES E. COHEN
DIRECTING ATTORNEY
LAWRENCE R. STIDHAM
DENISE M. DOUGLAS
LISA C. OSHIRO
CHARMAINE HUNTTING-CORONEL
SUSAN D. FRANK
DONYA FERNANDEZ
STAFF ATTORNEYS

April 28, 1998

Lawrence C. Monserrate
City of San Diego
Development Services Department
Development & Environmental Planning Division
1222 First Avenue
San Diego CA 92101

Re: LDR No. 96-7902; SCH No. 97111070

Dear Mr. Monserrate:

163 Thank you for forwarding material related to the aforementioned project. California Indian Legal Services is always interested in development-related information which might potentially impact the rights of Native Americans and Tribes.

California Indian Legal Services does not currently represent any person or party specifically in relation to the matter described in your materials. However, we have reviewed the public notice and noted that Native American cultural resources will be significantly impacted. We believe the City must provide notice to each federally-recognized tribal government within the County of San Diego. We have noted that you provided notice to 10 tribes in the area, however, you have not noticed all 17 Tribes. Therefore, we have provided a current list of all San Diego County Tribes, which is attached, because we are not in a position to provide notice or assist you in providing notice to tribes or individual parties whose interests are or might be affected by the action(s) contemplated.

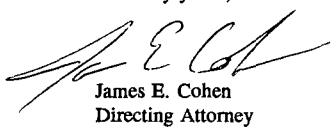
It is my opinion that notification of the public and interested agencies for this project must include direct notice to each sovereign Indian Tribe located within San Diego County, and that unless your office provides such notice, compliance with applicable provisions of the California Public Resources Code will be legally deficient. I urge you to quickly provide notice to all affected Indian Tribes.

Response

163. Copies of the notice of preparation were mailed to all federally recognized tribes in San Diego County area.

Please do not hesitate to contact our office if you have further questions or if you believe that you have received this letter in error.

Sincerely yours,



James E. Cohen
Directing Attorney

Attachment

Executive Summary

A. Introduction and Project Background

The majority of Subarea I is part of the approved Black Mountain Ranch II project (EIR (DEP No. 95-0173; SCH No. 95041041). In October 1995, Black Mountain Ranch received approval from the San Diego City Council for use and development of 3,784 acres of their ownership. Of that total, 94 acres occur as open space within the Rancho Peñasquitos community planning area and lie outside the Subarea I boundary. As a consequence of the 1995 approval, 3,690 acres or approximately 75 percent of Subarea I is approved for use and development under the terms of Planned Residential Development (PRD) permit 95-0173, and its associated Vesting Tentative Map (VTM), Resource Protection Ordinance (RPO) permit, and development agreement. Under the terms of approval, a total of 1,121 residential units (942 single-family lots and 179 multi-family affordable units) would be developed. In addition, two 18-hole golf courses and a series of subordinate uses, including schools, public facilities, and reservoirs, will develop within Black Mountain Ranch. Approximately 2,871 acres of open space would be set aside, including 1,760 acres of dedicated resource open space which will be conserved under the Multiple Species Conservation Plan (MSCP) and as part of the San Dieguito River Valley Regional Open Space Park, 53 acres for public parks, 132 acres for other parks and open space, 12 acres for desilting basins, 133 acres for a recycled water reservoir, and 607 acres for golf courses. In addition, future development areas were reserved for future development.

In support of these uses, the proponent would also construct segments of and reserve rights-of-way for several General Plan circulation element roads, including Camino Ruiz, Carmel Valley Road, Camino del Norte, and Black Mountain Road; locate a recycled water storage reservoir; construct a 15-million-gallon potable water reservoir; and designate specific sites for community facilities, including three public schools, community and neighborhood parks, sites for future fire stations, and a post office.

The Subarea I Environmental Impact Report (EIR) incorporates by reference the previously approved Black Mountain Ranch II development and addresses in detail the remaining 1,408 acres within Subarea I which include 893 acres within Black Mountain Ranch and the 515-acre perimeter properties held by 11 separate owners. The remaining 1,408 acres are proposed for development after a phase shift to Planned Urbanizing.

The 1,408 acres of new development are divided into discrete units: mixed-use northern village and high-density residential areas; the finger ridges north of La Jolla Valley; the 300-room resort/hotel; the mixed-use southern village; seven additional residential

development clusters within Black Mountain Ranch; and the four groupings of perimeter ownerships.

B. Project Characteristics

1) Land Use Element

Black Mountain Ranch Future Development Areas

Future development areas totaling 893 acres, set aside as part of the approved Black Mountain Ranch II VTM, are enclosed within the overall Black Mountain Ranch property boundary, and are reserved for later development after a phase shift to Planned Urbanizing as part of the Subarea Plan.

The Northern Village

The largest single area of new development is the northern bow-tie area of Black Mountain Ranch. Totaling approximately 467 acres, this area would be developed primarily in residential uses, with open space corridors and a community mixed-use center sited at the center and schools and employment center at the east end of the village (see Figure 3-6 of the EIR).

Up to 2,055 residential units (119 already approved as part of the Black Mountain Ranch II VTM/PRD); 450,000 square feet of industrial, office, or other uses as an employment center; 140,000 square feet of commercial/retail uses; major and minor public facilities, services, and institutional uses; and an open space network that connects with the rest of Subarea I are all anticipated within the northern village. Acreage has been allocated for a public facilities or services center, a fire station, a transit station, and several parks and plazas.

A variety of residential uses would be provided. Residential density would range from one acre Very Low density residential along the western boundary of the subarea opposite Santa Fe Hills to higher mixed-use core residential densities ranging from 10 to 45 dwelling units per acre (du/acre) towards the community mixed-use core area. The residential component includes 500 units for senior citizens.

The Resort/Hotel

Covering an area of 20 acres, the resort/hotel would be developed to provide overnight lodging open to the public and ancillary services for golf course, tennis, corporate, and other visitors. Up to 300 rooms are planned. The resort hotel and ancillary retail/commercial uses have already been approved for a phase shift in a City election in 1996. The hotel would include a tennis center, pools, parking and public facilities such as

meeting banquet rooms, ballrooms, main restaurant, cocktail lounge, coffee shop, and outdoor terrace areas.

The Southern Village

The southern village is a proposed local mixed-use center. A portion (20 acres) of the southern village was already approved as part of the Black Mountain Ranch II VTM/PRD and the remaining 60 acres is within the Black Mountain Ranch future development areas. Development of approximately 60,000 square feet of retail commercial use on five acres has already been approved as part of Proposition C in 1996. The remaining area of the southern village would be developed to include 320 single- and multi-family residential units (densities ranging from 10 du/acre up to 45 du/acre) of which 60 were approved as part of the Black Mountain Ranch VTM/PRD, a homeowners association office, community center, religious institution, and other community facilities and services.

Residential Clusters

A number of residential clusters are proposed within the remaining future development areas of the Black Mountain Ranch ownership (see Figure 3-9 of the EIR). These areas would have 1,111 residential dwellings. The finger ridges south of the northern village area overlook La Jolla Valley and would be developed for very low density (less than 1 du/acre) single-family residential up to core density (10 to 20 du/acre) multi-family residential. The development areas directly fronting La Jolla Valley would have the lower density development with higher densities transitioning to the northern village core areas. Other single-family residential cluster areas would occur along the western boundary of the project (very low and moderately low residential at 2 du/acre or less). Very Low residential (1-2 du/acre) would also occur west of the resort hotel, south of the southern village, and in the southeastern portion of La Jolla Valley. A cluster of peripheral density residential (5 to 10 du/acre) would be located within the eastern panhandle portion of Black Mountain Ranch.

The Perimeter Ownerships

The 515 acres held by owners other than Black Mountain Ranch Limited Partnership are clustered in four areas within Subarea I. Residential development only is planned for these areas. A total of 972 dwelling units are expected. Access would be taken from collector or local streets proposed for Black Mountain Ranch.

Southwest Perimeter

Along the southwest perimeter of the subarea are five ownerships totaling 165 acres. Up to 330 dwelling units are planned within a development area of 140.4 acres. All southwest perimeter parcels would be designated as moderately-low density residential,

for an overall density of 2 du/acre, which would yield development compatible with the adjacent Rancho Santa Fe Farms area.

Southeast and South Perimeter

Along the southeast perimeter of the subarea are four adjoining ownerships and an isolated property along the southern boundary totaling 283 acres. Up to 342 dwelling units are planned within a development envelope of 71.4 acres. The larger area will be developed as low density residential (up to5 du/acre gross) with a total of 330 units. The southern 6-acre perimeter property would include 12 units of low density residential. One ownership is wholly within the MHPA and would likely be developed under City Council Policy 600-29 at a density of 1 du/4 acres. This area connects to the existing Rancho Peñasquitos residential neighborhood.

Northeast Perimeter

Along the northeastern perimeter of the subarea is a single ownership totaling 67 acres. Up to 300 dwelling units are planned within a development area of 20 acres. This property would be developed as core density residential for an overall density of 10-20 du/acre (gross), and would ultimately function as an integral element of the northern village.

2) Open Space/Multiple Species Conservation Plan (MSCP) Element

a) Subarea I Open Space

Implementation of the approved Black Mountain Ranch II VTM/PRD, which includes 1,665 acres of resource open space (Multiple Habitat Planning Area [MHPA]) and 1,115 acres of amenity open space (developed parks, golf course, natural open areas, brush management zones, desiltation basins, and a site for a recycled water reservoir), would result in 2,780 acres of open space. The future development areas and the perimeter properties would add an additional 285 acres of resource open space and MHPA for a total of 3,065 acres of open space for Subarea I. The proposed open space and parkland would be permanently designated (offered for dedication in fee title or placed in easements), so that no future development would occur on that property.

Approximately 605 acres of urban amenity open space with developed active uses would be provided for recreational use as golf courses, a 10-acre linear open space corridor in the northern village, one 30-acre community park, and 10 acres for neighborhood parks. In addition, passive open space areas between the residential and golf course areas would be designated as private open space to be maintained by the homeowners association along with brush management areas.

b) Multiple Species Conservation Program

In March, 1997 the MSCP was adopted and superseded the Environmental Tier of the Framework Plan. The MSCP Plan identifies lands for proposed open space and habitat preservation within a MHPA. The MHPA identifies areas within the subarea within which conservation of habitat areas and linkages will occur in addition to limited development. Overall, the City's MHPA will attain a 90 percent conservation goal.

The project site is within the northern area of the City's MSCP Subarea Plan for the Future Urbanizing area. Within the northern area, the MHPA is largely comprised of regional linkages leading to biological core areas within existing reserves and parks. The area surrounding Black Mountain Park serves as a core area and the remainder of the lands allow connections to the San Dieguito River valley to the north and west and provide one end of a lengthy corridor to the south (City of San Diego 1997a). "Reserve areas would be acquired or a conservation easement applied, as necessary, to assure wildlife movement and habitat restoration/protection."

The Subarea I Plan proposes to correct mapping inconsistencies in the existing MSCP and to make a boundary adjustment in the southeast and southwest perimeter property. This boundary adjustment will result in a net increase to the area of the MHPA within Subarea I and equivalent or higher Tier habitat being conserved.

3) Community Facilities Element

Subarea I would provide sites for future community services such as five~~four~~ public schools (two elementary, two ~~one~~ middle or junior high schools [one in the northern village and one straddling Subarea IV along the southern boundary], and one high school site in the eastern boundary of the northern village, straddling 4S Ranch), neighborhood and community parks, two fire stations, a transit center, a community homeowners association center, and a post office/mail center. The locations for the school sites in the northern village have changed from those shown in the Framework Plan. In addition, an additional high school site that straddled Subarea I and Subarea IV along the southern boundary has been moved to a location entirely within Subarea IV. These would be developed as needed to serve the region, with funding provided by future property taxes, development impact fees, and a development agreement. Future development projects within Subarea I will be required to comply with school financing and phasing identified by the District in its School Facilities Master Plan and Financing Plan for the Black Mountain Ranch Subarea. Sites have also been provided for privately developed and operated facilities such as a senior center, a day-care center, a recreation center, and a church site. These facilities would initially serve residents of the development but would be available to serve the region as needed. Subarea I community facilities are discussed in detail in the public facilities and services section of Chapter 4, herein.

4) Circulation Element

At present, there is no east/west paved roadway between I-5 and I-15 from Mira Mesa Boulevard north to the Del Dios Highway. The Framework Plan identifies segments of four circulation element roads within the subarea that would provide enhanced regional access between I-5, I-15, and the future State Route 56 (SR-56), as recommended in the City and County General Plans. Camino Ruiz would ultimately provide access between Camino del Norte (SA-680) on the north and SR-56 to the south, and connect with San Dieguito Road. Camino del Norte would connect the northerly leg of Camino Ruiz easterly towards I-15. Carmel Valley Road would connect Del Mar Heights Road with the southerly leg of Camino Ruiz and ultimately I-15.

The approved Black Mountain Ranch II VTM/PRD project amended the City's General Plan circulation element and proposed to provide rights-of-way and to develop partial width for the four circulation element roads on-site. As currently proposed, Camino Ruiz would be built as a four-lane major road, with right-of-way reserved for six lanes as a prime arterial. Carmel Valley Road would follow the southern property boundary and connect Del Mar Heights Road with Bernardo Center Drive and I-15. Camino del Norte would follow the northern boundary and connect Camino Ruiz to I-15. Carmel Valley Road is presently classified as a two lane collector and Camino del Norte is presently classified as a six-lane prime arterial in the City General Plan. San Dieguito Road, classified as a two-lane collector, would connect to Camino Ruiz in the western end of the project.

The major on- and off-site traffic improvements would be phased as development occurs. Minor streets would be provided as needed within each development area. Additional transportation improvements will be needed for future development within the North City Future Urbanizing Area (NCFUA) and surrounding area. Recommended improvements are detailed in the traffic study under the cumulative impacts condition and summarized in Chapter 4, Traffic Circulation.

5) Implementation

a) Development Process

Approximately 75 percent of the development area within Subarea I has already received approval from the San Diego City Council with the terms, conditions, and processes described under Planned Residential Development permit 95-0173, its associated VTM, Resource Protection Ordinance permit, Interim Habitat Loss Ordinance permit, Clearing permit, and development agreement.

All perimeter properties may develop in reliance on underlying zoning (A-1-10) so long as that zoning is compatible with the development identified in the Subarea Plan.

Development of property within Subarea I would require approval of tentative and final subdivision maps. The location of major streets and land uses must be in substantial conformance with the Subarea Plan.

Tentative maps which abut designated resource open space must delineate specific sub-units within the resource open space area: a transition area, a buffer area, and a protected area consistent with the Subarea Plan.

b) Development Transfers and Land Use Conversion

Within Subarea I, consistent with the Framework Plan, the maximum development is 5,400 dwelling units, 650,000 square feet of commercial (office retail) and employment use, and 300 hotel rooms. However, transfers of development may occur between Black Mountain Ranch future development areas and the perimeter properties as long as the development maximums are not exceeded and the transfer results in no change in the designated land use or residential density category for the sending and receiving area.

~~Within Subarea I, consistent with the Framework Plan, the maximum development is 5,400 dwelling units, 650,000 square feet of commercial (office retail) and employment use, and 300 hotel rooms. However, transfers of development may occur between Black Mountain Ranch II VTM/PRD, future development areas, and the perimeter properties as long as the development maximums are not exceeded. Transfer of use types may also occur between residential uses and commercial or employment centers on the basis of equivalent traffic generation factors, so long as the total development maximums for traffic generation are not exceeded.~~

~~Transfers of the locations of uses and any increase in the number of dwelling units within the 3,784-acre area covered by the approved Black Mountain Ranch II VTM/PRD would require an amendment to the VTM. Transfers of uses within the northern or southern villages or perimeter properties may occur without amendment to the Subarea Plan, provided that the transfer results in no change in the designated land use or residential density category for both areas the transfer is occurring within.~~

~~Development within Subarea I, including residential, commercial, or employment can be converted into a traffic generation figure and made equivalent to one another. By right, development may be converted between residential and non-residential uses under conditions set forth in the Subarea Plan. Also, the conversion may not change the underlying land use specified in the plan.~~

c) Modifications to the Subarea Plan

Certain modifications to the plan are available by right without amendment of the plan as described above. These include nominal relocation of collector streets, minor boundary adjustments to open space caused by mapping errors, administrative adjustments of development regulations otherwise consistent with the Subarea Plan and changes to or siting of schools requested by the school district or other changes found to be in substantial conformance with the plan. Changes to the amount of resource open space exceeding one percent of the total, or changes to land use, circulation, or open space configuration would require a formal review process through the City of San Diego. The criteria for review of changes is set forth in the Subarea Plan.

6) Discretionary Approvals Required

Preparation of the Subarea I Plan fulfills the requirement of the NCFUA Framework Plan that a Subarea Plan be prepared for each subarea prior to voter approval of a phase shift from Future Urbanizing to Planned Urbanizing.

With the exception of the Black Mountain Ranch II VTM/PRD area, any future development in Subarea I greater than one dwelling unit per ten acres or four dwelling units per ten acres clustered would be required to obtain approval of a Subarea Plan by the City Council. Approval of the Subarea I plan would also require amending the City of San Diego Progress Guide and General Plan. No other discretionary actions are being concurrently processed with the Subarea I plan (i.e., no discretionary land use approvals).

Once the Subarea I plan has been approved by the City Council, additional actions must occur before development can proceed. First, approval by a majority of voters in a city-wide election of a phase shift to change the General Plan designation from Future Urbanizing to Planned Urbanizing must occur, as required by the Managed Growth Initiative (Proposition A), approved in 1985. Approval of subsequent discretionary land use actions by the City of San Diego must occur including tentative subdivision maps, rezones, planned development permits, and grading permits. These subsequent discretionary land use actions required to implement development pursuant to the Subarea I plan would require subsequent site-specific environmental review in accordance with CEQA.

In addition, natural resource permits and approvals would be needed, such as the U.S. Army Corps of Engineers Section 404 permit for wetlands impact, the California Department of Fish and Game 1603 agreement for streambed alteration, and national pollutant discharge elimination system and water quality certification from the Regional Water Quality Control Board. Consultation and permits from the U.S. Fish and Wildlife Service for impacts to endangered, threatened, or other species of concern not covered under the MSCP may also be required.

C. Environmental Setting

Subarea I is a 5,098-acre site located in the northeast portion of the city of San Diego, approximately 20 miles north of the downtown area and five miles inland from the Pacific Ocean. The irregularly shaped project site lies between the Interstate 5 (I-5) and I-15 corridors and covers an area between Fairbanks Ranch to the west and Rancho Peñasquitos to the southeast. Nearby landmarks include Black Mountain at the southeastern edge of the site and the San Dieguito River about 1.2 miles north of the site. The Subarea I project site is characterized by a variety of landforms ranging from nearly flat-lying mesas and gently rolling hills to rugged, steeply sloping hillside terrain. The La Jolla Valley, located in the north-central portion of the property, constitutes the most prominent topographical feature on-site. Vegetation communities occurring on-site are predominantly (79 percent) non-native grasslands resulting from agricultural activities. Native vegetation includes southern willow scrub, mule fat scrub, freshwater marsh, Diegan coastal sage scrub, southern mixed chaparral, chamise chaparral, and native grassland. The area has a few residences in the southwestern and southeastern corners, as well as equestrian facilities in the southwestern corner. Much of the project site is undeveloped agricultural land used for grazing.

D. Environmental Analysis

Development of the Subarea I project would potentially result in significant environmental effects. The potential significant impacts associated with the project are as follows:

- Land Use (traffic, Resource Protection Ordinance)
- Traffic (local traffic circulation and freeway traffic)
- Biology (impacts to upland and riparian vegetation and sensitive species)
- Hydrology (increased runoff, water quality, urban runoff)
- Landform Alteration/Visual Quality
- Air Quality
- Geology
- Natural Resources
- Paleontological Resources
- Noise
- Public Facilities and Services (schools and fire)

Significant impacts associated with local traffic circulation (excepting Black Mountain Road south of Park Village Road, El Apajo from Via de Santa Fe to San Dieguito Road, San Dieguito Road from El Camino Real eastward to San Diego City limits, and Rancho Bernardo Road from I-15 to West Bernardo Drive), biological resources (excepting wetlands habitats and non-native grasslands), hydrology/water quality (direct impacts), geology and soils, paleontological resources, noise, public facilities and services (schools and fire), and water conservation/wastewater, can be fully mitigated through the measures outlined in this EIR.

Policy-related land use impacts, and impacts to freeways (direct and cumulative contribution), biological resources (cumulative impacts to wetlands habitats and non-native grasslands), hydrology (cumulative runoff impacts), landform alteration, air quality (cumulative contribution), and natural resources (cumulative loss) would be partially mitigated by incorporation of the mitigation measures outlined in this EIR; however, the associated impacts would remain significant and unavoidable.

With respect to landform alteration, traffic, hydrology/water quality, and air quality, all project alternatives would result in unavoidable, unmitigated impacts. However, these unavoidable impacts would occur in the NCFUA even if the project site was not developed.

Table S-1 summarizes the results of the environmental analysis completed for the project. The listing of environmental effects, mitigation measures, and alternatives constitutes the required identification of issues to be resolved and areas of controversy under State CEQA Guideline Section 15123(b). A summary of the project alternatives is presented below.

TABLE S-1

SUMMARY OF ENVIRONMENTAL ANALYSIS RESULTS

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
LAND USE			
1. Would the proposed Subarea I Plan implement the goals, objectives, and recommendations of the City's Progress Guide and General Plan and the environmental goals of the North City Future Urbanizing Area Framework Plan?	The Subarea I Plan would be consistent with the environmental goals and objectives of the General Plan, as described in the Framework Plan. No significant impacts would occur.	No mitigation is required.	Not significant
	The MHPA would be adjusted, but implemented consistent with the planning policies and guidelines for the MSCP Subarea Plan. One property in the southeast perimeter would require subsequent boundary definition based upon the implementing regulations of the MSCP Subarea Plan and the City's Biology Guidelines. This development area would be restricted to 12 to 13 acres (25 percent of the parcel) and would not result in a significant impact to the subarea.	No mitigation is required.	Not significant

TABLE S-1
SUMMARY OF ENVIRONMENTAL ANALYSIS RESULTS
(continued)

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
LAND USE (cont.)			
2. Would the Subarea I Plan result in a conflict with the purpose and intent of the Resource Protection Ordinance (RPO)?	The Subarea I Plan overall is consistent with RPO with respect to encroachments into steep slopes, biology, and cultural resources. There are wetlands and floodplain included within development areas in the southwest and southeast perimeter properties that could encroached upon for access and utilities. Future site-specific development will need to include the 100-foot-wide wetland buffers, demonstrate that proposed encroachments into wetlands for road and utility crossings are unavoidable, and provide mitigation for the encroachments to be consistent with RPO.	Although the Subarea I Plan has been designed to minimize impacts to RPO-sensitive wetlands, floodplains, and hillsides, strict compliance with development regulations of the ordinance would require redesign of perimeter properties' development areas. The Subarea Plan's inconsistency with the RPO encroachment provisions can be avoided with implementation of the No Project alternative and mitigated to below a level of significance with the adoption of the Development Without a Phase Shift alternative, which is consistent with RPO. State and federal permits must be approved by U.S. Army Corps of Engineers and California Department of Fish and Game if encroachment occurs in future development.	Significant unmitigated impact for wetlands encroachment.

TABLE S-1
SUMMARY OF ENVIRONMENTAL ANALYSIS RESULTS
(continued)

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
LAND USE (cont.)			
3. Would the Subarea I Plan result in a conflict with the purpose and intent of any current planning process or adopted environmental plans or policies in the area?	Future development in the northeast perimeter property has the potential to conflict with open space uses in the SDRP La Jolla Valley landscape unit.	Residential development adjacent to the FPA in the northeast perimeter property could impact the viewshed from the FPA. This potential impact could be mitigated by implementing Community Design Guidelines to reduce the visual and physical encroachment of development into the FPA. Landscape guidelines would limit the kinds of ornamental trees and shrubs planted around residences and would require natural transition areas within rear yards of lots fronting open space. Community Design Guidelines are included in the Subarea I Plan which apply to the northeast perimeter property to minimize these potential impacts. Guidelines addressing these issues shall be included in subsequent tentative maps and planned development permits submitted for future site specific development.	Not significant.
	The proposed Subarea Plan is consistent with the 1987 Black Mountain Park Concept Plan.	No mitigation is required.	Not significant
	The proposed trails and paths would accommodate the objectives of the SDRP concept plan. They are consistent with the alignments and linkages presented in the City's Equestrian Trail and Facilities Plan.	No mitigation is required.	Not significant

TABLE S-1
SUMMARY OF ENVIRONMENTAL ANALYSIS RESULTS
(continued)

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
LAND USE (cont.)			
4. How is the project consistent with the City of San Diego's Multiple Species Conservation Program Subarea Plan?	The Subarea I Plan provides for a Preserve area consistent with the MSCP. The MSCP Subarea Plan guidelines would be implemented by the Subarea I Plan.	No mitigation is required. Specific implementation of the planning guidelines would need to be demonstrated at the time of approvals for the perimeter properties and Black Mountain Ranch future development areas.	Not significant
	The boundary adjustment removes approximately 13 acres of disturbed agricultural lands in active use and would increase the MHPA within Subarea I by 31.5 ~~61.4~~ acres, including 10.7 acres of Tier II coastal sage scrub, 2.7 acres of southern willow scrub, and 20.1 ~~48~~ acres of Tier IIIB non-native grassland. The boundary adjustment does not affect populations of covered species or narrow endemic species. The boundary changes increase the width of the MHPA in corridor areas linking the Subarea I open space with MHPA open space to the south and along La Zanja Creek. The adjustment results in a preserve design which is equal or greater in Tier habitat values and enhances wildlife movement, respects	No mitigation is required.	Not significant

TABLE S-1
SUMMARY OF ENVIRONMENTAL ANALYSIS RESULTS
(continued)

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
LAND USE (cont.)			
	existing populations of covered species and narrow endemics, and off-site Tier habitat areas. No significant adverse impacts to the MHPA would result from the boundary adjustment.		
	MSCP planning policies and guidelines for uses within and adjacent to the Preserve and for protection of covered species are incorporated into the approved Black Mountain Ranch II project and carried forward at a concept level into the Subarea I Plan. No significant adverse effects to MSCP implementation would result.	Site-specific evaluation will be required for future development within the perimeter properties. Specific implementation of the planning and design guidelines have been incorporated into the Subarea I Plan and would need to be demonstrated at the time of approvals for the perimeter properties and Black Mountain Ranch future development areas. Management of the MHPA may be provided through provision of the Land Use Adjacency Guidelines in the Subarea I Plan (e.g., barriers to access or landscape guidelines) required of individual future developments or will be carried out by the City of San Diego as part of overall management of the MHPA. No mitigation is required.	Not significant
5. Would the proposed Subarea I plan be compatible with existing and future land uses in the project vicinity? Would the uses proposed within the subarea result in any internal land use conflicts?	The Subarea I plan is internally consistent. The Subarea I Plan would be compatible with the surrounding existing and future land uses and planned regional circulation system and no significant impacts are anticipated.	No mitigation is required	Not significant

TABLE S-1
SUMMARY OF ENVIRONMENTAL ANALYSIS RESULTS
(continued)

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
TRAFFIC			
1. What direct and cumulative traffic impacts would the project have on the existing and planned community and regional circulation networks?	The Subarea I project, under buildout conditions, would incrementally contribute to significant impacts to levels of service on the road segments identified in the Traffic section of this EIR. A summary of Subarea I project's direct and cumulative impacts to roadway and freeway segments is listed in Tables 4B-14 and 4B-15.	The development of the remainder of Black Mountain Ranch Subarea I is envisioned to occur in three phases. The proposed level of development for each phase and the proposed circulation improvements for mitigation of traffic impacts required prior to completion of each phase are listed under mitigation in Table 4B-16 of the Traffic section of this EIR. The proposed circulation improvements would reduce direct impacts to on-site roads to a level below significance, with the exception of those segments identified in the aforementioned tables. The proposed improvements would not fully mitigate the direct and cumulative impacts to these freeway and roadway segments.	Direct impacts to on-site roads less than significant, except for impacts to those segments identified in Tables 4B-14 and 4B-15 which would remain significant and unmitigated.
	The project and Framework Plan development would contribute to regional impacts to I-15 and short-term impacts within the NCFUA until buildout of circulation system. This is considered a cumulatively significant impact.	The proposed circulation improvements would not fully mitigate cumulative impacts to off-site road segments.	Significant unmitigated cumulative impacts

TABLE S-1
SUMMARY OF ENVIRONMENTAL ANALYSIS RESULTS
(continued)

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
BIOLOGICAL RESOURCES			
1. What direct and indirect impacts to sensitive species and important habitats would occur as a result of project implementation? Would the project affect the long-term conservation of biological resources?	The direct loss of 16.76 acres of Tier II coastal sage scrub, 12.9~~1~~ acres of Tier IIIA southern mixed chaparral and 0.3 acre of southern willow scrub as well as 1.4 acres of disturbed wetlands would be direct significant impacts. The additional loss of 176.8 acres of Tier IIIB non-native grassland within all the	Mitigation for impacts to Tier II coastal sage scrub, Tier IIIA mixed chaparral, and Tier IIIB non-native grasslands would be provided by acquisition and conservation of equivalent or better Tier habitats at the time that development plans are submitted. Replacement ratios would be based on the City's 1997 Biology Guidelines. The conserved habitat must be shown to be viable and secure habitat prior to any grading or displacement of existing habitat. Impacts to non-native grasslands are cumulatively significant and unmitigated.	Direct impacts are less than significant. Cumulative impacts to non-native grasslands are significant, unmitigated.
	perimeter properties when added to the ongoing loss of open grassland in the region would be a significant direct and cumulative impact. Raptor foraging habitat and prey species would be adversely affected by grassland loss which contributes to the significant cumulative loss regionally. Loss of wetlands is also a cumulative significant impact.	Impacts to wetlands and riparian habitat within the Black Mountain Ranch II VTM/PRD are being mitigated through a revegetation program approved by the USACE, CDFG, and City of San Diego. The further loss of 1.7 acres of wetlands would potentially be mitigated by extension of the approved program revegetation of riparian habitat along Lusardi Creek in La Jolla Valley. The revegetation plan would restore and enhance riparian areas that had been disturbed and denuded by prior agricultural use. Cumulative impacts to wetlands remain significant and unmitigated.	Not significant

TABLE S-1
SUMMARY OF ENVIRONMENTAL ANALYSIS RESULTS
(continued)

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
BIOLOGICAL RESOURCES (cont.)			
	Impacts to three pairs of coastal California gnatcatcher through reduction in habitat (one each on the northeast, southeast and south properties) would be a direct significant impact. Other indirect impacts to wildlife from construction noise, artificial lighting, and other habitat degradation would also be considered potentially significant.	Mitigation for the impacts to coastal California gnatcatcher and its associated habitat would be provided by either the MHPA habitat acquisition or the on-site coastal sage scrub revegetation program.	Not significant
	Impacts to the orange-throated whiptail, San Diego horned lizard, southern California rufous-crowned sparrow, grasshopper sparrow, loggerhead shrike, black-shouldered kite, and blue grosbeak, which inhabit the perimeter parcels would also be a significant direct impact. The impacts to western dichondra, coast barrel cactus and dudleya (northeast), and ashy spike-moss (southeast) sensitive plant species would also be significant.	Mitigation for impacts to San Diego horned lizard, orange-throated whiptail, lizard, coastal rosy boa, southern California rufous-crowned sparrow, Bell's sage sparrow, loggerhead shrike, and San Diego black-tailed jackrabbit would also be provided by the coastal sage scrub revegetation program.	Not significant

TABLE S-1
SUMMARY OF ENVIRONMENTAL ANALYSIS RESULTS
(continued)

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
BIOLOGICAL RESOURCES (cont.)			
	Edge effects (indirect impacts caused by predation by pets, lighting, invasive plants, and noise during construction) from residential development adjoining the MHPA are potentially significant.	Indirect effects can be minimized through restricting construction activities adjacent to habitat areas during breeding seasons, incorporating appropriate land use adjacency guidelines, and requiring controls for erosion and sedimentation. Other specific measures to minimize impacts to sensitive flora and fauna species are outlined in the Biology section under Issue I.	Not significant
	The MHPA open space includes two plants, one reptile, and two species of birds covered under the incidental take authorization of the MSCP. No significant adverse impacts to long-term conservation of biodiversity in the region should result as long as special management conditions are implemented.	Special management conditions for these species are included in the Community Design Guidelines and Open Space Element of the Subarea I Plan and should be compatible with the long-term conservation of these and other species. These conditions shall be included in future site-specific development proposals.	Not significant
2. Would implementation of the Subarea I Plan result in interference with the movement of any resident or migratory wildlife species?	The boundary adjustment to the current MHPA within Subarea I would decrease the area of Tier IIIA chaparral and disturbed areas and increase the acreage of Tier II coastal sage scrub and Tier IIIB non-native grassland. The boundary	No additional measures beyond the project features are considered necessary.	Not significant

TABLE S-1
SUMMARY OF ENVIRONMENTAL ANALYSIS RESULTS
(continued)

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
BIOLOGICAL RESOURCES (cont.)			
	adjustment would result in a functionally equivalent or higher value MHPA. The adjustment would not result in significant impacts to the MHPA or long-term conservation of species covered under the MSCP.		
	The open space design for Subarea I would provide connections to areas off-site. The open space system has been designed to provide at least 1,000-foot widths for these connections, except at road crossing. Bridge span crossings would facilitate movement of wildlife. No significant impediments to wildlife movements would result.	No mitigation is required.	Not significant

TABLE S-1
SUMMARY OF ENVIRONMENTAL ANALYSIS RESULTS
(continued)

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
HYDROLOGY/WATER QUALITY			
1. What modifications to the natural drainage system would be required for implementation of the Subarea I Plan? Would the project result in changes in the rate and amount of runoff? Would the project result in alterations to the course or flow of flood waters?	The proposed changes to natural drainage patterns would not be significant, as the modifications would be primarily due to road crossings. The increase in runoff due to the introduction of streets, roads, and other hardscape surfaces could result in adverse impacts to drainage to the west, but can be mitigated to below a level of significance.	Water surface elevations as determined by a HEC-2 analysis would be used to provide design specifications for site drainage to protect individual sites and adjacent properties from future development within Subarea I. Interceptor ditches and detention/desilting basins would be provided to allow water to accumulate and be released back to the natural watercourse at a rate similar to the existing conditions. Sediment basins would be placed in swales to protect downstream properties. Detailed design of any desilting basins recommended for the southeast perimeter property and BMPs listed in the Hydrology section under Issue I would be required as conditions of subsequent tentative maps for development within these areas.	Not significant
2. What affect would implementation of the Plan have on water quality in the San Dieguito River drainage basin?	The implementation of the Subarea I Plan has the potential to significantly impact water quality in the San Dieguito River and Lagoon.	Direct impacts to water quality would be mitigated to a level of less than significant by incorporating the mitigation measures identified for Hydrology Issue 2.	Direct impacts are less than significant.
	The project and surrounding off-site developments would contribute incrementally to urban runoff and pollutant loading (hydrocarbons, nutrients, fertilizers, and pesticides) from impervious surfaces, golf courses, and landscaping. This would be a cumulatively significant impact to the San Dieguito River and Lagoon.	The No Project and Development Under Existing Zoning alternatives would both reduce the level of cumulative impacts to water quality from erosion, sedimentation, and hardscape runoff. The impacts would still be significant, however.	Significant, unmitigated cumulative impacts.

TABLE S-1
SUMMARY OF ENVIRONMENTAL ANALYSIS RESULTS
(continued)

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
LANDFORM ALTERATION/VISUAL QUALITY			
1. Would the project result in a substantial change in the topography or ground surface relief features?	None of the areas except the finger ridges fronting La Jolla Valley contain steep slopes or other major topographic features. The potential landform impacts are not expected to be significant. Grading of the finger ridges may result in significant adverse effects. The amount and severity of grading for development proposed for the four perimeter ownership areas cannot be quantified at this time, as lot grading would be part of the specific design concepts for the individual areas. In general, grading of the northeast and southeast perimeter properties may result in significant adverse landform impacts. The potential landform impacts from grading would be evaluated in future environmental review of development plans for these areas.	Prior to issuing of a grading permit, the City would review the grading plans for consistency with subarea plan guidelines. The mitigation measures outlined under Issue 1 in the Landform alternation/Visual Quality section of this EIR would be incorporated in the grading plans. Direct impacts remain significant, however. The No Project and Development Under Existing Zoning would reduce the impacts, but not to a level below significance.	Significant, unmitigated direct and cumulative impacts

TABLE S-1
SUMMARY OF ENVIRONMENTAL ANALYSIS RESULTS
(continued)

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
LANDFORM ALTERATION/VISUAL QUALITY (cont.)			
	Proposed extensions of Carmel Valley Road and Camino Ruiz off-site to the south, east, and north would result in a significant cumulative landform alternation impact. Road alignments within the project can not avoid or substantially lessen the landform alteration impacts while maintaining the regional circulation objectives. This would be a significant impact.	No mitigation is available for the cumulative impact, as it would be significant with the No Project alternative.	Significant, unmitigated cumulative impact
2. Would implementation of the Plan result in substantial alteration of the existing character of the area?	The creation of manufactured slopes greater than 30 feet in height associated with grading for circulation element roads would cause a significant visual impact to the viewshed from both Black Mountain Park and the SDRP.	Visual impacts associated with the cut and fill slopes from the roadways would be partially mitigated by sensitive grading techniques landscaping and revegetation, which were made conditions of future grading permits as part of the Black Mountain Ranch II EIR. These measures or similar measures to minimize visual impacts from manufactured slopes would be implemented once Subarea I development is approved. In addition, design guidelines would be included to maintain a consistent community character throughout Subarea I. Development along the edge of any open space visible from public open space areas, parks, trails, and major roads would include these or similar design standards that address visual character.	Significant unmitigated direct and cumulative impacts.

TABLE S-1
SUMMARY OF ENVIRONMENTAL ANALYSIS RESULTS
(continued)

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
LANDFORM ALTERATION/VISUAL QUALITY (cont.)			
	Future Specific Plan development at Santa Fe Valley may be adversely impacted by the northern village development.	Potential impacts to the Santa Fe Valley from development of the northern village would be mitigated through siting lower density development along the northern edge of the village area, through architectural design and landscaping.	Not significant.
	Development of the resort hotel may result in significant visual impacts.	Architectural and landscape design and treatment would mitigate potential significant visual impacts from development of the resort hotel.	Not significant.
	Potential impacts to views from the FPA to future development around La Jolla Valley may be significant.	Direct impacts to views from the Focused Planning Area to residential areas within the subarea would be partially mitigated by future conditions of tentative maps and grading permits.	Not significant.
	The conversion of open agricultural land to developed residential areas would be a significant cumulative change in the visual and community character of the area and would impact both Black Mountain Park and the San Dieguito River Valley Regional Open Space Park.	The conversion of open agricultural land to developed residential areas would remain a significant, unmitigated cumulative impact. The No Project and Development Under Existing Zoning Alternatives would reduce the impacts, but not below a level of significance.	Significant, cumulative impact, unmitigated.

TABLE S-1
SUMMARY OF ENVIRONMENTAL ANALYSIS RESULTS
(continued)

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
LANDFORM ALTERATION/VISUAL QUALITY (cont.)			
3. Would implementation of the plan result in the loss, covering or modification of any unique geologic or physical features, such as canyons, bluffs, or hillsides with a slope gradient in excess of 25 percent?	No significant impacts to geologic or topographic features from future development within Subarea I are anticipated.	No additional mitigation measures are required.	Not significant
4. Would implementation of the Subarea I Plan result in the loss of any distinctive or landmark tree(s) or a stand of mature trees?	There are no distinctive or landmark trees within Subarea I. No significant impacts would result from implementation of the Subarea Plan.	No mitigation is required.	Not significant
CULTURAL RESOURCES			
1. Would implementation of the Subarea Plan adversely affect archaeological or historical resources?	Adoption of the Subarea I Plan and associated future development outside that already approved for Black Mountain Ranch II VTM/PRD would not impact significant cultural resources.	No mitigation is required.	Not significant

TABLE S-1
SUMMARY OF ENVIRONMENTAL ANALYSIS RESULTS
(continued)

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
AIR QUALITY			
1. Would the proposed development affect the ability of the revised Regional Air Quality Strategy to meet the federal clean air standards? More specifically, would the project result in street intersections which would operate without congestion (LOS C or above)?	Development of Subarea I would create significant direct and indirect air quality impacts, and contribute to the region's current inability to meet air quality standards, thus adding incrementally to a significant cumulative impact.	Incorporation of the mitigation measures, including dust control, as identified under Issue I of the air quality section would reduce construction-related air quality impacts Measures to reduce vehicle miles traveled, such as provision of bike lanes, sidewalks, and transit facilities, would be incorporated into the proposed development of the remaining parts of Subarea I. No additional mitigation measures for long-term direct and cumulatively significant air quality impacts are available other than compliance with the goals and objectives of the RAQS. The Reduced Residential alternative would reduce impacts. Only through the No Project alternative would air quality impacts be avoided.	Significant unmitigated direct and cumulative impact
GEOLOGY AND SOILS			
1. Are there geologic or soil conditions in Subarea I which would present a constraint to development?	There are no significant soil or geologic conditions which were observed or known to exist within Subarea I which would preclude implementation of the plan. However, potentially significant geologic conditions exist which would require mitigation as part of any future tentative maps.	Implementation of the conclusions and recommendations in the geotechnical report prepared for Black Mountain Ranch (Geocon Incorporated 1991) would mitigate the potentially significant effects within the future development areas to below a level of significance. These measures are summarized in the Geology section of this EIR. Implementation of these measures would be made conditions of approval for future tentative maps within Subarea I. The City's Development Coordinator would ensure that these measures are made conditions of approval of future tentative maps within Subarea I.	Not significant

TABLE S-1
SUMMARY OF ENVIRONMENTAL ANALYSIS RESULTS
(continued)

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
GEOLOGY AND SOILS (cont.)			
2. Would development of the site increase the potential for erosion?	Without erosion control measures, there is a potentially significant increased erosion impact associated with the implementation of the Subarea I plan.	Prior to approval of a grading permit, the City would require each applicant to prepare grading and landscape plans incorporating the mitigation measures listed in the Geology and Soils section of this EIR. The City's Development Coordinator must approve the grading and landscape plans before a grading permit will be issued.	Not significant
NATURAL RESOURCES/AGRICULTURE			
1. Would implementation of the Plan result in the conversion of agricultural land to non-agricultural use or impairment of existing agricultural productivity?	Although portions of the Subarea are in limited current agricultural use, no prime farmlands would be removed and the loss of agricultural land is not considered a significant direct impact.	Only the No Project alternative would be consistent to the continuation of agricultural crop production in the subarea.	Not significant
	The cumulative effects of the loss of agricultural land from conversion are considered significant, as discussed in Chapter 6-Alternatives, of this EIR.		Significant, cumulative impact, unmitigated

TABLE S-1
SUMMARY OF ENVIRONMENTAL ANALYSIS RESULTS
(continued)

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
NATURAL RESOURCES/AGRICULTURE (cont.)			
2. Would implementation of the Plan result in the prevention of future extraction of sand and gravel, and/or mineral resources?	The loss of the MRZ-2 aggregate resource designated lands on-site, given its limited area and depth relative to the remaining resource available in the county, is not a significant direct impact. The cumulative effects of the incremental loss of potential aggregate deposits are considered significant.	No mitigation is available for the cumulative impacts. Only the No Project and Development Under Existing Zoning alternatives would be consistent with conservation and future extraction of mineral resources.	Cumulative impacts are significant, unmitigated
PALEONTOLOGICAL RESOURCES			
1. To what extent would implementation of the Subarea I Plan result in the loss of paleontological resources?	Development within Subarea I would likely result in the destruction of additional significant fossiliferous areas. This would be a significant adverse impact on the region's paleontological resources.	Implementation of the Subarea I Plan would require that approval of all future development within Black Mountain Ranch and the perimeter properties is conditional on the implementation of a monitoring and salvage program for the recovery of paleontological resources during development. The program would follow the mitigation measures identified in the Paleontological Resources section of this EIR. The identified mitigation measures would reduce the potential impacts to below a level of significance.	Not significant

TABLE S-1
SUMMARY OF ENVIRONMENTAL ANALYSIS RESULTS
(continued)

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
NOISE			
1. Would future transportation noise levels within the project site be compatible with proposed development?	Development in the Black Mountain Ranch future development areas, as well as the northeastern and southern perimeter properties could be exposed to future projected traffic noise levels greater than the City's standards.	Noise barriers (walls or berms) would be used to achieve the City's exterior standard for residences as discussed in the Noise section of this EIR. The use of upgraded window glazing with mechanical ventilation as discussed in the Noise section of this EIR could be used to meet the interior noise standard of 45 CNEL Upon review of subsequent permits, additional analyses shall be completed which determine detailed locations and heights of noise barriers, locations and widths of setbacks, and exterior to interior attenuation requirements.	Not significant
	Potential future construction-related noise impacts to existing residences could occur with development of the southwest perimeter property and the northern village. Impacts to sensitive wildlife within the MHPA could result from grading and construction in the southeast, northeast and south perimeter properties. These impacts may potentially be significant short term impacts.	To reduce construction-related noise impacts, all construction activities, except in an emergency, shall be limited to the hours of 7 A.M. to 7 P.M. Monday through Saturday which are the times allowed in San Diego's Noise Ordinance Section 36.410 for operating construction equipment. Construction occurring adjacent to existing residences or the MHPA will be required to implement mitigation measures to reduce noise from construction equipment. These measures would be included in future development proposals and shown on construction drawings or plans as mitigation measures.	Not significant

TABLE S-1
SUMMARY OF ENVIRONMENTAL ANALYSIS RESULTS
(continued)

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
NOISE (cont.)			
	Unless off-site pump stations are designed so that they achieve the noise level standards established in the City's noise ordinance, then significant impacts to surrounding residences may occur.	In order to conform with the City Noise Abatement and Control Ordinance and mitigate potential impacts to below a level of significance, the pump stations shall be designed so that noise levels generated by the pump stations do not exceed 57.5 dBA L_{eq} at any residential property line.	Not significant
	Noise from future flight operations at MCAS Miramar would not result in exposure to significant noise levels.	Notification of future residents of flight operations in the vicinity.	Not significant
PUBLIC FACILITIES AND SERVICES			
1. How would implementation of the Subarea Plan affect public services particularly schools, parks, libraries, police, and fire protection?	The additional elementary, middle, and high school students generated by the Subarea I Plan development would contribute to the already overcrowded schools and is considered a direct and cumulatively significant impact.	Implementation of the conditions and offers of dedication identified in Chapter 4L, Services, of this EIR would reduce direct and cumulative school impacts from Subarea I development to below a level of significance.	Not significant

TABLE S-1
SUMMARY OF ENVIRONMENTAL ANALYSIS RESULTS
(continued)

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
PUBLIC FACILITIES AND SERVICES (cont.)			
	The project would provide private open space and park areas to serve the residents' needs. No significant impacts are identified. The Rancho Peñasquitos Carmel Mountain Ranch and Rancho Bernardo libraries would adequately serve Black Mountain Ranch needs. Usage impacts to these libraries would not be significant.	No mitigation is required for parks, recreation, library or police facilities.	Not significant
	The Ranch Santa Fe County and the City of San Diego Fire Departments could provide fire service to the project site. Sites for planned future fire stations have been reserved in the southern and northern villages. The future development areas and the perimeter properties would be approximately 2.5 miles from either an existing or planned future fire station; therefore, it is likely that acceptable response times would be met. However, City fire departments may not be able to provide a first response within six minutes. This is a potential significant impact.	Service letters from the City of San Diego Fire Department would be submitted when building permits are applied for. If the fire department cannot respond within six minutes, then building plans would include fire sprinkler systems, or other measures to the satisfaction of the Fire Department. Similar requirements would apply to all other development proposals in the subarea.	Not significant

TABLE S-1
SUMMARY OF ENVIRONMENTAL ANALYSIS RESULTS
(continued)

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
PUBLIC FACILITIES AND SERVICES (cont.)			
	Reasonable police response times to the subarea for routine and emergency calls-for-service are anticipated; therefore, impacts to police services are considered not significant.	No mitigation is required.	Not significant
2. Would implementation of the Subarea Plan result in a need for new systems or require substantial alterations to existing facilities for management of water, sewage, solid waste, reclaimed water, storm drains, or power? Would the proposed plan result in the generation of excessive amounts of solid waste?	Utilities and infrastructure are available to the subarea. New on-site facilities would be constructed and off-site connections to existing facilities would be necessary in some cases and some of the existing off-site facilities may require improvements or upgrades to accommodate the increased demand caused by subarea development. No major new utility systems of substantial alterations would be required to serve the subarea. No significant adverse impacts would result.	The necessary improvements to facilities and infrastructure to support Subarea I development are proposed as part of the Subarea I plan. These improvements would be sited and designed in consultation with the utility providers, City of San Diego, and County Water Authority. Additional capacity may be required for the Carmel Valley trunk sewer for future buildout. As a condition of the future maps, future applicants would submit a sewer capacity analysis to the City Water Department. If additional capacity were needed, the applicant would provide for the needed improvements to the satisfaction of the Water Department Manager.	Not significant
	It is not anticipated that excessive amounts of solid waste would be generated from implementation of the proposed plan.	For solid waste disposal, future Subarea I single-family residential development would comply with the City's recycling program. Refuse collection services for the commercial/industrial development and multi-family residences would be provided by the private sector, thereby not affecting City refuse collection forces. The City offers commercial/industrial waste reduction programs.	Not significant.

TABLE S-1
SUMMARY OF ENVIRONMENTAL ANALYSIS RESULTS
(continued)

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
WATER CONSERVATION			
1. Would the project result in the use of excessive amounts of water, resulting in the depletion of domestic water supplies or the generation of excessive amounts of wastewater?	The proposed Subarea I project, not including the previously approved Black Mountain Ranch II would incrementally increase the demand for domestic water service by 3.06 mgd. This relatively small increase is not considered a significant impact, If recycled water were not available at the time of a development in Subarea I, potable water would be needed for irrigation. This would be a short-term impact. It is not considered significant, as the temporary irrigation requirements can readily be met by existing supply and with the construction of the 15- to 20-million-gallon Black Mountain Ranch reservoir. By using all the potential water conservation techniques available to the project including low flow toilets and showerheads, drought-resistant landscaping and recycled water for landscape and golf course irrigation, excess wastewater would not be generated by the project.	Incorporation of the mitigation measures outlined in the Water section of this EIR into the Subarea I Community Design Guidelines would address water usage concerns associated with the development of Subarea I. The Development Coordinator would review grading, landscape, and building permits to ensure the above measures have been noted on plans.	Not significant

TABLE S-1
SUMMARY OF ENVIRONMENTAL ANALYSIS RESULTS
(continued)

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
PUBLIC SAFETY			
1. Would implementation of the Subarea I Plan expose people to potential health hazards?	Studies of the potential of adverse public health effects of electromagnetic fields are inconclusive. A statement or conclusion of impacts would be speculative. In accordance with CEQA Section 15145, the known information about electromagnetic fields is summarized in the Public Safety section of this EIR, and no conclusion of significance is reached.	No mitigation is required.	Not significant
	No significant impacts are anticipated from development of the subarea due to restrictions and approval requirements associated with encroachment into SDG&E easements.	No mitigation is required.	Not significant

TABLE S-1
SUMMARY OF ENVIRONMENTAL ANALYSIS RESULTS
(continued)

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
POPULATION			
1. Would the proposed implementation of the Subarea I Plan alter the planned location, distribution, density, or growth rate of the population?	The Subarea I Plan and the proposed phase shift from Future Urbanizing to Planned Urbanizing (if approved) would remove a barrier to population growth in the subarea and the rest of the North City Future Urbanizing Area. The proposed project is part of a comprehensive subarea planning program designed to anticipate and resolve indirect impacts caused by increased population.	No mitigation is required.	Not significant

E. Growth Inducing Impacts

The proposed Subarea I Plan which includes the approved Black Mountain Ranch II VTM/PRD project as well as peripheral ownerships would remove obstacles to growth by providing infrastructure facilities in previously undisturbed areas, as described in the Framework Plan EIR and would have a growth-inducing impact on the area.

F. Alternatives to the Project

Table S-2 shows a comparison of the alternatives. Each alternative is also summarized below.

1) No Project

Under the No Project alternative, the proposed Subarea Plan would not be approved and the properties would remain within the Future Urbanizing land use designation of the City's Progress Guide and General Plan. Approved Black Mountain Ranch II VTM/PRD would be developed as proposed. The Black Mountain future development areas and perimeter properties would remain essentially vacant; but could also be developed under existing land use regulations for A-1-10 zoning. Existing agricultural and equestrian use, and cattle grazing could continue. The project-related identified impacts to land use, biological resources, paleontological resources, traffic, air quality, and public facilities and services would not occur. Cumulative impacts to biological habitats, sensitive species and raptors, water quality in San Dieguito Lagoon, landform alteration/visual quality, loss of agricultural lands, schools and services, and air quality from Black Mountain Ranch and the Subarea's proposed land uses would be reduced.

With the No Project alternative, the site would be maintained as a Future Urbanizing urban land use reserve. The area would not be permanently removed from future development use, since at some future time the area could be developed to densities allowed under current policies or shifted to Planned Urbanizing for higher density development.

The Subarea Plan proposes to provide lands for the MSCP, and public facilities to the region that extend beyond the requirements of the development within the site and are consistent with goals and policies of the City. The No Project alternative would preclude or defer the provision of these facilities, including substantial transportation improvements, public open space, biological habitat conservation and provision or contributions to future regional serving public facilities.

TABLE S-2
ALTERNATIVE PROJECTS COMPARISON

Issue	Proposed Subarea I Plan with Mitigation	No Project	Reduce Residential and Eliminate Employment Uses in the Northern Village with Mitigation	Replace Residential Use with a Single-Tenant Employment Use in the Northern Village with Mitigation	Development Without a Phase Shift
Land Use					
General Plan Consistency	Significant unmitigated	Not significant	Significant unmitigated	Not significant	Significant unmitigated
Framework Plan Consistency	Significant unmitigated	Not significant	Significant unmitigated	Not significant	Significant unmitigated
Consistency with RPO	Significant unmitigated	Not significant	Significant unmitigated	Significant unmitigated	Not significant
Compatibility w/SDRRP	Not significant	Not significant	Not significant	Not significant	Not significant
Consistency with MSCP	Not significant	Not significant	Not significant	Not significant	Not significant
Compatibility w/Adjacent Uses	Not significant	Not significant	Not significant	Not significant	Not significant
Traffic Circulation					
Direct Impacts	Significant unmitigated	Not significant	Significant unmitigated	Significant unmitigated	Significant unmitigated
Biology					
Habitat/Species Impacts	Not significant	Not significant	Not significant	Not significant	Not significant
Wildlife Corridor Impacts	Not significant	Not significant	Not significant	Not significant	Not significant
Hydrology/Water Quality					
Drainage	Not significant	Not significant	Not significant	Not significant	Not significant
Downstream Water Quality	Not significant	Not significant	Not significant	Not significant	Not significant
Landform Alteration/Visual Quality					
Landform Alteration	Significant unmitigated	Not significant	Significant unmitigated	Significant unmitigated	Not significant
Visual Quality	Significant unmitigated	Not significant	Significant unmitigated	Significant unmitigated	Not significant
Loss of Landmark trees	Not significant	Not significant	Not significant	Not significant	Not significant
Cultural Resources					
Direct Impacts	Not significant	Not significant	Not significant	Not significant	Not significant

TABLE S-2
ALTERNATIVE PROJECTS COMPARISON
(continued)

Issue	Proposed Subarea I Plan with Mitigation	No Project	Reduce Residential and Eliminate Employment Uses in the Northern Village with Mitigation	Replace Residential Use with a Single-Tenant Employment Use in the Northern Village with Mitigation	Development Without a Phase Shift
Air Quality					
Regional Standards	Not Significant	Not significant	Not Significant	Not Significant	Not significant
Construction-related Impacts	Not significant	Not significant	Not significant	Not significant	Not significant
Geology/Soils/Erosion					
Geologic Constraints	Not significant	Not significant	Not significant	Not significant	Not significant
Soil Erosion	Not significant	Not significant	Not significant	Not significant	Not significant
Natural Resources					
Agricultural land	Not significant	Not significant	Not significant	Not significant	Not significant
Sand/gravel/mineral resources	Not significant	Not significant	Not significant	Not significant	Not significant
Paleontology					
Direct impacts	Not significant	Not significant	Not significant	Not significant	Not significant
Noise					
Direct Impacts	Not significant	Not significant	Not significant	Not significant	Not significant
Public Facilities and Services					
Direct Impacts	Not significant	Not significant	Not significant	Not significant	Not significant
Water Conservation					
Direct Impacts	Not significant	Not significant	Not significant	Not significant	Not significant
Public Safety					
Direct Impacts	Not significant	Not significant	Not significant	Not significant	Not significant
Population	Not significant	Not significant	Significant unmitigated	Significant unmitigated	Significant unmitigated

2) Development Without a Phase Shift

The 893 acres within the Black Mountain Ranch ownership and 515 acres within the perimeter properties could be developed under the existing A-1-10 zoning and Council Policy 600-30 which provides for a residential use as a Planned Residential Development at a density of 1 dwelling per 4 acres, clustered. This would allow an additional 352 dwellings to be developed. No future development rights would remain within Subarea I after this development occurs. The Black Mountain Ranch II VTM/PRD, the resort hotel and the 60,000 square feet of commercial development approved under passage of Proposition C (1996) would also be developed under this alternative.

a) Land Use

This alternative would not be consistent with the General Plan designation of Subarea I as part of the Future Urban Reserve nor with the Framework Plan. It would not allow for services and employment centers within the Subarea and would require residents to utilize services and maintain employment in other areas, contrary to Framework Plan goals. It would also not meet the anticipated future demands for housing in the city. It would provide the equivalent open space for the MHPA as defined with the boundary adjustment proposed, and would be consistent with the MSCP. It would be consistent with the General Plan and City development plans and policies, including the Interim RPO development regulations, as encroachments into wetlands and sensitive hillsides should not be necessary with the reduced development levels and clustering. It would also be consistent with planning goals and policies for the San Dieguito River Regional Open Space Park and Black Mountain Park Plan.

b) Traffic Circulation

This alternative would not provide a connection of Camino Ruiz to Camino del Norte. Major traffic infrastructure other than that provided for the Black Mountain Ranch II VTM/PRD, including Camino del Norte, Camino Ruiz connection to SR-56, or Carmel Valley Road easterly off-site to Camino del Norte would be funded and constructed by others. The alternative with the approved Black Mountain Ranch II VTM/PRD would generate a total of 32,508 trips, a reduction of 51,698 trips from the Subarea I Plan total.

This alternative was modeled in the traffic analysis (see Appendix B of the EIR). Although the relative traffic generation is reduced to the Subarea I Plan, traffic volumes on many roadway segments outside Subarea I are increased, as both residents within the Subarea and in adjoining areas make longer trips for employment commutes and shopping. With this alternative, Carmel Valley Road near Camino Santa Fe degrades from LOS C to LOS E. Other segments with LOS E or below include Black Mountain Road south of Park Village Drive (LOS F), Del Mar Heights Road from Via de Santa Fe to San Dieguito Road (LOS E), Rancho Bernardo Road from West Bernardo Road to I-

15, and from I-15 to Bernardo Center Drive (LOS E), San Dieguito Road from El Camino Real eastward to the City limits, and to El Apajo (LOS F) and West Bernardo Drive from I-15 to Aguamiel Road. I-15 and I-5 freeways north of SR-56 also operate at LOS F. Impacts from traffic remain significant even with this alternative.

c) Other Issues

Impacts to landforms and visual quality, water quality, natural resources and agriculture, biology, cultural resources, paleontology, and noise would be reduced relative to the Subarea Plan due to the reduction in the number of dwellings and the reduced area of development, but the cumulative impacts would still be considered significant. The demand on services would also be incrementally reduced, but potential project funding for improvements to regional infrastructure would also be significantly reduced. The dispersed low density developments would probably not be sufficient to support transit, and response times for fire and police services may increase relative to the Subarea Plan.

This alternative would result in the lowest level of direct impacts to the physical environment while allowing all of the ownerships in the Subarea some development on their properties and is the environmentally superior alternative. It would not be consistent with the General Plan or Framework Plan and would result in significant impacts to land use and population.

3) Reduce Residential and Eliminate Employment Uses in the Northern Village

This alternative has been proposed by the City of San Diego and would reduce the proposed project development by 2,000 dwelling units and eliminate the employment uses in the northern village. The proposed project would generate 20,648 daily trips for residential use and 7,200 daily trips for employment uses for the northern village. A reduction of 2,000 dwelling units would result in a decrease of 8,000 daily trips for residential and eliminating the employment uses would result in an additional decrease of 7,200 daily trips. Under this alternative total daily trips would be reduced by 15,200 for the northern village.

a) Traffic

This alternative did not result in significant improvements to levels of service on area roadways. No significant differences in forecast freeway segment volumes were identified under this alternative.

b) Population and Land Use

This alternative would reduce the future housing stock and employment opportunities within the NCFUA. This reduction would need to be made up in other areas of the city or other jurisdictions. It would be inconsistent with the Framework Plan goals for the subarea, in that employment and services would not be provided within the subarea and would impact areas outside of Subarea I.

c) Other Issues

Under this alternative, the proposed project would result in the same determination of significance for the other issue areas analyzed in this EIR.

4) Replace Residential Use with a Single-Tenant Employment Use in the Northern Village

This alternative proposes replacement of almost all of the dwelling units in the northern village with approximately 400 acres of a single-tenant employment-type use. The proposed project includes 1,831 multi-family dwelling units and 600 single-family dwelling units for the northern village which would generate a total of 20,648 daily vehicle trips. Replacing most of the dwelling units with 400 acres of a single-tenant employment-type use would result in 28,000 daily vehicle trips (70 trips/acre for single-tenant corporate use) for the northern village. This would be an overall increase of approximately 8,648 daily vehicle trips.

a) Traffic

This alternative did not result in significant improvements to levels of service for area roadways. Instead, several roadway segments of Rancho Bernardo Road and Via de la Valle decreased from LOS C to LOS D and Rancho Bernardo Road from West Bernardo Drive to I-15 was reduced from LOS E to LOS F. Overall, the change in land use from residential to employment use does not improve levels of service on area roadways.

No significant differences in forecast freeway segment volumes were identified under this alternative.

b) Population and Land Use

This alternative would reduce the future housing stock opportunities within the NCFUA. This reduction would need to be made up in other areas of the city or other jurisdictions.

c) Other Issues

Under this alternative, the proposed project would result in the same determination of significance for the other issue areas analyzed in this EIR.

FINAL
ENVIRONMENTAL IMPACT REPORT
FOR THE
BLACK MOUNTAIN RANCH SUBAREA I PLAN
(NORTH CITY FUTURE URBANIZING AREA)
CITY OF SAN DIEGO

LDR No. 96-7902
SCH No. 97111070

JUNE 25, 1998

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Chapter One
Introduction

A. Project Background

In the early 1980s, a project called La Jolla Valley was proposed for an approximately 5,100-acre parcel, which included most of Subarea I. The La Jolla Valley project proposed a General Plan Amendment to phase shift from the Future Urbanizing designation to Planned Urbanizing. In a Future Urbanizing area, the property was zoned for agriculture use and could only be developed for residential uses at a maximum density of one dwelling unit per four acres (du/acre). The La Jolla Valley project included a graduate university, industrial and commercial land lots, market-rate and affordable housing, and open space. On January 26, 1984, the final environmental impact report (EIR) (DEP No. 82-0582) was certified and the project was approved by the City Council.

However, the Managed Growth Initiative (Proposition A) was approved by the electorate in 1985, which required voter approval for conversion of lands designated Future Urbanizing to Planned Urbanizing. This was applied retroactively to the La Jolla Valley project. Subsequently, the La Jolla Valley project site was acquired by Potomac Investment Associates and comprises the Black Mountain Ranch project.

The Black Mountain Ranch project was originally approved in 1992 (DEP Nos. 90-0332 and 91-0313; SCH No. 91081026). The 4,677-acre project was approved under Council Policy 600-29 and the Planned Residential Development (PRD) regulations which allow a residential density of one dwelling unit per four acres within the North City Future Urbanizing Area (NCFUA). It included 1,217 residential units, two golf courses, open space, two water reservoirs, sites for community facilities, and construction of circulation element roads.

1) Framework Plan and EIR

In October, 1992 the City of San Diego certified the EIR (DEP No. 91-0809; SCH No. 92011060) and approved the Framework Plan for the North City Future Urbanizing Area, an approximately 12,000-acre area which includes all of Subarea I and Black Mountain Ranch. The EIR found the following impacts significant:

a) Land Use

In consistency with the General Plan (development of the urban reserve while adequate capacity currently exists in the City and lack of a phasing plan); inconsistency with Council Policy 600-40 (Resource Protection Ordinance [RPO]/development suitability analysis); potential incompatibility with existing and planned land uses and roadway alignments; and lack of comprehensive planning by not providing adequate implementation for subarea planning requirements.

b) Transportation/Traffic Circulation

Increased average daily traffic within and surrounding the NCFUA, and decreased levels of service in several locations.

c) Biology

Direct and indirect impacts to sensitive species and important habitats, and interference with the movement of wildlife species.

d) Hydrology

Modifications to the natural drainage system required for the development of the proposed project, the location of portions of the project site within the boundaries of the 100-year flood, as delineated on Federal Emergency Management Agency maps, and increased urban runoff.

e) Landform Alteration/Visual Quality

Substantial alteration of the existing character of the area; substantial change to topography or ground surface relief features the potential loss, covering, or modification of any unique geologic or physical features, such as canyons, bluffs, or hillsides with a slope gradient in excess of 25 percent; or the potential loss of distinctive or landmark tree(s) or a stand of mature trees. Some of these impacts could be reduced to a level less than significant at the subarea planning level by careful site and subarea planning.

f) Cultural Resources

Inadvertent adverse impacts to archaeological and historical resources. These impacts may be reduced to a level of less than significant through subarea planning and environmental review, and a proactive mitigation monitoring and reporting program.

g) Air Quality

Incremental contribution to the regional air quality problem, which could adversely affect the City's ability to meet standards for clean air.

h) Geology/Soils

Development in areas of possible hazard; careful site planning and implementation of plan principles could reduce this impact to a level less than significant.

i) Agriculture

Conversion of agricultural land to non-agricultural use.

j) Natural Resources

The prevention of future extraction of sand and gravel resources.

k) Paleontology

Inadvertent damage or destruction of paleontological resources. These impacts may be reduced to a level less than significant through subarea planning and environmental review, and a proactive mitigation monitoring and reporting program.

l) Noise

Unacceptable levels of noise in some portions of the NCFUA. It is possible that these impacts could be reduced through subarea planning and environmental review.

m) Public Services

Short-term impacts on schools, as student populations will be added to already overburdened schools outside of the NCFUA. Cumulative impacts to police and fire service and other public services such as sewer and water utility maintenance and libraries could also be significant.

n) Water Conservation

The addition of 35,000 residents and associated activities would be expected to use substantial amounts of water.

o) Cumulative Impacts

Each of the issues listed above, except for geology and soils, were found to have cumulatively significant impacts.

2) Black Mountain Ranch II VTM/PRD and EIR

Following the 1992 project approval, a number of changes occurred which resulted in changes to the approved Black Mountain Ranch project. Proposition "C" to enact a phase shift in the NCFUA was not approved by the voters in 1993. The County of San Diego approved the deletion of a segment of SA-680 (Camino Ruiz) which was planned to extend north from the project to connect with the Del Dios highway. The coastal California gnatcatcher was federally listed as threatened and the Natural Community Conservation Plan (NCCP)/4d process for conservation of coastal sage scrub habitat was developed. The Multiple Species Conservation Plan for the region, including Subarea I, was also under development.

In 1995, a revised Black Mountain Ranch II VTM/PRD (vesting tentative map [VTM]/PRD DEP No. 95-0173; SCH No. 95041041) was approved by the City. Overall, the changes to the previously approved project were relatively minor, as the development areas were essentially the same; the phasing of development and associated infrastructure were be different, however.

Specifically, the developer will construct a total of 1,121 residential units, including 942 single-family estate lots and semi-custom homes and 179 affordable, multi-family housing units , the latter to be located in the northern village future development area. Black Mountain Ranch II VTM/PRD will construct segments of several circulation element roads, including Camino Ruiz, Carmel Valley Road, and Black Mountain Road; alignments for segments of General Plan circulation element roads in Black Mountain Ranch North (Camino Ruiz north of San Dieguito Road, Camino del Norte, and Carmel Valley Road east of Black Mountain Road) will be reserved, but not constructed at this time. Public-dedicated open space areas will be increased to provide expanded wildlife corridors as identified by Multiple Species Conservation Program (MSCP) planning. Black Mountain Ranch II will also contain 2,780 acres of open space, of which 1,665 acres will be offered for dedication as public natural open space within the focused planning area (FPA) for the San Dieguito River Valley Regional Open Space Park and MSCP Multi-Habitat Planning Area (MHPA). The site for a recycled water reservoir was resized and relocated. Other aspects of the development, including the golf courses,

southern village, municipal facilities and utilities, and parks and open space, will remain as previously approved with some minor modifications. Specific sites for community facilities, including public school sites, community and neighborhood parks, sites for a future fire station, a church site, a senior citizen center, a day-care center, and a community meeting hall will be provided. In addition, locations for the Black Mountain Ranch Future Development Areas were created and reserved for future development in the Black Mountain Ranch II VTM/PRD.

As a consequence of the 1995 approval, approximately 75 percent of Subarea I is approved for use and development under the terms of VTM/PRD permit 95-0173 and its associated Resource Protection Ordinance permit, and Development Agreement (Figure 1-1). The RPO permit, 4D Interim Habitat Loss Permit, and Clearing and Grubbing Permit which cover impacts to sensitive hillsides, sensitive vegetation, and biological and cultural resources were approved for all the Black Mountain Ranch ownership, including the VTM/PRD, future development areas, and future circulation element roads. This approval includes a comprehensive set of map conditions and other mitigation measures specified in the 1995 Black Mountain Ranch II VTM/PRD EIR and 1995 Mitigation Monitoring and Reporting Program for the project. The conclusions of the 1995 EIR and adopted mitigation measures are summarized below.

a) Land Use

Impacts

The Black Mountain Ranch II VTM/PRD project is not consistent with the development regulations for wetlands and with the encroachment allowances permitted by RPO for hillsides and biologically sensitive lands. This represents a significant, not mitigated land use impact.

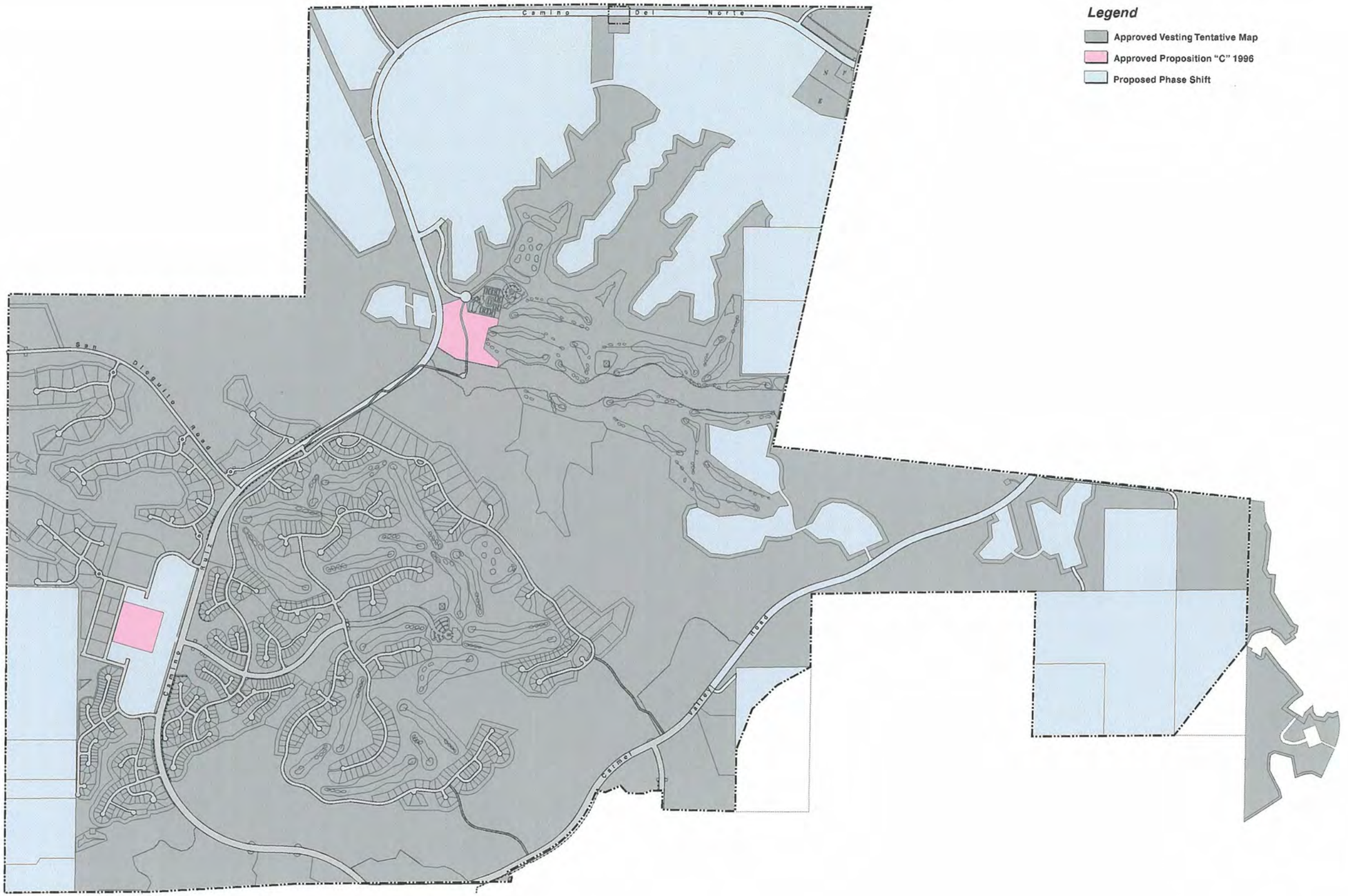
Future development has the potential to conflict with open space uses in the San Dieguito River Valley Open Space Park (SDRVOSP) La Jolla Valley landscape unit. Adoption of Design Review Guidelines similar to those currently proposed for Black Mountain Ranch would serve to minimize the potential conflicts. Specific compatibility would be assessed in subsequent environmental review before the future development could take place.

Mitigation

Partial mitigation for impacts to wetlands and biologically sensitive lands incorporates conservation of coastal sage scrub, native grasslands, chaparral and riparian habitat in dedicated open space, and restoration of riparian habitat. The two RPO significant cultural resources will be preserved by placing the areas of the sites in dedicated open space and including specific limitations on uses within the open space consistent with a preservation plan. No mitigation is available for encroachment into steep slopes.

NORTH

NO SCALE



Legend

- Approved Vesting Tentative Map
- Approved Proposition "C" 1996
- Proposed Phase Shift

FIGURE 1-1

Subarea I Status Map

Source: Rick Engineering 1998

Proposed development bordering open space along La Jolla Valley will be mitigated by the Black Mountain Ranch Design Review Guidelines that would reduce visual encroachment of residential development into the SDRVOSP. The Design Review Guidelines have been submitted as part of the PRD application.

The project will construct hiking and equestrian trails within the open space area for the SDRVOSP. Trails design and specifications shall be prepared to the satisfaction of the Director of the Parks and Recreation Department, prior to recording final maps. Trail construction shall be completed to the satisfaction of the Director of Parks and Recreation, prior to the issuance of building permits. Trail construction can be phased to correspond to open space phasing.

b) Traffic Circulation

Impacts

The Black Mountain Ranch II VTM/PRD project which is anticipated to be developed by the year 2005, would generate approximately 14,000 trips. The project will result in adverse impacts to levels of service (LOS below D) along Carmel Valley Road from the west end of SR-56 to Black Mountain Road and at the intersection of Black Mountain Road and Park Village Road, which would operate at LOS F with or without the project.

Mitigation

Prior to recording final maps, the on-site and off-site traffic improvements, outlined in the 1995 Black Mountain Ranch II VTM/PRD EIR, must be assured to the satisfaction of the City Engineer. Implementation of the transportation phasing plan is required as part of the approved development agreement.

c) Biological Resources

Impacts

The Black Mountain Ranch II VTM/PRD on-site and off-site improvement area will result in the direct loss of 5.72 acres of wetland habitat, 196.6 acres of coastal sage scrub, 7.54 acres of chaparral, and 1.69 acres of native grassland. Off-site impacts to two disturbed vernal pools (0.012 acre) will occur as a result of the extension of Carmel Valley Road. The loss of approximately 23 percent of the gnatcatcher habitat is of particular concern. The following additional sensitive species will also be impacted: orange-throated whiptail lizard, San Diego horned lizard, coastal rosy boa, southern California rufous-crowned sparrow, Bell's sage sparrow, loggerhead shrike, and San Diego black-tailed jackrabbit. The loss of 2,005 acres of non-native grassland will significantly impact sensitive raptor species, as well as California horned lark, grasshopper sparrow, burrowing owl, and San Diego black-tailed jackrabbit, which forage and breed in this habitat. Loss of variegated dudleya, coast barrel cactus, and San Diego

marsh-elder will be significant, even though populations of each of these species will be retained in open space. Indirect impacts to wildlife from construction noise, artificial lighting, and other habitat degradation will be significant.

Mitigation

Mitigation for the loss of sensitive habitats will be achieved through the preservation of on-site open space. Revisions to the approved Black Mountain Ranch project were made in consultation with MSCP staff and include widening the regional corridors to ensure the maintenance of long-term connectivity from the San Dieguito River valley to Black Mountain Park and south to Peñasquitos Canyon Preserve. These conserved open space areas protect 525 acres of coastal sage scrub, 139 acres of mixed sage scrub/non-native grassland, 41.6 acres of southern mixed chaparral, 31.8 acres of southern willow scrub, 3.1 acres of freshwater marsh, 10.3 acres of mule fat scrub, 8.6 acres of native grassland, and 27.4 acres of chamise chaparral. Populations of San Diego thornmint, variegated dudleya, barrel cactus, California adolphia, and San Diego horned lizard, orange-throated whiptail lizard, coastal rosy boa, southern California rufous-crowned sparrow, Bell's sage sparrow, loggerhead shrike, and San Diego black-tailed jackrabbit will also be provided by the conservation of coastal sage scrub.

The loss of wetlands will be partially mitigated by revegetation of 12.6 acres of riparian habitat along Lusardi Creek in La Jolla Valley. The revegetation plan will restore and enhance riparian areas that had been disturbed by prior agricultural use. Impacts to the off-site vernal pools will be mitigated by the provision of funds for acquisition and conservation of existing, unprotected vernal pool habitat. Cumulative impacts remain significant and unmitigated.

Indirect impacts would be minimized through restrictions on construction activities, maintaining appropriate buffers, control of erosion and sedimentation, and prohibiting nighttime lighting of facilities and parking lots adjacent to open space or buffers.

d) Hydrology

Impacts

The increase in runoff due to the introduction of streets, roads, and other hardscape surfaces will result in significant impacts to drainage to the west. Increases in erosion and siltation and the increase in urban runoff and pollutants (hydrocarbons, nutrients, fertilizers, and pesticides) from the golf courses, hardscapes and landscaping will result in a significant impact to the San Dieguito River and Lagoon. High TDS and nutrient levels in the reclaimed water could cause a significant impact to local surface and groundwater.

Mitigation

Best management practices for the use of irrigation; control of fertilizers, pesticides, and herbicides; provision of filter strips in buffer areas adjacent to wetlands; and sedimentation and erosion control measures for the golf courses shall be required as a condition of the PRD. In addition, three sedimentation detention basins shall be provided in the northern golf course which will be constructed and maintained as a condition of the PRD.

e) Landform Alteration/Visual Quality

Impacts

The grading of approximately 1.4 million cubic yards of cut and fill on 1,356 acres of the project site (an excess of 10,000 cubic yards per graded acre) will result in significant landform alteration as the existing character of the land will be transformed to accommodate the project. In addition, numerous slopes in excess of 30 feet in height will be created in order to construct the circulation element roads within the project site. The creation of an earthen dam for the recycled water reservoir will result in a slope height of 100 feet and length of 1,200 feet. Slopes in excess of 30 feet and the earthen dam will represent a significant landform impact, as well as a significant visual impact.

Mitigation

In order to lessen the visual impacts of the significant landform alteration, slopes that are visible from major roadways and public viewing areas shall be contour graded with variable slope gradient and width and rounded to blend with natural slopes. The cut and fill slopes associated with the roadways and the recycled water reservoir will be partially mitigated by landscaping and revegetation with native vegetation to present a natural appearance. Lots bordering on the rim of La Jolla Valley shall conform to the Design Review Guidelines that have been incorporated into the Black Mountain Ranch II VTM/PRD.

f) Cultural Resources

Impacts

Two archaeological sites found to be significant resources under the City's Resource Protection Ordinance and one site considered significant under California Environmental Quality Act (CEQA) criteria will be preserved in dedicated open space. Other CEQA significant sites shall be fully mitigated through implementation of a data recovery program, as a condition of the tentative map.

Mitigation

The significant effects for the Black Mountain Ranch II VTM/PRD and future development within the property will be mitigated through preservation of the RPO

significant sites in open space and implementation of the data recovery program described in the 1995 Black Mountain Ranch II VTM/PRD EIR.

g) Air Quality

Impacts

Development of the Black Mountain Ranch II VTM/PRD will meet California Air Resources Board (CARB) criteria for conformance with the Regional Air Quality Strategies (RAQS). However, implementation of the project will result in increased emissions and degradation of traffic levels of service as a result of the cumulative development intensity within the project vicinity and will result in a significant cumulative air quality impact to the region.

Mitigation

Measures to reduce vehicle miles traveled, such as provision of bike lanes, sidewalks, and transit facilities, have been incorporated into the Black Mountain Ranch II VTM/PRD project. Improvements to the circulation network are required through the tentative map and development agreement. Full mitigation for cumulative air quality impacts is beyond the scope of the Black Mountain Ranch II VTM/PRD project.

h) Geology/Soils

Impacts

There are no significant soil or geologic conditions which were observed or known to exist on the project site which would preclude development of the property. However, potentially significant geologic conditions exist which require mitigation. There is a potentially significant increased erosion impact associated with the grading for Black Mountain Ranch II VTM/PRD.

Mitigation

Implementation of the recommendations of the geotechnical report would mitigate all potentially significant effects from existing geologic conditions and increased erosion. An on-site investigation by a geotechnical engineer shall be provided to the satisfaction of the City Engineer prior to issuance of grading permits.

i) Natural Resources

Impacts

Since the Black Mountain Ranch II VTM/PRD area is not in current agricultural (crop) production due to low crop yields and soils degradation, the loss of agricultural land is not considered a significant direct impact. The loss of the MRZ-2 aggregate resource

designated lands on-site, given its limited area and depth relative to the remaining resource available in the county, is not a significant direct impact. The cumulative effects of the incremental loss of agricultural land from conversion and potential aggregate deposits are considered significant.

Mitigation

No mitigation is available for the cumulative impacts.

j) Paleontology

Impacts

Black Mountain Ranch II VTM/PRD grading for residential development, the southern village, Camino Ruiz, and Carmel Valley Road will likely result in the destruction of significant fossils in the eastern and southern portions of the project site and potentially off-site due to grading for Carmel Valley Road. This is a significant adverse impact on the region's paleontological resources. Future development parcels and roadway alignments are proposed in paleontologically sensitive areas that could result in significant impacts from grading; these impacts will be further assessed in subsequent CEQA documents. Mitigation measures presented below can reduce these adverse impacts from proposed and future development to an acceptable level.

Mitigation

In order to mitigate potentially significant impacts to paleontological resources, the tentative map and subsequent grading plans shall require monitoring of grading activities by a qualified paleontologist. Prior to issuance of building permits, a report providing the monitoring result, even if negative, shall be submitted to the Environmental Review Manager in Development Services.

k) Noise

Impacts

A significant noise impact will occur to those residential lots proposed along the major circulation element roads on-site and to several existing residences off-site adjacent to the extension of Carmel Valley Road, when the noise level, based on future traffic volumes, exceeds 65 CNEL.

Mitigation

As a condition of the Black Mountain Ranch II VTM/PRD, noise barriers ranging in height from four to five feet shall be provided consistent with the 1995 Black Mountain Ranch II EIR. Future interior noise levels would be significant when the level exceeds 45 CNEL. An interior acoustical analysis shall be required as a condition of the PRD prior to

issuance of building permits. In addition, the Noise Abatement Office shall verify that the noise levels generated by the pump station would not exceed 57 dBA at any residential lot line.

l) Public Services

Impacts

The additional elementary, middle, and high school students generated by the Black Mountain Ranch II VTM/PRD would contribute to the overcrowded schools and is considered a direct and cumulatively significant impact.

The County Rancho Santa Fe Fire Department Station #3 in Fairbanks Ranch could provide fire service to the project site within six minutes in compliance with City guidelines. Back-up fire service would be provided by the County station at 4S Ranch and other surrounding City of San Diego fire services. However, City fire departments may not be able to provide a first response within six minutes. This is a potential significant impact.

The amount of solid waste generated by the project represents a small increase of the solid waste disposed of at Miramar landfill. Implementation of the proposed project would not affect the year 2004 closure schedule. Project impacts are not considered significant. However, until additional landfills are sited, the Black Mountain Ranch II VTM/PRD and the anticipated future development within the property and the Future Urbanizing area and other parts of the city will contribute to a cumulative impact to solid waste disposal facilities.

Mitigation

In order to reduce direct and cumulative school impacts, the applicant shall enter into an agreement with the Poway Unified School District that will require the payment of fees, the provision of school sites as indicated on the tentative map, and compliance with a mutually acceptable financing plan. The requirement that this agreement be fulfilled has been assured through the proposed development agreement.

If the Fire Department cannot provide a first response to the site within six minutes, then building plans shall include fire sprinkler systems.

For solid waste disposal, the project shall comply with the City's recycling program. If curbside recycling has not been established for the project area, then the homeowner's association shall provide recycling containers and enter into an agreement with a contractor to handle recyclable material. Procedures for source reduction and reused or disposal of green waste shall be required by the PRD for the golf courses.

m) Public Health and Safety

Impacts

Potential impacts from increased mosquito populations at the recycled water reservoir will be significant.

Mitigation

Mitigation measures include stocking of the recycled water reservoir with appropriate fish types that will prey on mosquito and midge larvae; keeping the reservoir free of debris, high concentrations of nutrients, and organic floatage; prevention of excessive organic material from entering the reservoir, and possibly the application of mosquito fog or insecticide spray (only if necessary and with the approval of the wildlife agencies if sensitive species or nesting waterfolw could be affected by the spray).

Growth-Inducing Impacts

The Black Mountain Ranch II VTM/PRD project will be growth inducing per Section 15126(e) of the State CEQA Guidelines. The provision of roads and utilities will support the proposed project and would enable connections to be made between I-5 and I-15 and to other areas which are currently reserved as Future Urbanizing. The preservation of large areas of open space, combined with the estate-sized lots of the project, will produce an area with a rural/estate character. Once the services, road, and utilities are provided to this area to develop in a rural/estate fashion, economic pressures would be expected to cause similar development in adjacent areas. Thus, the project will induce growth in the vicinity of the project.

Presently, the schools in the Poway Unified School District that will serve the project site are overcrowded. Thus, any increase in student level is a cumulatively significant impact. The project, along with other cumulative buildout in the area, would create demand for new facilities and levels of service. The benefit of new facilities proposed for the project would extend beyond the project and provide services to other future development in the surrounding area. Provision of new or expanded facilities will be growth inducing.

Future development areas within the project could be developed at much higher intensities as proposed for Subarea I of the Framework Plan. Since the development of this subarea would include development of urban services and may induce other surrounding properties to develop under a similar scenario, the project reservation of areas for future development would be considered growth inducing.

Cumulative Impacts

The Black Mountain Ranch II VTM/PRD EIR found the following issues to have significant cumulative impacts: transportation/traffic, biological resources, hydrology/

water quality, landform alteration/visual quality, cultural resources, air quality, natural resources, paleontology, noise, public facilities and services, and water conservation.

3) Subarea I Plan and EIR

The Black Mountain Ranch II VTM/PRD project set aside 893 acres for future urban residential, commercial, and other uses after a phase shift to Planned Urbanizing (Black Mountain Ranch future development areas). In 1996, voters approved development of a resort hotel and 60,000 square feet of commercial use within Black Mountain Ranch's future development area. In addition, Subarea I also includes 515 acres of adjoining properties under separate ownerships (perimeter properties). The Subarea I Plan EIR addresses the potential impacts of planned land uses and infrastructure needs for future development in these areas.

B. Intended Uses of the EIR

This draft EIR has been prepared according to the requirements of the California Environmental Quality Act of 1970, as amended, and the City of San Diego, the CEQA lead agency. It is an informational document intended for both the decision maker and the public that presents the significant environmental effects of the proposed Black Mountain Ranch Subarea I Plan in the North City Future Urbanizing Area, identifies ways to minimize the significant effects, and describes reasonable alternatives to the project. The decision maker shall consider the information in the EIR along with other information which may be presented in deciding whether to approve the projects.

This EIR is intended to be used as a first tier document pursuant to CEQA Section 21093. The detailed level of analysis typically associated with second-tier, site-specific development documents already has been performed for the majority of Subarea I, and is contained in the 1995 Black Mountain Ranch II VTM/PRD EIR. Development within Subarea I that is outside of the Black Mountain Ranch II VTM/PRD project may require additional second-tier analysis pursuant to CEQA Section 21094, once applications for development are filed. This EIR also incorporates by reference the 1995 Black Mountain Ranch II VTM/PRD EIR. In particular, the 1995 Black Mountain Ranch II VTM/PRD EIR addresses the land use, biological, cultural, geological, hydrological, and paleontological impacts that would result from development of the Black Mountain Ranch future development areas.

The discretionary actions include approval of a General Plan Amendment and Subarea Plan, to shift the underlying land use designation from Future Urbanizing to Planned Urbanizing and adoption of the Subarea Plan as the approved future land uses within the 5,098-acre Black Mountain Ranch Subarea I of the NCFUA. The Subarea Plan would

refine the existing NCFUA Framework Plan (City of San Diego 1992) by proposing specific locations for roads; siting and land use designations for future commercial, industrial, residential and public facility land uses. The Subarea Plan EIR addresses the potential environmental impacts for the future development of the subarea and cumulative development of the NCFUA and adjoining areas. The Subarea Plan is a prerequisite for voter consideration of a General Plan phase shift from Future Urbanizing to Planned Urbanizing and no approvals for specific development under the Subarea Plan are being considered at this time.

In general, NCFUA Subarea Plans do not provide the level of detail that a development application would provide, and the impact assessment is limited to conceptual land uses in defined areas and is based upon worst-case estimates of future impacts. In the case of Subarea I, 75 percent of the subarea has an approved planned development, known as Black Mountain Ranch, under City Council Policy 600-29 which has undergone environmental review under CEQA (SCH No. 95044041; LDR No. 95-0173). This EIR summarizes and incorporates by reference the more specific impacts and mitigation measures for the approved Black Mountain Ranch development. Additional areas within the Black Mountain Ranch ownership, totaling 893 acres, were created and reserved for future development in the previous approvals and, along with four adjoining areas under separate ownerships totaling 515 acres, are the focus of the Subarea I planning effort and EIR impacts assessment. These remaining 1,408 acres within Subarea I will be subject to future project-specific environmental review prior to development.

An Application for Environmental Initial Study (AEIS) was prepared for the proposed development and submitted to the Environmental Analysis Section (EAS) of the Land Development Review Division of the City of San Diego Development Services Department. Upon review of the AEIS and completion of an Initial Study, EAS determined that an EIR should be prepared for the proposed project. A Notice of Preparation (NOP) dated November 13, 1997 was noticed and distributed to responsible and trustee local, state, and federal agencies, organizations, and interested persons. A copy of the NOP and responses received are included as Appendix A and are available for review at the City of San Diego Development Services Department. The NOP identified the following as potentially significant issues that should be addressed in the EIR: land use, transportation/traffic circulation, biological resources, hydrology/water quality, landform alteration/visual quality, cultural resources, air quality, geology/soils, natural resources/agriculture, paleontology, noise, public facilities and services, water conservation, population, public safety, and cumulative impacts.

A more detailed discussion of the project and approvals required and the environmental setting are presented in Chapters 2 and 3. Each of the potentially significant environmental effects are presented in Chapter 4. For each major topic under analysis, a discussion is presented of the existing conditions, followed by issue identification, potential impacts, identification of the significance of the impacts, and mitigation

measures for those environmental effects which have been identified as significant. Significant environmental effects which cannot be avoided if the project is implemented are identified in the impact section of each topic. Chapters 5, 6, and 7 contain discussions of growth-inducing effects, cumulative impacts, significant irreversible environmental changes, and the relationship of local short-term uses of the environment and the maintenance and enhancement of long-term productivity. A description of project alternatives focusing upon alternatives which would lessen significant environmental effects is presented in Chapter 8. The technical and supporting materials discussed and cited in the text are listed in the references section of this report or are included as an appendix, as outlined in the table of contents.

Chapter Two
Environmental Setting

The 5,098-acre area designated Subarea I is located in the northeast portion of the city of San Diego, approximately 20 miles north of the downtown area (Figure 2-1). Subarea I is one of five planning subareas within the 12,000-acre North City Future Urbanizing Area within the city of San Diego (Figure 2-2). The irregularly shaped Subarea I site lies between the I-5 and I-15 corridors and covers an area between Fairbanks Ranch to the west and Rancho Peñasquitos to the southeast. Nearby landmarks include Black Mountain at the southeastern edge of the site and the San Dieguito River about 1.2 miles north of the site. The area is undeveloped with much of the site having been previously used for seasonal agriculture. The area has a few residences in the southwestern and southeastern corners and equestrian facilities in the southwestern corner. The area is presently being used for cattle grazing and limited row crop production.

Subarea I is characterized by a variety of landforms ranging from nearly flat-lying mesas and gently rolling hills to rugged, steeply sloping hillside terrain (Figure 2-3). The La Jolla Valley, located in the north-central portion of the property, constitutes the most prominent topographical feature on-site. Running in an east-west direction, La Jolla Valley is bisected by Lusardi Creek, which drains the northern and central portions of the subarea. The broad valley floor is bounded by gentle to moderately steep slopes in its eastern portion. Nearing the western part of the site, the valley becomes rugged and narrow with steep walls and numerous rock outcrops.

The area north of the valley, comprising the proposed northern village area and northeast perimeter property, consists of moderately sloping uplands and mesa dissected by four small southerly trending canyons which are tributaries to Lusardi Creek. South of the valley, within the Black Mountain Ranch II VTM/PRD, the land rises to a northwest/southeast-trending ridge which divides the site hydrologically into its two major drainage units, Lusardi Creek and La Zanja Canyon.

The southern portion of the subarea contains large expanses of rolling topography, sloping generally to the southwest. The eastern panhandle area of Black Mountain Ranch and the southeast perimeter properties encompasses rolling hilly terrain along the

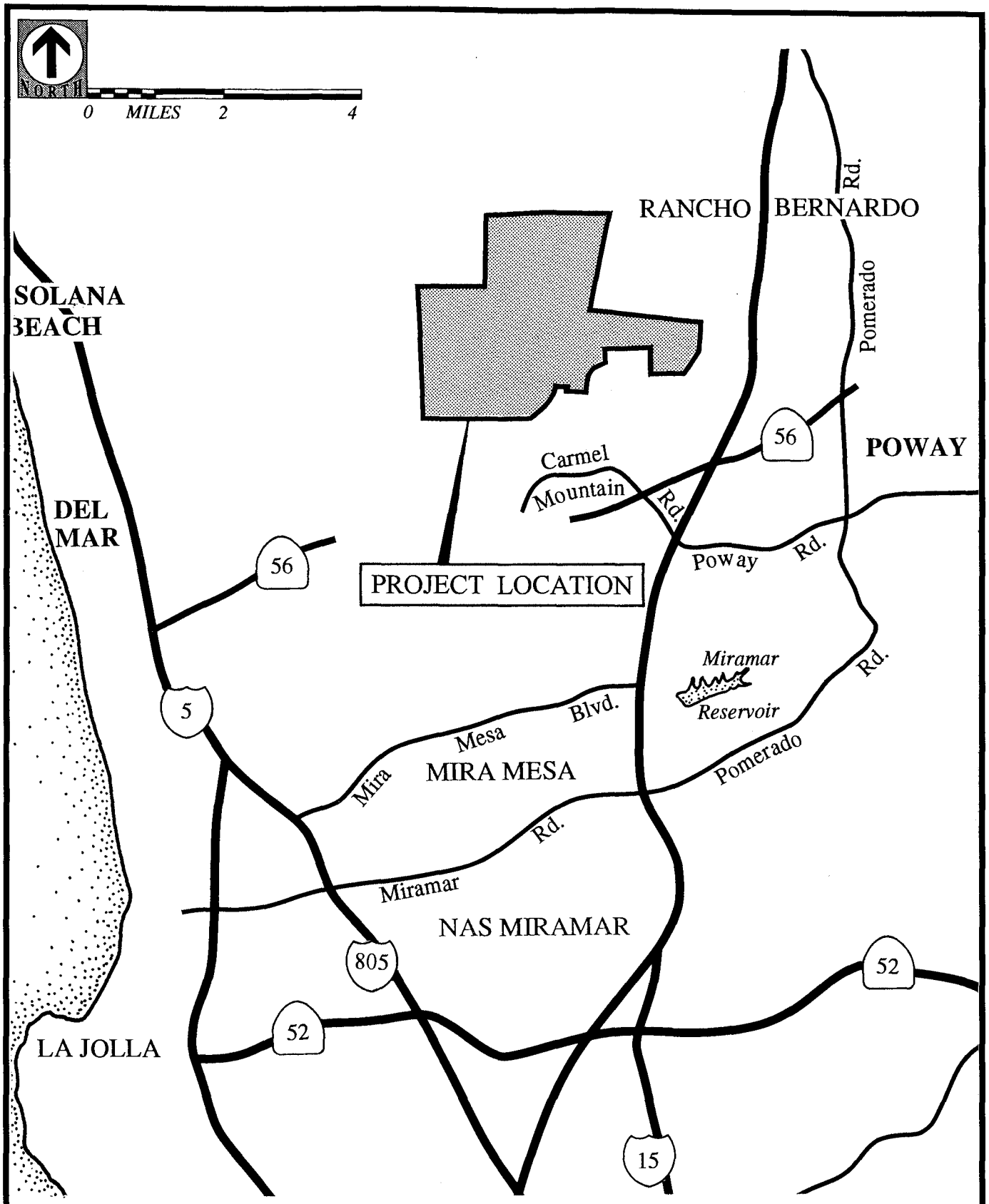
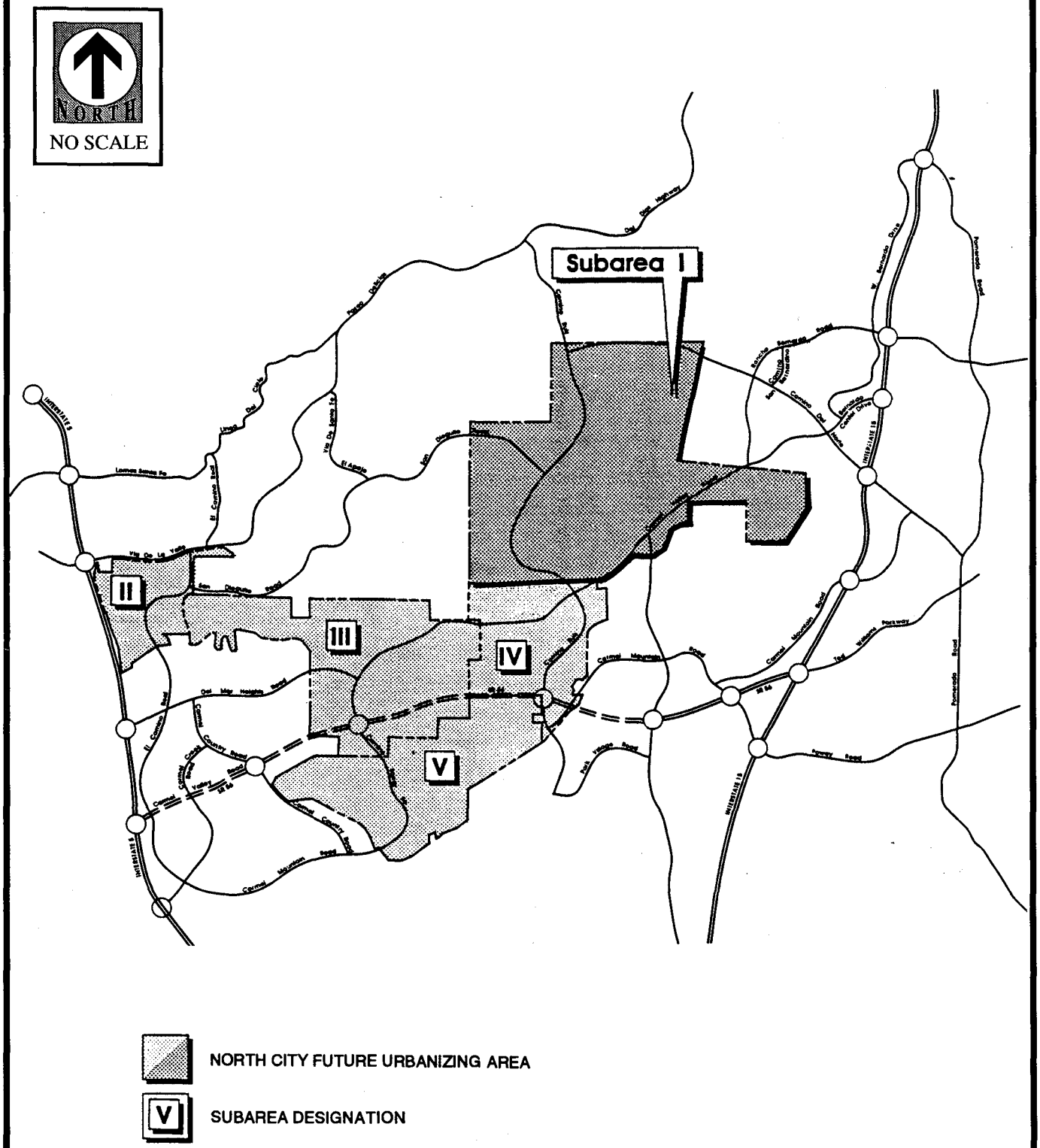


FIGURE 2-1

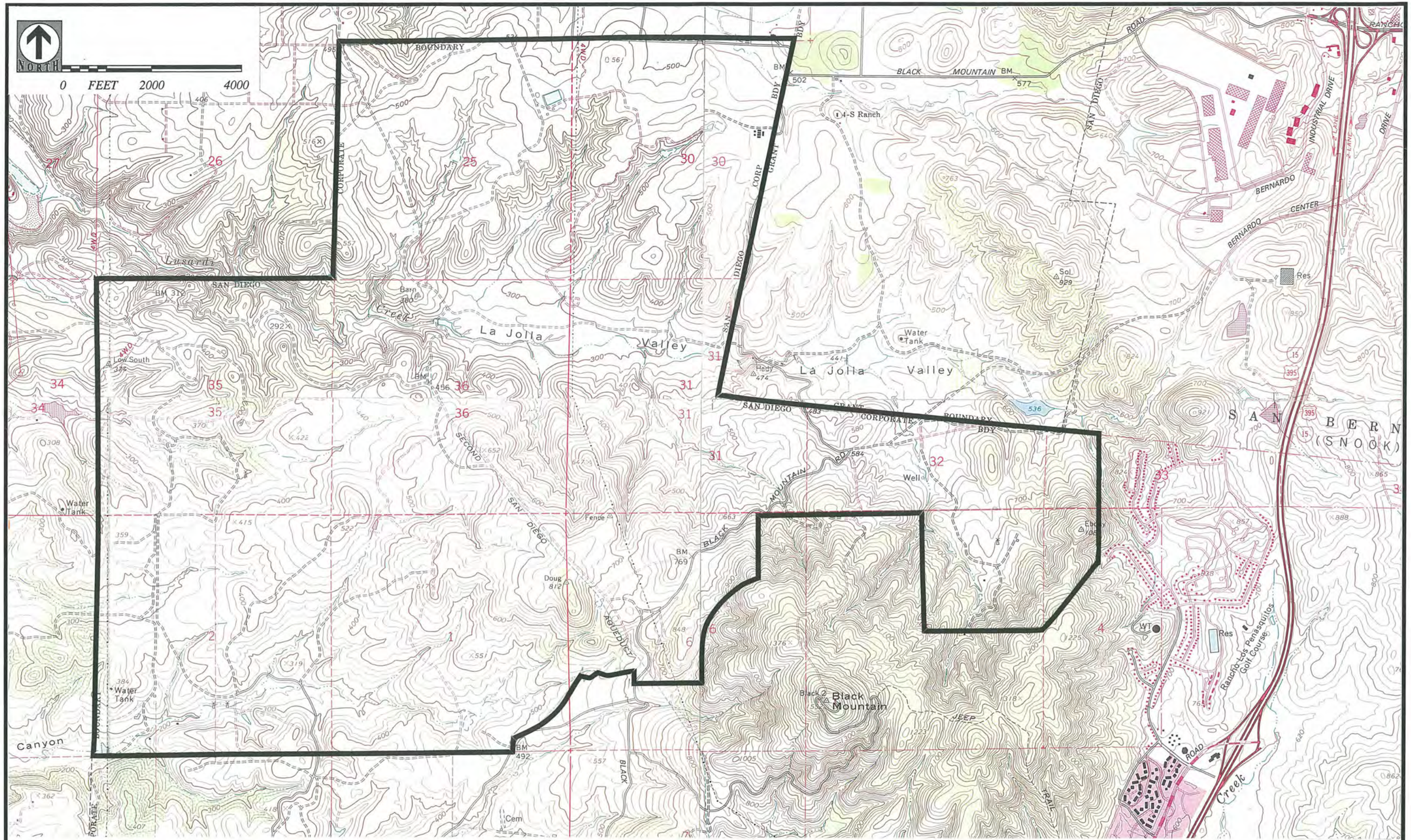
Regional Location of the Project



Source: Rick Engineering 1997

FIGURE 2-2

North City Future Urbanizing Area (NCFUA) Planning Subareas



Source: U.S.G.S 7.5 minute topographic maps,
La Jolla and Del Mar quadrangles

FIGURE 2-3

Existing Site Topography

northerly and westerly base of Black Mountain. The western extent, including the southwest perimeter properties, is rolling hilly terrain.

On-site elevations range from 125 feet above mean sea level (MSL) within Lusardi Canyon as it crosses the northwesterly portion of Subarea I to over 1,100 feet above MSL in that portion of the panhandle adjacent to Black Mountain Park. Off-site, Black Mountain reaches an elevation of 1,550 feet above MSL. It is a dominant feature within the community of Rancho Peñasquitos and can be seen for miles in all directions.

Vegetation communities occurring on-site are predominantly non-native grasslands resulting from historical agricultural activities. As part of the Black Mountain Ranch II VTM/PRD project, areas approved for development have had upland or riparian native vegetation cleared and will be maintained as non-native grassland until developed. Native vegetation includes southern willow scrub, mule fat scrub, freshwater marsh, Diegan coastal sage scrub, southern mixed chaparral, chamise chaparral, and native grassland. As part of the Black Mountain Ranch II VTM/PRD project, 12 acres of coastal sage scrub and 14 acres of riparian vegetation have been restored along Lusardi Creek. These habitat types are capable of supporting diverse wildlife communities. A minimum of 10 sensitive plant species were found on the site, including San Diego marsh-elder, adolphia, coast barrel cactus, spiny rush, San Diego sunflower, thornmint, and ashy spike-moss. The California gnatcatcher, a federally listed species and a California Department of Fish and Game species of special concern, the orange-throated whiptail, and San Diego horned lizard were found in several coastal sage scrub areas. Eleven raptor species were observed utilizing the site, eight of which are listed as species of special concern by the California Department of Fish and Game.

The Subarea I site has a long history of occupation by Native Americans and early European settlers which is evidenced by 53 prehistoric and historic sites and features located across the property. Prehistoric occupation extends back to the earliest recognized tradition, the San Dieguito, which may date to 10,000 years ago and continues through the La Jollan and Late Prehistoric to the Spanish contact era. The site has been in regular agricultural use since the 1870s by the Lusardi brothers and was acquired by Hollywood film stars Douglas Fairbanks and Mary Pickford in the 1920s. Of the 53 archaeological sites on the property, seven are considered to be significant cultural resources, representing settlement and resources procurement and processing areas relating to each of the three prehistoric cultural traditions. Of these, three will be permanently preserved in open space, two have had data recovery procedures initiated and once approved will be impacted by development of Black Mountain Ranch II, and two more will have future data recovery procedures followed prior to their destruction for road construction. No significant examples of the historic-era occupation or ranch activities remain.

A 200-foot-wide San Diego Gas & Electric transmission line easement traverses the property in a north-south direction about midway between the eastern and western borders, and a second 100-foot-wide transmission line easement runs along a portion of the western boundary. The San Diego County Water Authority Second Aqueduct also traverses the site, somewhat west of the transmission line easement located in the central portion of the site. The site is crisscrossed by unimproved dirt roads.

Regional access to the area is provided by I-15, approximately 1.5 miles to the east, and I-5, approximately seven miles to the west. Access to the site from the south may be obtained from I-15 to Carmel Mountain Road to Black Mountain Road or from I-5 to Carmel Valley Road to the unimproved portion of Old Black Mountain Road. Interstate 15 to Rancho Bernardo Road to Black Mountain Road provides entry at the northeast. Interstate 5 to Del Mar Heights Road to San Dieguito Road provides entry from the northwest. There are no existing improved roads within the subarea.

The majority of the site is designated a Future Urbanizing area in the City of San Diego General Plan. The San Dieguito River Valley Regional Open Space Park Focused Planning Area encompasses most of the La Jolla Valley/Lusardi Canyon and a portion of the La Zanja Canyon watersheds within the property. The property is zoned A-1-10, and the Hillside Review Overlay Zone has generally been applied to those slopes on the property that have a slope gradient of 25 percent or greater.

Land located immediately adjacent to the northern, northeastern, and northwestern Subarea I boundaries is predominantly in agricultural use with scattered large-lot homesites and lies within the San Dieguito community planing area of the county of San Diego. The aerial photograph presented as Figure2-4 illustrates the land uses surrounding the proposed site. The County General Plan designates these properties as Specific Planning Areas (SPA) or estate residential (one dwelling unit per two or four acres). Specific plans for these areas have been approved (Santa Fe Valley) or their approval is pending (4S Ranch).

The entire 4S Ranch area consists of approximately 3,600 acres directly adjacent to Black Mountain Ranch on the east boundary of Santa Fe Mesa and north of the panhandle area. The approximately 634 acres within the Current Urban Development area has an approved specific plan, with portions already developed or under construction. The Future Urban Development portion comprises the remaining 2,891 acres. An amendment to the Specific Plan is being processed by the County to allow up to 4,965 single- and multi-family residential units, a 550,000-square-foot commercial center, 1,641 acres of open space, two elementary, a junior, and senior high school, neighborhood and community parks, a fire station, and expansion of an existing wastewater treatment works.

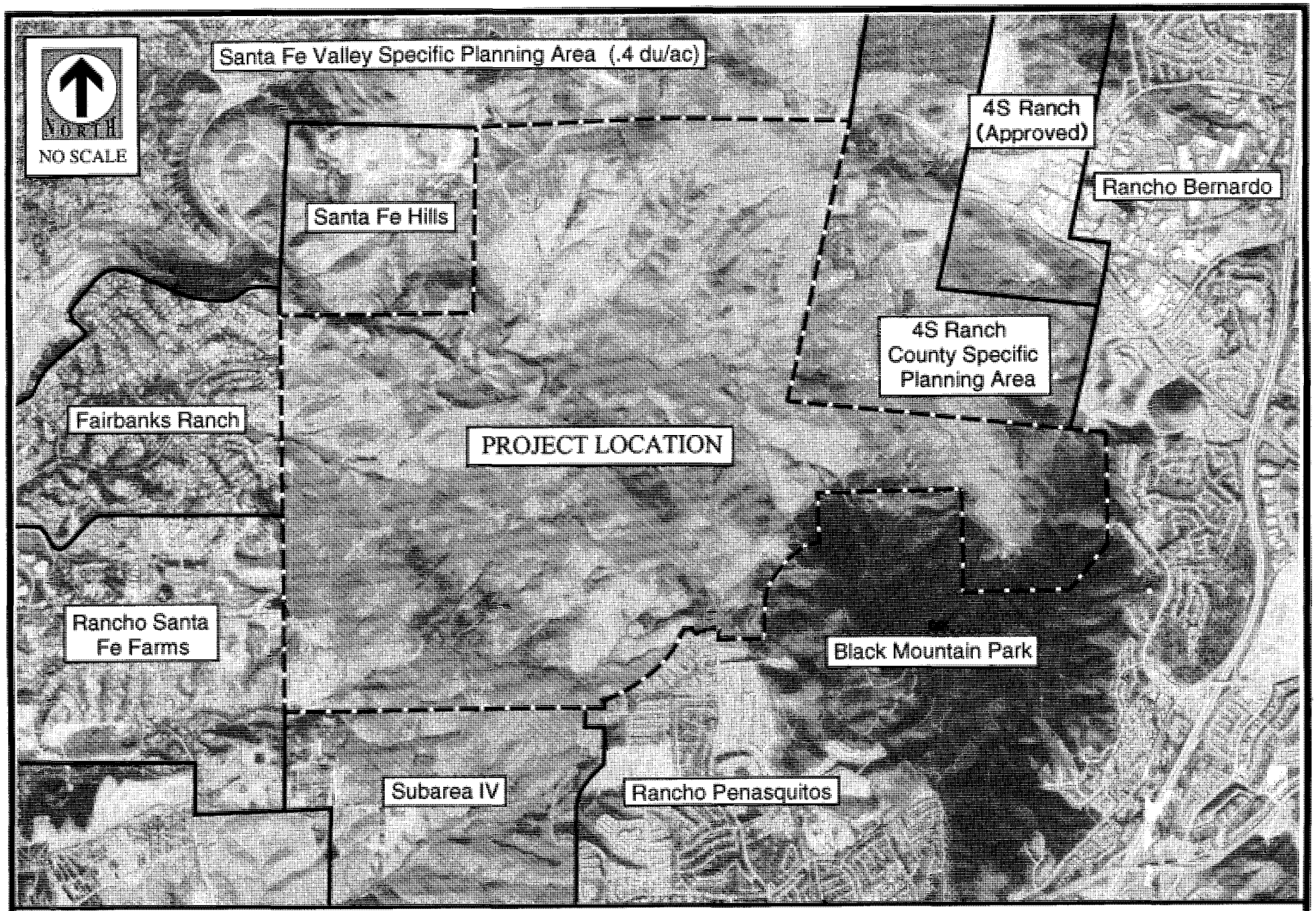


FIGURE 2-4

Aerial Photograph of the Project Area and Surrounding Land Use

The approved Santa Fe Valley Specific Plan consists of 3,163 acres in agricultural use located in the county, directly adjacent to Black Mountain Ranch to the north. A Specific Plan for this area has been approved with approximately 1,200 single-family residential units; golf course and clubhouse, equestrian center, resort hotel, commercial, and group care uses; community facilities including parks, fire station, water storage facility, sewer and water treatment works, and 1,404 acres of open space.

Subarea I forms a panhandle configuration along its eastern boundary that stretches from the main body of the site towards I-15 and abuts the Rancho Bernardo and Rancho Peñasquitos Community Plan areas, two residential communities within the city of San Diego. Black Mountain Park, a City-owned and maintained park, adjoins the southern edge of the panhandle portion of the Subarea I site. The area west of Black Mountain Park along a portion of the Subarea I southern boundary has been developed in accordance with the R-1-5000 zone and contains single-family units at a density of seven du/acre. Land adjacent to the southwestern Subarea I boundary is within the city limits and is designated Planned Urbanizing (Subarea IV). A Subarea Plan and EIR have been prepared for this area.

A tentative map for residential development at 1 du/4 acres on a 400-acre parcel adjoining the southern boundary of the Black Mountain Ranch property within NCFUA Subarea IV has been approved (Fairbanks Highlands). Ninety-two single-family residential lots are proposed with approximately 158 acres dedicated to open space and the proposed San Dieguito River Valley Regional Open Space Park.

Lands west of Subarea I, including Santa Fe Farms, Fairbanks Ranch, and Santa Fe Hills, are developed as estate residential (1 du/2 acres).

Other features of the environmental setting are described as relevant in the "Existing Conditions" discussions by topic in Chapter 4 of this EIR.

Chapter Three
Project Description

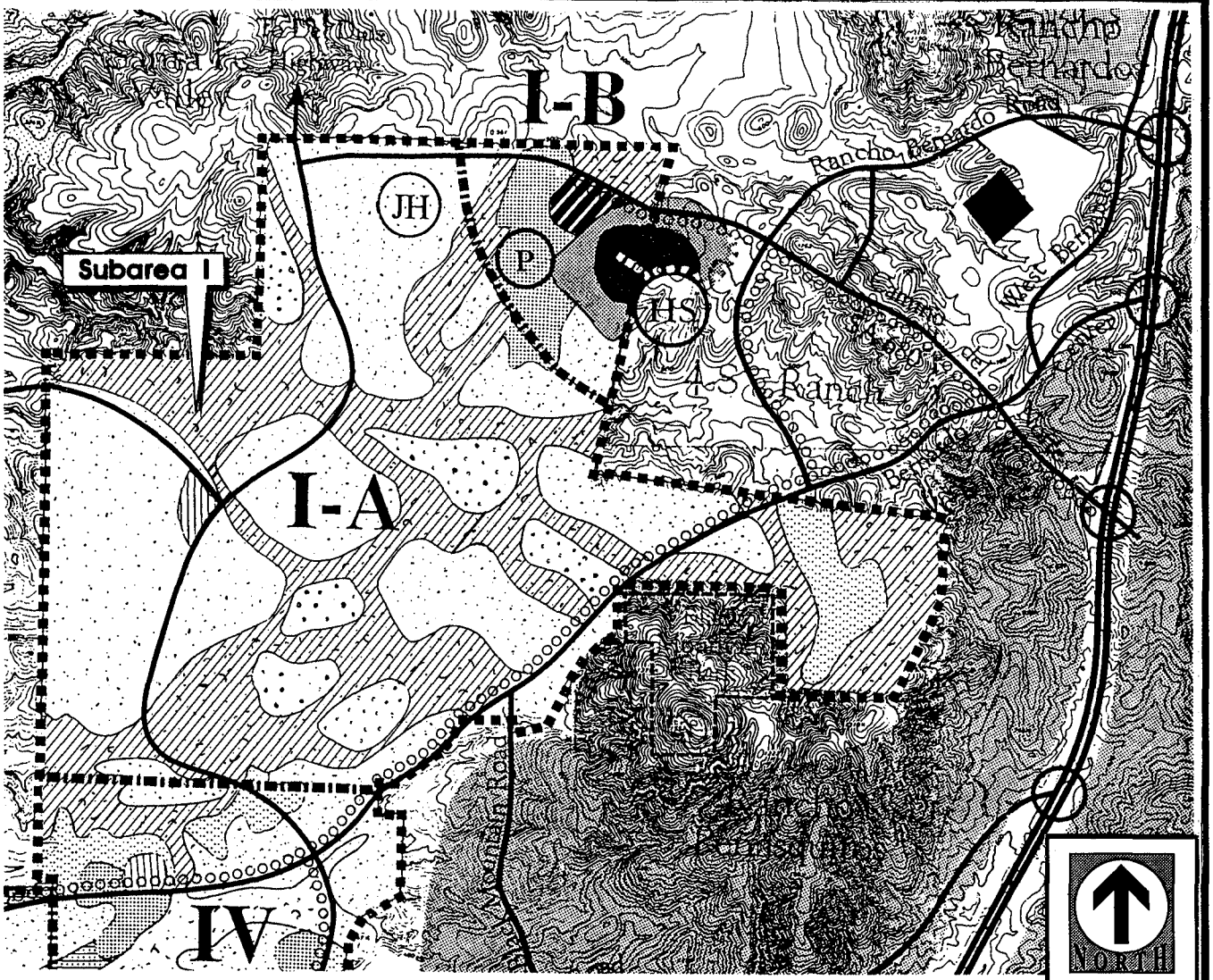
A. Introduction

The purpose and goals of the subarea planning process are to specify future land use patterns and policies consistent with the goals and principles of the General Plan and the NCFUA Framework Plan (Figure 3-1); to further evaluate appropriate open space areas and establish boundaries and management zones; to satisfy future housing requirements by development in the Future Urbanizing area; to finalize road alignments and other circulation networks; to locate and size public facilities and infrastructure; and to develop a facilities financing plan to ensure the orderly development and availability of public facilities and services.

B. Subarea I Plan

The proposed NCFUA Subarea I Plan, as addressed in this EIR, is organized by major elements: land use, including residential and mixed use elements; open space/MSCP; community facilities; and circulation. The proposed land use plan for Subarea I is shown in Figure 3-2. This plan integrates the previously approved Black Mountain Ranch II VTM/PRD development, but at a more generalized level for areas outside of the approved vesting tentative map (Figure 3-3).

All of the approved Black Mountain Ranch II VTM/PRD project is included within Subarea I except for 94 acres of proposed open space at the eastern end of the panhandle which is within the Rancho Peñasquitos Community Plan area. In addition, 893 acres within the Black Mountain Ranch ownership and 515 acres adjoining Black Mountain Ranch (totaling 1,408 acres) are included in Subarea I. The 893 acres which were not a part of the previously approved Black Mountain Ranch II VTM/PRD would be developed after the phase shift. The 1,408 acres of new development can be divided into discrete units: the northern "bow-tie" area including the mixed-use northern village and high-density residential areas; the finger ridges north of La Jolla Valley; the 300-room resort/hotel, the mixed-use southern village, seven additional residential development



Legend

- Mixed Use Community Core
- Core Residential 11 du/gross ac average
- Peripheral Residential 7 du/gross ac average
- Moderately Low Density Res 1.6 du/gross ac average
- Very Low Density Res 0.8 du/gross ac average
- Estate Residential 0.2 du/gross ac average
- Local Mixed Use Center
- Employment Center
- Environmental Tier
- Major Roadway (generalized alignment)
- Freeway
- Interchange
- Transit Emphasis
- Transit Exclusive Right-of Way
- HS High School
- JH Junior High/ Middle School
- P Community Park
- Major Employment Center (outside NCFUA)

Source: Rick Engineering 1993

FIGURE 3-1
NCUFA Framework Plan Land Use Diagram

NORTH

0 FEET 2000 4000



Legend

- Residential
- Open Space
- Golf Course
- Employment Center
- Village Mixed Use Center
- Resort/Recreation Facilities
- Utilities
- Neighborhood/ CommunityParks
- Institutional

E Elementary School
M Middle School
H High School
F Fire Station
C Church
D Day Care Center
S Seniors Center
R Recreation Center

Source: Rick Engineering 1998

FIGURE 3-2
Proposed Land Use

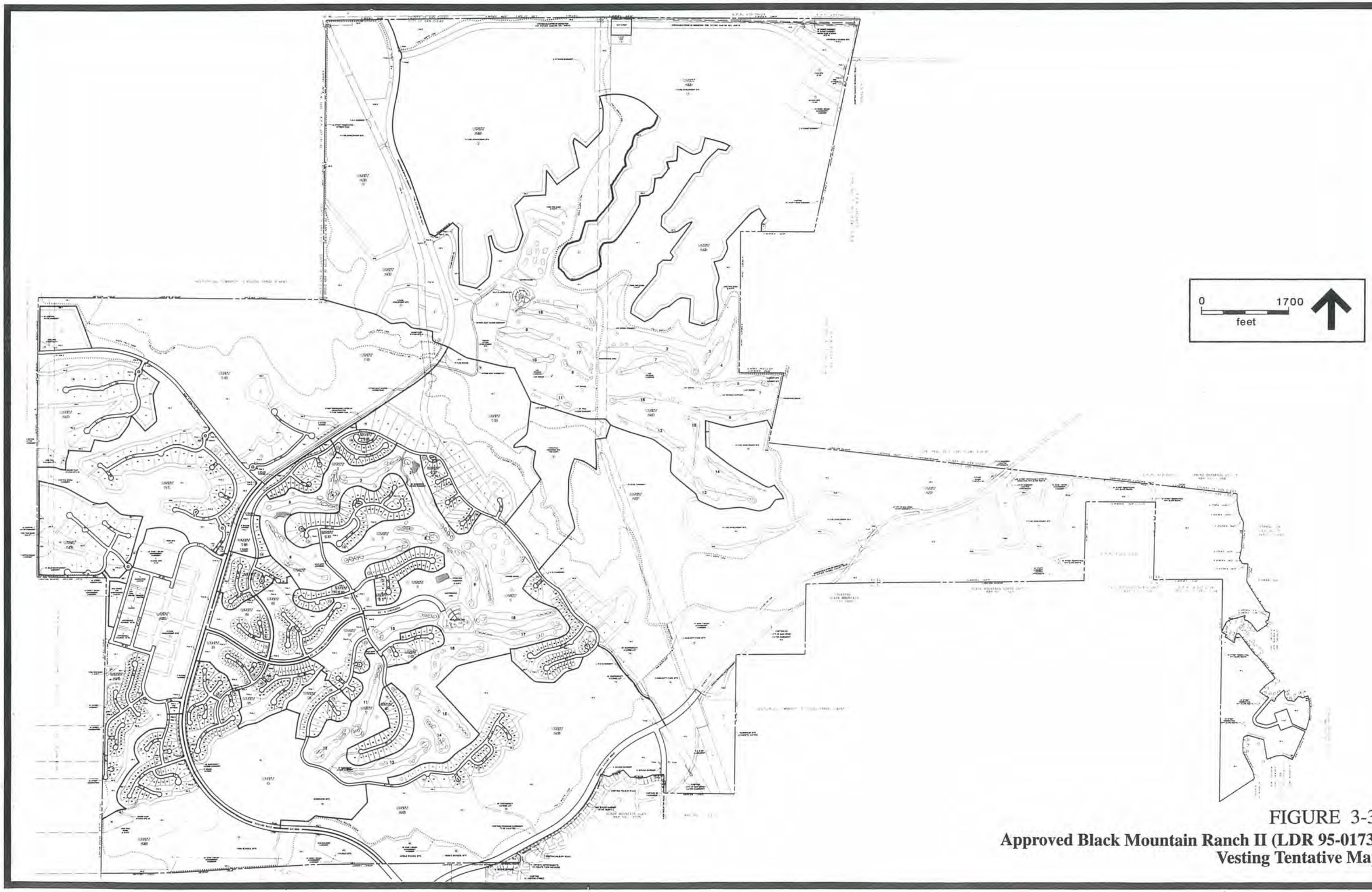


FIGURE 3-3
Approved Black Mountain Ranch II (LDR 95-0173)
Vesting Tentative Map

clusters within Black Mountain Ranch, and the four groupings of perimeter ownerships (Figure 3-4). The perimeter properties (515 acres) are held by 11 separate owners (Figure 3-5).

1) Land Use Element

Overall, the development program proposed for Subarea I is shown on Table 3-1, which divides the subarea into the previously approved Black Mountain Ranch II VTM/PRD project area and new development areas that have not yet been approved.

a) Black Mountain Ranch II VTM/PRD

The previously approved 3,690-acre Black Mountain Ranch II VTM/PRD within Subarea I includes two 18-hole golf courses, 1,121 residences, including 179 affordable housing units; sites for neighborhood and community parks, elementary, middle, and high schools, a fire station, and other community services; a site for recycled water reservoir and potable water storage facility, construction of circulation element roads and public streets; and 1,760 acres of public, MSCP open space. Black Mountain Ranch land uses according to the NCFUA Framework Plan are summarized on Table 3-1.

b) Black Mountain Ranch Future Development Areas

Future development areas totaling 893 acres, set aside as part of the approved Black Mountain Ranch II VTM/PRD, are enclosed within the overall Black Mountain Ranch property boundary and are reserved for later development after a phase shift to Planned Urbanizing as part of the Subarea Plan.

The Northern Village

The largest single area of new development is the northern bow-tie area of Black Mountain Ranch. Totaling approximately 467 acres, this area would be developed primarily in residential uses, with open space corridors and a community mixed-use center sited at the eastern end of the village (Figure 3-6).

Up to 2,055 residential units; 450,000 square feet of industrial, office, or other uses as an employment center; 140,000 square feet of commercial/retail; major and minor public facilities, services, and institutional uses; and an open space network that connects with the rest of Black Mountain Ranch are all anticipated within the northern village. Acreage has been allocated for a public facilities or services center, a fire station, a transit station, and several parks and plazas.

A variety of residential uses would be provided. Residential density would be lowest at the west end of the village and grow increasingly more intense as it moves easterly

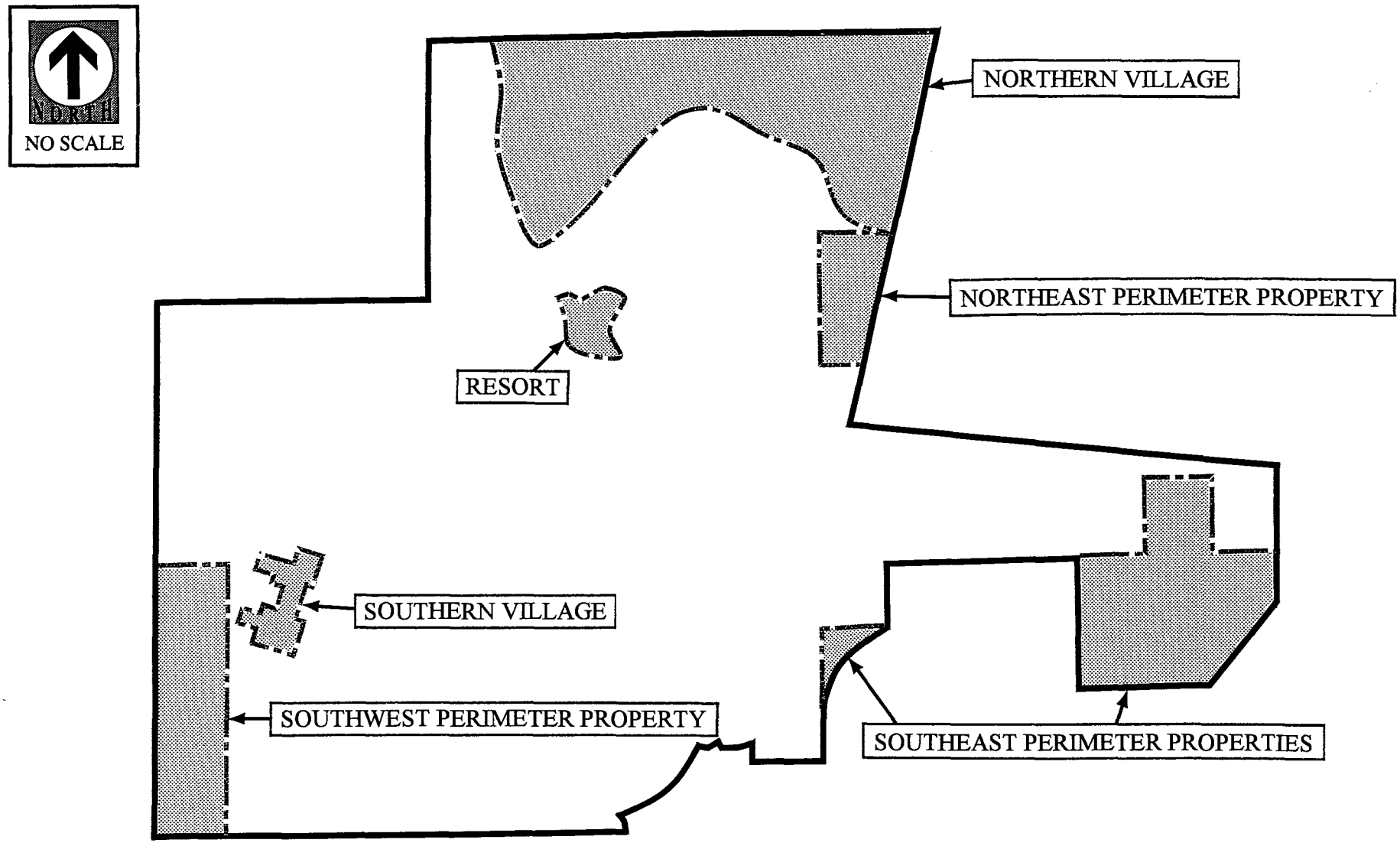


FIGURE 3-4

Proposed Black Mountain Ranch Subarea I Plan

(Areas not included within approved Balck Mountian Ranch II Vesting Tentative Map 95-0173

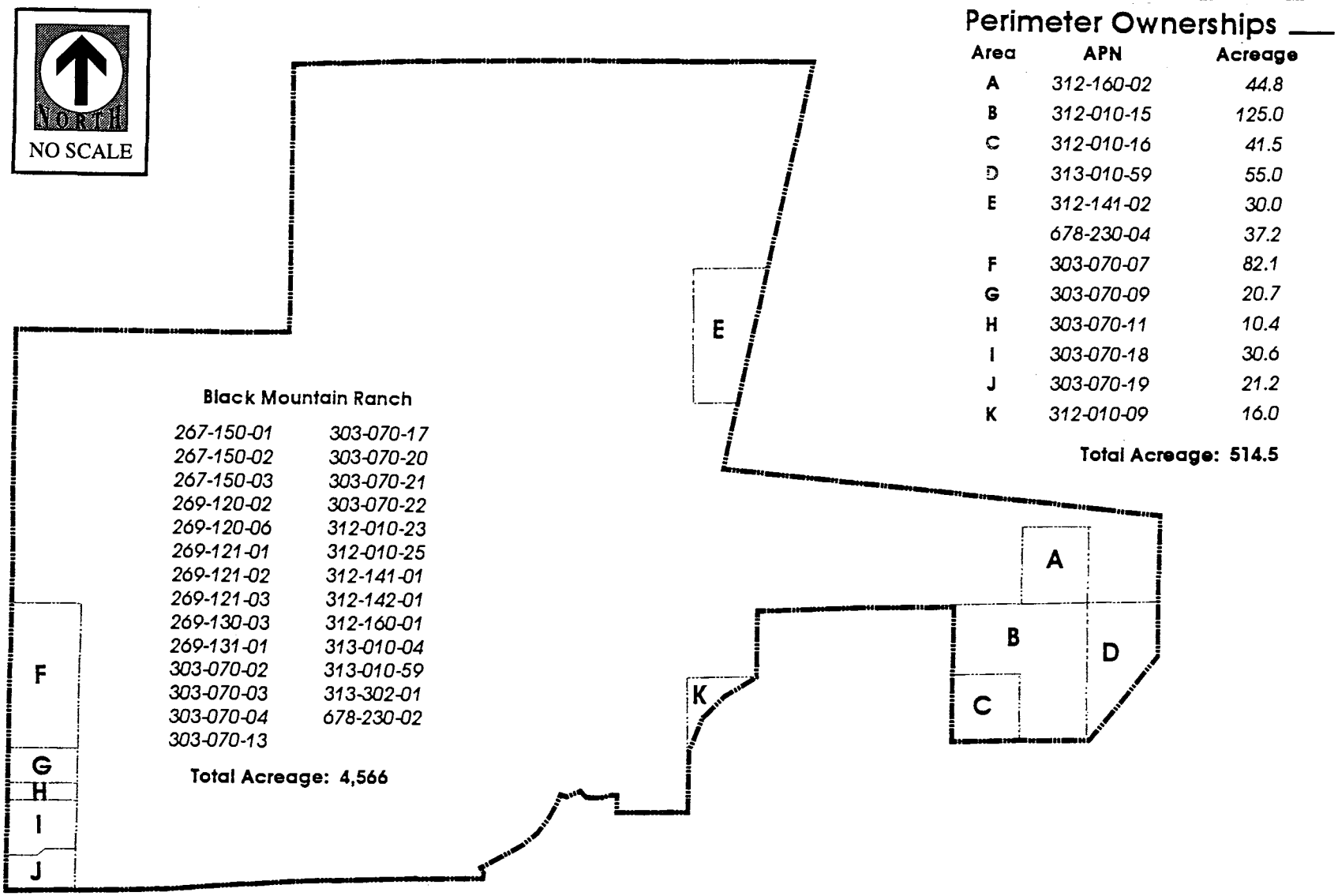


FIGURE 3-5
Land Ownership

Source: Rick Engineering 1993

TABLE 3-1
SUBAREA I PLAN LAND USE SUMMARY

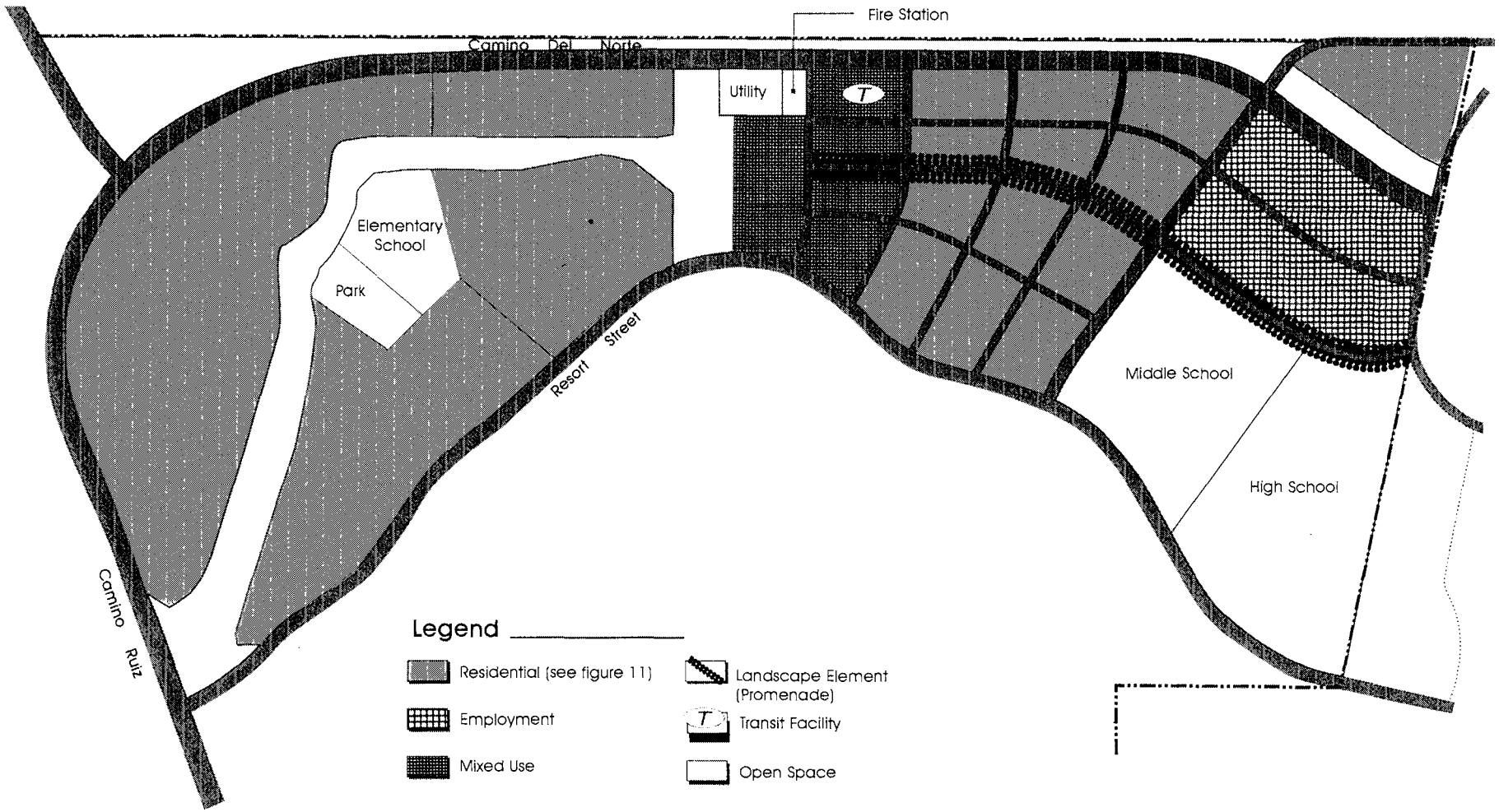
Land Use	Approved Black Mtn. Ranch II VTM/PRD	Black Mtn. Ranch Northern Village	Black Mtn. Ranch Southern Village	Black Mtn. Ranch Residential Clusters	Southwest Perimeter	Southeast Perimeter	Northeast Perimeter
Residential							
Single-family	942 du*	580 du	140 du	856 du	330 du	342 du	
Multi-family		1,416 du		255 du			300 du
Affordable housing	179 du		60 du				
Non-residential							
Golf Clubhouses	25 ac						
Employment Center		450,000 s.f. (30 ac)					
Commercial/Office/Retail		140,000 s.f. (13 ac)	60,000 s.f. (2 ac)				
Resort Hotel			300 rooms (20 ac)				
Schools	2 schools (35 ac)	3 schools (70 ac)					
Church	2 church sites						
Community/ Public facilities	70 ac						
Open Space							
MHPA Open Space	1,665 ac	8			19.6 ac	205.9 ac	47 ac

TABLE 3-1
SUBAREA I PLAN LAND USE SUMMARY
(continued)

Land Use	Approved Black Mtn. Ranch II VTM/PRD	Black Mtn. Ranch Northern Village	Black Mtn. Ranch Southern Village	Black Mtn. Ranch Residential Clusters	Southwest Perimeter	Southeast Perimeter	Northeast Perimeter
Amenity Open Space							
Brush Management	174 ac						
Golf courses	2 (605 ac)						
Public Parks	50 ac						
Other Parks and Open Space							
Desilting Basins	5 (12 ac)						
Recycled Water Reservoir	106 ac						
Utilities	34.6 ac						
Street Dedications	260 ac	100**	10		25	10	0

*A total of 1,121 dwelling units were approved under the Black Mountain Ranch II VTM; 179 of those units were designated as affordable housing (119 units in Black Mountain Ranch II and 60 units in the southern village).
**Includes acreage for all residential clusters.

du = dwelling units
ac = acres
s.f. = square feet



North
NO SCALE

FIGURE 3-6

Northern Village Land Use

Source: Rick Engineering 1998

toward the mixed-use center. Residential housing types would include single-family residential (one-acre low residential along the western boundary of the subarea opposite Santa Fe Hills) and low to peripheral density residential (2-5 du/acre and 5-10 du/acre) in the western portion of the northern village to the center node. At the center node area 500 housing units are designated for senior citizens. Approximately 30 percent of the residential development within the northern village will be located in the western area. A neighborhood park and elementary school would also be sited in the western portion of the northern village. East of this area, residential densities increase and would include a wider range of housing types from detached single-family to multi-family housing (courtyard homes, townhomes, apartments, condominiums, affordable housing, and senior citizen residences). Residential densities would range from 10 to 45 du/acre. The community mixed-use center located in the middle of the northern village would include the higher residential densities in a mixed-use core area that integrates residential, retail, office, and institutional uses. The village would also provide community services (schools, fire station) and is proposed to complement the larger commercial/employment center planned for the adjacent 4S Ranch.

Where the wide eastern and western extremities of the northern village taper toward the center, an open space area is proposed. This central green space separates the eastern and western segments of the village and provides a link to the broad open space areas which lie to the south, beyond the limits of the village. To the west, an open space corridor leads via a hiking/biking/equestrian trail into La Jolla Valley connecting with a regional trail system and open space corridor. To the east, the corridor takes on a more urban character and becomes part of a promenade combining a local road, bike lanes, and a wide parkway on each side of the road. The promenade leads to a village green, which is the dominant landscape feature of the community mixed-use center and the hub of the core area.

The community mixed-use center would feature 140,000 square feet of retail/office development and 450,000 square feet of industrial, commercial, or office use which will be developed as an employment center. Although the Specific Plan for 4S Ranch to the east has not been formally approved, consultation with County planners and the property owner's consultant provides for the development of an integrated land use plan. The adjacent 4S Ranch plan anticipates development of substantial retail and employment uses, a mixed-use town center, large areas of residential development, a high school, and a transit center, all immediately adjacent to the Black Mountain Ranch northern village community mixed-use center. Linkages are provided for open space, roads, and pedestrian systems between Black Mountain Ranch and the 4S Ranch development.

The Resort/Hotel

Covering an area of 20 acres, the resort/hotel would be developed to provide overnight lodging open to the public and ancillary services for golf course, tennis, corporate, and other visitors. Up to 300 rooms are planned (Figure 3-7). The resort hotel and ancillary

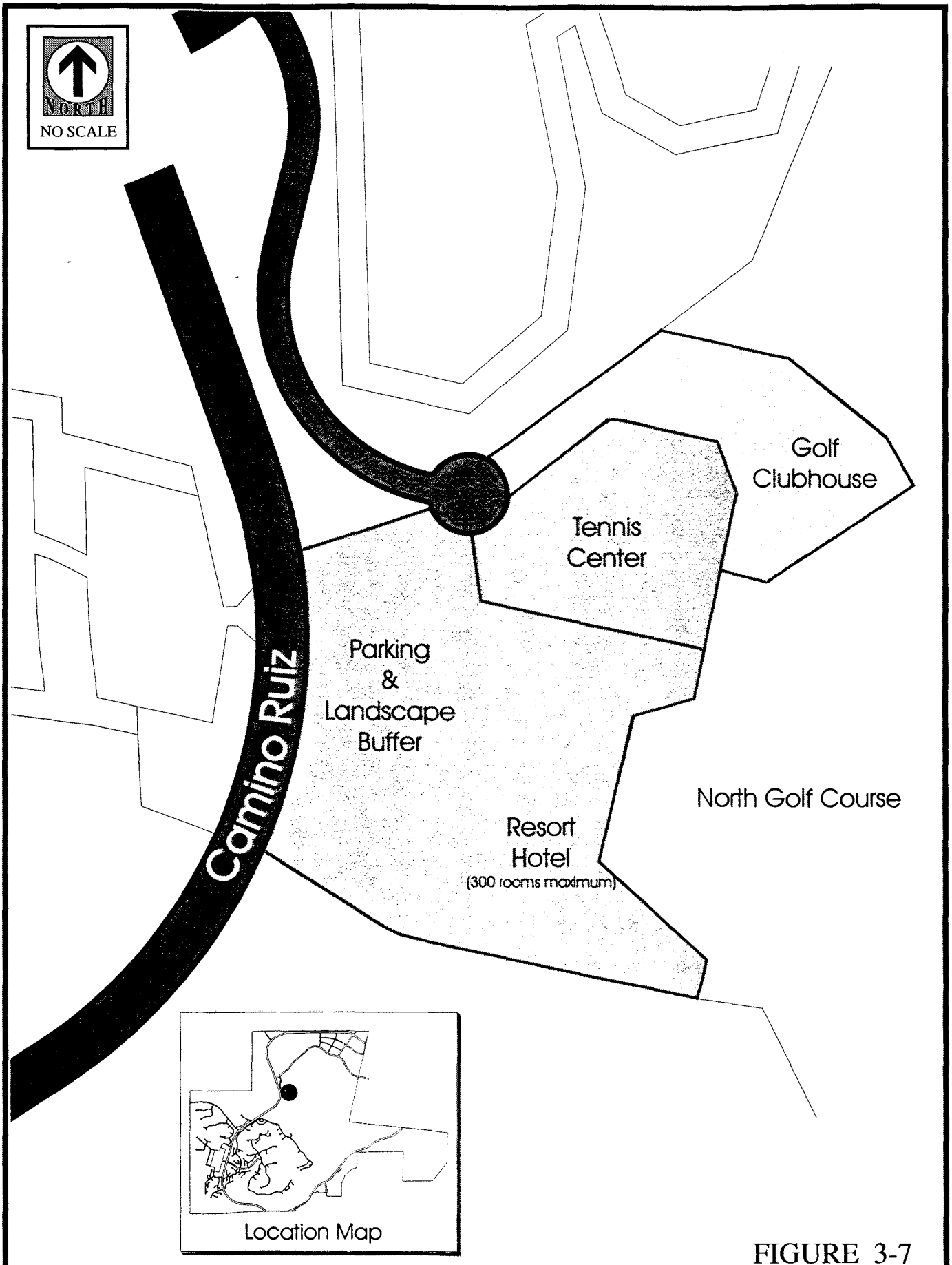


FIGURE 3-7
Resort Hotel

Source: Rick Engineering 1998

retail/commercial uses have already been approved under a phase shift in a City-wide election in 1996. The hotel would include a tennis center, pools, parking and public facilities such as meeting banquet rooms, ballrooms, main restaurant, cocktail lounge, coffee shop, and outdoor terrace areas.

The Southern Village

The southern village is a proposed local mixed-use center. A portion (20 acres) of the southern village was already approved as part of the Black Mountain Ranch II VTM/PRD and the remaining 60 acres is within the Black Mountain Ranch future development areas. Development of approximately 60,000 square feet of retail commercial use on five acres has already been approved as part of Proposition C in 1996. The remaining area of the southern village would be developed to include 260 single- and multi-family residential units (densities ranging from 5 du/acre up to 20 du/acre), a homeowners association office, community center, religious institution, elementary school, and other community facilities and services (Figure 3-8).

Retail shops and commercial services would be concentrated in the central portion of the southern village, with an open space area or other focal point created in the heart of the village. Residential development would include higher-density housing near the central open space or focal area, including some residences over ground level retail shops. Small lot detached or attached housing beyond the central core area of the village will extend to its periphery. The southern village would incorporate a pedestrian emphasis in all site and building design and provide direct pedestrian and bicycle access to the rest of the subarea through the community-wide trails system which runs along the western perimeter of the village.

Residential Clusters

A number of residential clusters are proposed within the remaining 346 acres of Black Mountain Ranch (Figure 3-9), which would include 1,111 single- and multi-family residences. The finger ridges south of the northern village area overlook La Jolla Valley and would be developed for very low density (less than 1 du/acre single-family residential) and up to 10 to 20 du/acre core-density residential. The development areas directly fronting La Jolla Valley would have the lower density development with higher densities transitioning to the northern village core areas. Other single-family residential cluster areas would occur along the western boundary of the project (low and very low residential at 2 du/acre or less). Low density residential would also occur west of the resort hotel, south of the southern village, and in the southeastern portion of La Jolla Valley. A cluster of peripheral density residential (5 to 10 du/acre) would be located within the eastern panhandle portion of Black Mountain Ranch.

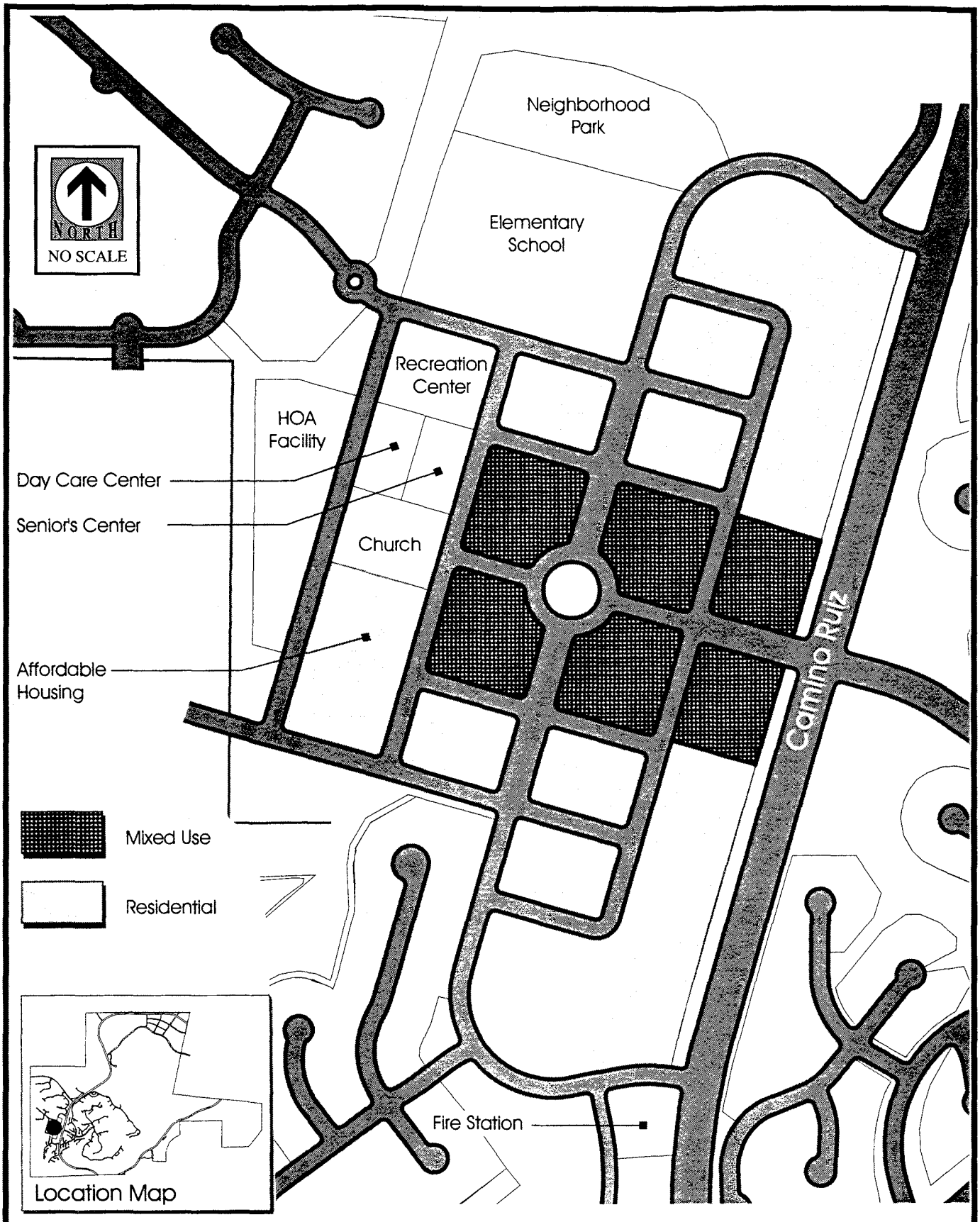


FIGURE 3-8
Southern Village

Source: Rick Engineering 1998

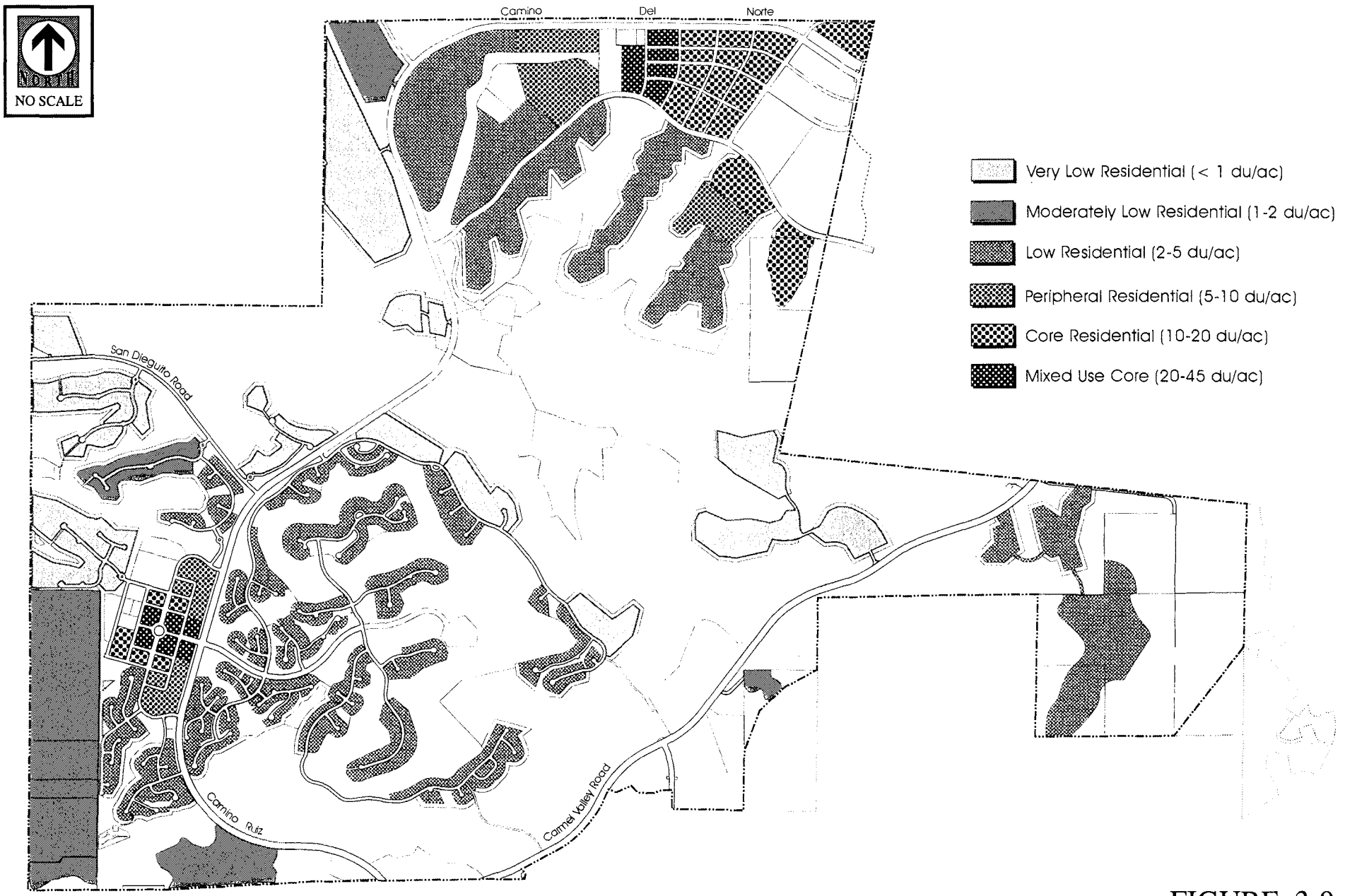


FIGURE 3-9

Residential Land Use

Source: Rick Engineering 1998

c) The Perimeter Ownerships

The 515 acres held by owners other than Black Mountain Ranch Limited Partnership are clustered in four areas within Subarea I. Residential development only is planned for these areas. A total of 972 dwelling units are expected. Access would be taken from collector or local streets proposed for Black Mountain Ranch II VTM/PRD and the extension of Carmel Valley Road to the panhandle area.

Southwest Perimeter

Along the southwest perimeter of the subarea are five ownerships totaling 165 acres. Up to 330 dwelling units are planned within a development area of 160 acres. All southwest perimeter parcels would be designated as moderately low density, for an overall density of 2 du/acre (gross), which would yield development compatible with the adjacent Rancho Santa Fe Farms area.

Southeast and South Perimeter

Along the southeast perimeter of the subarea are four adjoining ownerships and an isolated property along the southern boundary totaling 283 acres. Up to 342 dwelling units are planned within a 72-acre development envelope. The larger 66-acre area would be developed as low to moderately low density residential (up to 5 du/acre gross) with a total of 330 units. The southern 6-acre perimeter property would include 12 units of low density residential. One ownership is entirely within the MHPA and would likely be developed under City Council Policy 600-29 at a density of 1 du/4 acres. This area connects to the existing Rancho Peñasquitos residential neighborhood.

Northeast Perimeter

Along the northeastern perimeter of the subarea is a single ownership totaling 67 acres. Up to 300 dwelling units are planned within a development area of 20 acres. This property would be developed as core density residential for an overall density of 10-20 du/acre (gross), and would ultimately function as an integral element of the northern village.

d) Community Design Guidelines

As an integral part of the project design, Black Mountain Ranch II VTM/PRD developed architectural, landform, landscape, hardscape, and signage standards to maintain the natural character of open space areas, provide harmonious transitional zones, and ensure that developed common or private residential areas carry forward the existing community character of other developed areas surrounding the site. While these standards apply only to the approved and future development areas within the Black Mountain Ranch ownership, and the Subarea I Plan includes Community Plan Guidelines that apply to the remainder of the Subarea.

Architectural standards call for single-family residences in one of three vernaculars: Early California/Monterey, Southwestern, or Mediterranean. The guidelines emphasize stucco, wood, and tile materials of natural monochromatic light colors, whitewash, or light pastel main colors. No expanses of brightly painted wood or starkly contrasting colors would be allowed. The guidelines cover massing, roof styles and composition, fenestration, materials and colors, setbacks and yards, appurtenances including garages, swimming pools, tennis courts, fences, and walls.

Individual lot development is guided by grading standards, emphasizing respect of existing contours, use of sensitive grading techniques to blend slopes, avoidance of large graded pads, use of daylight cuts and integration with adjoining natural landforms, and restrictions on height and steepness of graded slopes adjacent to open space, golf courses, streets, or other lots.

The Community Design Guidelines contain landscape requirements for the open space areas, private open space, brush management zones, and residential lots. The standards emphasize native, drought-tolerant plantings requiring little or no irrigation and the use of recycled water for irrigation of the golf course and landscaped common areas. Nonindigenous plants are restricted to a list of approved species. All landscape design would meet the minimum requirements of the City's Landscape Ordinance as well.

A brush management plan has been prepared for the Black Mountain Ranch II VTM/PRD and includes both the approved development areas and the future development areas within the Black Mountain Ranch ownership. Zone 1 of the brush management area would usually not extend beyond the building lot. Zones 2 and 3 would be subject to selective thinning as described in the City's landscape manual, and in compliance with MHPA Adjacency Guidelines. These areas would be private open space lots, to be maintained by the homeowners association per Design Review Guidelines for the project. For the perimeter properties, no separate brush management zones have been designated but are to be implemented within the development envelopes proposed. Brush management would be implemented when specific development approvals are sought.

Landscaping around residences would be subject to review by the homeowners association under the design guidelines established for all residences. Major streets would have landscaping, sidewalks, and bike lanes. Local residential streets would have sidewalks and landscaping at entrance intersections. Trees would include native and non-native deciduous and evergreen specimens that are drought-tolerant, low-maintenance, and street-tolerant. Graded areas would be promptly revegetated with native grasses and successional sage scrub species.

e) Affordable Housing

Subarea I will provide housing opportunities for all socioeconomic segments of the population, including a fair-share contribution of housing for low- and moderate-income families. The City's existing policy requires projects located within the Future Urbanizing area to set aside a minimum of 20 percent of the total number of residential units for families earning no more than 65 percent of median income, adjusted for family size. While the 20 percent set aside is still applicable for development within the Future Urbanizing area, it should be noted that if the City develops an affordable plan it would take precedence over the Framework Plan. Should this city-wide affordable housing program be approved, the city-wide program will take precedent over current provisions, and apply to development beyond the approved Black Mountain Ranch.

Whatever the outcome of the city-wide program, the number of affordable units required by law and/or policy will be provided. The distribution of the units will be within those portions of Subarea I which are developed at higher densities, which likely means a concentration nearest commercial and employment areas.

2) Open Space/Multiple Species Conservation Plan (MSCP) Element

a) Subarea I Open Space

Implementation of the approved Black Mountain Ranch II VTM/PRD of 1,665 acres of resource open space and MSCP MHPA, and 1,115 acres of amenity open space (developed parks, golf course, natural open areas, brush management zones, desiltation basins, and a site for a recycled water reservoir) would result in 2,780 acres of open space for the approved Black Mountain Ranch II within the Black Mountain Ranch ownership. The future development areas and the perimeter properties would add an additional 285 acres of MHPA open space for a total of 3,065 acres for Subarea I. The proposed open space and parkland would be permanently designated (offered for dedication in fee title or placed in easements), so that no future development would occur on that property.

b) Multiple Species Conservation Program

In March, 1997 the MSCP was adopted and superseded the Environmental Tier of the Framework Plan. The MSCP Plan identifies lands for proposed open space and habitat preservation within a MHPA. The MHPA identifies areas within the subarea within which conservation of habitat areas and linkages will occur in addition to limited development. Overall, the City's MHPA will attain a 90 percent conservation goal.

The project site is within the northern area of the City's MSCP Subarea Plan for the Future Urbanizing area. Within the northern area, the MHPA is largely comprised of

regional linkages leading to biological core areas within existing reserves and parks. In the north lies the area surrounding Black Mountain Park, much of which serves as core area immediately surrounding the park, with the remainder of the lands allowing connections to the San Dieguito River valley to the north and west and providing one end of a lengthy corridor to the south (City of San Diego 1997a). "Reserve areas would be acquired or a conservation easement applied, as necessary, to assure wildlife movement and habitat restoration/protection."

The MSCP northern area Subarea Plan contains a list of specific guidelines for the Subarea I MHPA which have been incorporated into the Subarea Plan. These include:

- Bridge crossings at road crossings of La Zanja Canyon and in the eastern panhandle area have been included in the road design of Camino Ruiz and Carmel Valley Road to facilitate wildlife crossings.

- Lusardi Creek is being enhanced and restored into a fully functional native riparian corridor and maintained at a 400-foot width as part of the Black Mountain Ranch II project.

- A 400-foot-wide corridor along the SDG&E alignment in the center of Black Mountain Ranch northern "bow-tie" area has been set aside as open space as part of the Black Mountain Ranch II project.

- Development in the northeast perimeter property and northern "bow-tie" area of Subarea I should provide barriers such as fencing to prevent encroachment into the preserve. Other planning and adjacency guidelines such as plantings, lighting, and drainage would also be incorporated into any future development proposal.

Approximately 1,980 acres of MHPA resource open space, including most of La Jolla Valley and areas surrounding Black Mountain and headwaters of La Zanja Canyon, is required to be dedicated to the City of San Diego or the San Dieguito River Park Joint Powers Authority as part of the approved VTM/PRD, to be incorporated into the San Dieguito River Valley Regional Open Space Park system, connecting Black Mountain with the San Dieguito River and headwaters of La Zanja Canyon. Natural open space areas would preserve stands of sensitive native vegetation and grasslands. These areas would require no permanent irrigation and only minimal maintenance. Open space in La Jolla Valley would be enhanced with revegetation of 12 acres of coastal sage scrub plantings to improve habitat connectivity and quality. A 400-foot-wide riparian zone would be maintained along Lusardi Creek and reestablished with willows, sycamores, cottonwood, and oaks. Another 400-foot-wide open space corridor would be maintained through the center portion of the northern village area (Santa Fe Mesa). This open space system would include the sensitive hillsides and habitat fronting La Jolla Valley within the northeast perimeter property and MHPA core and would connect habitat adjacent to

Black Mountain Park in the southeast perimeter property and connect habitat for the SDRP and MHPA along La Zanja Canyon in the southwest perimeter property.

As part of the Subarea I planning process, map corrections to the boundaries of the MHPA have been refined. An adjustment to the boundary is also being proposed based upon more detailed habitat evaluation. The proposed adjustment would increase the area of Diegan sage scrub, grasslands, and wetlands within the MHPA.

The Subarea Plan also incorporates northern area MSCP MHPA management goals and objectives, addressing access to or within the MHPA, barrier plantings, fencing, trails and off-trail use deterrents, control of chemical overflows and urban runoff, monitoring of use of open space and public awareness and signage. The Subarea I Plan also incorporates the land use adjacency guidelines of the MSCP, with specific provisions for drainage, control of toxics, lighting, barriers to control access, prevention of invasive species encroachment, brush management and grading restrictions to protect sensitive species from disturbance or encroachment where development is proposed adjacent to the MHPA.

c) Urban and Amenity Open Space

An additional 605 acres of urban amenity open space with developed active uses would be provided for recreational use as golf courses, a 10-acre linear open space corridor in the northern village, one 30-acre community park, and 10 acres for neighborhood parks. In addition, passive open space areas between the residential and golf course areas would be designated as private open space to be maintained by the homeowners association along with brush management areas. A site for a recycled water reservoir site area, located in the central portion of Black Mountain Ranch just south of La Jolla Valley, would comprise 106 acres.

Other open space areas for active uses, such as parks, playfields, and golf courses, would include a mixture of irrigated manicured grasses and native and ornamental trees and shrubs. The north course would be developed along the lines of a traditional golf park, with open grass fairways and trees and shrubs between holes. An average 400-foot-wide riparian zone would border the course on the south. The south golf course would utilize tee boxes and landing areas, while retaining more of the existing vegetation in the surrounding areas.

The Subarea I plan open space system is designed to provide corridors for wildlife of a minimum one-eighth mile (660 feet) to 1,000 feet in width. Three of the open space road crossings would be bridges of 100-foot minimum span to facilitate wildlife movement. A system of equestrian riding trails and bicycle and pedestrian paths is planned within the SDRP open space area.

The proposed hiking, biking, and equestrian trails essentially follow existing farm roads and would be constructed to the requirements of the City Park and Recreation Department. The trails would provide public recreational access along the subarea's western and northern boundaries; access along Lusardi Creek and La Zanja Canyon connecting to Black Mountain Park; and a north/south connection across La Jolla Valley. Class 1 and 2 paved asphalt/concrete bike paths would also be provided along major roads and within portions of the open space area of La Jolla Valley. A pedestrian jogging trail loop would be provided around the recycled water reservoir. Signs and barrier plantings or fencing would be utilized to direct public access and restrict off-trail uses in sensitive areas.

3) Community Facilities Element

Subarea I would provide sites for future residentially related services such as five ~~four~~ public schools (two elementary schools, two ~~one~~ middle or junior high schools [one in the northern village and one straddling Subarea IV along the southern boundary], and one high school site in the eastern boundary of the northern village, straddling 4S Ranch), neighborhood and community parks, two fire stations, a transit center, a community homeowners association center, and a post office/mail center. The locations for the school sites in the northern village have changed from those shown in the Framework Plan. In addition, an additional high school site that straddled Subarea I and Subarea IV along the southern boundary has been moved to a location entirely within Subarea IV. These would be developed as needed to serve the region, with funding provided by future property taxes, development impact fees, and a development agreement. Future development projects within Subarea I will be required to comply with school financing and phasing identified by the District in its School Facilities Master Plan and Financing Plan for the Black Mountain Ranch Subarea. Sites have also been provided for privately developed and operated facilities such as a senior center, a day-care center, a recreation center, and a church site. These facilities would initially serve residents of the development but would be available to serve the region as needed. Subarea I community facilities are discussed in detail in the public facilities and services section of Chapter 4, herein. The public utility improvements included in the Subarea I plan are further discussed below.

Sewerage facilities for the development would include on-site pipelines, five pump stations, and wet wells and flow equalization basins. The wet wells and flow equalization basins are needed for early-phase low-flow conditions and would allow discharge to the trunk sewer to be timed to off-peak conditions, if needed. All pump stations would be designed so that they would not generate noise in excess of the City's Noise Abatement and Control Ordinance (Municipal Code Section 59.5).

Electricity, telephone, cable, water, and sewer are available to serve Subarea I. A new electrical substation may be built on-site along the northern boundary adjacent to the high-voltage transmission line easement for distribution to the development. Development of this would be the responsibility of San Diego Gas & Electric. A microwave receiver may be needed for cable television. This would be the responsibility of the servicing cable company. New water, sewer, and gas lines would be extended from the south within the Black Mountain Road and Carmel Valley Road right-of-way. A portion of the sewer would be extended south of Carmel Valley Road. Telephone service may require a new switching relay in Rancho Peñasquitos and would be the responsibility of the phone company.

The City of San Diego has set an ambitious goal of reclaiming and using treated wastewater in place of potable water for irrigation. One of the major difficulties facing the program is storage of recycled water. Golf courses are large users of irrigation waters and are targeted as recycled water users. A site for a seasonal storage reservoir for recycled water was approved for the Black Mountain Ranch II VTM in the central portion of the site. The reservoir would accommodate approximately 1,000 acre-feet of recycled water. Of the several sources of recycled water available, the City of Escondido's proposed reclamation facility or the existing 4S Ranch treatment works would provide the most likely initial source of recycled water for this reservoir. The recycled water would be provided to the Olivenhain Municipal Water District (OMWD), who is proposing to construct a recycled water distribution line along the County Water Authority easement to the property. Up to 3 million gallons per day (mgd) of recycled water has been allocated for this project. During high-irrigation summer months, OMWD would utilize the majority of recycled water. Only a small amount of recycled water would be used during the wetter winter months. Excess recycled water would be available to the Black Mountain Ranch II VTM/PRD, and its availability could be maximized through a seasonal storage facility. If the reservoir were not constructed, a connection to the City's recycled water system at Mercy Road with water distributed directly to golf course water features would be available. To accommodate water distribution, each golf course would have pump stations, a distribution system, and a series of smaller lakes for storage.

The City proposes to site a regional potable water storage facility with 15 million gallons of capacity within the project area along the west side of Black Mountain. The reservoir location has been set with regard to proximity to the County Water Authority aqueduct and Rancho Bernardo pipeline which cross the property and the elevation of the surrounding terrain to provide water pressure to users. The reservoir would be partially below ground to reduce its apparent mass and bulk and would be built under a shared participation agreement with the City.

4) Circulation Element

At present, there is no east/west paved roadway between I-5 and I-15 from Mira Mesa Boulevard north to the Del Dios Highway. The Framework Plan identifies segments of four circulation element roads within the subarea that would provide enhanced regional access between I-5, I-15, and the future State Route 56 (SR-56) as recommended in the City and County general plans. Camino Ruiz, trending north/south, would ultimately provide access between Camino del Norte (SA-680) on the north and SR-56 to the south and connect with east/west-trending San Dieguito Road. Camino del Norte would connect the northerly leg of Camino Ruiz easterly towards I-15. Carmel Valley Road would connect Del Mar Heights Road with the southerly leg of Camino Ruiz and ultimately I-15 (Figure 3-10).

The Black Mountain Ranch II project amended the City's General Plan circulation element and proposes to provide rights-of-way and to develop partial width for the four circulation element roads on-site (see Figure 3-10). As currently proposed, Camino Ruiz, traversing north to south through the subarea, would be built as a four-lane major road, with right-of-way reserved for six lanes as a prime arterial. Carmel Valley Road would follow the southern property boundary and connect Del Mar Heights Road with Bernardo Center Drive and I-15. Camino del Norte would follow the northern boundary and connect Camino Ruiz to I-15. Carmel Valley Road is presently classified as a two-lane collector and Camino del Norte is presently classified as a six-lane prime arterial in the City General Plan. All three would have 122-foot rights-of-way, with center medians and 64-foot roadway widths; reservations will be made for alternative transportation modes as required by the Framework Plan. San Dieguito Road, classified as a two-lane collector, will connect to Camino Ruiz in the western end of the project and would require 60-foot rights-of-way and 40-foot roadway widths.

The major on- and off-site traffic improvements would be phased as development occurs. Minor streets would be provided as needed within each development area. Additional transportation improvements would be needed for future development within the NCFUA and surrounding area. Recommended improvements are detailed in the traffic study under the cumulative impacts condition and summarized in Chapter 4, Traffic Circulation.

Future transit service is designed into Subarea I. The future transit service routes would be designated by the Metropolitan Transit Development Board. A transit interconnect center would be located within the northern village area and potentially in the southern village, if warranted. The clustering of intensive uses including multi-family residential, commercial, and employment center should facilitate transit usage. Park-and-ride lots may be located in the northern village area and at the future intersection of Camino Ruiz and SR-56. Also, it would be possible to convert the extra-wide medians for Camino Ruiz, Camino del Norte, and Carmel Valley Road to future exclusive or shared transit use.

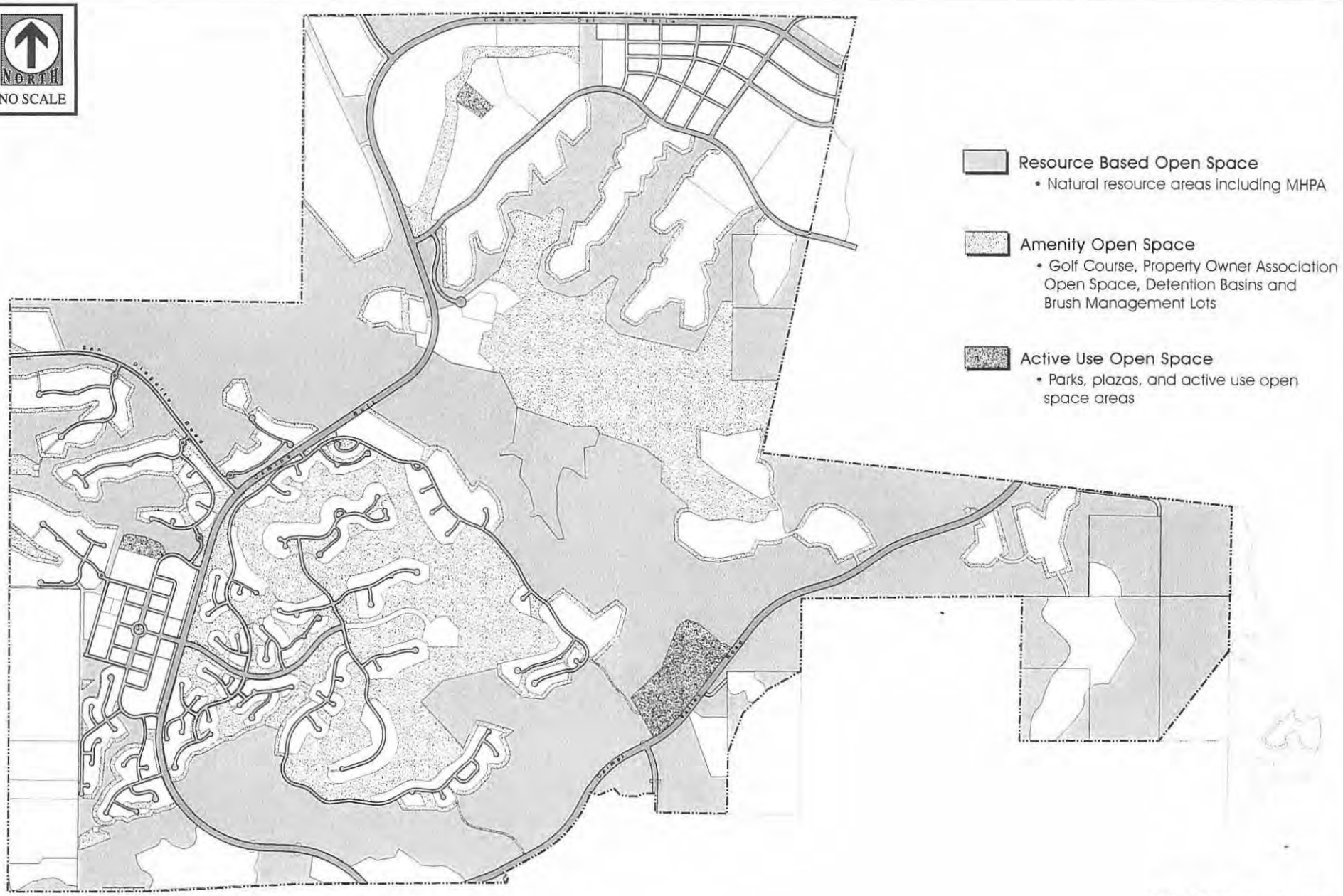


FIGURE 3-10

Subarea I Open Space

Source: Rick Engineering 1998

All primary and major roadways within Subarea I would have bicycle lanes on both sides of the street. Appropriate bicycle facilities (rack, lockers) would be required at major activity centers. The northern village has also been planned to enhance pedestrian access from residential to commercial areas and schools and includes sidewalks, trails, and dedicated pedestrian promenades and plazas.

5) Implementation

a) Development Process

Approximately 75 percent of the development area within Subarea I has already received approval from the San Diego City Council with the terms, conditions, and processes described under Planned Residential Development Permit (PRD) 95-0173, its associated VTM, Resource Protection Ordinance permit, Interim Habitat Loss Ordinance permit, Clearing permit, and Development Agreement.

All perimeter properties may develop in reliance on underlying zoning (A-1-10) so long as that zoning is compatible with the development identified in the Subarea Plan. If development is to be clustered, or if a housing type is not identified in the Subarea Plan, then a planned development process must be employed. Once the phase shift is approved, the current compatible residential zoning designations are:

Very Low – R5-1-8 (<1du/acre)
Moderately Low – R5-1-9 (1-2 du/acre)
Low Density - RS-1-14 (2-5 du/acre)
Peripheral Density - RM-1-1 (5-10 du/acre)
Core - RM-1-3 (10-20 du/acre)

The City has updated its zoning code and new zoning designations may be applied. New zones that are compatible with the development program in the Subarea Plan may be applied and may supersede the current planned development regulations.

All development proposed for the northern and southern village and the resort must be submitted using the Planned Residential Development or Planned Commercial Development permit process. Current compatible zones are:

- Northern village west end: RS-1-14, RM-1-1 (Residential 2-10 du/acre)
- Northern village community mixed-use center: C, CN, CO (Commercial); RM-1-3, CC-1-3 (residential 10-40 du/acre); IL-2-1 or IP-2-1 (Light Industrial Zone)
- Southern village: CN (Neighborhood Commercial) and RM-1-1 or RM-1-3 (residential 2-20 du/acre)

Development of property within Subarea I would require approval of tentative and final subdivision maps. The location of major streets and land uses must be in substantial conformance with the Subarea Plan.

Tentative maps which abut designated resource open space must delineate specific sub-units within the resource open space area: a transition area, a buffer area and a protected area consistent with the Subarea Plan.

b) Development Transfers and Land Use Conversion

Within Subarea I, consistent with the Framework Plan, the maximum development is 5,400 dwelling units, 650,000 square feet of commercial (office retail) and employment use, and 300 hotel rooms. However, transfers of development may occur between Black Mountain Ranch ~~II VTM/PRD,~~ future development areas~~,~~ and the perimeter properties as long as the development maximums are not exceeded and the transfer results in no change in the designated land use or residential density category for the sending and receiving area. ~~Transfer of use types may also occur between residential uses and commercial or employment centers on the basis of equivalent traffic generation factors, so long as the total development maximums for traffic generation are not exceeded.~~

~~Transfers of the locations of uses and any increase in the number of dwelling units within the 4,020 acre area covered by the approved Black Mountain Ranch II VTM/PRD would require an amendment to the VTM. Transfers of up to 15 percent of the residential units in the northern village area or up to 10 percent of the southern village area to the Black Mountain Ranch VTM/PRD may occur without amendment of the Subarea Plan. Transfers of uses within the northern or southern villages or perimeter properties may occur without amendment to the Subarea Plan provided that the transfer results in no change in the designated land use or residential density category for both areas the transfer is occurring within.~~

~~Development within Subarea I, including residential, commercial, or employment can be converted into a traffic generation figure and made equivalent to one another. For example, a single family residence generates 10 trips per day as does 35,000 square feet of office use development. By right, development may be converted between residential and non residential uses under conditions set forth in the Subarea Plan. Also, the conversion may not change the underlying land use specified in the plan; that is, employment center uses may not be sited in areas designated for residential use unless a plan amendment is approved. A maximum of 2,000 dwelling units may be converted to non residential use, except that the number of affordable housing units shall remain the number required prior to the conversion. Non residential use may be converted to residential use up to a maximum of 2,000 units, provided that the number of affordable housing units is increased correspondingly.~~

c) Modifications to the Subarea Plan

Certain modifications to the plan are available by right without amendment of the plan as described above. These also include nominal relocation of collector streets, minor boundary adjustments to open space caused by mapping errors, administrative adjustments of development regulations otherwise consistent with the Subarea Plan and changes to or siting of schools requested by the school district or other changes found to be in substantial conformance with the plan. Changes to the amount of resource open space exceeding one percent of the total, or changes to land use, circulation, or open space configuration would require formal review process through the City of San Diego. The criteria for review of changes is set forth in the Subarea Plan.

C. Approvals Required

Preparation of the Subarea I plan fulfills the requirement of the NCFUA Framework Plan that a Subarea Plan be prepared for each subarea prior to voter approval of a phase shift from Future Urbanizing to Planned Urbanizing.

With the exception of the Black Mountain Ranch II VTM/PRD area, any future development in Subarea I greater than one dwelling unit per ten acres or four dwelling units per ten acres clustered would be required to obtain approval of a Subarea Plan by the City Council. Approval of the Subarea I plan would also require amending the City of San Diego Progress Guide and General Plan. No other discretionary actions are being concurrently processed with the Subarea I plan (i.e., no discretionary land use approvals).

Once the Subarea I plan has been approved by the City Council, additional actions must occur before development can proceed. First, approval by a majority of voters in a city-wide election of a phase shift to change the General Plan designation from Future Urbanizing to Planned Urbanizing must occur, as required by Proposition A, approved in 1985. Approval of subsequent discretionary land use actions by the City of San Diego including tentative subdivision maps, rezones, planned development permits, and grading permits must occur. These subsequent discretionary land use actions required to implement development pursuant to the Subarea I plan would require subsequent site-specific environmental review in accordance with CEQA.

In addition, natural resource permits and approvals, such as the U.S. Army Corps of Engineers Section 404 permit for wetlands impact, the California Department of Fish and Game 1603 agreement for streambed alteration, and national pollutant discharge elimination system and water quality certification from the Regional Water Quality Control Board would be needed. Consultation and permits from the U.S. Fish and Wildlife Service for impacts to endangered, threatened, or other species of concern not covered under the MSCP may also be required.

Chapter Four
Environmental Analysis

A. Land Use

Existing Conditions

Subarea I contains 5,098 acres. Of that total area, 4,583 acres are owned by Black Mountain Ranch Limited Partnership and 515 acres are held by 11 separate property owners. Most of Subarea I is undeveloped disturbed agricultural land. The historical (circa 1870) use of the property has been agricultural, with pole tomatoes as the most recent primary agricultural commodity. Crop farming in the subarea was largely suspended in 1988 and it has subsequently been used for grazing and organic crop farming. Subarea I is undeveloped except for several rural residences and a large horse ranch with an estate home in the southwest corner of the subarea and a single rural residence near the eastern edge of the subarea.

Subarea I is bound on the northwest, north, and northeast by unincorporated areas of San Diego County. The 4S Ranch and Santa Fe Valley specific planning areas occupy a portion of this county land. On the east, southeast, and south, the project site is bounded by the Rancho Peñasquitos community planning area and the approved Fairbanks Highlands planned residential development. Adjacent developed communities include Fairbanks Ranch and Santa Fe Hills on the west and Rancho Peñasquitos to the southeast. These communities are shown on Figure 2-4. Black Mountain Park abuts the southern edge of the Subarea I panhandle. The proposed San Dieguito River Valley Regional Open Space Park Focused Planning Area extends onto the southwestern corner of the subarea within La Zanja Canyon and across the north-central portion of the subarea within La Jolla Valley.

A 200-foot-wide San Diego Gas & Electric transmission line easement traverses the property in a north-south direction about midway between the eastern and western borders, and a second 100-foot-wide transmission line easement runs along a portion of the eastern boundary. The San Diego County Water Authority's Second Aqueduct also

traverses the subarea, somewhat west of the transmission line easement located in the central portion of the subarea. The subarea is crisscrossed by unimproved dirt roads.

Regional access to the area is provided by I-15, approximately 1.5 miles to the east, and I-5, approximately seven miles to the west. Current access to the subarea from the south is via I-15 to Carmel Mountain Road, then to Black Mountain Road, or from I-5 to Carmel Valley Road, then to Black Mountain Road. I-15 to Rancho Bernardo Road, then to Black Mountain Road, provides entry at the northeast. I-5 to Del Mar Heights Road to San Dieguito Road provides entry from the northwest. There are no improved roads within the subarea, however.

Land Use and Zoning Designations

Subarea I

Subarea I is designated in the City's Progress Guide and General Plan (City of San Diego 1985) as an area for future growth. Figure 4A-1 illustrates the location of land use designations on Subarea I and the surrounding area. Future Urbanizing areas contain "land which is presently vacant and for the most part zoned for agriculture. This land is to be held as an 'urban reserve,' and will be released for development as the planned communities are built out or as opportunities to implement the balanced housing or land use goals of the City arise" (City of San Diego 1979:17). The Guidelines for Future Development section of the General Plan states, "the designation of land in this category is not permanent, it is an interim or urban reserve designation. Its purpose is to preclude premature development and to guide urbanization" (City of San Diego 1979:24). Adoption of the Framework Plan in October 1992 amended the General Plan. Circulation and Open Space Elements became effective immediately. Adoption of the MSCP in March, 1997, amended the open space designation and superceded the Environmental Tier, providing further refinement to the open space designations for the area.

The majority of Subarea I is currently zoned A-1-10 (Figure 4A-2), which allows for limited development or improvement, with structures allowed only for residences, churches, utility substations, or structures associated with agricultural pursuits, such as stables or stands for the sale of agricultural crops produced on the premises. One dwelling unit per 10 acres is allowed in the zone, with a 10-acre minimum lot size, except under Planned Residential Development (PRD) clustering. The minimum development standards for a PRD are set forth in Section 101.0900 of the Zoning Ordinance. The Zoning Ordinance allows a "rural cluster" development preserving the remainder of the property in an undeveloped state until development at urban densities is appropriate. This provision is augmented by City Council Policy 600-29, which specifically applies to PRD clustering within the Future Urbanizing area at a maximum density of one dwelling per four acres.

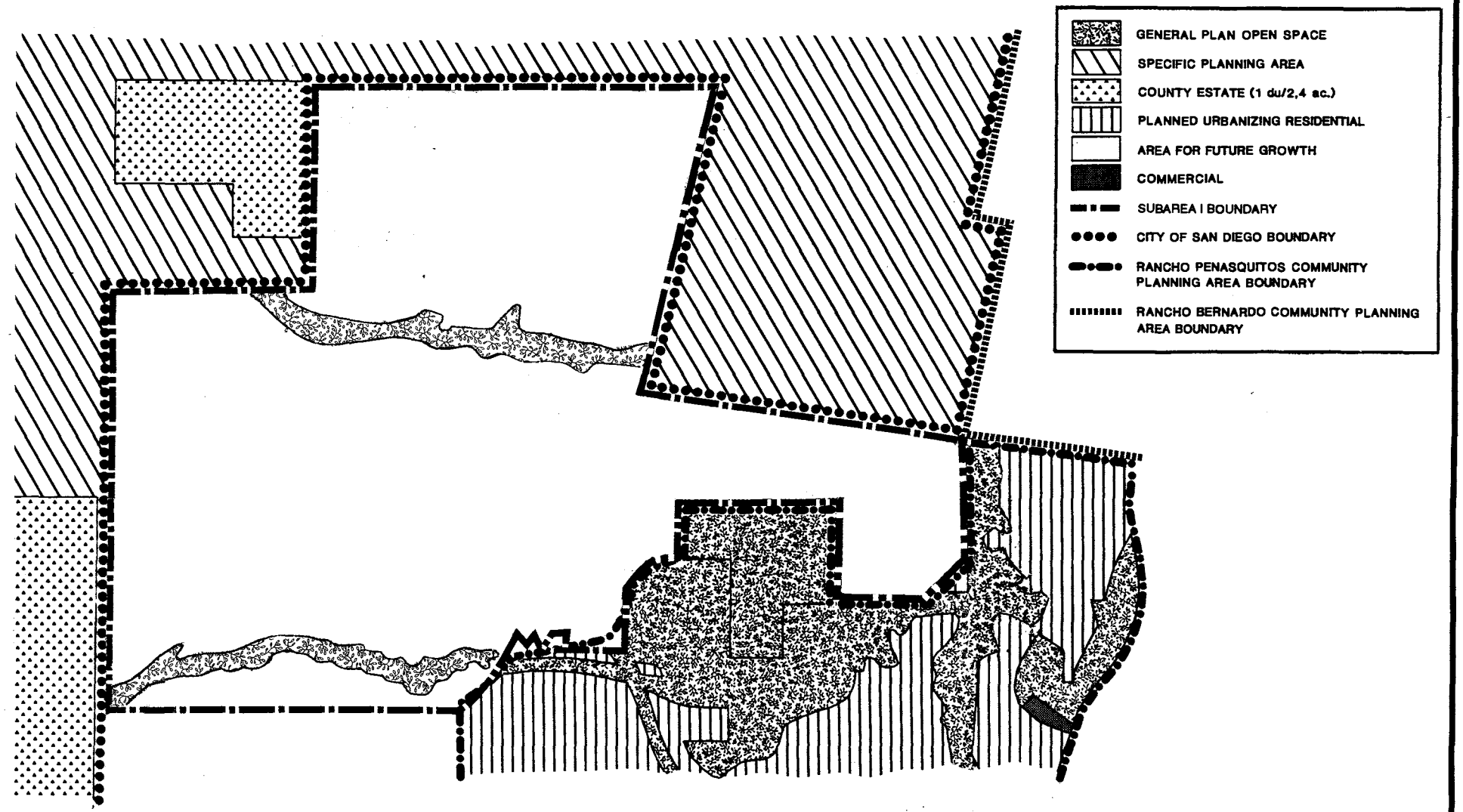


FIGURE 4A-1

Surrounding Land Use Designations

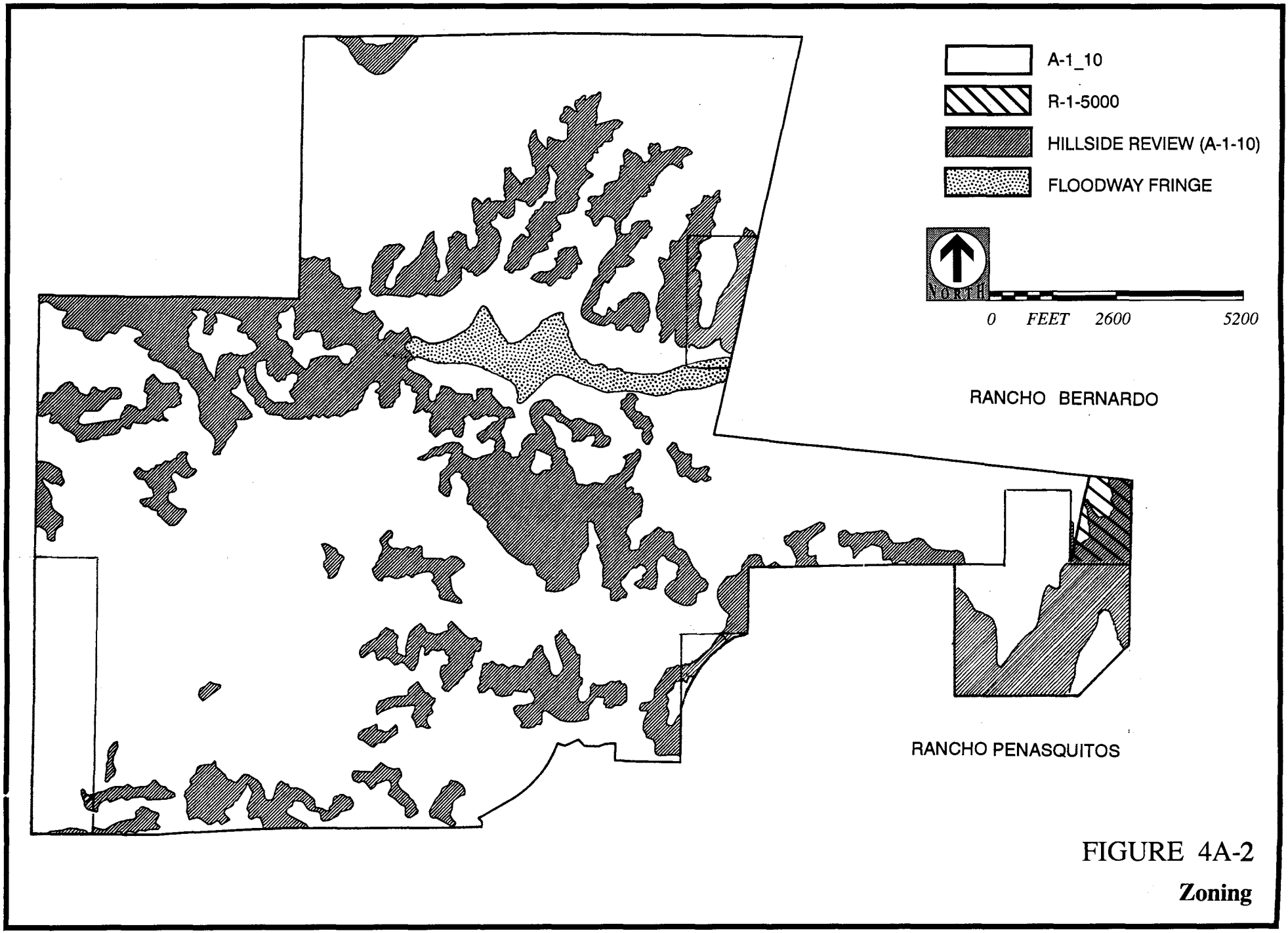


FIGURE 4A-2

Zoning

There is a small portion of Subarea I in the panhandle which is not within a community plan area but is designated on the General Plan map as residential (R-1-5000) intended to be included in a community plan (see Figure 4A-2). The adjacent community plans, Rancho Peñasquitos and Rancho Bernardo, do not include this area.

Black Mountain Ranch II

In November, 1995, Black Mountain Ranch II received approval from the San Diego City Council for use and development of 3,784 acres of their ownership. Of that total, 94 acres occur as open space within the Rancho Peñasquitos community planning area and lie outside the Subarea I boundary.

As a consequence of the 1995 approval, approximately 75 percent of Subarea I is approved for use and development under the terms of PRD applications 95-0173 and its associated vesting tentative map, resource protection ordinance permit, and development agreement.

Specifically, the developer is permitted to construct a total of 1,121 residential units, including 942 single-family estate lots and semi-custom homes and 179 affordable, multi-family housing units. Two championship golf courses will be developed, including clubhouses, spectator viewing areas, in-ground scoreboard, television wiring, and other tournament-related features, and encompassing 607 acres between them. In support of these uses, the developer will also construct segments of several circulation element roads, including Camino Ruiz, Carmel Valley Road, and Black Mountain Road; a site for a recycled water storage reservoir and distribution system; and a 15-20 million-gallon potable water reservoir (Figure 4A-3).

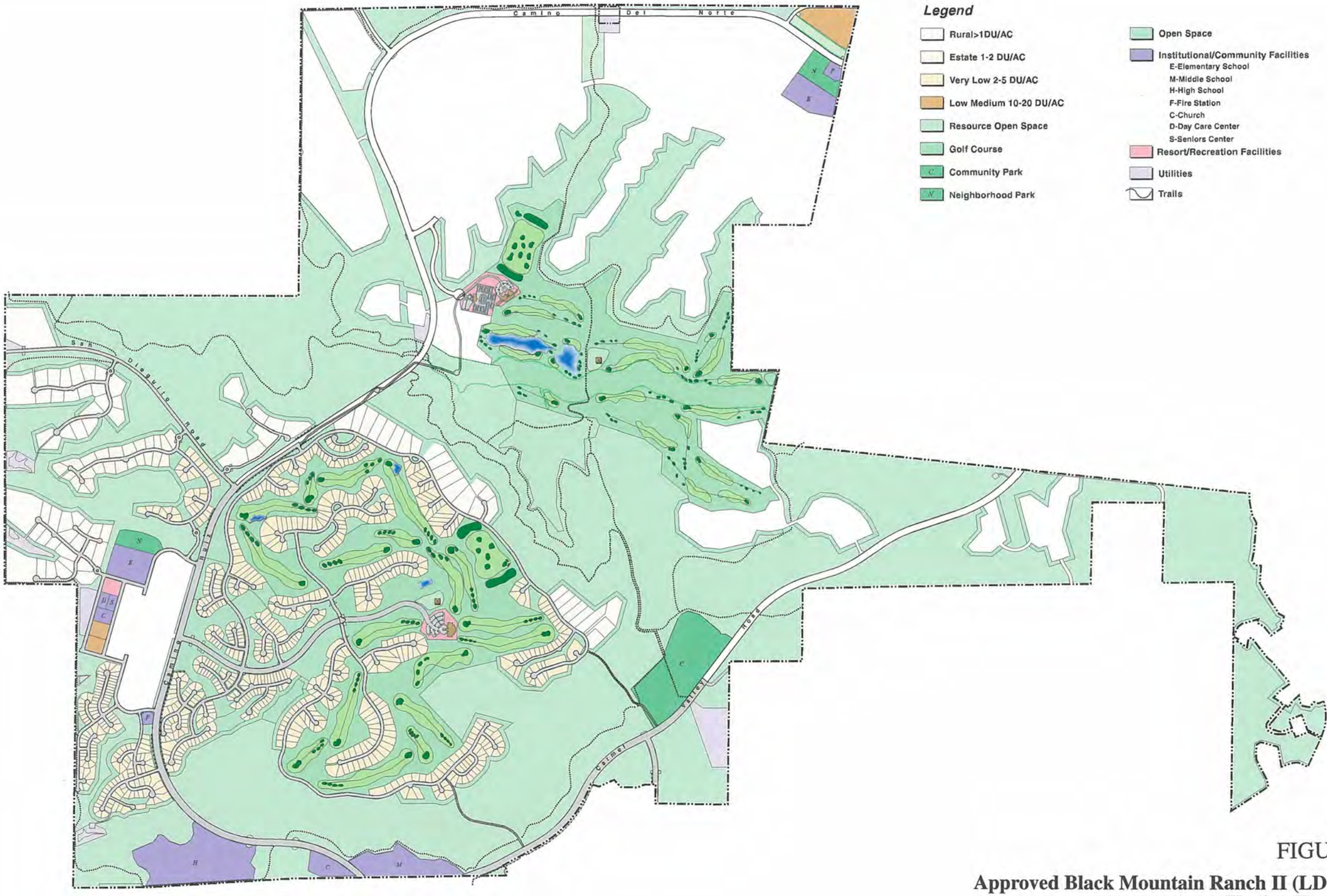
Black Mountain Ranch will also contain 2,870 acres of open space, of which 1,760 acres will be offered for dedication as public natural open space within the MHPA and focused planning area (FPA) for the San Dieguito River Valley Regional Open Space Park; and specific sites for community facilities, including public school sites, community and neighborhood parks, sites for future fire station, a church site, a senior citizen center, a day-care center, and a community meeting hall. The project also sets aside 893 acres for future urban residential, commercial, and resort hotel development after a phase shift to Planned Urbanizing. The Subarea I Plan addresses development in these areas.

Surrounding Areas

Lands to the north and west of Subarea I are in the county of San Diego. This area falls within the County of San Diego San Dieguito Community Plan, which designates the land to the north as a Specific Plan area and the land to the west as County Estate (one dwelling unit per two or four acres).

NORTH

NO SCALE



Legend

- Rural>1DU/AC
- Estate 1-2 DU/AC
- Very Low 2-5 DU/AC
- Low Medium 10-20 DU/AC
- Resource Open Space
- Golf Course
- Community Park
- Neighborhood Park
- Open Space
- Institutional/Community Facilities
  - E-Elementary School
  - M-Middle School
  - H-High School
  - F-Fire Station
  - C-Church
  - D-Day Care Center
  - S-Seniors Center
- Resort/Recreation Facilities
- Utilities
- Trails

FIGURE 4A-3

Approved Black Mountain Ranch II (LDR 95-0173)
Vesting Tentative Map

Source: Rick Engineering 1998

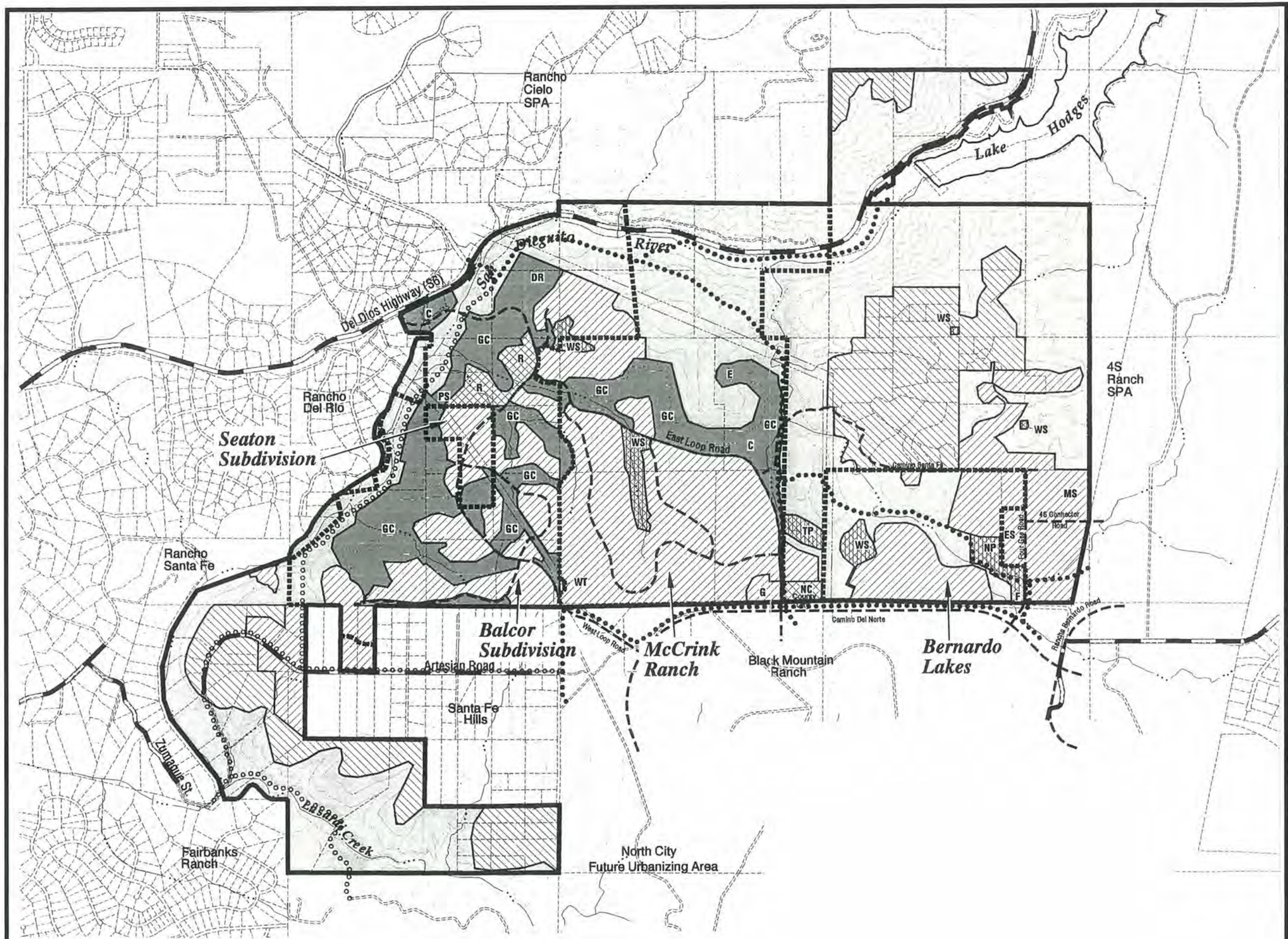
Fairbanks Ranch, located along the southern one-half of the western Subarea I boundary, and the area adjacent to the northwest corner, known as Section 26, are developed estate residential areas. Surrounding these developed areas along the western and northern subarea boundaries are County specific planning areas. The specific planning area designation is used where a specific plan has been adopted or must be adopted prior to development. The maximum density permitted in a specific planning area is designated in the community plan.

To the north and west around the estate land use area is the Santa Fe Valley Specific Plan Area, which allows a maximum of 0.4 du/acre. The approved Santa Fe Valley Specific Plan consists of 3,163 acres in agricultural use located in the county, directly adjacent to Black Mountain Ranch to the north. A specific plan for this area has been approved with approximately 1,200 single-family residential units; golf course and clubhouse, equestrian center, resort hotel, commercial, and group care uses; community facilities including parks, fire station, water storage facility, sewer and water treatment works, and 1,404 acres of open space (Figure 4A-4).

To the east along the northern portion of Subarea I is a specific planning area for the 4S Ranch, which is in the County future urban development area. This portion of 4S Ranch was within a Williamson Act Agricultural Preserve; the contract expired at the end of 1992. The entire 4S Ranch area consists of approximately 3,600 acres directly adjacent to Black Mountain Ranch on the east boundary of Santa Fe Mesa and north of the panhandle area. The approximately 634 acres within the current urban development area has an approved specific plan, with portions already developed or under construction. The future urban development portion comprises the remaining 2,891 acres. An amendment to the specific plan is being processed by the County to allow up to 4,965 single- and multi-family residential units, a 550,000-square-foot commercial center, 1,641 acres of open space, two elementary, a junior, and senior high school, neighborhood and community parks, a fire station, and expansion of an existing wastewater treatment works (Figure 4A-5).

To the east of 4S Ranch are the developed communities of Rancho Bernardo and Carmel Mountain Ranch.

The city of San Diego community of Rancho Peñasquitos is located to the east and southeast of the Subarea I panhandle. This portion of Rancho Peñasquitos is governed by the Rancho Peñasquitos Community Plan with an overall average residential density of seven dwelling units per acre. The land use plan for the Rancho Peñasquitos Community Plan shows low density residential use and open space in those areas adjacent to the project site. The majority of the Rancho Peñasquitos community is built out. The approved Montaña Mirador project is located south of Black Mountain Park south and east of Subarea I, within the Rancho Peñasquitos Community Plan. If developed, it would consist of 575 residential dwelling units (397 detached units and 178 attached), provision



Specific Plan Land Use

- Open Space I
- Open Space II
- **C** Club House
- **DR** Driving Range
- **E** Equestrian Facility
- **GC** Golf Course
- **PS** Pump Station

Residential

- Rural and Very Low Density
- Low, Low Medium, Medium and Medium High Density
- **G** Group Care
- Commercial
- **NC** Neighborhood Commercial
- **R** Resort/Hotel
- Community Facility
- **ES** Elementary School
- **F** Fire Station
- **MS** Middle School
- **NP** Neighborhood Park
- **TP** Sewage Treatment Plant
- **WS** Water Storage Facility
- **WT** Water Treatment Plant
- Specific Plan Land Use Boundary
- Tentative Map Boundary
- Proposed Road
- Proposed Paved Trail
- Proposed Unpaved Trail

Base Map Legend

- Specific Plan Boundary
- Parcel Boundaries
- Easement
- Major Road
- USGS 'Blue Line' Stream

FIGURE 4A-4

Approved Santa Fe Valley Specific Plan

NORTH

4000 2000 FEET 0

Map Source: Ogden 1995

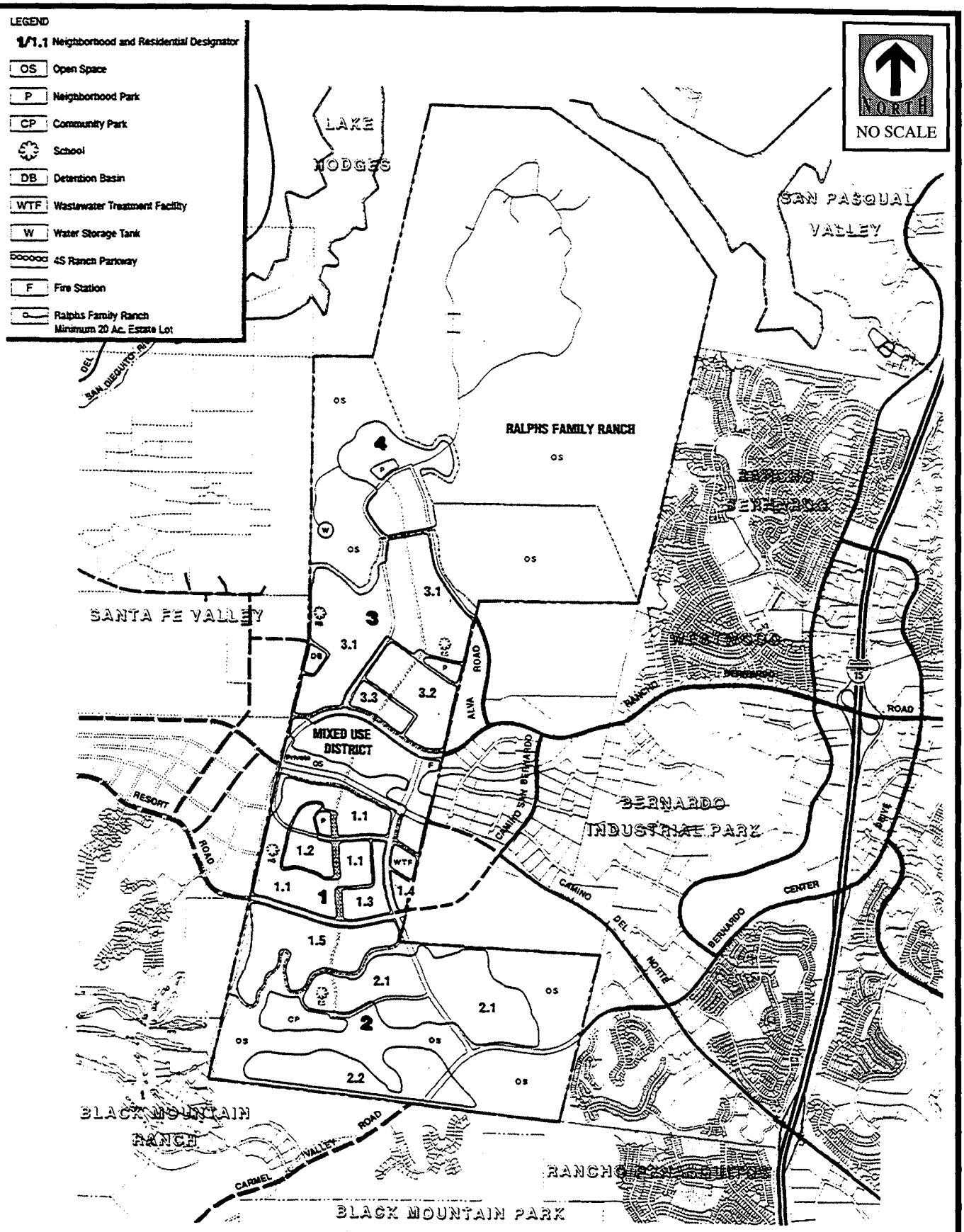


FIGURE 4A-5

Proposed 4S Ranch Specific Plan

Source: P & D Technologies 1996

of a park and school site, and 446 acres of open space. As an alternative, the site could be purchased by the City of San Diego as part of the City's MSCP MHPA acquisition.

The area directly to the south of Subarea I is Subarea IV of the North City Future Urbanizing Area. A Subarea Plan (Torrey Highlands) was adopted and a phase shift approved in 1996 for Subarea IV. This plan provides for a range of land uses including a maximum of 2,693 residential dwelling units, including 93 in Fairbanks Highlands, and an employment center on 34 acres, a joint operations center on 57 acres, mixed-use on 42 acres, commercial on a total of 35 acres, elementary schools and a high school on a total of 83 acres, and a total of 10 acres for neighborhood parks.

A tentative map for residential development at 1 du/4 acres on a 400-acre parcel within Subarea IV adjoining the southern boundary of the Black Mountain Ranch property has been approved (Fairbanks Highlands). Ninety-three single-family residential lots are proposed with approximately 222 acres dedicated to open space for the MHPA and the proposed San Dieguito River Valley Regional Open Space Park (Figure 4A-6).

The recently developed Rancho Santa Fe Farms project lies just west and south of this area, within the boundaries of the city of San Diego. It was developed at a density of one dwelling unit per four acres, clustered on average one-acre lots.

The southeastern subarea boundary is directly adjacent to Black Mountain Park, a city-owned and maintained park. The park currently consists of 240 acres of relatively undisturbed mountainous terrain characterized by bands of steep ridges and canyons across the majority of the site. The City intends to expand the park by acquiring an additional 240 acres of land and by acquiring land for an open space corridor running from Black Mountain Park to the coast via McGonigle Canyon and Carmel Valley. This expansion will provide continuity with the adjacent open space areas. As described in the draft Black Mountain Park Master Plan (City of San Diego, November, 1987), the park will ultimately develop a variety of passive recreational facilities, trail systems to include pedestrian, equestrian, and bike trails, scenic viewpoint areas, an amphitheater, and an interpretive center (Figure 4A-7).

Planning Background

a) City of San Diego Progress Guide and General Plan Environmental Goals and Objectives

The 1979 Progress Guide and General Plan classifies all land in the city as belonging in one of three tiers: Urbanized, Planned Urbanizing, and Future Urbanizing. In the 1990 Guidelines for Future Development, which amended the General Plan, the City established the basis for a fourth designation to be applied to selected areas of the city,

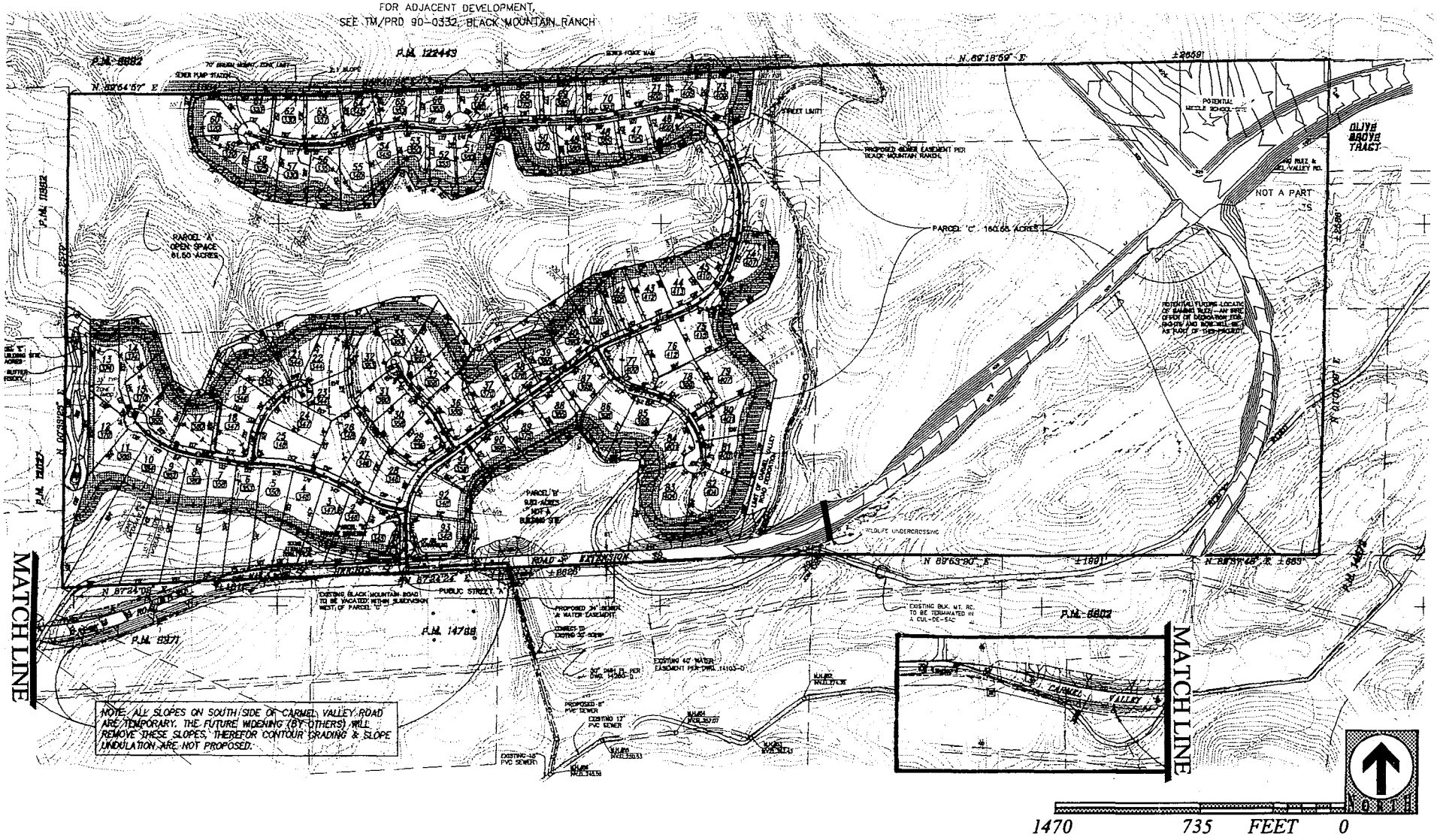


FIGURE 4A-6

Approved Fairbanks Highlands Vesting Tentative Map

Source: RECON

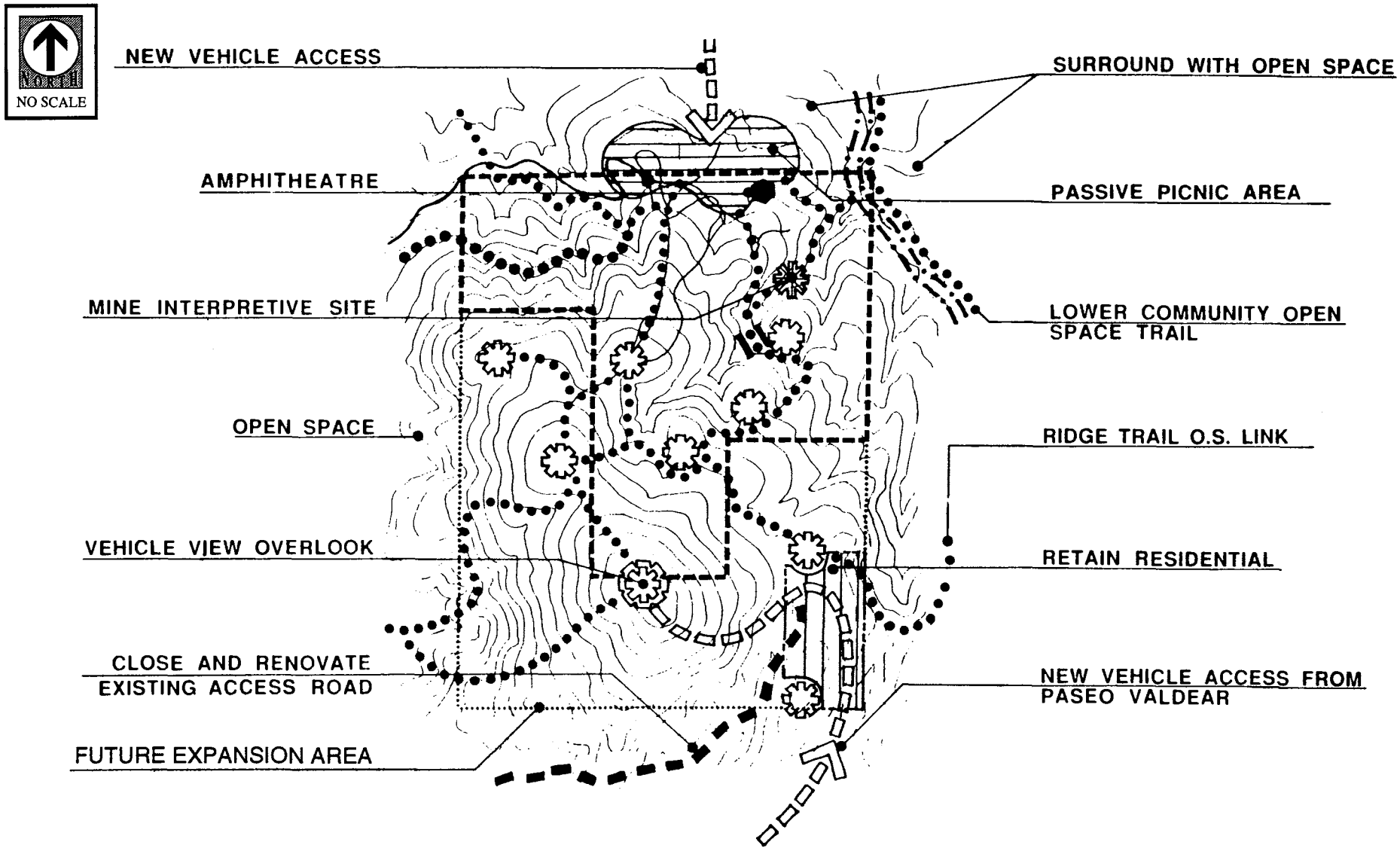


FIGURE 4A-7

Black Mountain Park 2010 Concept Plan

SOURCE: CITY OF SAN DIEGO 1987

the Environmental Tier. The tier designations reflect the City's desire to manage urban expansion, to allocate private and public resources differently and to preserve, long-term appropriate lands in a natural state. The Future Urbanizing designation was intended to identify areas to be held in reserve for future urban expansion. While the policies and goal contained within the General Plan primarily addresses the Urbanized and Planned Urbanizing areas of the city, the General Plan has a number of environmental goals that are pertinent to Subarea I within the Future Urbanizing area. These include:

Major Subgoal

"Fostering of a physical environment that is responsive to the individual's psychological, aesthetic, and physical needs."

Guidelines for Future Development

"Preservation of environmental quality by preservation of open space and vistas and by reduction of air, noise, and water pollution."

Public Facilities, Services, and Safety Element

"Pursue a recyclable approach to liquid waste management."

Open Space Element

"Establish an open space system which provides for the preservation of natural resources, the managed production of resources, the provision of outdoor recreation, the protection of public health and safety, and the utilization of the varied terrain and natural drainage systems of the San Diego community to guide the form of urban development."

Conservation Element

"Decrease reliance on imported water."

Urban Design Element

"Development of a comprehensive concern for the visual and other sensory relationships between people and their environment. Protect and promote open space systems that define communities."

The General Plan density and urban design and development goals and policies are contained within the plan's housing, conservation, and urban design elements. These goals and policies are directed primarily to Planned Urbanizing areas, however.

b) The Future Urbanizing Designation

The Future Urbanizing area designation was established in the City's 1979 Progress Guide and General Plan and refined in subsequent City Council policies. The Future Urbanizing areas include land which is presently vacant and for the most part zoned agricultural or low density residential. The North City Future Urbanizing Area is a block of approximately 12,000 acres extending east from Del Mar and north of Peñasquitos Canyon to Rancho Peñasquitos and the City/County boundary (see Figure 2-2). The delineation of Future Urbanizing areas is not static. As developing communities surrounding the Future Urbanizing areas build out and stabilize, they may assume more of the characteristics of the Urbanized area, it will be necessary to shift land from the Future Urbanizing area to the Planned Urbanizing area to accommodate the demand for growth. However, Proposition A was approved by the electorate in 1985, which requires voter approval for conversion of lands designated Future Urbanizing to Planned Urbanizing. In 1990 the City adopted guidelines and objectives for the Future Urbanizing areas as "to avoid premature urbanization, to conserve open space and natural environmental features, and to protect the fiscal resources of the City by precluding costly sprawl and/or leapfrog urban development."

c) Framework Plan

The Future Urbanizing area in the northern part of the city was the subject of an extensive planning effort carried out under the auspices of the City of San Diego Planning Department in 1991 and 1992. The North City Future Urbanizing Area comprises about 12,000 acres stretching from I-5 on the west to the Rancho Peñasquitos community on the east and from Los Peñasquitos Canyon at the southernmost edge to the Santa Fe Valley at the north. The NCFUA planning program culminated in October 1992 when the NCFUA Framework Plan was adopted by the City Council.

Consistent with the NCFUA Framework Plan and in conformance with its principles, including those regarding open space, transportation, affordable housing, and public facilities and financing, and prior to voter consideration of a phase shift for the NCFUA, individual Subarea Plans must:

- Specify land use patterns and policies consistent with Framework Plan text and diagrams.
- Adjust and finalize boundaries and management zones of the open space system.
- Finalize road alignments and circulation networks, including local and collector streets.
- Designate bicycle and equestrian trail corridors.

- Describe how development in the area will satisfy housing requirements.
- Analyze conformance with the City's Resource Protection Ordinance.
- Locate public facilities.
- Include a facilities financing plan and a fiscal analysis to analyze long-term operational costs to the City and the long-term revenue stream. Facilities financing plans and fiscal analysis must recognize each subarea's obligation to contribute to funding facilities located in other subareas and outside the NCFUA, based on overall facilities needs and costs for the entire NCFUA estimated by the City.

NCFUA Framework Plan Policies

The land use chapter of the Framework Plan contains eight Guiding Principles for Land Use. They include provisions for the Environmental Tier, a regional network of open space; creating distinct, compact residential communities with varied housing types and with supporting facilities, such as retail, public services, and employment centers that can be accessed by foot, bicycle, and transit; and to minimize impacts to other communities by providing necessary services within the NCFUA.

The Guiding Principles for Urban Design include creating two compact communities with a relatively dense urban character emphasizing mixed-use development as an alternative to uniform low density suburban development. The compact communities should have building densities sufficient to support walkable shopping districts and be accessible by walking from a nearby range of housing types.

The Guiding Principles for Open Space include the design for the Environmental Tier, as an interconnected system of natural open space to protect and conserve cultural resources and to conserve biological diversity by setting aside relatively large areas of natural habitat, linked with corridors and protected from detrimental human activities, and preserving floodplains and significant canyons, ridges, and hillsides. Within the Environmental Tier, provide for low impact forms of recreation such as walking, bicycling, and nature watching. The Environmental Tier has been subsumed under the MHPA.

In addition to these guiding principles, the NCFUA Framework Plan specifies a number of implementing principles for each of these topics. When these principles are consistent with the Subarea I Plan, they are not discussed in the impacts section, herein.

d) City of San Diego Development Policies

Development within the Future Urbanizing area is guided by City Council Policy 600-29 and City Council Policy 600-30, as well as the guidelines set forth in the North City Future Urbanizing Area Framework Plan for development in the Future Urbanizing area. In addition, City Council Policy 600-10, City Council Policy 600-40 and the Resource Protection Ordinance (San Diego Municipal Code Section 101.04620) apply to the subarea.

City Council Policy 600-29, "Maintenance of Future Urbanizing Area as an Urban Reserve"

This council policy was originally approved in July 1981 and provided three methods by which development could occur in the Future Urbanizing area. This policy was updated and revised in November 1990 in response to increased development applications in the Future Urbanizing area and the City's desire to acquire lands for the San Dieguito River Valley Regional Open Space Park. The revised policy outlines four means by which development may occur in the Future Urbanizing area. Council Policy 600-29 presents these ways of limited development as alternatives, without distinguishing any of them as preferable to the others. They are:

1. Development pursuant to the A-1 zoning regulations, at the density and minimum lot size permitted in the applicable zone;

2. Development pursuant to the rural cluster development regulations, at the density permitted in the applicable zone, but clustered in order to promote more efficient land utilization and land conservation; to allow development in patterns more consistent with that occurring in adjacent areas; to avoid fragmentation of land ownership patterns which would mitigate against future development opportunities; to allow for reasonable development opportunities during the planning period without foreclosing future development choices; and to make annexation of unincorporated land more attractive where such lands will be brought into the Future Urbanizing area;

3. Development pursuant to the Planned Residential Development regulations, at a density not to exceed one dwelling unit per four acres, in order to promote the permanent preservation of lands designated in the General Plan as part of the Environmental Tier through the provision of public and private open space easements and/or dedications; provided, however, that in return for the density increase granted by the City Council no future development rights shall remain on the property; and

4. Development pursuant to the Conditional Use Permit regulations, provided that the conditional uses are natural resource dependent, nonurban in character and

scale, or of an interim nature which would not result in an irrevocable commitment of the land precluding future uses.

e) City Council Policy 600-30, "General Plan Amendments to Shift Land from Future Urbanizing to Planned Urbanizing Area"

This council policy was amended following the passage of Proposition A in 1985. The council policy applies to all shifts of land from Future Urbanizing to Planned Urbanizing prior to a General Plan Amendment. The policy states that no land shall be shifted from Future Urbanizing to Planned Urbanizing except by a General Plan Amendment approved by the City Council and a majority approval vote at a city-wide election. Once land is shifted, a rezone or subsequent development approval shall be in accordance with applicable requirements. Finally, a General Plan Amendment to shift land may be initiated by the City on its own motion or by a property owner.

f) City Council Policy 600-10, "Adequacy of Public Services in Connection With Development Proposals"

This policy addresses the timing of the provision of public services for new developments to insure that services are available concurrently with need. It requires that:

1. New development be consistent with a master development plan for the general area which has been reviewed by the Planning Commission and adopted by the Council;

2. The development includes an implementation section which sets forth in detail measures which will be taken to insure that needed public services are provided concurrent with need in the development; and

3. The proponent presents evidence satisfactory to the appropriate body or agency that the required public services will in fact be provided concurrent with need.

g) City Council Policy 600-40, "Preparation of Long Range Plans"

City Council Policy 600-40 was adopted in January 1991. It was created to ensure that the preparation and adoption of long-range plans for the City include a thorough analysis of the constraints and opportunities of the planning area, including the Resource Protection Ordinance. The NCFUA Subarea I Plan is considered a long-range plan.

The overall purpose of this policy is to provide guidelines for the preparation and approval of long-range plans to:

1. Ensure thorough analysis of site constraints and opportunities early in the planning process;

2. Aid in the review of permits and maps for projects in the planning area;

3. Ensure the protection of environmental resources by preserving contiguous open space systems and providing mechanisms to acquire or protect those resources; and

4. Ensure that adopted land use policies and objectives are considered in the context of the suitability of the plan area for development.

The policy states that development, including land uses, roads, and other facilities, shall be distributed so as to minimize encroachment into hillsides, biologically sensitive lands, significant prehistoric and historic resources, and other resources addressed in the Resource Protection Ordinance (RPO). Mechanisms to protect these resources must be addressed in the long-range plan in sufficient detail to adequately evaluate future applications for permits and maps in the planning area and to ensure reasonable use of land or appropriate compensation for all property owners.

Council Policy 600-40 also requires that the City Manager's recommendation on the draft precise plan be based upon the site suitability analysis, which enables the decision maker to determine the consistency of the plan with RPO and other adopted General Plan and City Council policies and objectives. If future projects or permit applications within the precise plan area are found to be consistent with the precise plan, future RPO permits may be approved using the "Substantial Conformance" provision in the alternative compliance process contained in RPO. If a long-range plan is found not to be consistent with RPO, then an alternative concept plan shall also be presented to the decision maker which would be consistent.

h) Resource Protection Ordinance

With the exception of the approved Black Mountain Ranch II VTM/PRD and future development areas, Subarea I is subject to the regulations of the City of San Diego's Interim Resource Protection Ordinance, adopted in January, 1998. The purpose and intent of the Interim RPO is "to protect, preserve, and, where damaged, to restore the *environmentally sensitive lands* of San Diego, and the viability of the species supported by those lands" (City of San Diego 1997b). This regulation applies to any project where any portion of the premises contains any of the following environmentally sensitive lands:

Sensitive Biological Resources. All lands within the Multiple Habitat Planning Area as defined in the MSCP and all other lands outside the MHPA that contain wetlands;

vegetation communities classifiable as Tier I, II, IIIA, or IIIB; habitat for rare, endangered, or threatened species; or narrow endemic species are considered sensitive biological resources. Encroachments are allowed according to formulas applied under the ordinance. In general, encroachments are restricted to development areas within the MHPA; outside the MHPA there is no limit to encroachments but mitigation will be required. Wetlands may only be encroached upon for utilities or access and no adverse effects (i.e., no net loss) may result.

Steep Hillsides. Hillsides encompassing slopes of 25 percent gradient or more and with an elevation differential of 50 feet or more are considered sensitive under the ordinance. Inside the MHPA, up to 25 percent of the premises may be developed. Outside of the MHPA, development is permitted in steep hillsides, if necessary, to achieve a maximum development area of 25 percent of the site. The allowable development area includes all portions of the premises without steep hillsides outside of the preserve plus any development necessary to achieve the allowable development area. An additional 15 percent development area is permitted for publicly owned parks and recreation facilities, fire and police stations, publicly owned libraries, public schools, major streets and primary arterials, and public utility systems.

Floodplains. Development in floodways shall be offset by improvements or modifications to enable the passage of a 100-year frequency flood in accordance with the Federal Emergency Management Act (FEMA) standards. Development is allowed within the floodway fringe under some circumstances. Permitted uses in the floodplain fringe are those uses allowed by the underlying zone subject to the ordinance, new community plan or General Plan Circulation Element roadways, low-intensity recreational uses, sand and gravel extraction (subject to a conditional use permit), and permanent structures and/or fill under certain conditions.

Wetlands. Permitted uses in wetlands are limited to wetlands-related scientific research, wetlands-related educational uses, and essential public service projects, where it has been determined that there is no feasible less environmentally damaging location or alternative, and where mitigation measures have been provided.

Wetland Buffer Areas. A 100-foot-wide wetland buffer shall be maintained unless it is demonstrated that a buffer of lesser width will protect the wetland resources. Permitted uses in the buffer areas are all uses permitted in wetlands, passive recreational uses, access paths, public viewpoints, and improvements necessary to protect adjacent wetlands. These uses are permitted provided such uses are compatible with protecting wetlands and do not harm the natural ecosystem.

Significant Prehistoric and Historic Resources. Although significant prehistoric and historic resources are defined under CEQA and must be addressed as significant resources, RPO further distinguishes sites of outstanding scientific, heritage, or religious

significance. Permitted uses are those allowed by the underlying zone subject to RPO. Development is not permitted in significant prehistoric or historic sites or resources.

i) Parks and Preservation Planning Efforts

San Dieguito River Valley Regional Open Space Park

In June, 1989, the San Dieguito River Park Joint Powers Authority (JPA) was established for the primary purpose of planning and acquiring a greenbelt and park system within the San Dieguito River valley from the river's source on Volcan Mountain near Julian to the ocean at Del Mar, a distance of 55 miles. This river system forms a natural corridor, connecting a wide variety of native environments and vegetation types.

The San Dieguito River Park Joint Powers Authority has been empowered by its member agencies (County of San Diego and the Cities of Del Mar, Escondido, Poway, San Diego, and Solana Beach) to acquire, hold, and dispose of property for park purposes and to plan, design, improve, operate, manage, and maintain the San Dieguito River Valley Regional Open Space Park. The JPA is further empowered to establish guidelines for and advise public agencies on appropriate land uses within the SDRP. A 60,000-acre Focused Planning Area (FPA), which generally corresponds to the viewshed of the San Dieguito River valley and its tributary canyons, was adopted by the Joint Powers Authority in September, 1988 and was followed by adoption by each individual jurisdiction in the spring of 1989. The JPA's goal is to preserve as much of the FPA as possible as open space and parkland.

On February 16, 1990, the JPA conceptually approved goals and objectives for the park. The goal statement is to:

Preserve land within the FPA of the San Dieguito River valley as a regional open space greenbelt and park system that protects the natural waterways and the natural and cultural resources and sensitive lands and provides compatible recreational opportunities that do not damage sensitive lands. Provide a continuous and coordinated system of preserved lands with a connecting corridor of walking, equestrian, and bicycle trails, encompassing the San Dieguito River valley from the ocean to the river's source.

The major objectives are as follows:

- Preservation of Open Space—Establish a continuous open space corridor throughout the length of the river valley and its tributary canyons, providing for both recreation and wildlife movement.

- Conservation of Sensitive Resources—Preserve the existing natural character and visual quality of the open space corridor, including the preservation, enhancement,

and protection of sensitive coastal wetlands, sensitive hillsides, riparian and other freshwater habitat, and historical and cultural resources.

- Protection of Water Resources—Optimize the water quality and quantity of all groundwater resources and surface water bodies within the planning area through water conservation, water reclamation, erosion control, and pollution control.

- Preservation of the Natural Floodplain—Maintain the 100-year floodplain within the planning area in an open configuration within the natural channel and provide adequate area for floodwaters to meander through the floodway.

- Retention of Agricultural Uses—Retain and encourage responsible agriculture in appropriate areas.

- Creation of Recreational and Educational Opportunities—Create a scenic trail and interpretive system and establish recreation areas, including water-related uses, which are compatible with the natural values of the river system.

- Establishment of Design Guidelines—Establish and seek to have enforced design guidelines for adjoining public and private development that would assure the retention of the existing rural character within the planning area and would limit the visual and physical encroachment of the development into the FPA.

In order to accomplish these objectives, the JPA initiated the development of a concept plan for the FPA. The purpose of the concept plan, adopted February, 1994, is to set forth the vision, goals, and objectives of the park, as well as to establish the overall planning framework for future park development within the FPA.

The vision of the concept plan is to create an open space park within the 55-mile-long San Dieguito River valley that will protect the valley's unique resources while providing compatible recreational opportunities for the San Diego region.

The Joint Powers Authority Concept Plan divides the FPA into 14 planning sections, referred to as landscapes, each with different natural characteristics. According to the draft concept plan, the JPA would produce several different documents and sets of guidelines that would constitute a master plan for the San Dieguito River Valley Regional Open Space Park. Among these documents were subarea-specific (master) plans for each of the 14 landscape areas.

The La Jolla Valley landscape is "a major finger canyon extending up Lusardi Creek from the bend in the river at Fairbanks Ranch to the east almost to Interstate 15." As shown on Figure 4A-8, it includes future development areas for Subarea I and extends easterly to 4S Ranch. The concept plan states that carefully buffered development would

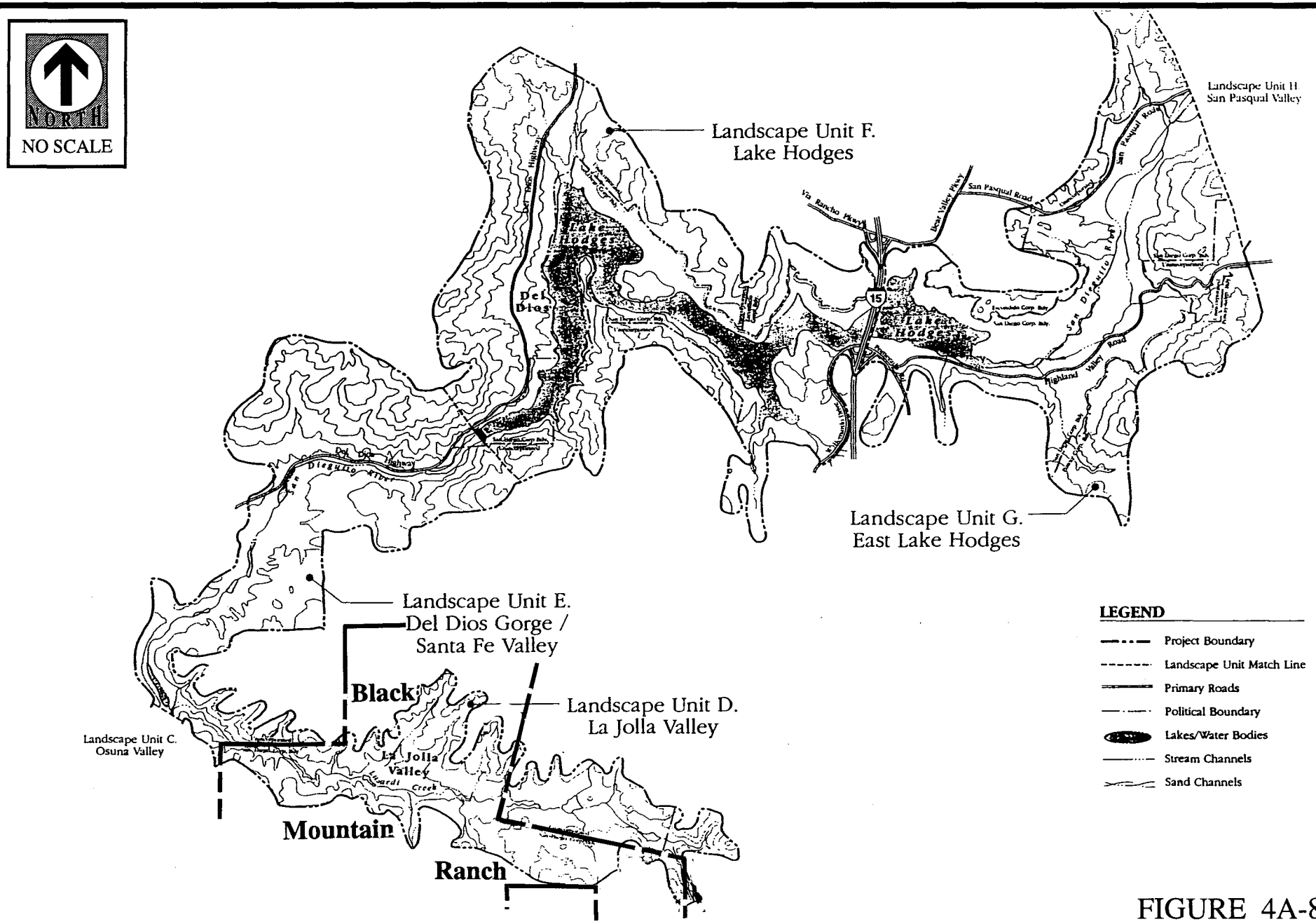


FIGURE 4A-8

Location of San Dieguito River Park Focused Planning Area with Respect to the Project

Source: San Dieguito River Park Joint Powers Authority 1993

be able to take advantage of views into the valley. Special attention should be given to viewsheds of specific activity areas, although buffering of development with trees would be appropriate where compatible with wildlife habitat.

A small portion of the Gonzales and La Zanja canyons landscape is located in the southwestern corner of Subarea I. These canyons are identified by the draft concept plan as important wildlife habitat links and open space trail connections to Carmel Valley. As with the La Jolla Valley planning area, the plan states that special attention should be given to viewsheds of specific activity areas, although buffering of development with trees would be appropriate where compatible with wildlife habitat.

j) Multiple Species Conservation Program (MSCP)

In 1991, the City of San Diego began development of the Multiple Species Conservation Program to meet the Metropolitan Wastewater Department's need to mitigate the direct biological impacts associated with mandated improvements to the region's sewage treatment facilities. The MSCP effort was also directed toward mitigating the secondary biological impacts associated with projected growth in the region.

Following the listing of the coastal California gnatcatcher in 1993, the City of San Diego as well as other land use jurisdictions in southwestern San Diego County pursued development of a habitat conservation plan consistent with the state's 1991 Natural Communities Conservation Planning (NCCP) Act. The MSCP is designed to identify lands that would conserve habitat for federal and state endangered, threatened, or sensitive species, including the federally listed threatened California gnatcatcher. The MSCP is intended to be the equivalent of a Natural Community Conservation Plan for the area, consistent with the federal Endangered Species Act Section 4(d) rule for the coastal California gnatcatcher that would define conditions under which "take" of the species could occur without violation of the Endangered Species Act. The MSCP is a plan and process for the issuance of permits under the federal and state Endangered Species Acts and the state's Natural Communities Conservation Planning Act of 1991.

The MSCP includes the compilation of information related to vegetation, land use, and generalized land ownership mapping and the preparation of biological standards and guidelines, a habitat evaluation model, a population viability analysis for the coastal California gnatcatcher, and an analysis of the acreage necessary for a viable open space system. The MSCP Plan also includes an implementation strategy, preserve design, and management guidelines. The final MSCP Plan is in preparation.

In August 1996, the Draft MSCP Plan and related Subarea Plans were released for public review. A final joint federal environmental impact statement and state EIR was released in January 1997 on the MSCP Plan and the MSCP was adopted by the City of San Diego in March 1997. The City of San Diego signed an Implementing Agreement with the U.S.

Fish and Wildlife Service and California Department of Fish and Game. The Implementing Agreement is the contract between the City and the wildlife agencies, which outlines the obligations and commitments made for the successful completion of the MSCP. The agreement has been signed by all parties and became effective July 17, 1997. The Implementing Agreement now allows the City of San Diego to permit incidental take under the MSCP. This process replaces the Interim Habitat Loss 4(d) Permit that was established in August, 1994 for permitting of "take" of the California gnatcatcher and its associated habitat, coastal sage scrub. A total of 85 species are covered by the MSCP, i.e., species for which the plan provides adequate conservation of habitat and special management conditions to assure their long-term conservation. Special conditions of coverage are included in the Subarea Plans for these species.

Northern MHPA Guidelines

Using the MSCP Plan as a framework plan, Subarea Plans may be prepared by local general-purpose agencies. The City of San Diego has prepared and adopted a Subarea Plan to guide implementation of the MSCP Plan within its corporate boundaries. The Subarea Plan is intended to guide land uses and habitat management within the MHPA. The project site is within the northern area of the City's Subarea Plan for the Future Urbanizing area (Figure 4A-9). Within the northern area, the MHPA is largely comprised of regional linkages leading to biological core areas within existing reserves and parks. In the north lies the area surrounding Black Mountain Park, much of which serves as core area immediately surrounding the park, with the remainder of the lands allowing connections to the San Dieguito River valley to the north and west and providing one end of a lengthy corridor to the south (City of San Diego 1997).

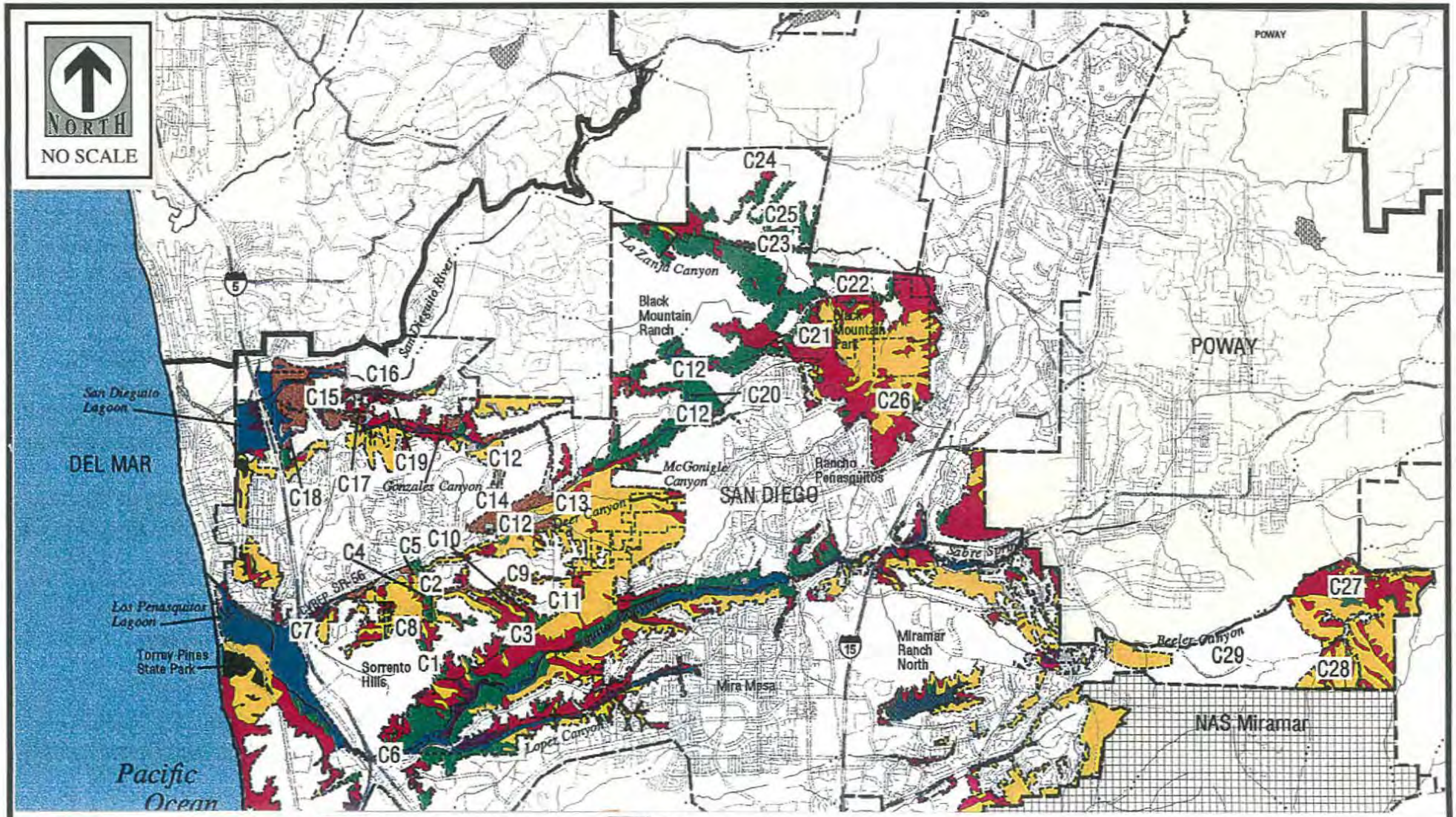
The Subarea Plan contains a list of specific MHPA guidelines for the proposed northern area FUA; some of which directly apply to the proposed project area:

C 12. Incorporate bridges to facilitate wildlife crossings (refers to La Zanja Canyon area).

C 21. If the reservoir site is purchased by the City's Water Department for water facility uses, the development area may expand slightly (refers to the water storage reservoir site on Black Mountain Ranch).

C 22. Study the need for a future grade separated wildlife crossing (refers to an area within the panhandle area of Black Mountain Ranch).

C 23. The La Jolla Valley area will be enhanced and restored into a fully functional native riparian corridor and maintained at 400-500 feet width along its length as part of the Black Mountain Ranch project.



Source: Ogden 1996

FIGURE 4A-9

Northern Area MHPA Map

C 24. Provide a 400-foot-wide corridor as part of the Black Mountain Ranch project (refers to the SDG&E alignment in the center of Black Mountain Ranch northern "bow-tie" area).

C 25. Development in this area should provide barriers such as fencing to prevent encroachment into the preserve. Other adjacency planning guidelines such as plantings, lighting, and drainage should also be incorporated into any future development proposal (the northeast perimeter property and northern "bow-tie" area of Subarea I).

MHPA Planning Policies and Guidelines

For lands within the MHPA the following land uses are considered conditionally compatible:

- Passive recreation
- Utility lines and roads
- Limited water facilities and other essential public facilities
- Limited low-density residential uses
- Brush management (zones 2 & 3)
- Limited agriculture

The MSCP contains general planning policies and design guidelines for future development projects within the MHPA. These include:

Roads and Utilities: All proposed public or private utility lines (e.g., sewer, water, etc.) should be designed to avoid or minimize intrusion into the preserve system. These facilities should be routed through developed or developing areas rather than the preserve, where possible. If no other routing is feasible, then the lines should follow previously existing roads, easements, rights-of-way, and disturbed areas, minimizing habitat fragmentation.

All new development for utilities and facilities within or crossing MHPA areas shall be planned, designed, located, and constructed to minimize environmental impacts. All such activities must avoid disturbing the habitat of MSCP-covered species and wetlands. If avoidance is infeasible, mitigation will be required.

Temporary construction areas and roads, staging areas, or permanent access roads must not disturb existing habitat unless determined to be unavoidable. All such activities must occur on existing agricultural lands or in other disturbed areas rather than in habitat. If temporary habitat disturbance is unavoidable, then restoration of or mitigation for the disturbed areas after project completion will be required.

Construction and maintenance activities in wildlife corridors must avoid significant disruption of corridor usage. Environmental documents and mitigation, monitoring, and reporting programs covering such development must clearly specify how this will be achieved, and construction plans must contain all pertinent information and be readily available to crews in the field. Training of construction crews and field workers must be conducted to ensure that all conditions are met. A responsible party must be specified.

Roads in the MHPA will be limited to those identified in the community plan circulation element, collector streets essential for area circulation, and necessary maintenance/emergency access roads. Local streets should not cross the preserve except where needed to access isolated development areas.

Development of roads in canyon bottoms should be avoided where feasible. If an alternative location outside the preserve is not feasible, then the road must be designed to cross the shortest length possible of the MHPA in order to minimize impacts and fragmentation of sensitive species and habitat. If roads cross the MHPA, they should provide for fully functional wildlife movement capability. Bridges are the preferred method of providing for movement, although culverts in selected locations may be acceptable. Fencing, grading, and plant cover should be provided where needed to protect and shield animals, and guide them away from roads to appropriate crossings.

Where possible, roads within the MHPA should be narrowed from existing design standards to minimize habitat fragmentation and disruption of wildlife movement and breeding areas. Roads must be located in lower quality habitat or disturbed areas to the extent possible.

For the most part, existing roads and utility lines are considered a compatible use within the MHPA and therefore will be maintained. Exceptions may occur where underutilized or duplicative roads are determined not to be necessary.

Fencing, Lighting, and Signage. Fencing, or other barriers will be used where it is determined to be the best method to achieve conservation goals and adjacent to land uses incompatible with the Preserve. For example, use chain link or cattle wire to direct wildlife to appropriate corridor crossings, natural rocks and boulders or split rail fencing to direct public access to appropriate locations, and chain link to provide added protection of certain sensitive species or habitats (e.g., vernal pools).

Lighting shall be designed to avoid intrusion into the MHPA and effects on wildlife. Lighting in areas of wildlife crossings should be of low sodium pressure or similar lighting.

Signage will be limited to access and litter control and educational purposes.

Materials Storage. Prohibit storage of materials (e.g., hazardous or toxic chemicals, equipment, etc.) within the MHPA and ensure appropriate storage per applicable regulations in any areas that may impact the preserve, especially due to potential leakage.

Flood Control. Flood control should generally be limited to existing agreements with resource agencies unless demonstrated to be needed based upon a cost benefit analysis and pursuant to a restoration plan. Floodplains within the preserve, and upstream from the Preserve if feasible, should remain in a natural condition and configuration in order to allow for the ecological, geological, and hydrological and other natural processes to remain or be restored.

No berming, channelization, or man-made constraints or barriers to creek, tributary, or river flows should be allowed in any floodplain within the preserve unless reviewed by all appropriate agencies and adequately mitigated. Review must include impacts to upstream and downstream habitats; flood-flow volumes, velocities and configurations; water availability; and changes to the water table.

No rip-rap, concrete, or other unnatural material shall be used to stabilize river, creek, and channel banks within the preserve. River, stream, and channel banks shall be natural, and stabilized where necessary with willows and other appropriate native plantings. Rock gabbions may be used where necessary to dissipate flows and should incorporate design features to ensure wildlife movement.

MHPA Land Use Adjacency Guidelines

Existing or planned land uses adjacent to the MHPA include single and multi-family residential, active recreation, commercial, industrial, agriculture, landfills and extractive uses. The following are adjacency guidelines for uses adjacent to the MHPA:

Drainage. All new and proposed parking lots and developed areas in and adjacent to the Preserve must not drain directly into the MHPA. All developed and paved areas must prevent the release of toxins, chemicals petroleum products, exotic plant materials and other elements that might degrade or harm the natural environment or ecosystem processes within the MHPA.

Toxics. Land uses, such as recreation and agriculture, that use chemicals or generate by-products such as manure, potentially toxic or impactive to wildlife, sensitive species,

habitat, or water quality need to incorporate measures to reduce impacts caused by the application and/or drainage of such materials into the MHPA. Such measures should include drainage detention basins, swales, or holding areas with non-invasive grasses or wetland type vegetation to filter out the toxic materials. Regular maintenance should be provided. Where applicable, this requirement should be incorporated into leases on publicly owned properties as leases come up for renewal.

Lighting. Lighting of all developed areas adjacent to the preserve should be directed away from the MHPA. Where necessary, development should provide adequate shielding with non-invasive plant materials (preferably native), berming, and or methods to protect the MHPA and sensitive species from night lighting.

Noise. Uses in or adjacent to the MHPA should be designed to minimize noise impacts. Berms or walls should be constructed adjacent to commercial areas, recreational areas, and any other use that may introduce noises that could impact or interfere with wildlife utilization of the Preserve. Excessively noisy uses or activities adjacent to breeding areas must incorporate noise reduction measures and be curtailed during the breeding season of sensitive species.

Barriers. New development adjacent to the MHPA may be required to provide barriers (e.g., non-invasive vegetation, rocks/boulders, fences, walls, and/or signage) along the MHPA boundary to direct public access to appropriate locations and reduce domestic animal predation.

Invasives. No invasive non-native plant species shall be introduced into areas adjacent to the MHPA.

Brush Management. For existing projects and approved projects, the brush management zones, standards, and locations, and clearing techniques will not change from those required under existing regulations.

New residential development located adjacent to and topographically above the MHPA (e.g., along canyon edges) must be set back from the slope edges to incorporate Zone 1 brush management areas on the development pad and outside of the MHPA. Zones 2 and 3 will be incorporated into one zone and may be located within the MHPA upon granting of an easement to the City (or other acceptable agency) except where narrow wildlife corridors require it to be located outside of the MHPA. Zone 2 will be increased by 30 feet, except in areas with a low fire hazard severity rating where no Zone 3 would be required. Brush management zones will not be greater in size than is currently required by the City's regulations. The amount of woody vegetation clearing shall not exceed 50 percent of the vegetation existing when the initial clearing is done. Vegetation clearing shall be done consistent with City standards and shall avoid/minimize impacts to covered species to the maximum extent possible. For all new development, regardless of

ownership, the brush management in Zone 2/3 area will be the responsibility of a homeowners association or other private party.

Grading/Land Development Manufactured slopes associated with site development shall be included within the development footprint for projects within or adjacent to the MHPA.

Specific Management Directives for the Black Mountain Ranch NCFUA Subarea I

Priority 1:

1. As part of the Black Mountain Ranch project, the La Jolla Valley (Lusardi Creek) area will be restored into a fully-functional native riparian ecosystem, and maintained at a minimum 400-foot width along its entire length through the golf course. Limit access to this important regional wildlife corridor to clearly defined and crossings of the corridor (golfers and carts). These crossings will need monitoring for litter and other disturbances to the natural habitats.

2. Where golf courses lie adjacent to prevent public observers of golf tournaments from intruding into the MHPA and sensitive habitat areas. As part of the Black Mountain Ranch project, golf course areas will be separated from sensitive habitat with native vegetation discouraging to human access (e.g., brambles, cactus, yuccas) as shown on the approved Landscape Concept Plan.

3. As part of the Black Mountain project, access into the coastal sage scrub area in the south central area and the corridor and drainage area in the southwestern corner of Black Mountain Ranch bounded by residential and golf course uses will be limited with fencing or natural barriers, and signage to direct local residents to appropriate locations and approved trails and to prevent public overflow and golf course tournaments.

4. Provide periodic oversight of the golf course best management practices to control chemical overflows and urban runoff into the natural open space system.

5. Provide fencing and/or barrier plantings along the edge of the middle school site in the south to deter unlimited access to this regional wildlife corridor. Informational signage and environment education programs including monitored restoration projects involving the students should be implemented to heighten awareness of the MHPA's goals, purpose, and needs in this area.

6. Monitor areas with a previous history of invasive species, such as artichoke thistles, tamarisk, and giant reed areas and the MHPA to direct public access and restrict pet access to the MHPA.

7. In Phase 2 of the Black Mountain Ranch project, provide fencing and/or barrier plantings between new residential areas and the MHPA to direct public access and restrict pet access to the MHPA.

8. Establish trails in the MHPA in number and extent consistent with those approved as part of the Black Mountain Ranch project, and monitor over the long term.

9. The northern fork of La Zanja Canyon, that will terminate at proposed Camino Ruiz will be fenced near the road (either at the top or bottom of the fill slope) to direct wildlife movement when the Black Mountain Ranch development is constructed. Maintain the fencing long term.

Priority 2:

1. Ultimately restore the floodplain in the northeastern corner of Black Mountain Ranch (as part of Phase 2 of Black Mountain Ranch if feasible) with appropriate local native wetland, riparian scrub, and woodland species to enhance its value as habitat and potential wildlife corridor.

2. Restore the 400-foot easement along the utility corridor leading from the north central area of Black Mountain Ranch to coastal sage scrub and grasslands (as part of Phase 2 development if feasible). Evaluate the need for undercrossings with future roads.

3. Maintain the northern fork of La Zanja Canyon free of obstructions and restore degradation to sensitive habitats over the long term.

Black Mountain Park Area

Priority 1:

1. Provide clearly marked access areas and well-demarcated trails and post signage to prevent off-trail access and use. Where sensitive or covered species are present, close trails during the breeding and nesting seasons, if necessary.

2. Regularly assess overuse of open space areas in and surrounding the park (as determined by the Park & Recreation Department). Repair trails, and restore off-trail use areas and areas affected by erosion as soon as feasible.

Figure 4A-10 shows the specific preserve management areas for the City of San Diego MHPA northern area.

k) Equestrian Trails Planning

The City of San Diego adopted a "Plan for Equestrian Trails and Facilities" in February, 1976. The goals of the plan are:

- A trail system that is reasonably city-wide in extent and conveniently accessible to all equestrians desiring its use.

- A trail system that affords trips of varying length and interconnects with the trail networks of adjacent jurisdictions as well as with community or other subsidiary trails within the city.

- A trail system that provides a substantial variety of riding experience in terms of terrain, scenery, and points of interest.

- A trail system that respects as well as capitalizes upon the natural environment.

- A trail system that has minimal potential conflicts with motor vehicles and limited exposure to other hazards.

- A trail system that is relatively inexpensive to establish and to maintain.

The proposed trail system is divided into three groups: major trails, which are extensions of the county-wide major trail system into the city; connector trails, which provide access to major equestrian attractions and or provide the opportunity for loop rides; and local trails, which join areas of horse concentrations to the major and connector trail system. The plan also recommends the location of equestrian centers, staging sites, and rest sites.

Three proposed connector trails cross Subarea I. The Bernardo trail proceeds southwesterly from the San Dieguito River valley along Lusardi Creek, through La Jolla Valley to Black Mountain Park, and extends to the city limits; this trail connects the Lake Hodges and San Vicente major trails. The Black Mountain trail proceeds northerly from the Los Peñasquitos trail along Black Mountain Road to Black Mountain Park, then northerly between the property and the adjacent 4S Ranch to Rancho Bernardo and Lake Hodges. The Carmel Valley trail connects the Black Mountain trail and park and the El Camino Real trail from Black Mountain Park southwesterly along the Carmel Valley floodplain.

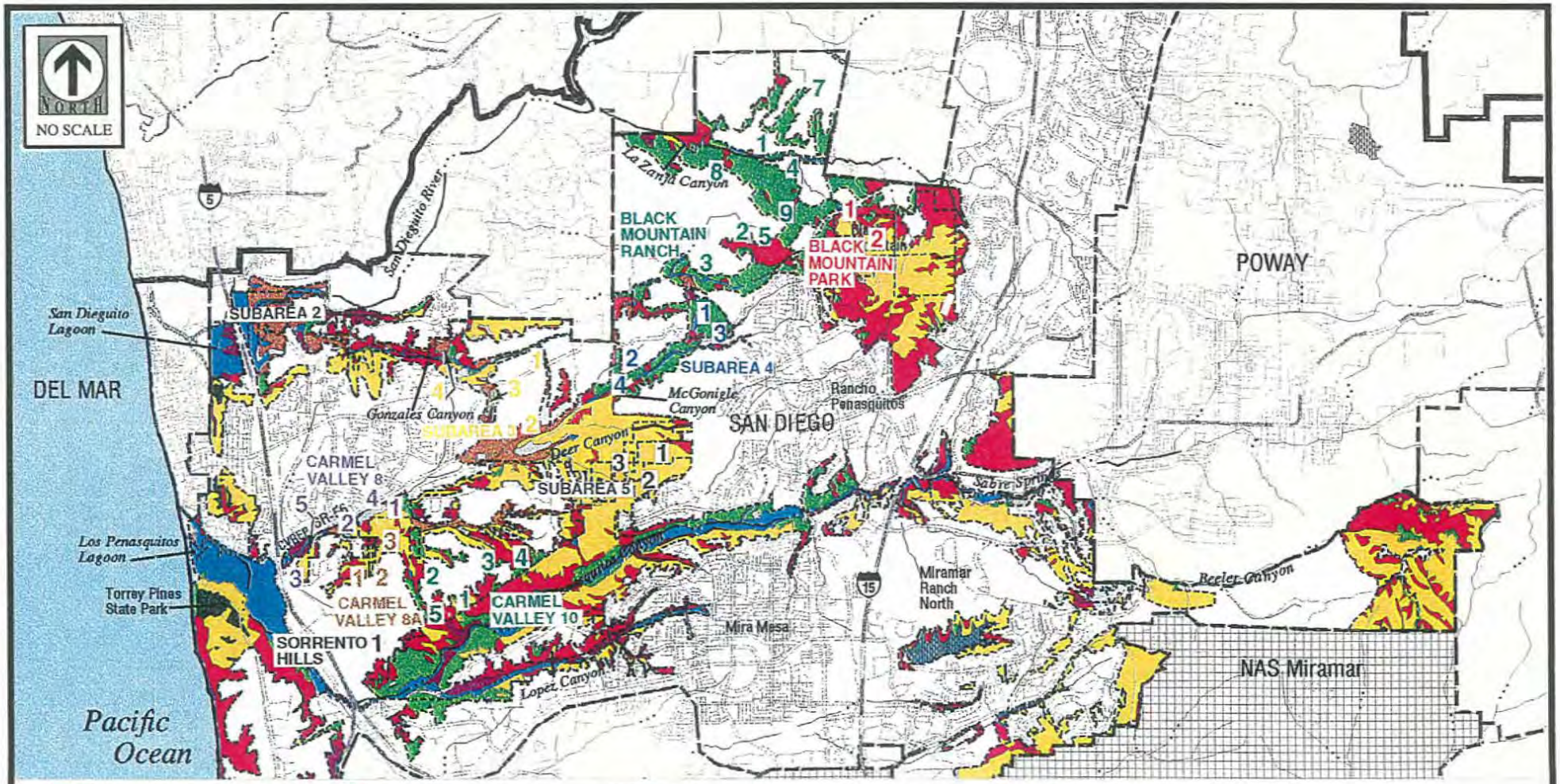


FIGURE 4A-10

Specific Management Recommendations, City of San Diego MHPA-Northern Area

Source: Ogden Environmental 1997

The concept plan for the SDRP designates a hiking and riding trail corridor in the La Jolla Valley landscape area. Specific alignments were defined through the Black Mountain Ranch II PRD.

l) Transportation Planning

The transportation element goals of the City General Plan seek to provide a network of transportation systems that are integrated, complementary, and compatible with other city-wide and regional goals. The network attempts to take into account the physical, social, and economic conditions of the environment, both present and future. Currently, there is no connection between the major north-south I-5 and I-15 freeways between Mira Mesa Boulevard and Del Dios Highway, other than an unmaintained dirt road referred to as Carmel Valley Road/Black Mountain Road. Portions of this road are narrow and unpaved with sharp turns and the road is not consistent with City road standards.

The General Plan circulation element was amended with the approval of the Framework Plan and Black Mountain Ranch II North and South Tentative Maps and PRDs (DEP No. 90-0332 and 91-0313). Four prime arterials are designated in the City and County General Plan circulation element to traverse the project in the future: Camino Ruiz, Camino del Norte, Carmel Valley Road, and Black Mountain Road. Camino del Norte borders Black Mountain Ranch on the north and connects to Camino Ruiz. Both Carmel Valley Road and Camino del Norte are presently classified as four-lane major arterials in the City's General Plan. San Dieguito Road is classified as a four-lane major arterial east from the city and county boundary at Fairbanks Ranch to El Camino Real.

1) Issue

Would the proposed Subarea I Plan implement the goals, objectives, and recommendations of the City's Progress Guide and General Plan and the environmental goals of the North City Future Urbanizing Area Framework Plan?

Impact

a) General Plan Goals and Objectives

Environmental Goals

The Subarea I Plan would be consistent with the environmental goals of the Progress Guide and General Plan. Specifically, as designated in the Black Mountain Ranch II VTM/PRD, the Subarea I Plan preserves environmental quality and protects and promotes a regional open space system by retaining 60 percent of the subarea in open space and offering for dedication of 2,108 acres of natural open space to the City for inclusion in the regional open space system. The proposed development areas have been

designed to minimize impacts to natural resources and restore degraded grassland and riparian habitat on-site. Important scenic resources such as the area surrounding Black Mountain and La Jolla Valley would be preserved as open space. By providing a site for a recycled water reservoir, the subarea plan meets the goals of recycling liquid wastes and decreasing reliance on imported water by using recycled water for landscape irrigation.

North City Future Urbanizing Area Framework Plan

Land Use. The Subarea I Plan generally conforms with the North City Future Urbanizing Area Framework Plan land use diagram (see Figure 3-1) as to the approximate physical location of land uses in the subarea. For Subarea I, the NCFUA Framework Plan allocates a maximum of 5,400 dwelling units, with an estimated population of 14,040, as well as 650,000 square feet of commercial/employment use. The Subarea I Plan is consistent with these uses and overall densities of land use. The most intensive uses are in the center of and in the eastern portion of the northern village, along the northeastern portion of the subarea proximate to 4S Ranch. A southern village or local mixed-use center is proposed in the southwestern portion of the subarea. The perimeter properties are proposed as residential, consistent with the Framework Plan.

The Subarea I Plan is consistent with the goals and objectives (guiding and implementing principles) of the Framework Plan for the North City Future Urbanizing Area and the goals and principles of the MSCP Open Space System. It would contribute significantly to the development of a regional open space system. The plan also designates alignments for and would contribute to the development of a new regional circulation system. The residential development in the subarea would provide a range of housing types in clusters, avoiding massive landform changes, and, consistent with Community Design Guidelines, would establish a distinct neighborhood character. For the most part, residential areas are surrounded by open space, setting off each cluster and conserving sensitive lands and resources, including hillsides, riparian areas, and native plant communities of the MHPA. The Subarea I Plan also provides for commercial services and an employment center and a wider range of housing types to make for a self-contained community. The design of the open space system, circulation system, residential areas, and future development areas have been undertaken in active coordination with the Black Mountain Ranch project and surrounding landowners and jurisdictions, so that the plan anticipates and accommodates surrounding future development.

b) Open Space/MSCP

Most of the three areas within the Subarea I Plan boundaries that are designated open space on the Framework Plan would be retained as open space. The primary differences are the configuration of open space and wildlife corridors. The approved Black Mountain Ranch II VTM/PRD and proposed Subarea I Plan are based upon more detailed resource mapping than the Framework Plan and provide a broader and larger area of contiguous

open space through the subarea, emphasizing the connection of Black Mountain Park with the San Dieguito River valley. Open space connections to Subarea IV, to the south, are as shown in the Framework Plan.

The Environmental Tier of the Framework Plan has been superseded by the MSCP Subarea Plan and MHPA planning policies and land use adjacency guidelines. The MHPA was based upon the approved Black Mountain Ranch II VTM/PRD within its ownership area and development is consistent with the MSCP Subarea Plan. The perimeter properties development areas are generally consistent with the MHPA defined in the MSCP Subarea Plan. The southwest perimeter property includes open space along the south bank of La Zanja Creek as a wildlife corridor. The current MHPA boundary includes disturbed lands that are in active use for livestock and an agricultural pond on La Zanja Creek. The Subarea Plan proposes a boundary adjustment to maintain the native habitat as MHPA south of La Zanja Creek but to remove the designation over the existing residence, horse corrals, and agricultural impoundment. The northeast perimeter property conserves hillside open space as defined by the current MHPA. The southeast perimeter properties' (parcels A, B, and D) future development areas are consistent with the MHPA. Southeast perimeter property parcel C has sited its main development area under a proposed boundary adjustment to the MHPA. As discussed below under MSCP consistency (Issue No. 4), the boundary adjustment reflects more detailed mapping of habitats and provides a greater acreage to the MHPA within Subarea I, incorporates some habitats that are of a higher Tier than the original boundaries, adds non-native grassland, a not sufficiently conserved vegetation community and would not affect narrow endemics or species with special conditions. One 55-acre parcel in the southeast perimeter property is wholly within the MHPA. The boundaries of this future development area will be defined at the time development is proposed per the City's implementing regulations (i.e., RPO or ESL) and the Biology Guidelines.

c) Circulation

The Subarea I Plan would designate a road network through the subarea that is integrated with city, county, and regional transportation needs, consistent with the Framework Plan. The Black Mountain Ranch II VTM has set aside rights-of-way for Camino Ruiz, Camino del Norte, and Carmel Valley Road, consistent with planning for these roads off-site in 4S Ranch, Santa Fe Valley, and Subarea IV. The perimeter properties would take access from major roads via collector and local streets into development areas.

Significance of Impacts

The Subarea I Plan would be consistent with the environmental goals and objectives of the General Plan, as described in the Framework Plan. Therefore, no significant impacts would occur.

The MHPA would be adjusted, but implemented consistent with the planning policies and guidelines for the MSCP Subarea Plan. One property in the southeast perimeter would require subsequent boundary definition based upon the implementing regulations of the MSCP Subarea Plan and the City's Biology Guidelines. This development area would be restricted to 25 percent of the parcel, would be sited on the least sensitive portion of the site, and would not result in a significant impact to the subarea.

The proposed circulation element road alignments are consistent with the Framework Plan and City proposed alignments. However, mitigation measures available to reduce traffic impacts at buildout would result in significant direct impacts to the alignment of San Dieguito Road, El Apajo Road, and West Bernardo Drive.

Mitigation, Monitoring, and Reporting

No mitigation is required for General Plan or Framework Plan consistency. Impacts from inconsistencies with County Circulation Element designation for San Dieguito Road and El Apajo, if fully mitigated for traffic flow impacts, cannot be mitigated below a level of significance. Only the No Project alternative would avoid this impact.

2) Issue

Would the Subarea I Plan result in a conflict with the purpose and intent of the Resource Protection Ordinance?

Impact

Under current City of San Diego development regulations, a permit under the Resource Protection Ordinance is not required for the Subarea I Plan, but would be required for future site-specific development proposals within the perimeter properties. To comply with the Council Policy 600-40 requirements for a development suitability analysis, the Subarea I Plan includes an analysis of the consistency of the Subarea Plan with RPO. A Council Policy 600-40 development suitability analysis is included as an appendix in the Subarea I Plan, identifying opportunities, constraints, and additional development factors including visual resources, public facilities needs, public safety issues, and adjacent land uses. Future development areas within the Black Mountain Ranch ownership were included in the permit for Black Mountain Ranch II VTM/PRD/RPO.

If the City Council approves the Subarea I Plan as a long-range plan, Council Policy 600-40 allows the Planning Commission to make substantial conformity determinations pursuant to RPO and approve future proposed maps without alternative compliance findings. Substantial conformance determinations for development proposals pursuant to

a long-range plan constitute alternative compliance of RPO. If the City Council does not approve the Subarea I Plan as a long-range plan, then the alternative compliance pursuant to RPO must be satisfied.

a) Floodplain

The only mapped floodplain is along La Zanja Creek which courses through the southwest perimeter property at its southern edge. This area is already in active agricultural use for livestock. The future development envelope would include mapped floodplains within the southwest perimeter property parcel J. Road and utility crossings may be proposed in the future. These are not consistent with RPO.

b) Sensitive Slopes and Biology

Sensitive Slopes. The northeast perimeter property has 30.6 acres (49 percent) sensitive slopes, with 2.0 acres encroachment proposed, consistent with RPO. The four southeast properties total 49 percent sensitive slopes (132.6 acres), with a proposed encroachment of 7 percent (9.7 acres), which is not consistent with RPO (the maximum allowed encroachment would be 6 percent or approximately 8.4 acres). The encroachment allowance is exceeded in parcel C where the MHPA boundary is being revised. One 55-acre parcel within the southeast perimeter properties does not have a defined development area in the Subarea Plan. This area will be determined under the future development process. There is an existing area of approximately 10.2 acres that does not have sensitive hillsides within the parcel. If developed, the additional encroachment could be up to 3.5 acres to achieve a 25 percent development area. Development would need to be sited on the least sensitive portion of the site with consideration of steep hillsides and sensitive biological resources. The southern perimeter property contains 4.9 acres of sensitive slopes with an encroachment of 0.0 acre, consistent with RPO. The five southwest perimeter properties total 6.3 acres sensitive slopes, with a proposed encroachment of 2.3 acres (36 percent) occurring within three of the parcels. No encroachment allowance is provided and future development may not be consistent with RPO. Overall, the perimeter properties within Subarea I have 175.2 acres of sensitive slopes, of which 14.7 acres (8 percent) would be impacted, with the potential for additional encroachment of 3.5 acres. The total encroachment allowance for the perimeter properties is 20.5 acres for development. The proposed future development area is within RPO guidelines for development and non-public facilities encroachments.

Biologically Sensitive Resources. The Black Mountain Ranch Subarea Plan has been designed to comply with the MHPA and the requirements of the MSCP Subarea Plan. The perimeter properties would be allowed to develop in areas designated outside the MHPA (except where steep slopes provide encroachment restrictions). The south perimeter property's development area is outside the MHPA and would impact 1.2 acres

of Tier II Diegan sage scrub and 5.1 acres of Tier IIIB non-native grassland. The northeast perimeter property development area is also outside the MHPA; impacts to biological resources are 20.0 acres of Tier IIIB non-native grassland. One southwest perimeter property has MHPA lands south of La Zanja Creek; the native habitat within this MHPA area will be maintained in open space, and 7.8 acres of disturbed horse corrals and an agricultural pond will be removed from the MHPA. Impacts to sensitive biological lands on the five parcels outside the MHPA include 4.1 acres of Tier II Diegan sage scrub, 0.8 acre of Tier IIIA mixed chaparral, 104.7 ~~146.8~~ acres of Tier IIIB non-native grasslands, and 1.4~~5~~ acres of tamarisk scrub. Parcel C within the southeast perimeter properties has a proposed boundary adjustment for MHPA. The development area outside the MHPA, as adjusted, would impact 12.6 acres of Tier II Diegan sage scrub, 12.1 acres of Tier IIIA mixed chaparral and emergent (previously agriculturally disturbed) mixed chaparral, 0.3 acre of southern willow scrub, and 52.1 acres of Tier IIIB non-native grassland.

One 55-acre parcel within the southeast perimeter properties lies entirely within the MHPA, but would be allowed a development area of 25 percent under the implementation regulations of RPO and ESL. The parcel does not have a defined development area in the Subarea Plan. The precise development area would be reviewed after submittal of a site-specific project for consistency with the MSCP Subarea Plan and implementing regulations. There is no currently proposed development area.

c) Wetlands

Wetlands, including 1.4 acres of tamarisk scrub in the southwest perimeter property and 0.3 acre of southern willow scrub in the southeast perimeter property, are within proposed development areas outside the MHPA and could be impacted by access roads and utilities necessary to serve future development. Road and utility crossings would be unavoidable as the wetland areas criss-cross a parcel in the southwest or separate parcels under different ownerships in the southeast perimeter. Future development plans would also be required to maintain a 100-foot-wide wetlands buffer to be consistent with RPO. Encroachment into wetlands due to residential development would not be consistent with RPO.

In addition, the Black Mountain Ranch future development areas would impact 4.08 acres of wetlands. These impacts were identified in the 1995 EIR and included in the RPO analysis for the Black Mountain Ranch II VTM/PRD. They are not covered under the existing Black Mountain Ranch 404 or streambed alteration permits, however, and will require a separate permit application to the U.S. Army Corps of Engineering and California Department of Fish and Game.

d) Cultural Resources

The entire perimeter properties have been inventoried (see Appendix D) and no cultural resources were found.

Significance of Impacts

The Subarea I Plan has been prepared consistent with the requirements of Council Policy 600-40 and, overall, is consistent with RPO with respect to encroachments to steep slopes, biology, and cultural resources. There are wetlands and floodplain included within development areas that could be encroached upon for access and utilities. As such, this would represent a significant land use impact. Future site-specific development will need to include the 100-foot-wide wetland buffers, demonstrate that proposed encroachments into wetlands for road and utility crossings are unavoidable, and provide mitigation for the encroachments to be consistent with RPO.

Mitigation, Monitoring, and Reporting

Although the Subarea I Plan has been designed to minimize impacts to RPO sensitive wetlands, floodplains, and hillsides, strict compliance with development regulations of the ordinance would require redesign of perimeter properties' development areas. The Subarea Plans inconsistency with the RPO encroachment provisions can be avoided with implementation of the No Project alternative and mitigated to below a level of significance with the adoption of the Development Without a Phase Shift alternative, which is consistent with RPO. State and federal permits must be approved by U.S. Army Corps of Engineers and California Department of Fish and Game if encroachment occurs in future development.

3) Issue

Would the Subarea I Plan result in a conflict with the purpose and intent of any current planning process or adopted environmental plans or policies in the area?

Impact

a) San Dieguito River Valley Regional Open Space Park Plan

Black Mountain Ranch Future Development Areas

The majority of the area within the FPA of the SDRP has been set aside as open space within Subarea I; however, the Subarea Plan does propose residential development within the FPA. Specifically, the Black Mountain Ranch Subarea Plan provides for residential

development in a portion of the FPA north of the northern golf course, in the vicinity of the eastern panhandle where Carmel Valley Road and Black Mountain Road cross La Jolla Valley (Figure 4A-11), and south and east of the northern golf course within the eastern portion of the FPA. Residential development along the perimeter of the FPA is anticipated in the concept plan for the FPA.

Perimeter Properties

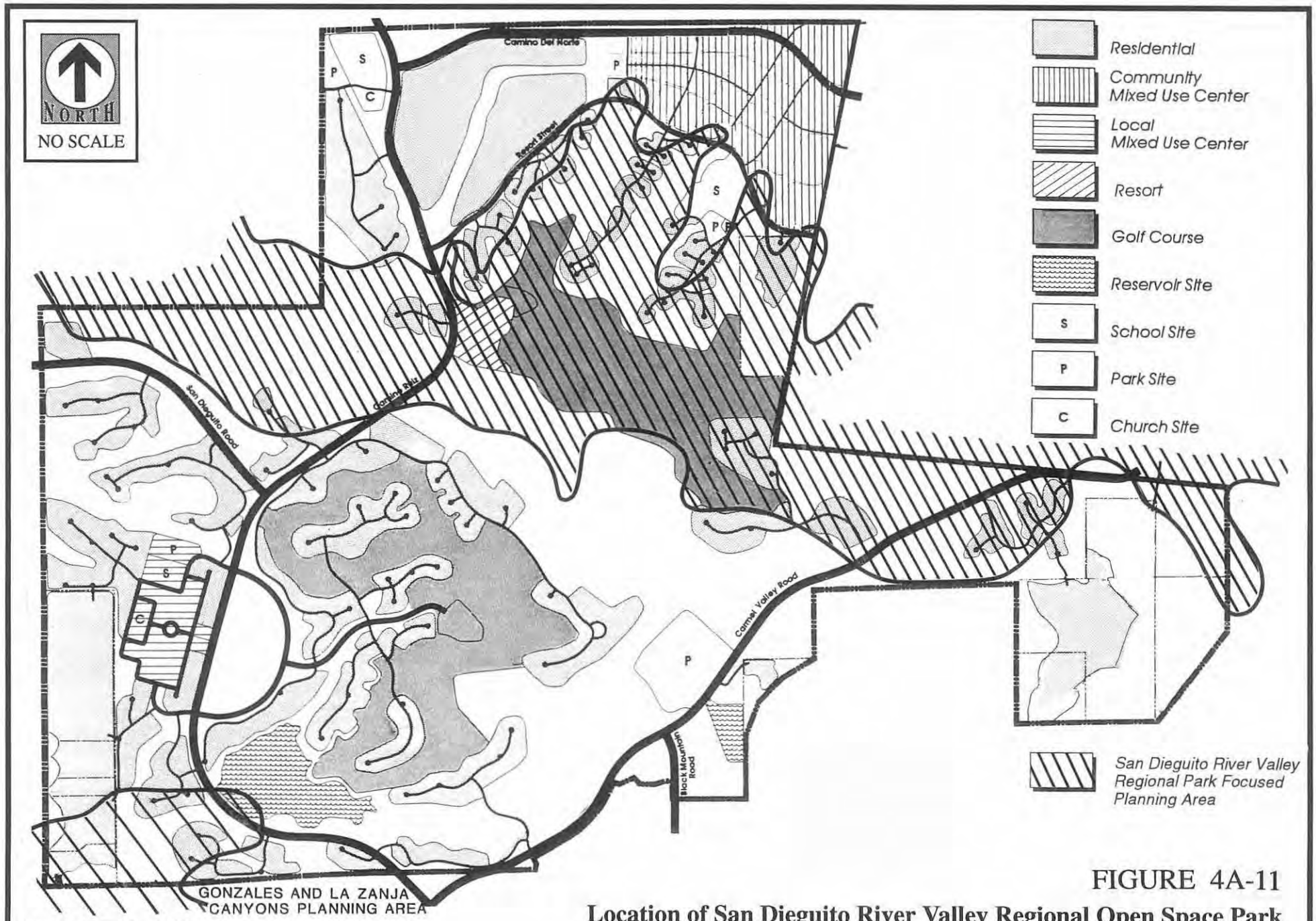
The northeast perimeter property encompasses a portion of the mesa and canyon side-slopes above Lusardi Creek in La Jolla Valley. Future residential development would be restricted to the mesa area, but would be visible from public open space areas and trails within La Jolla Valley. The southwestern perimeter property also proposes residential development within the FPA north of La Zanja Creek; however, there are existing residences on this property within the FPA. Consistent with the concept plan for the FPA, open space is proposed for the southerly portion of La Zanja Creek through the southwest perimeter property.

b) Black Mountain Park

The open space in the southeastern part of Subarea I would be compatible with Black Mountain Park. The proposed trail access to Black Mountain Park is consistent with the 1987 Black Mountain Park concept plan. Areas adjoining the park in the southeast perimeter property are proposed for residential development as well as open space. There is existing residential areas directly adjoining the park and within its viewshed to the south and the new development should not restrict public access or use but would provide directed access to minimize impacts to sensitive habitat.

c) Equestrian and Regional Trails

A trail is proposed along the northern boundary of the property, north of the Camino del Norte alignment; and a 200-foot-wide open space corridor is provided in the northeastern corner of the property, linking Santa Fe Valley and 4S Ranch. Hiking/equestrian/bicycle trails and access from the county areas through the northern village to La Jolla Valley and the SDRP open space areas are also provided. A system of hiking trails, equestrian trails, and bike paths is included in the Subarea I plan and located in the open space areas and along streets and roads providing public access and opportunities for recreational use (Figure 4A-12). The trails would follow existing farm roads and tracks within the subarea and would not disrupt native habitats. A bike path would also be incorporated into the open space system. The trails would be constructed to City Parks and Recreation Department standards and completed prior to dedication of open space to the City.



Source: RECON 1993

FIGURE 4A-11

Location of San Dieguito River Valley Regional Open Space Park Focused Planning Area with Respect to Subarea I

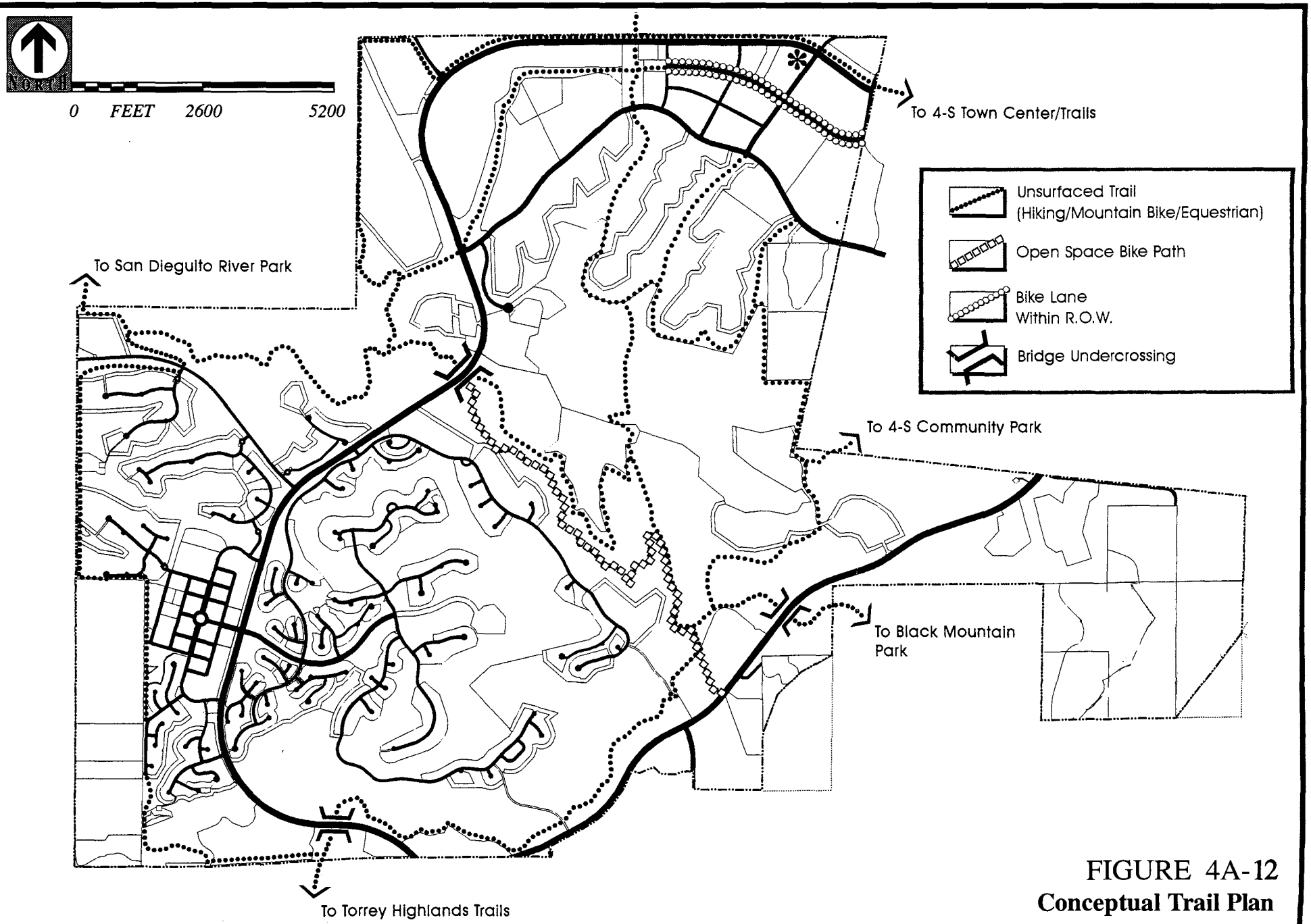


FIGURE 4A-12
Conceptual Trail Plan

Source: Rick Engineering 1998

Significance of Impacts

a) San Dieguito River Park

The Subarea I plan would facilitate the goals and objectives of the SDRP by avoiding impacts to the area's viewshed, hydrology, and sensitive resources and by designating open space within the FPA boundary. The subarea plan would also extend open space to the east and south beyond that called for in the FPA, connecting with Black Mountain Park. The subarea plan includes equestrian and hiking trails to accommodate the concept plans of the SDRP. This would also be consistent with one of the objectives of the Black Mountain Park Concept Plan.

Future development in the northeast perimeter property has the potential to conflict with the viewshed in the SDRP La Jolla Valley landscape unit. Adoption of Community Design Guidelines in the Subarea I Plan would serve to minimize the potential conflicts. Specific compatibility would be assessed in subsequent environmental review before the future development could take place.

b) Black Mountain Park

The proposed Subarea Plan is consistent with the 1987 Black Mountain Park Concept Plan. However, elements of the concept plan are not included in the Subarea I plan. Specifically, the lower community open space trail, passive picnic area, and the new vehicle access from the north are not included in the Subarea I plan. The Concept Plan locates all of these facilities where the Subarea I Plan designates MHPA open space; however, passive picnic areas, designated trails, and access roads to community facilities where there is no other feasible access are compatible uses within the MHPA and could be accommodated in the future.

c) Equestrian and Regional Trails Planning

The proposed trails and paths would accommodate the objectives of the SDRP concept plan by providing access across the site to Black Mountain and around La Jolla Valley to 4S Ranch. They are consistent with the alignments and linkages presented in the City's Equestrian Trail and Facilities Plan.

Mitigation, Monitoring, and Reporting

San Dieguito River Park

Residential development adjacent to the FPA in the northeast perimeter property could impact the viewshed from the FPA. This potential impact could be mitigated by implementing Community Design Guidelines to reduce the visual and physical

encroachment of development into the FPA. Landscape guidelines would limit the kinds of ornamental trees and shrubs planted around residences and would require natural transition areas within rear yards of lots fronting open space. Community Design Guidelines are included in the Subarea I Plan which apply to the northeast perimeter property to minimize these potential impacts. Guidelines addressing these issues shall be included in subsequent tentative maps and planned development permits submitted for future site specific development.

4) Issue

How is the project consistent with the City of San Diego's Multiple Species Conservation Program Subarea Plan?

Impacts

a) MHPA

The majority of Subarea I open space is within the MSCP's MHPA (see Figure 4A-9). Future development areas of Black Mountain Ranch are included in the approved negotiated project list of the City's MSCP Subarea Plan and is therefore consistent with the MSCP MHPA. The development envelopes proposed for the perimeter properties are outside the MHPA areas within Subarea I with the exception of the proposed boundary adjustment to the MHPA on parcel C in the southeast perimeter properties and parcel J in the southwest perimeter properties. In addition, a ~~The~~ 55-acre parcel (parcel D), within the southeast perimeter property, is wholly within the MHPA. Future development proposals would be regulated by either RPO or the ESL which allows a 25 percent development area. The development would be located on the least sensitive portion of the site based on a biology survey prepared in conjunction with a future development proposal.

The proposed MHPA boundary adjustment on parcel C in the southeast perimeter property is based upon revisions to habitat mapping included in the Subarea Plan. The boundary adjustment would decrease the area of the MHPA in the southeast perimeter property parcel C by approximately 10.0 acres and the southwest perimeter by 8.0 acres, but the area of MHPA within Subarea I would be increased by 31.5~~61.4~~ acres (Figure 4A-13). Habitats proposed to be excluded from the MHPA in the southeast perimeter properties include 4.4 ~~5.6~~ acres of mixed chaparral, a Tier IIIA habitat, and 5.6 ~~4.4~~ acres of agriculturally disturbed but recovering mixed chaparral. Areas within the southwest perimeter are agriculturally disturbed corrals and an agricultural impoundment. No narrow endemic or covered species with special management conditions would be affected by the adjustment. The boundary adjustment would expand the area of the MHPA with contiguous habitat consisting of approximately 18.7 acres of non-native



Source: Rick Engineering 1998

FIGURE 4A-13
MHPA Boundary Adjustment

grassland, a Tier IIIB habitat. Non-native grasslands are not considered to be significantly or sufficiently conserved by the existing MHPA preserve design. ~~in Subarea I. The majority (20.1 48 acres) of the habitat would be Tier IIIB non-native grasslands, but it would also include 10.7 acres of coastal sage scrub, a Tier II habitat, and 2.7 acres of wetlands.~~

For the boundary of the MHPA to be adjusted, the revised boundary must result in the same or higher biological values being preserved. The boundary adjustment proposed for the Subarea I Plan meets the MSCP criteria. The criteria are:

Effects on significantly conserved habitats: The adjustment would increase the area of grasslands, which are not currently significantly or sufficiently conserved in the MHPA and increase the area of Diegan sage scrub conserved ~~relative to mixed chaparral~~, a higher Tier habitat, relative to mixed chaparral.

Effects on habitat linkages and function of preserve areas: The boundary adjustment encompasses additional habitat areas ~~within the La Zanja Canyon watershed,~~ which (1) link to larger ~~is a~~ corridors to the north within La Zanja Canyon and off-site to the south to McGonigle Canyon and (2) provide additional Diegan sage scrub habitat along a ridgeline east of the southeast perimeter properties contiguous with other existing MHPA areas containing Diegan sage scrub. The adjustment in the southeast perimeter property does not affect areas designated as wildlife corridors. The southwest perimeter adjustment does affect a wildlife corridor but would not hinder wildlife movement as the area is already actively in use for livestock corrals and as an agricultural impoundment. ~~to other open space located off-site to the west and along Carmel Valley Road which links habitat to the south with Black Mountain and the San Dieguito River.~~

Effects on preserve configuration and management: The boundary adjustment incorporates additional acreage contiguous ~~adjacent~~ to the existing MHPA and would expand the area of conserved habitat. The proposed MHPA addition on the eastern boundary surrounds a water reservoir and access road maintained by the City of San Diego and is also adjacent to residential dwellings and a road on its eastern boundary. The proposed MHPA addition is a steeply sloping Diegan sage scrub covered hillside and the access road is gated and locked to preclude public access. Due to the restricted access and steep topography, n~~N~~o special management or land adjacency needs would be required.

Effects on covered species: ~~No~~ San Diego horned lizard (*Phrynosoma coronatum blainvillii*), an MSCP-covered species, was ~~were~~ directly observed in habitat to be added to the MHPA along the eastern boundary. As the existing reservoir and road have been in use for a number of years, the continued limited use and maintenance of the facility should not have an adverse effect on this covered species. No other MSCP covered

species were observed in other areas to be excluded or habitat to be included in the boundary adjustment.

Effects to species of concern not covered under the MSCP: The boundary adjustment does not affect any species of concern.

Effects on ecotones or other conditions affecting species viability: The adjusted boundary would remove disturbed habitat and incorporate native habitats and non-native grassland areas into the MHPA.

The proposed boundary adjustment would conserve Tier II Diegan sage scrub habitat, wetlands, and grasslands instead of Tier IIIB mixed chaparral and agriculturally disturbed chaparral.

b) Northern Area MHPA Guidelines

The MSCP Subarea includes a number of guidelines applicable to development within Subarea I. As noted below, the Subarea I Plan including the approved Black Mountain Ranch II VTM, future development areas, and perimeter properties are consistent with these guidelines (see Figure 4A-10):

C 12. Incorporate bridges to facilitate wildlife crossings. A bridge-span road crossing to allow wildlife movement from the south into La Zanja canyon has been incorporated into the Black Mountain Ranch II VTM approval.

C 22. Study the need for a future grade-separated wildlife crossing (within the panhandle area of Black Mountain Ranch for Carmel Valley Road). This is proposed as part of the Subarea I Plan.

C 23. The La Jolla Valley area will be enhanced and restored into a fully functional native riparian corridor and maintained at 400-500 feet width along its length as part of the Black Mountain Ranch project. The Black Mountain Ranch II VTM approval includes a corridor and riparian restoration of 14 acres along Lusardi Creek.

C 24. Provide a 400-foot-wide corridor as part of the Black Mountain Ranch project. This was part of the VTM/PRD approval and is carried forward in the Subarea Plan.

C 25. Development in Subarea I should provide barriers such as fencing to prevent encroachment into the MHPA. Other adjacency planning guidelines such as plantings, lighting and drainage should also be incorporated into any future development proposal. This is included in the Subarea I Plan MHPA Open Space

Element Land Use Adjacency Guidelines for the Black Mountain Ranch future development areas and perimeter properties and would be implemented when development entitlements are sought.

c) Compliance with MHPA Planning Policies and Guidelines

The following guidance is provided in the MSCP Subarea Plan for development or uses within the MHPA.

Roads and Utilities

The backbone circulation element road system, roads connecting development areas with major roads, and utilities (water, sewer, electrical) were included as part of the approved Black Mountain Ranch II VTM/PRD. The grading envelopes, rights-of-way, and easements have been identified and any losses of sensitive habitat (including wetlands) have been identified and incorporated into mitigation commitments. Three bridge-span crossings of wildlife corridors within the MHPA are included. The remaining local streets and utilities to serve future development would be located within the designated development envelopes and would not impact MHPA areas.

Fencing, Lighting, and Signage

The perimeter of Black Mountain Ranch is fenced for agricultural use and to control access. Additional fencing along the perimeter of the MHPA areas is not proposed for the Subarea Plan. The approved Black Mountain Ranch II VTM/PRD has restrictions on fence types and placement for internal residential development. Temporary fencing within the MHPA to protect coastal sage scrub revegetation and riparian restoration along Lusardi Creek and a patch of thornmint in open space is being implemented. The MHPA guidelines specify fencing to prevent encroachment from the development envelope and MHPA for the northeast perimeter property overlooking La Jolla Valley. Fencing, walls, or other barriers at the edge of development adjacent to the MHPA to control public access from the southeast perimeter properties are included in the Subarea I Plan and will be evaluated at the time that site-specific development proposals are evaluated.

As part of the Black Mountain Ranch II VTM/PRD approval, lighting for the golf courses and tennis center at the resort would be restricted to avoid intrusion into the MHPA. The golf course and driving range would not be lighted for night-time uses. Lighting of parking and outdoor areas at the golf courses and resort is to be at a minimum intensity required for safety, with the light source directed downward and shielded. Night lighting within the northern and southern villages is setback from the MHPA and should not have an adverse impact. These design guidelines are incorporated into the Subarea I Plan. The Subarea I Plan also specifies shielding for exterior lights at residences adjoining the MHPA. These design restrictions will be included in all future residential developments adjacent to the MHPA.

Toxic Materials Storage or Use

Storage or use of potentially hazardous or toxic chemicals within the MHPA would occur at the golf courses. The approved Black Mountain Ranch II VTM/PRD includes provisions for Best Management Practices for the use of irrigation; control of fertilizers, pesticide, and herbicides and sedimentation and source control measures. These include:

- Cover outdoor storage facilities that contain potential contaminants.
- Encourage proper use and disposal of materials including fertilizers, pesticides, and herbicides and appropriate methods, rates, and frequency of application.
- Encourage alternative methods for controlling weeds and insects using physical, biological, and lower toxicity methods.
- Recycle chemicals to the extent possible and dispose of materials in a safe and proper manner.

Flood Control

Both Lusardi and La Zanja Creeks are within the MHPA and have established floodways. No flood control structures or features are proposed for either creek system in the Subarea I Plan. Camino Ruiz will cross Lusardi Creek with a bridge span; but it will cross La Zanja Creek at grade with culverts to allow downstream flows. The culverts will be sized to accommodate high flows and also allow wildlife crossings. Impacts to any jurisdictional waters or wetlands for the approved Black Mountain Ranch II VTM/PRD have been reviewed and appropriate mitigation measures approved by the U.S. Army Corps of Engineers, California Department of Fish and Game, and the U.S. Fish and Wildlife Service. Additional impacts to jurisdictional waters or wetlands from future development will be reviewed by these agencies and the City of San Diego.

d) Land Use Adjacency Guidelines

These MSCP Subarea Plan guidelines address issues of concern for development adjacent to the MHPA areas that may impact habitat quality or wildlife. The issues for barriers along the perimeter of the MHPA and use of toxic substances have been reviewed above and are not repeated here.

Drainage

The approved Black Mountain Ranch II approved VTM/PRD includes a series of nine extended detention and desilting basins to retain runoff from developed areas, including the proposed future development areas. Five of the basins are located along the western boundary of Subarea I and four are north of Lusardi Creek to capture runoff from the

northern village, resort, and other residential areas. Future development areas in the panhandle area of Black Mountain Ranch and the southeast perimeter properties may require additional detention and desilting basins when development entitlements are considered. Other Best Management Practices include source control measures and grass swales within amenity open space and the golf courses to minimize and filter any fertilizers or pesticides prior to entering natural drainage systems.

Noise

Proposed uses within and adjacent to the MHPA that are potential noise generators include major roads, and water and sewer pump stations. Noise from major roads is anticipated to be below 65 decibels community noise equivalent level within 150 feet of the road edge crossing the MHPA. Other uses adjoining the MHPA would be residential, golf courses, and the resort hotel; these uses are not anticipated to generate adverse noise impacts to wildlife.

Noise generated during construction of future development adjacent to the MHPA could impact sensitive wildlife during the breeding season. The land use adjacency guidelines specify restrictions on construction activity during the breeding season.

Invasive Species

The Subarea I Plan includes a listing of appropriate landscape plantings for residences and in amenity open space that restrict non-native plant species and will prevent the introduction of invasives. These landscape guidelines will be included in proposals for future development within perimeter properties in Subarea I. The Development Agreement also includes a $350,000 monetary commitment to fund artichoke eradication program for the Subarea I.

Brush Management

Brush management zones (separate lots) have been approved for both the Black Mountain Ranch II VTM/PRD including all future development areas. Brush management zones (one and two) for the perimeter properties are included within the development envelopes. Brush management plans for these areas would be required when development entitlements are applied for.

Grading/Land Development

Development envelopes for the Black Mountain Ranch future development areas and perimeter properties are inclusive of all graded slopes.

e) Management Directives

Management directives for Subarea I perimeter properties (northeast and southeast) include providing fencing or barrier plantings between new residential areas and the MHPA to direct public access and restrict pet access to the MHPA, restore the 400-foot easement along the utility corridor leading from the north-central area of Black Mountain Ranch to coastal sage scrub and grasslands, and in the area of Black Mountain Park (southeast perimeter properties) provide clearly marked trail access areas and well demarcated trails and post signage to prevent off–trail use and access. Management of open space granted to the City of San Diego will be maintained by the City of San Diego. Maintaining public access barriers within perimeter properties development areas will either be provided by a private homeowners association or the City of San Diego.

f) Covered Species Special Conditions

Special management conditions apply for individual MSCP-covered species that occur within the Subarea. These special conditions are identified below and discussed in more detail in the Biological Resources section.

Two MSCP-covered plant species occur within the Subarea: variegated dudleya (*Dudleya variegata*) and coast barrel cactus (*Ferocactus viridescens*) for which area specific management directives apply. These include minimization of edge effects (all), minimization of recreational use impacts (dudleya), and prohibiting collection and fire management (coast barrel cactus). These plants all occur within MHPA that are to be deeded to the City of San Diego or the San Dieguito River Park Joint Powers Authority for long-term management. In addition, Black Mountain Ranch II VTM/PRD will fence a stand of thornmint within open space to protect it from impacts during the development phase.

One reptile species, the San Diego horned lizard (*Phyrnosoma coronatum blainvillei*), was observed within the Subarea. Management actions directed to this species include maintaining native ant species for forage, discourage Argentine ant populations by using drought-tolerant plantings, and discouraging frequent irrigation within and around the perimeter of the MHPA and minimizing edge effects. Restricting the planting at the edge of the MHPA to drought-tolerant plants will be incorporated into landscape and design guidelines for residential development adjoining the MHPA in future site-specific development proposals.

Two species of birds covered by the MSCP were observed: southern California rufous-crowned sparrow (*Aimophilia ruficeps canescens*), and California coastal gnatcatcher. The MSCP guidelines for California gnatcatcher provide area-specific measures to reduce edge effects and minimize disturbance during the nesting period, fire protection measures to reduce the potential for habitat degradation due to unplanned fires, and management

measures to maintain or improve habitat quality including vegetation structure. No clearing of occupied habitat within the City's MHPA may occur between March 1 and August 15.

Significance of Impacts

The Subarea I Plan provides for an open space system generally consistent with the MSCP. The MSCP Subarea Plan guidelines would be implemented by the Subarea I Plan.

The boundary adjustment removes approximately 18~~13~~ acres within the MHPA, including ~~of~~ disturbed agricultural lands in active use, and would increase the MHPA ~~within Subarea~~ I by 32.8 ~~61.4~~ acres, including 18.7~~10.7~~ acres of Tier II coastal sage scrub, 2.7 acres of southern willow scrub, and 11.4 ~~48~~ acres of Tier IIIB non-native grassland. One MSCP covered species, the San Diego horned lizard, was observed within the area of MHPA to be added on the eastern boundary. Topographic separation and access restrictions, along with low intensity existing use within the area, should provide for protection from adjacency effects and management conditions identified in the MSCP for this species. The boundary adjustment does not affect any other populations of covered species or narrow endemic species. The boundary changes increase the width of the MHPA in corridor areas linking the Subarea I open space with MHPA open space to the south and along La Zanja Creek. The adjustment results in a preserve design which is equal or greater in Tier habitat values and enhances wildlife movement, respects existing populations of covered species and narrow endemics, and off-site Tier habitat areas. No significant adverse impacts to the MHPA would result from the boundary adjustment.

MSCP planning policies and guidelines for uses within and adjacent to the MHPA and for protection of covered species are incorporated into the approved Black Mountain Ranch II project and carried forward into the Subarea I Plan. Management beyond those measures required for land use adjacency impacts will be the responsibility of the City of San Diego. A 55-acre parcel within the southeast perimeter properties is wholly within the MHPA A maximum of 25 percent development would be allowed on the least sensitive portion of the site. Exact boundaries of this development area would be defined after a site-specific evaluation of the property per the City's Biology Guidelines. The future development areas would be consistent with the MSCP Subarea Plan and implementing regulations.

Mitigation, Monitoring, and Reporting

No mitigation is required for the Subarea Plan. Site-specific evaluation will be required for future development within the perimeter properties. Specific implementation of the planning and design guidelines have been incorporated into the Subarea I Plan and would

need to be demonstrated at the time of approvals for the perimeter properties and Black Mountain Ranch future development areas. Management of the MHPA may be provided through provision of the Land Use Adjacency Guidelines in the Subarea I Plan (e.g., barriers to access or landscape guidelines) required of individual future developments or will be carried out by the City of San Diego as part of overall management of the MHPA.

5) Issue

Would the proposed Subarea I plan be compatible with existing and future land uses in the project vicinity? Would the uses proposed within the subarea result in any internal land use conflicts?

Impact

The Subarea I plan would be generally compatible with the surrounding existing and future land uses and planned regional circulation system.

Internally, the proposed land uses are compatible. The large open space system planned within the subarea provides connections to the SDRP and Black Mountain Park, ensuring the compatibility of all regional open spaces and parks in the area.

Land uses in the northern portion of Subarea I are somewhat inconsistent with County-designated Future Urbanizing Area 9. The Santa Fe Valley Specific Plan area north of the project is anticipated to have open space and residential densities from 0.3-0.4 dwelling unit per acre. The western half of the northern village would have substantially higher densities (5-20 dwellings per acre). Camino del Norte, a circulation element major road, separates the two areas, however, providing a boundary between the different residential densities. Overall densities and the affordable housing planned for the east half of the northern village area would be near other existing and proposed higher-density development in portions of 4S Ranch to the east and a planned major transportation corridor (Camino del Norte). The high school in the northern village would straddle the boundary with 4S Ranch.

The Subarea I uses around the periphery of the southern portion of 4S Ranch are open space, golf course, large-lot residential clusters, and a smaller one-third-acre-lot residential cluster south of Carmel Valley Road. These uses would be compatible with anticipated future development in 4S Ranch and with existing residential uses in Rancho Peñasquitos.

The southern village is surrounded by rural and estate residential uses to the west and south, a park and school to the north, and open space to the east. The estate residential

uses provide a compatible transition to the existing Fairbanks Ranch residential area to the west.

The northeast perimeter property is intended to be an extension of the northern village development area with lower density residential development fronting the open space within La Jolla Valley. Future development surrounding the public open space would be required to conform with Subarea I Plan Community Design Guidelines, which provide grading, setbacks, and architectural and site planning guidelines to ensure a compatible transition from open space to developed residential areas. The southwest perimeter property is designated for low density rural residential development, consistent with existing on-site and off-site uses. The southeast perimeter property would be residential and buffered from other residential development by open space and topography.

Significance of Impacts

The Subarea I plan is internally consistent. The northern village proposes residential densities that are substantially higher than existing and future County residential areas to the north in Santa Fe Valley. Camino del Norte would provide an appropriate boundary for the different densities and the land uses are not considered incompatible. The Subarea I Plan would be compatible with the surrounding existing and future land uses and planned regional circulation system and no significant impacts are anticipated.

Mitigation, Monitoring, and Reporting

No mitigation is required.

B. Traffic Circulation

The traffic study for Subarea I was prepared by Katz, Okitsu & Associates in April 1998 and is included herein as Appendix B. This traffic study assessed the traffic generation for the revised Subarea I project to the localized surrounding streets and intersections that would be most affected by project traffic and to key off-site street segments and intersections identified by the City of San Diego Transportation Development Section of the Land Development Review Division.

Impact issues for Subarea I are analyzed in the context of traffic effects for the entire North City Future Urbanizing Area.

Existing Conditions

Subarea I is not currently served by any improved roadways, although some roadways do end at the site. There are unimproved farming roads and residential access roads in the project area. Artesian Road and Artesian Trail to the north and west of Subarea I are presently two-lane dirt roads. Several other agricultural dirt roads traverse the site, including a portion of the north-south dirt segment of Black Mountain Road.

Interstate 5 is located approximately five miles from the western subarea boundary and I-15 is located about one-half mile from the eastern border of the site. The Del Dios Highway is located approximately 1.3 miles north of the site. At present, there is no east-west paved roadway between I-5 and I-15 from Mira Mesa Boulevard to Del Dios Highway.

Access to Subarea I is currently provided by I-5 via Del Mar Heights Road or Via de la Valle to El Camino Real, then to San Dieguito Road. In addition, the project area may be reached from I-15, a portion of SR-56 or Carmel Mountain Road to Black Mountain Road. Future access would be provided via extensions of existing San Dieguito Road, Black Mountain Road, Camino del Norte, an improved Carmel Valley Road, new construction of Camino Ruiz, and ultimately a completed SR-56.

San Dieguito Road, a two-lane collector, originates at El Camino Real south of Via de la Valle and terminates just west of the subarea. On the south, Black Mountain Road, a major four-lane road, runs northward from Miramar Road and connects Mira Mesa to the Rancho Peñasquitos community at La Harina Court in the Black Mountain Ranchos and Black Mountain Glen developments. The north-south segment of improved Black Mountain Road in Rancho Peñasquitos terminates at the southern Subarea I boundary. An unimproved portion of Black Mountain Road extends across the site. Carmel Valley Road, a two-lane collector, originates west of I-5 and extends in a northeast direction

towards Subarea I. A segment of Carmel Valley Road has been constructed adjacent to the southern portion of Subarea I. Camino del Norte, a six-lane prime arterial, originates in Poway and extends in a northwest direction where it terminates in the southern portion of 4S Ranch just south of Rancho Bernardo Road. Rancho Bernardo Road, a major four-lane road, connects portions of 4S Ranch west of Subarea I to I-15 to the east. No improved public roadways presently connect to the north from Subarea I.

Both the west and east ends of SR-56 are complete and in operation. The proposed middle segment which runs through the NCFUA would be constructed in conjunction with the buildout of the NCFUA. This segment would connect the west end of SR-56 in Carmel Valley with SR-56 east in Rancho Peñasquitos. The City of San Diego and Caltrans are currently considering four alignments as discussed in detail in the January 1998 Revised EIR for the Middle Segment of State Route 56 (SCH No. 96031039). They include the northern and central alignment and two new alternative alignments, the modified Northern D and Modified Northern F. These two new alignments have been proposed to reduce or avoid the significant impacts found to be associated with the northern alignment and the central alignment. In addition, there are two possible roadway configurations for all alternative alignments, an eight-lane freeway with six mixed-flow lanes and two high-occupancy vehicle (HOV) lanes, or a four-lane expressway. The freeway is the ultimate configuration necessary to accommodate future (2020) traffic conditions. The expressway would be an interim roadway configuration.

The northern freeway alignment would extend east from the existing SR-56 west through the existing reserved alignment and then turn north roughly parallel to the existing Carmel Valley Road. The alignment would then turn east (south of Black Mountain Road) and parallel Black Mountain Road. It would then cross under Rancho Santa Fe Farms Road and turn south and continue east to connect with SR-56 east. The northern alignment would cross over a wildlife corridor connecting to Gonzales Canyon and bridge the east end of McGonigle Canyon.

The central freeway alignment would traverse the middle of the NCFUA, partially within the Environmental Tier/Multiple Species Conservation Planning area. This alignment would cross the tip of Santa Monica Ridge and continue east along the northern slopes of Deer Canyon eventually connecting to SR-56 to the east.

The Modified Northern D alignment, as stated in the Revised EIR for the Middle Segment of SR-56, would extend northeast for around 2,000 feet to the Carmel Valley Road culvert, then go north for approximately 5,000 feet along the east side of Carmel Valley Road, and then northeast for approximately 6,000 feet along a ridge parallel to the south side of Black Mountain Road. The future Camino Santa Fe interchange would be located around 2,000 feet east of the existing intersection of Carmel Valley Road and Black Mountain Road. A possible third interchange would be constructed east of the Rancho Santa Fe Farms Road overcrossing. Between the Rancho Santa Fe Farms Road

overcrossing and the eastern section of SR-56, the Modified Northern D alignment would extend southeast and generally follow the original Northern Alignment.

The Modified Northern F freeway alternative, as stated in the Revised EIR for the Middle Segment of SR-56, would extend northeast for around 2,000 feet to the Carmel Valley Road culvert, then proceed east for approximately 5,000 feet along the north side of McGonigle Canyon, and then northeast for approximately 6,000 feet within a small canyon that parallels the west side of the existing Rancho Glens Estates subdivision. The future Camino Santa Fe interchange would be located around 2,000 feet east of Carmel Valley Road and approximately 1,000 feet north of the intersection of McGonigle and Deer Canyons. A potential third interchange would be constructed east of the Rancho Santa Fe Farms Road overcrossing. This alternative alignment would extend southeast generally following the original northern alignment beginning at some point between the third interchange and the SR-56 east.

a) Regulatory Requirements

Proposed projects in the city of San Diego which generate long-term traffic are subject to applicable requirements of the San Diego County Congestion Management Program (CMP) and the City of San Diego Traffic Impact Study Manual.

The San Diego County CMP was developed by the San Diego Association of Governments (SANDAG) in response to California Proposition 111 (approved in June 1990) and is intended to directly link land use, transportation, and air quality through level of service performance criteria. The San Diego County CMP requires a detailed analysis of potential transportation-related impacts for all projects which generate at least 2,400 average daily trips (ADT) or 200 or more peak hour trips. Locations must be studied where the project adds more than 50 or more peak hour trips in one direction to a regionally significant arterial (RSA) or more than 150 peak hour trips in one direction to a freeway. The proposed project meets the trip generation threshold, so a detailed CMP level of analysis is required.

The City of San Diego Traffic Impact Study Manual requires analysis of potential transportation-related impacts based on conformance with applicable community plan land use and transportation elements, as well as associated trip generation. Specifically, projects which conform with the noted elements and generate at least 2,400 daily trips or 200 peak hour trips (based on driveway rates) are required to conduct a traffic impact study. Projects which do not conform to local land use and transportation elements and generate more than 1,000 daily trips (based on driveway rates) are also required to prepare a traffic impact study, with similar criteria as noted above for determining computer modeling requirements. If a project exceeds these thresholds and the cumulative traffic impacts of the project also exceed 2,400 daily trips or 200 peak hour

trips, then the traffic study must incorporate computer modeling, pursuant to City guidelines.

b) Existing Roadway Segments and Intersection Conditions

Street system operating conditions are typically described in terms of level of service (LOS). LOS is expressed as a letter designation from A to F, with A representing the best operating conditions and F the worst. LOS A through C represent free flowing traffic, conditions with little or no delay. LOS D represents limited congestion and some delay; however, the duration of periods of delay are generally acceptable to most people. City of San Diego Traffic Manual states "The acceptable level of service standard for roadways and intersections in San Diego is level of service D."

All signalized intersections were analyzed based on the "operational analysis" procedure for signalized intersections, as defined in the 1995 Highway Capacity Manual (HCM). This technique uses 1,800 passenger cars per hour of green per lane as the maximum saturation flow of a single lane at an intersection. The level of service for signalized intersections is based on the average time (seconds) that vehicles entering an intersection are stopped or delayed. The HCM LOS/delay criteria for signalized intersections is listed in Appendix B. The HCM unsignalized methodology was used for study area non-signalized intersections.

Figure 4B-1 shows the existing circulation system, including the average daily traffic volumes and level of service for roads and freeways in the project vicinity. Table 4B-1 gives an inventory of the existing roadway conditions.

As shown in Figure 4B-1, I-15 east of the project area from Camino del Norte to Carmel Mountain Road carries 204,300 average daily traffic volumes. Rancho Bernardo Road west of I-15 to West Bernardo Drive has 39,900 ADT, and an improved segment of Black Mountain Road just south of the subarea presently has 19,500 ADT. The current ADT for Camino del Norte between I-15 and Bernardo Center Drive is 22,500 ADT. The eastern terminus of San Dieguito Road has 7,100 ADT.

As shown in Table 4B-1, the following street segments in the study area exceed their maximum desired capacities:

- El Camino Real Half Mile Drive to San Dieguito Road (LOS F)
- El Camino Real, San Dieguito Road to Via de la Valle (LOS F)
- Rancho Bernardo Road, West Bernardo Drive to I-15 (LOS E)
- San Dieguito Road, El Camino Real eastward to San Diego City Limits (LOS F)

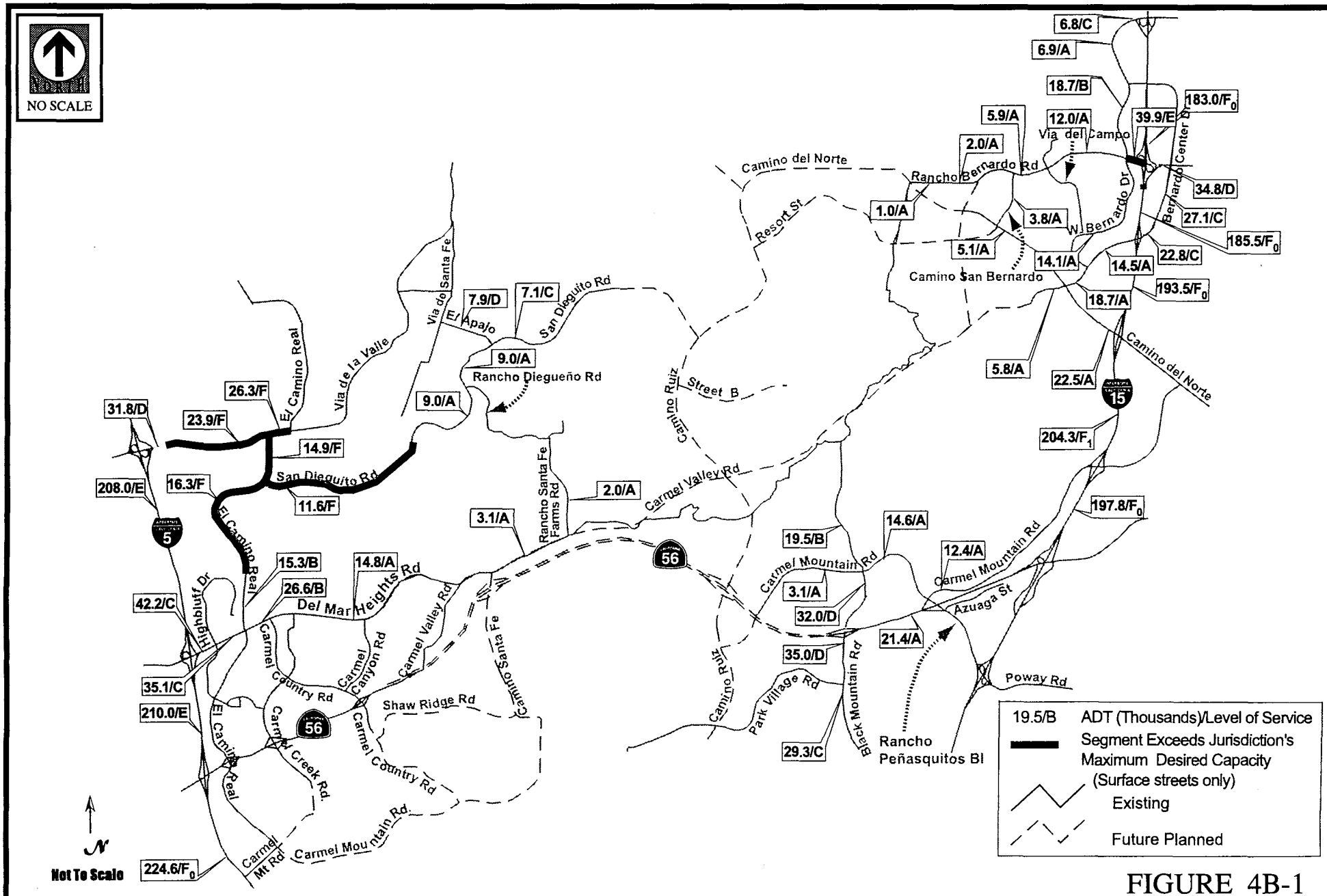


FIGURE 4B-1

Existing Roadway Segment Conditions

Source: Katz, Okitsu & Assoc. 1998

TABLE 4B-1
FUTURE URBANIZING AREA SUBAREA PLANS EXISTING STREET SEGMENT LEVELS OF SERVICE

Roadway/Limits	Class/Lanes	LOS E Capacity[1]	Existing Volume[2]	V/C Ratio	Level of Service[3]
Bernardo Center Drive					
Rancho Bernardo Road to Bernardo Heights Parkway	Major-4	40,000	27,100	0.68	C
Bernardo Heights Parkway to I-15	Major-4	40,000	22,800	0.57	C
I-15 to West Bernardo Drive	Major-4	40,000	14,500	0.36	A
West Bernardo Drive to Camino del Norte	Major-6	50,000	18,700	0.37	A
Camino del Norte to Black Mountain Road Extension	Major-4	37,000	5,800	0.16	A
Black Mountain Road					
North of Carmel Mountain Road	Major-4	40,000	19,500	0.49	B
Carmel Mountain Road to SR-56	Major-4	40,000	32,000	0.80	D
SR-56 to Park Village Road	Major-4	40,000	35,000	0.88	D
South of Park Village Road	Major-4	40,000	29,300	0.73	C
Camino del Norte					
Camino San Bernardo to Bernardo Center Drive	Prime-6	60,000	5,100	0.09	A
Bernardo Center Drive to I-15	Prime-6	60,000	22,500	0.38	A
Camino San Bernardo					
Camino del Norte to Rancho Bernardo Road	Major-4	37,000	3,800	0.10	A
Carmel Mountain Road					
East of Rancho Peñasquitos Boulevard	Major-4	40,000	12,400	0.31	A
East of Black Mountain Road	Major-4	40,000	14,600	0.37	A
Carmel Valley Road (SR-56)					
Del Mar Heights Road to Rancho Santa Fe Farms Road	Collector-2	10,000	3,100	0.31	A

TABLE 4B-1
FUTURE URBANIZING AREA SUBAREA PLANS EXISTING STREET SEGMENT LEVELS OF SERVICE
(continued)

Roadway/Limits	Class/Lanes	LOS E Capacity[1]	Existing Volume[2]	V/C Ratio	Level of Service[3]
Del Mar Heights Road					
I-5 to High Bluff Drive	Prime-6	60,000	42,200	0.70	C
High Bluff Drive to El Camino Real	Prime-6	60,000	35,100	0.59	C
El Camino Real to Carmel Country Road	Prime-6	60,000	26,600	0.44	B
Carmel Country Road to Lansdale	Prime-6	60,000	14,800	0.25	A
El Apajo					
Via de Santa Fe to San Dieguito Road	Collector-2	10,000	7,900	0.79	D
El Camino Real					
Del Mar Heights Road to Half Mile Drive	Major-4	40,000	15,300	0.38	B
Half Mile Drive to San Dieguito Road	Collector-2	10,000	16,300	1.63	F
San Dieguito Road to Via de la Valle	Collector-2	10,000	14,900	1.49	F
Rancho Bernardo Road					
Black Mountain Road to Alva Road	Collector-2	16,200	1,000	0.06	A
Alva Road to Camino San Bernardo	Major-4	37,000	2,000	0.05	A
Camino San Bernardo to Via Del Campo	Major-4	37,000	5,900	0.16	A
Via Del Campo to West Bernardo Drive	Major-4	40,000	12,000	0.30	A
West Bernardo Drive to I-15	Major-4	40,000	39,900	0.99	E
I-15 to Bernardo Center Drive	Major-4	40,000	34,800	0.87	D
Rancho Santa Fe Farms Road					
San Dieguito Road to Black Mountain Road	Collector-2	10,000	2,000	0.20	A

TABLE 4B-1
FUTURE URBANIZING AREA SUBAREA PLANS EXISTING STREET SEGMENT LEVELS OF SERVICE
(continued)

Roadway/Limits	Class/Lanes	LOS E Capacity[1]	Existing Volume[2]	V/C Ratio	Level of Service[3]
San Dieguito Road					
El Camino Real to San Diego City Limits	Collector-2	10,000	11,600	1.16	F
San Diego City Limits to Rancho Diegueno Road	Collector-4	34,200	9,000	0.26	A
Rancho Deigueno Road to El Apajo	Collector-4	34,200	9,000	0.55	A
East of El Apajo	Collector-2	10,000	7,100	0.71	C
Via de la Valle					
I-5 to San Andres Drive	Major-4	40,000	31,800	0.80	D
San Andres Drive to El Camino Real West	Collector-2	10,000	23,900	2.39	F
East of El Camino Real East	Collector-2	10,000	26,300	2.63	F
West Bernardo Drive					
Interstate 15 to Park Entrance	Collector-2	10,000	6,800	0.68	C
Park Entrance to Aquamiel	Collector-2	10,000	6,800	0.68	C
Aguamiel Road to Duenda Road	Major-4	40,000	6,900	0.17	A
Duenda Road to Rancho Bernardo Road	Major-4	40,000	18,700	0.47	B
Rancho Bernardo Road to Bernardo Center Drive	Major-4	40,000	14,100	0.35	A

[1] Recommended Maximum Daily Volume given in Tables B-2 or B-3 of Appendix B.
[2] 1997 or most recent.
[3] Based on daily traffic volume thresholds given in Tables B-2 or B-3 of Appendix B.
LOS = Level of Service.

- Via de la Valle, San Andres Drive. to El Camino Real West (LOS F)

- Via de la Valle, between El Camino Real West and El Camino Real East (LOS F)

The existing intersection levels of service are shown in Table 4B-2, the intersection locations are shown in Figure 4B-2, and Figure 4B-3 shows the existing levels of service at these intersections. As shown in Table 4B-2 and Figure 4B-3, the following intersections currently operate at LOS E or worse during AM or PM peak hours:

- Black Mountain Road/Park Village Road (AM, LOS E)

- West Bernardo Drive/I-15 southbound ramps (AM and PM, LOS F)

The existing intersection of West Bernardo Drive and I-15 southbound ramp is currently an unsignalized intersection and the high volumes of eastbound left-turn movements from the southbound off-ramp are largely responsible for the high delay.

c) Existing Freeway Segment Conditions

The current and future operations on the area freeway in the vicinity of the Future Urbanizing area were assessed based on the recommended procedure described in the 1995 Highway Capacity Manual (HCM). Freeway segment volumes are from the most recent SANDAG traffic flow map and represent 1996 volumes. Table 4B-3 summarizes the existing level of service on regional freeways serving the FUA area. Interstate 15 between Pomerado Road and SR-56 operates at LOS F or worse. Interstate 5 from Via de la Valle south to the intersection of SR-56 and Carmel Valley Road currently operates at LOS E. Interstate 5 from I-805 to SR-56 and Carmel Valley Road operates at LOS F.

d) Existing Ramp Meter Conditions

Ramp meters are presently installed on most of the freeway ramps in the study area. The Caltrans book of Traffic Volumes for California State Highways in District 11 from 1983-1996 is the source for ramp volumes and peak hour meter rates used in this report. The maximum peak hour delay in minutes was estimated by calculating the excess demand, which is the difference between the meter flow rate and the peak hour demand, and then calculating the time required for excess demand to pass the ramp meter location (based on the Caltrans meter flow rate). The Caltrans method for determining the maximum queue length is calculated by multiplying the excess demand (number of vehicles) by 29 feet per vehicle to arrive at the length in feet for the entire queue.

Caltrans provided existing ramp meter volumes during peak hours and peak hour flow rates. Where a HOV lane is available at the ramp, the demand volume is decreased by 10 percent to reflect the use of the HOV lane.

TABLE 4B-2
FUTURE URBANIZING AREA SUBAREA PLANS SUMMARY OF EXISTING INTERSECTION LEVELS OF SERVICE

Key #	Intersection	A.M. Peak Hour		P.M. Peak Hour	
		Delay*	LOS	Delay*	LOS
1	I-15 NB Ramps/Rancho Bernardo Rd.	6.2	B	8.4	B
2	I-15 SB Ramps/Rancho Bernardo Rd.	14.5	B	13.8	B
3	Bernardo Center Dr./I-15 NB Ramps	17.6	C	18.5	C
4	Bernardo Center Dr./I-15 SB Ramps	14.5	B	14.5	B
5	I-15 NB Ramps/Camino del Norte	18.3	C	22.7	C
6	I-15 SB Ramps/Camino del Norte	15.5	C	27.6	D
7	Bernardo Center Dr./Camino del Norte	8.3	B	11.6	B
8	Bernardo Center Dr./West Bernardo Dr.	21.0	C	13.4	B
9	Rancho Bernardo Rd./W. Bernardo Dr.	16.6	C	30.3	D
10	Camino San Bernardo/Rancho Bernardo Rd.	8.7	B	9.4	B
11	Camino del Norte/Camino San Bernardo	6.8	B	7.6	B
21	El Apajo/San Dieguito Rd.*	7.5	B	6.3	B
23	Rancho Diegueno Rd./San Dieguito Rd.	7.3	B	8.1	B
25	El Camino Real/Via de la Valle (west)	12.1	B	16.3	C
26	El Camino Real/San Dieguito Rd.	9.8	B	15.5	C
27	Via de la Valle/I-5 SB Ramps	8.4	B	9.8	B
28	Via de la Valle/I-5 NB Ramps	7.2	B	7.3	B
29	Del Mar Heights Rd./I-5 NB Ramps	12.5	B	9.7	B
30	Del Mar Heights Rd./I-5 SB Ramps	8.3	B	9.9	B
31	I-5 NB Ramps/SR-56 (Carmel Valley Rd.)	6.9	B	7.9	B
32	I-5 SB Ramps/SR-56 (Carmel Valley Rd.)	9.1	B	9.0	B
36	El Camino Real/SR-56 EB Ramps	8.9	B	12.5	B
37	El Camino Real (north)/SR-56 WB Ramps	9.1	B	8.3	B
40	Del Mar Heights Road/Carmel Country Road	10.4	B	9.1	B
42	Del Mar Heights Road/High Bluff Road	13.5	B	13.3	B
43	Del Mar Heights Rd./El Camino Real	11.1	B	11.4	B
52	Black Mountain Rd./Carmel Mountain Rd.	14.0	B	11.0	B
53	Black Mountain Rd./SR-56 WB Ramps	15.0	C	18.2	C
54	Black Mountain Rd./SR-56 EB Ramps	5.2	B	6.8	B
55	Black Mountain Rd./Park Village Road	42.8	E	25.0	C
57	Rancho Peñasquitos Blvd./SR-56 WB Ramps	11.2	B	25.1	D
58	Rancho Peñasquitos Blvd./SR-56 EB Ramps	11.4	B	9.9	B
62	SR-56/I-15 SB Ramps	2.4	A	3.9	A
63	SR-56/I-15 NB Ramps	10.6	B	24.0	C
69	Carmel Valley Rd./Rancho Santa Fe Rd.	1.9	A	1.6	A
73	Rancho Bernardo Road/Bernardo Center Road	12.9	B	15.6	C
75	Rancho Bernardo Road/Via del Campo	10.2	B	9.6	B
80	West Bernardo Drive/I-15 SB ramps†	123.3	F	258.5	F

NOTE: See Figure 4B-2 for key number locations.
EB = eastbound; NB = northbound; SB = southbound; WB = westbound
*Delay is in seconds.
†This intersection has a four way stop without a traffic light resulting in long delays with LOS F.

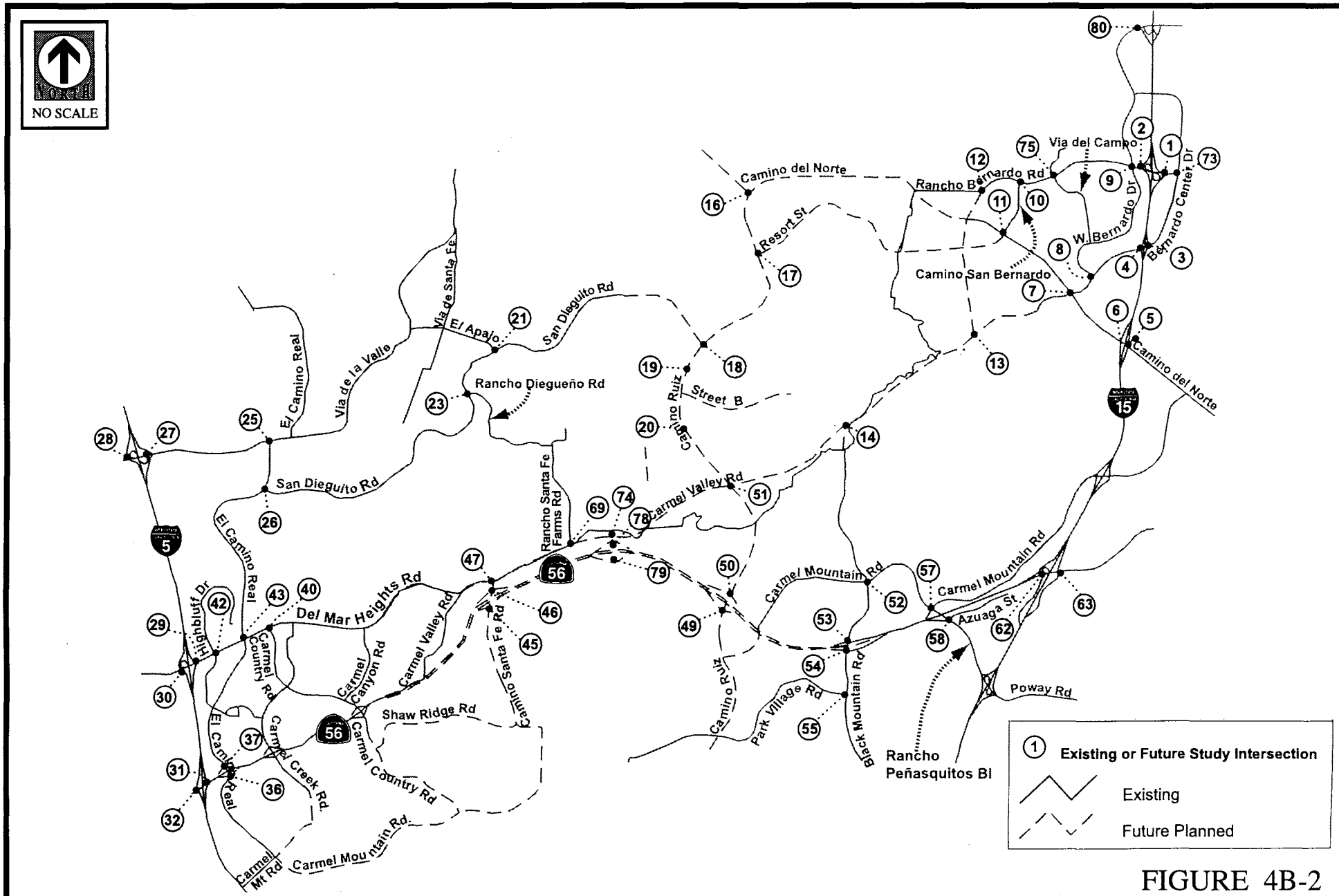


FIGURE 4B-2

Project Study Area Key Intersection Locations

Source: Katz, Okitsu & Assoc. 1998

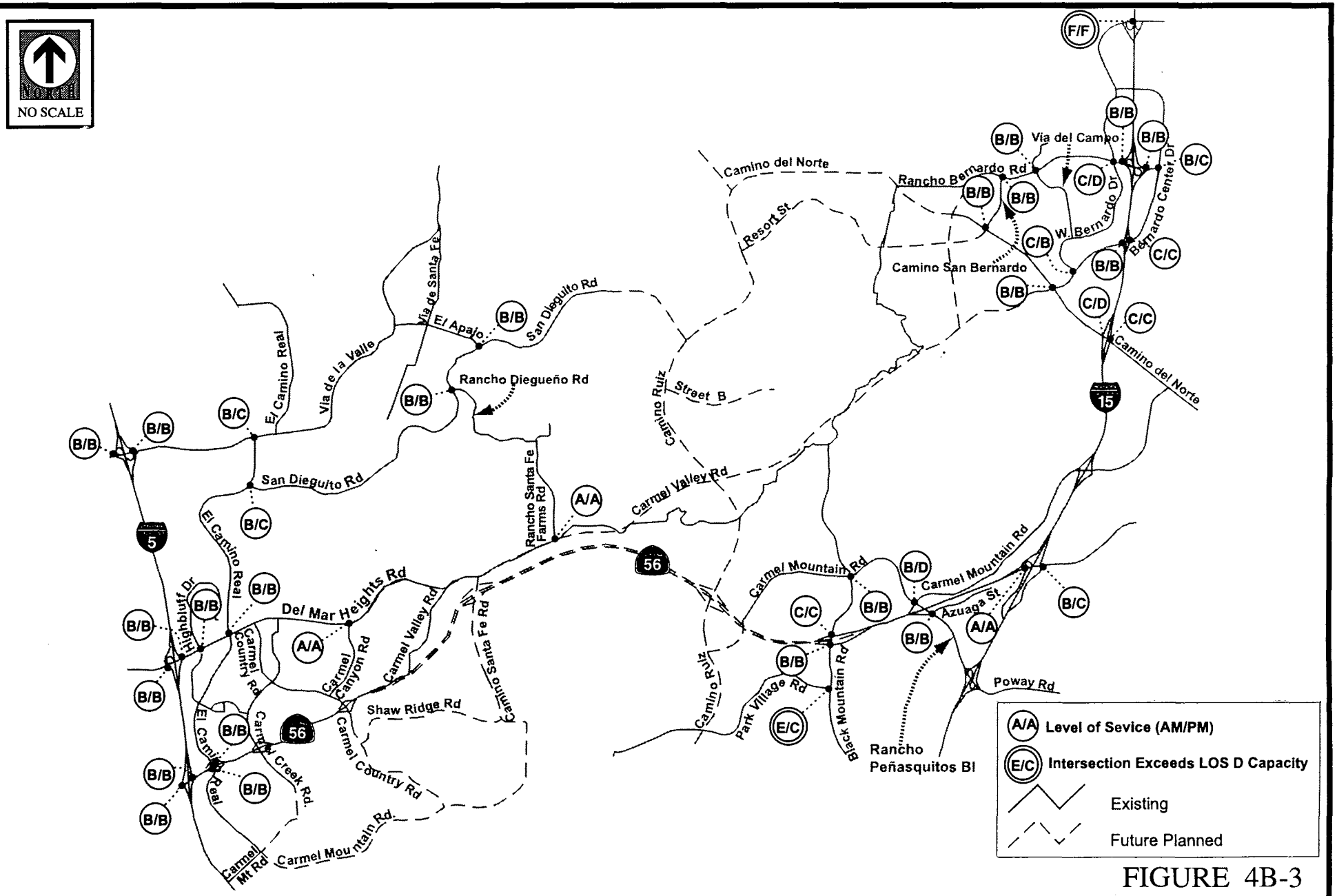


FIGURE 4B-3

Existing Peak Hour (AM/PM) Intersection Conditions

Source: Katz, Okitsu & Assoc. 1998

TABLE 4B-3
SUMMARY OF MAINLINE FREEWAY PERFORMANCE EXISTING CONDITIONS

Freeway/Limits	No. of Lanes (one-way)	Peak Hour Capacity per Lane	ADT	Peak Hour %	Peak Direction %	Truck/Terrain Adjustment Factor	Peak Hour Volume	V/C	LOS*
Interstate 5									
Via de la Valle to Del Mar Heights Road	5	11,500	208,000	0.082	0.570	0.920	10,567	0.92	E
Del Mar Heights Rd. to SR-56/Carmel Valley Rd.	5	11,500	210,000	0.082	0.570	0.920	10,669	0.93	E
I-805 to SR-56/Carmel Valley Rd.	4	9,200	224,600	0.075	0.550	0.970	9,551	1.03	F_0
Interstate 15									
Pomerado Rd./Highland Valley Rd./ Rancho Bernardo Road	4	9,200	183,000	0.087	0.580	0.920	10,037	1.09	F_0
Rancho Bernardo Road to Bernardo Center Drive	4	9,200	185,500	0.088	0.590	0.920	10,468	1.14	F_0
Bernardo Center Drive to Camino del Norte	4	9,200	193,500	0.088	0.590	0.920	10,920	1.19	F_0
Camino del Norte to Carmel Mountain Road	4	9,200	204,300	0.088	0.610	0.920	11,920	1.30	F_1
Carmel Mountain Road to SR-56	4	9,200	197,800	0.087	0.610	0.920	11,410	1.24	F_0
SR-56									
El Camino Real to Carmel Creek Road	3	6,900	5,200	0.098	0.570	0.985	295	0.04	A
Carmel Creek Road to Carmel Country Road	3	6,900	4,300	0.098	0.570	0.985	243	0.04	A
Black Mountain Road to Rancho Peñasquitos Boulevard	3	6,900	21,400	0.099	0.550	0.985	1,183	0.17	A
Rancho Peñasquitos Boulevard to I-15	3	6,900	26,000	0.099	0.550	0.985	1,437	0.21	A

*LOS based on 1995 HCM procedure for estimating freeway level of service, see text for more discussion.

Existing conditions on ramp meter volumes during peak hours and peak hour flow rates for freeway ramps that are subject to ramp metering are shown in Table 4B-4. Ramp meter delays are less than or equal to flow rate at all ramps during AM or PM peaks except for the ramp at I-5 southbound and Carmel Valley Road which experiences an average of 6 minutes of delay per vehicle during the AM, and the ramp at I-15 southbound and SR-56 where average delays are calculated at just under 10.5 minutes per vehicle during the AM peak hour.

e) Other Transportation Systems

In addition to the circulation plans for mixed-use vehicle travel, the Framework Plan and the Subarea Plans also recognize the circulation needs of transit, pedestrian, and bicycle travel.

Transit

The Framework Plan strives to create a land use and circulation pattern that supports multi-modal travel habits for its residents and employees of the Future Urbanizing area. The vision for the transit system includes the opportunity to create "transit emphasis" roadways and intersections, transit exclusive right-of-ways and provisions for regional transit service. The planned transit network is intended to be fully integrated into the local and regional transportation system and provide maximum connectivity to major activity centers.

A regional transit service would greatly serve to reduce congestion on I-5, I-15, and SR-56. The Framework Plan for the Future Urbanizing area provides several key transit components for regional travel:

- SR-56 as a Transit/High Occupancy Vehicle emphasis facility, and it is intended to facilitate regional and inter-city express route transit use through the Future Urbanizing area. Similar to the existing high occupancy vehicle lanes on I-15, high occupancy vehicle lanes on SR-56 would be an effective tool for relieving congestion and for encouraging the use of non-single occupant vehicle travel.

- Opportunities to design transit transfer stations, park-and-ride lots, and local feeder routes to help ensure the effective use of transit for inter-city commuters and other long-distance regional trips. A park-and-ride lot and a transit center are being considered as part of the northern and southern village areas, as well as the interchange of SR-56 at Camino Ruiz.

The Framework Plan also envisions local transit service that focuses on connectivity, service frequency, and operating efficiency as the primary factors to encourage transit use for local trips. The key concepts include:

TABLE 4B-4
SUMMARY OF PEAK HOUR RAMP METERING DELAYS
EXISTING CONDITIONS

Location*	Peak	Demand	Flow	Excess Demand	Delay (minutes)	Queue (feet)
I-5 NB/Via de la Valle (27)	PM WB	399	450	**	**	**
I-5 NB/Via de la Valle (27)	PM EB	432	450	**	**	**
I-5 SB/Via de la Valle (28)	AM WB	494	540	**	**	**
I-5 SB/Via de la Valle (28)	AM EB	707	750	**	**	**
I-5 NB/Del Mar Heights (29)	PM	1,042	1,050	**	**	**
I-5 SB/Del Mar Heights (30)	AM WB	821	850	**	**	**
I-5 SB/Del Mar Heights (30)	AM EB	608	680	**	**	**
I-5 NB/Carmel Valley Road (31)	PM	675	700	**	**	**
I-5 SB/Carmel Valley Road (32)	AM	1,213	1,100	113	6.16	3,277
I-5 SB/West Bernardo Drive (80)	AM	169	250	**	**	**
I-15 SB/Rancho Bernardo Road (2)	AM EB	612	700	**	**	**
I-15 SB/Rancho Bernardo Road (2)	AM WB	431	500	**	**	**
I-15 NB/Rancho Bernardo Road (1)	PM EB	706	800	**	**	**
I-15 NB/Rancho Bernardo Road (1)	PM WB	466	550	**	**	**
1-15 SB/Bernardo Center Rd (4)	AM	532	550	**	**	**
1-15 NB/Bernardo Center Rd (3)	PM	460	550	**	**	**
I-15 SB/Camino Del Norte (6)	AM	923	1,100	**	**	**
I-15 NB/Camino Del Norte (5)	PM	832	850	**	**	**
I-15 SB/SR-56 (62)	AM	527	450	77	10.26	2,233
I-15 NB/SR-56 (63)	PM	622	720	**	**	**

*See Figure 4B-2 for key number locations.
**Demand is less than flow rate. No excess demand occurs.

EB = eastbound; NB = northbound; SB = southbound; WB = westbound

- Providing transit service access to all major activity centers;
- Dedicating transit rights-of-way to facilitate fast and direct access into the community cores;
- Providing local bus routes with the highest frequency of service to the community cores; and
- Placing transit transfer stations in the community cores to provide access to other local and regional transit routes.

The Future Urbanizing area transit concept also presents an opportunity for providing transit priority roadway facilities and mechanisms on local roadways. For instance, it is envisioned that four-lane major roadways be constructed with two additional lanes for the possible exclusive use of transit vehicles in the future. In addition, signalized intersections on arterial streets could have transit preemption. This preemption would allow transit vehicles a "head start" in pulling away from a bus stop at one side of the intersection and crossing lanes of heavy traffic to the other side.

The existing transit service in the study area is limited to bus service on existing roadways in Carmel Valley, Rancho Peñasquitos, and Rancho Bernardo. Local and express bus routes exist, as well as high-occupancy vehicle lanes on I-15 south of Ted Williams Parkway. A number of park-and-ride lots are located at strategic areas along the freeway corridors.

Pedestrian and Bicycle Circulation

The Framework Plan strives to accommodate all modes of travel to provide the maximum degree of choice in selecting a means to move about the area, including non-motorized travel. The Framework Plan envisions that all Subarea Plans will include roadways with sidewalks and bikeways, or provide a separate off-street system that allows for access to activity centers and recreation areas both within the Future Urbanizing area and connections to areas outside the Future Urbanizing area.

All primary and major roadways within the Black Mountain Ranch area would be constructed with bicycle lanes on each side of the street and pedestrian push-buttons would be provided at all signalized intersections.

In addition, the proposed hiking, biking, and equestrian trails essentially follow existing farm roads and would be constructed to the requirements of the City Department of Parks and Recreation. The trails would provide public recreational access along the Subarea's western and northern boundaries; access along Lusardi Creek and La Zanja Canyon connecting to Black Mountain Park; and a north-south connection across La Jolla Valley.

Class 1 and 2 paved asphalt/concrete bike paths would also be provided along major roads and within the open space area of La Jolla Valley.

f) Project Phasing

Buildout of the future development areas of Black Mountain Ranch and the perimeter properties is envisioned to occur in three phases. The first phase would be approximately 27 percent of the proposed development, approximately 64 percent would occur in the second phase, and the final phase would represent buildout or 100 percent of Subarea I development. This phasing scheme assumes that the improvements to the circulation network that were identified for the Black Mountain Ranch II VTM/PRD are in place and assured to the satisfaction of the City Engineer, prior to any development of the remainder of Subarea I.

The overall network strategy for this phasing plan is to maintain the separation between the subarea and Rancho Bernardo during the first and second phases to minimize impacts to I-15. The final phase would implement connections to Rancho Bernardo and involve the full completion of the Subarea I buildout including the ultimate roadway improvements as necessary. Should regional improvements be constructed in stages, rather than in their entirety, then appropriate sub-phases of this phasing plan may be developed to the satisfaction of the City Engineer. The transportation improvements associated with the Black Mountain Ranch II VTM and each development phase of Subarea I are presented in Table 4B-5.

The Subarea I phased transportation improvements and range of mitigation measures were derived from a subregional traffic model that made an equivalent assumption for development elsewhere. These assumptions were based on the density and rate of buildout assumed for the NCFUA as well as for approved and reasonably foreseeable projects proposed for the adjoining County areas through the year 2015. Because this range of possible mitigation measures is based on forecasts and assumptions of future traffic from a variety of proposed projects, and due to the fact that this EIR contains a subarea-plan level of analysis, the final mitigation program necessarily will be further refined in connection with CEQA review of future tentative maps for specific development projects within the subarea. As a result, the improvements and phasing may be modified and different mitigation measures or phasing may be substituted to the satisfaction of the City Engineer, so long as the mitigation measures to be implemented are determined to meet or exceed the level of mitigation provided for in this traffic analysis.

TABLE4B-5
SUMMARY OF REQUIRED CIRCULATION IMPROVEMENTS BY PHASE FOR SUBAREA I

Facility	Location	Required Improvement Description*
Vesting Tentative Map Phase 1: Prior to development in the VTM area, the following improvements shall be assured to the satisfaction of the City Engineer:		
On-Site Roads		
Black Mountain Road	Carmel Valley Road to existing Black Mountain Road	Construct 4-lane major street
Camino Ruiz	@ San Dieguito Road	Construct traffic signal
Camino Ruiz	San Dieguito Road to Carmel Valley Road	Construct 2 lanes of an ultimate 4-lane major road
Camino Ruiz	@ B Street	Construct traffic signal
Camino Ruiz	@ Carmel Valley Road	Construct traffic signal
Carmel Valley Road	@ Black Mountain Road	Construct traffic signal
San Dieguito Road	Property boundary east to Camino Ruiz	Construct a 2-lane collector street with intersection widening for turn lanes
Off-Site Roads		
Black Mountain Road	@ Maler Road	Construct traffic signal
Black Mountain Road	@ SR 56 WB Ramp	Widen WB approach for dual lefts and right-turn lanes. Modify signal.
Black Mountain Road	@ SR 56 EB Ramp	Widen SB approach for dual lefts; Widen NB approach for exclusive right-turn lane.
Black Mountain Road	@ Park Village Road	Widen SB approach for exclusive right-turn lane.
Carmel Valley Road	Western portion of SR 56 to Via Abertura	Provide striping, signing, and widening improvements as required by City Engineer. Enhance existing 2-lane road
Carmel Valley Road	Via Abertura to Black Mountain Road	Construct 2 lanes of an ultimate 4-lane major road with intersection widening.
Carmel Valley Road	@ Rancho Santa Fe Farms Road	Construct traffic signal
El Camino Real	@ San Dieguito Road	Widen WB approach for shared left- and right-turn lane.
Rancho Peñasquitos Blvd.	@ SR 56 WB Ramp	Widen WB off ramp to provide a center left/through/right-turn lane.

TABLE4B-5
SUMMARY OF REQUIRED CIRCULATION IMPROVEMENTS BY PHASE FOR SUBAREA I
(continued)

Facility	Location	Required Improvement Description*
Vesting Tentative Map Phase 2:	Prior to exceeding 600 equivalent dwelling units in the VTM area, the following improvements shall be assured to the satisfaction of the City Engineer:	
On-Site Roads		
Camino Ruiz	San Dieguito Road to Carmel Valley Road	Widen to 4-lane major street
Camino Ruiz	Carmel Valley Road to SR 56	Construct 4-lane major street
State Route 56	Black Mountain Road to Camino Ruiz	Extend to Camino Ruiz
Off-Site Roads		
Carmel Valley Road	@ I-5 SB Ramp	Restripe the intersection for a WB shared left/through lane. Modify signal for split phasing.
Black Mountain Ranch Subarea I Phase 1:	Prior to exceeding 2,628† equivalent dwelling units in the Vesting Tentative Map area and any equivalent dwelling units in the remainder of Subarea I, the following improvements shall be assured to the satisfaction of the City Engineer:	
On-Site Roads		
Camino Ruiz	Resort Street to San Dieguito Road	Construct to 2-lanes of an ultimate 4-lane major street
Camino Ruiz	San Dieguito Road to Carmel Valley Road	If not complete, widen to 4 lane major street
Internal roadways	As needed	Construct roadways and traffic signals
Off-Site Roads		
Black Mountain Road	@ Park Village Road	Construct intersection improvements (NB dual left).‡
Camino Ruiz	Southern project boundary to SR-56	If not complete, construct to 4-lane major street.
Camino Ruiz	@ SR-56	Construct diamond interchange.
Camino Ruiz	SR-56 to Carmel Mountain Road	Construct 4-lane major.
Camino Ruiz	Carmel Mountain Road to Dormouse Road	2-lane collector.
Camino Santa Fe	SR-56 to Carmel Valley Road	Construct 4-lane major.
Carmel Valley Rd.	Camino Ruiz to Black Mountain Road	If not complete, widen to 4-lane major street.

TABLE4B-5
SUMMARY OF REQUIRED CIRCULATION IMPROVEMENTS BY PHASE FOR SUBAREA I
(continued)

Facility	Location	Required Improvement Description*
El Camino Real (W)	Via de la Valley to Half Mile Drive	Widen to 4-lane street
Carmel Valley Rd.	Camino Santa Fe to Camino Ruiz	Construct to 4-lane major street.
Del Mar Heights Rd.	Lansdale Dr. (E) to Camino Santa Fe	Construct 6-lane/4-lane major roadway.
El Apajo	Via de Santa Fe to San Dieguito Road	Widen to 3 lanes.
El Camino Real (W)	Via de la Valle to Half Mile Drive	Widen to 4-lane street.
Interstate 5	SR-56 to I-805	Construct dual freeways.
San Dieguito Road	El Camino Real to San Diego City Limits	Spot intersection improvements‡
San Dieguito Road	@ El Apajo	Construct traffic signal.
San Dieguito Road	El Apajo to Camino Ruiz	Spot intersection improvements‡
State Route 56	@ Camino Santa Fe	Construct interchange.
State Route 56	Carmel Valley to Black Mountain Road	Construct 4-lane expressway.
State Route 56	@ I-15	Construct EB to NB loop ramps, and SB on-ramp, EB to SB right-turn lane.
Via de la Valle	I-5 to San Andres Drive	Restripe for 6 lanes.
Via de la Valle	San Andres Drive to El Camino Real (E)	Widen to 4-lane street.
Black Mountain Ranch Subarea I Phase 2:	Prior to exceeding 2,6280† equivalent dwelling units in the VTM area and 1,582 equivalent dwelling units in the remainder of Subarea I (totaling 4,210 equivalent dwelling units in all of Subarea I), the following improvements shall be assured to the satisfaction of the City Engineer.	
On-Site Roadways		
Camino Ruiz	Resort Street to San Dieguito Rd.	Widen to 4-lane major.
Resort Street	Camino Ruiz to eastern project boundary	Construct 4-lane collector.
Internal roadways	As needed	Construct roadways and traffic signals
Off-Site Roadways		
Camino Ruiz	Carmel Valley Road to Carmel Mountain Road	Widen to 6-lane primary.

TABLE4B-5
SUMMARY OF REQUIRED CIRCULATION IMPROVEMENTS BY PHASE FOR SUBAREA I
(continued)

Facility	Location	Required Improvement Description*
State Route 56	I-5 to I-15	Widen to 6-lane freeway.
State Route 56	@ I-5	Construct north-facing ramps.
State Route 56	@ Camino Ruiz	Construct partial cloverleaf interchange.
Black Mountain Ranch Subarea I Phase 3:	Prior to exceeding 2,628† equivalent dwelling units in the VTM area and 3,687 equivalent dwelling units in the remainder of Subarea I (totaling 6,316 equivalent dwelling units in all of Subarea I), the following improve ments shall be assured to the satisfaction of the City Engineer.	
On-Site Roadways		
Camino del Norte	Eastern project boundary to western project boundary	Construct 4-lane major street.
Camino Ruiz	Resort Street to Camino del Norte	Construct 4-lane major street.
Off-Site Roadways		
Bernardo Center Drive	@ I-15	Construct ramp improvements.
Black Mountain Road	Twin Trails to north of Mercy Road	Widen to 6-lane primary.
Carmel Valley Road	Black Mountain Road to Bernardo Center Drive	Construct 4-lane major.
Camino del Norte	Eastern project boundary to 4S Parkway	If not constructed, construct to 4-lane major.
Camino del Norte	@ Bernardo Center Drive	Improve capacity at-grade, pedestrian bridge. †
Camino del Norte	4S Parkway to existing terminus	If not complete, construct 6-lane primary.
Camino del Norte	@ I-15 Ramps	Construct interchange improvements, NB & SB truck climbing lanes.
Camino Santa Fe	SR-56 to Carmel Valley Road	Widen to 6-lane major street.
Camino Ruiz	Carmel Mountain Road to Dormouse Road	Widen to 4-lane major street.
Interstate 5	Del Mar Heights Road to Birmingham Drive	Construct improvements (HOV, auxiliary lanes) or comparable improvement to facility
Interstate 15	SR-56 to Escondido	Construct improvements (HOV, auxiliary lanes) or comparable improvement to facility

TABLE4B-5
SUMMARY OF REQUIRED CIRCULATION IMPROVEMENTS BY PHASE FOR SUBAREA I
(continued)

Facility	Location	Required Improvement Description*
Rancho Bernardo Road	Bernardo Center Drive to West Bernardo Drive	Widen to 6-lane major
Rancho Bernardo Road	@ West Bernardo Drive	Construct intersection improvements
Rancho Bernardo Road	@ I-15 NB/SB Ramps	Construct intersection improvements
West Bernardo Drive	@ Bernardo Center Drive	Construct intersection improvements
West Bernardo Drive	I-15 SB Ramps to Aguamiel Road	Improve cross section*
West Bernardo Drive	@ I-15 SB Ramp	Construct traffic signal

*Required improvements to be assured to the satisfaction of the City Engineer.
†These 2,628 EDUs are assumed to only be associated with the approved land uses defined by the approved VTM.
‡Improvements to be defined, designed, and assured to the satisfaction of the City Engineer.
EB = eastbound; NB = northbound; SB = southbound; WB = westbound

1) Issue

What direct and cumulative traffic impacts would the project have on the existing and planned community and regional circulation networks?

Impacts

a) Project Traffic Forecasting

The traffic impact analysis is based on the conditions for Phase One and Phase Two development of Subarea I, and at buildout of Subarea I and the rest of the Future Urbanizing area, 4S Ranch, Santa Fe Valley, and the surrounding environment. Buildout was estimated to occur at year 2015.

The transportation analysis was based on traffic forecasting methodologies and land use forecast information contained in the SANDAG Series 8 2015 regional projections for population and employment. Regional growth data for the year 2015 was compiled from all existing Future Urbanizing area land use documents as listed in Table 5 of Appendix B.

The traffic analysis uses the future local and regional circulation network for Subarea I and the Future Urbanizing area. The Subarea I land uses are shown in Table 4B-6, and the land use assumptions for the remaining Subarea Plans or planning area plans are shown in Table 4B-7. Approximately 57,922 total vehicle trips would be generated by the Subarea I future development areas and perimeter properties, based on the land uses for Subarea I. The approved Black Mountain Ranch II VTM would generate 26,284 daily trips. The other subareas and planning areas as shown in Table 4B-7 would generate an additional 258,203 total vehicle trips.

The traffic analysis provides a determination of the traffic attributable to the Black Mountain Ranch Subarea I project in order to determine project impacts on the existing and planned community and regional circulation networks. As stated above, the development of Subarea I would generate approximately 57,922 daily trips. Using the SANDAG Select Zone assignment, these project trips can be approximated from the overall traffic flow forecast. The distribution (percentage) of Subarea I trips to roadway segments is illustrated in Figure 4B-4 and the number of project trips contributing to roadway segments is illustrated in Figure 4B-5.

Traffic conditions for the year 2015 without the Black Mountain Ranch project were determined by removing the project trips from the forecast daily traffic volumes. The without-project analysis allows comparison of traffic volumes with or without the project to determine project impacts. The without-project analysis does not include the

TABLE 4B-6
SUMMARY OF LAND USES – SUBAREA I

Land Use	Unit	Plan Yield/ Intensity	Trip Rate (vehicle)	Total Trips (vehicle)
APPROVED BLACK MOUNTAIN RANCH VESTING TENTATIVE MAP AREA				
Estate Residential	dwelling units	71	12	852
Single-Family Residential	dwelling units	871	10	8,710
Affordable Housing	dwelling units	179	8	1,432
Subtotal Dwelling Units		1,121		
High School*	acres	49	50	2,450
Elementary School	acres	10	60	600
Middle School	acres	17	40	680
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
Subtotal Trips				16,684
APPROVED BLACK MOUNTAIN RANCH LAND USES UNDER PROPOSITION C 1996				
Neighborhood Commercial	thousand sq. feet	60	120	7,200
Resort/Hotel	rooms	300	8	2,400
Subtotal Trips				9,600
Total Trips – Approved for Black Mountain Ranch				26,284
BLACK MOUNTAIN RANCH FUTURE DEVELOPMENT AREA (FDA) - NORTHERN VILLAGE				
Single-Family Residential	dwelling units	475	10	4,750
Multi-Family Residential	dwelling units	1,085	8	8,680
Age-Restricted (Sr.) Residential	dwelling units	500	4	2,000
High School*	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
Neighborhood Parks	acres	7	40	280
Subtotal Northern Village				37,010

TABLE 4B-6
SUMMARY OF LAND USES – SUBAREA I
(continued)

Land Use	Unit	Plan Yield/ Intensity	Trip Rate (vehicle)	Total Trips (vehicle)
BLACK MOUNTAIN RANCH FDA – SOUTHERN VILLAGE AREA AND RESIDENTIAL CLUSTERS				
Estate Residential	dwelling units	157	12	1,884
Single-Family Residential	dwelling units	539	10	5,390
Multi-Family Residential	dwelling units	496	8	3,968
Subtotal Southern Village and Residential Clusters				11,242
Total Trips – Black Mountain Ranch Future Development Areas				48,252
Subtotal Dwelling Units- FDA		3,251		
PERIMETER PROPERTIES				
SW perimeter - Single Family Residential	dwelling units	330	10	3,300
SE perimeter – Single-Family Residential	dwelling units	397	10	3,970
NE perimeter – Multi-Family Residential	dwelling units	300	8	2,400
Subtotal		1,027		9,670
Total Trips for FDA and Perimeter Properties				57,922
Total Dwelling Units for Subarea I and approved Black Mountain Ranch VTM		5,400		
Total Trips for Subarea I and Approved Black Mountain Ranch VTM				84,206

*High school site in VTM area to be deleted.

TABLE 4B-7
SUMMARY OF LAND USES - OFF-SITE PLANNING AREAS

Land Use	Unit	Plan Yield/ Intensity	Trip Rate (vehicle)	Total Trips (vehicle)
SUBAREA II				
Very Low Residential	Dwelling units	198	10	1,980
Estate Residential	Dwelling units	10	12	120
Total Trips - Subarea II				2,100
SUBAREA III - PACIFIC HIGHLANDS				
Single-Family Residential	Dwelling units	4,253	10	42,530
Estate Residential	Dwelling units	31	12	372
Mixed Use	Acres	54	400	21,600
Junior High School	Acres	20	82	1,640
Community Park	Acres	38	47	1,786
Total Trips - Subarea III				67,928
SUBAREA IV - TORREY HIGHLANDS				
Single-Family Residential (very low to low density)	Dwelling Units	1,015	10	10,150
Single-Family Residential (low to moderate density)	Dwelling Units	1,493	7.5	11,198
Local Mixed-Use Commercial	Acres	149	120	17,880
Regional Commercial	Acres	22	700	15,400
Specialty Commercial	Acres	11	50	550
Joint Operations Center	Acres	61	50	3,050
Employment Center	Acres	38	100	3,800
Elementary Schools (existing and proposed)	Acres	23	60	1,380
Jr. High School (existing)	Acres	30	40	1,200
High School	Acres	60	50	3,000
Neighborhood Parks	Acres (total)	15	50	750
Total Trips – Subarea IV				68,358
SUBAREA IV – FAIRBANKS HIGHLANDS				
Single-Family Residential	Dwelling units	92	10	920
Middle School	Acres	8	50	400
Total Trips - Fairbanks Highlands				1,320
SUBAREA V - DEL MAR MESA				
Estate Residential	Dwelling units	665	12	7,980
Resort Hotel	Rooms	300	8	2,400
Elementary School	Acres	4	141	564

TABLE 4B-7
SUMMARY OF LAND USES - OFF-SITE PLANNING AREAS
(continued)

Land Use	Unit	Plan Yield/ Intensity	Trip Rate (vehicle)	Total Trips (vehicle)
18-hole Golf Course	Site	1	600	600
Neighborhood Park	Acres	9	47	423
Total Trips - Del Mar Mesa				11,967
TOTAL FUA AREA OFF-SITE				151,673
SANTA FE VALLEY				
Single-Family Residential	Dwelling units	1,061	10	10,610
Estate Residential	Dwelling units	134	12	1,608
Senior Residential	Acres	200	3	600
Resort Hotel	Rooms	250	8	2,000
Elementary School	Acres	12	141	1,692
Middle School	Acres	23	82	1,886
Neighborhood Commercial	Acres	5	1,053	5,265
18-hole Golf Course	Site	1	600	600
9-hole Golf Course	Site	1	300	300
Park	Acres	12	47	564
Fire Station	Acres	3	148	444
Total Trips - Santa Fe Valley				25,569
4S RANCH				
Single-Family Residential	Dwelling units	4,154	10	41,540
Estate Residential	Dwelling units	11	12	132
Multi-Family Residential	Dwelling units	800	6	4,800
Neighborhood Commercial	Acres	5	1,053	5,265
Community Commercial	Acres	20	702	14,040
Mixed-Use	Acres	10	323	3,230
Elementary School	Acres (total)	20	141	2,820
Middle School	Acres	30	82	2,460
High School	Acres	60	79	4,740
Park	Acres (total)	38	47	1,786
Fire Station	Acres	1	148	148
Total Trips - 4S Ranch				80,961
Total Trips Non-FUA Area				106,530
Total Trips Subarea I and Approved Black Mountain Ranch VTM				84,206
GRAND TOTAL TRIPS				342,409

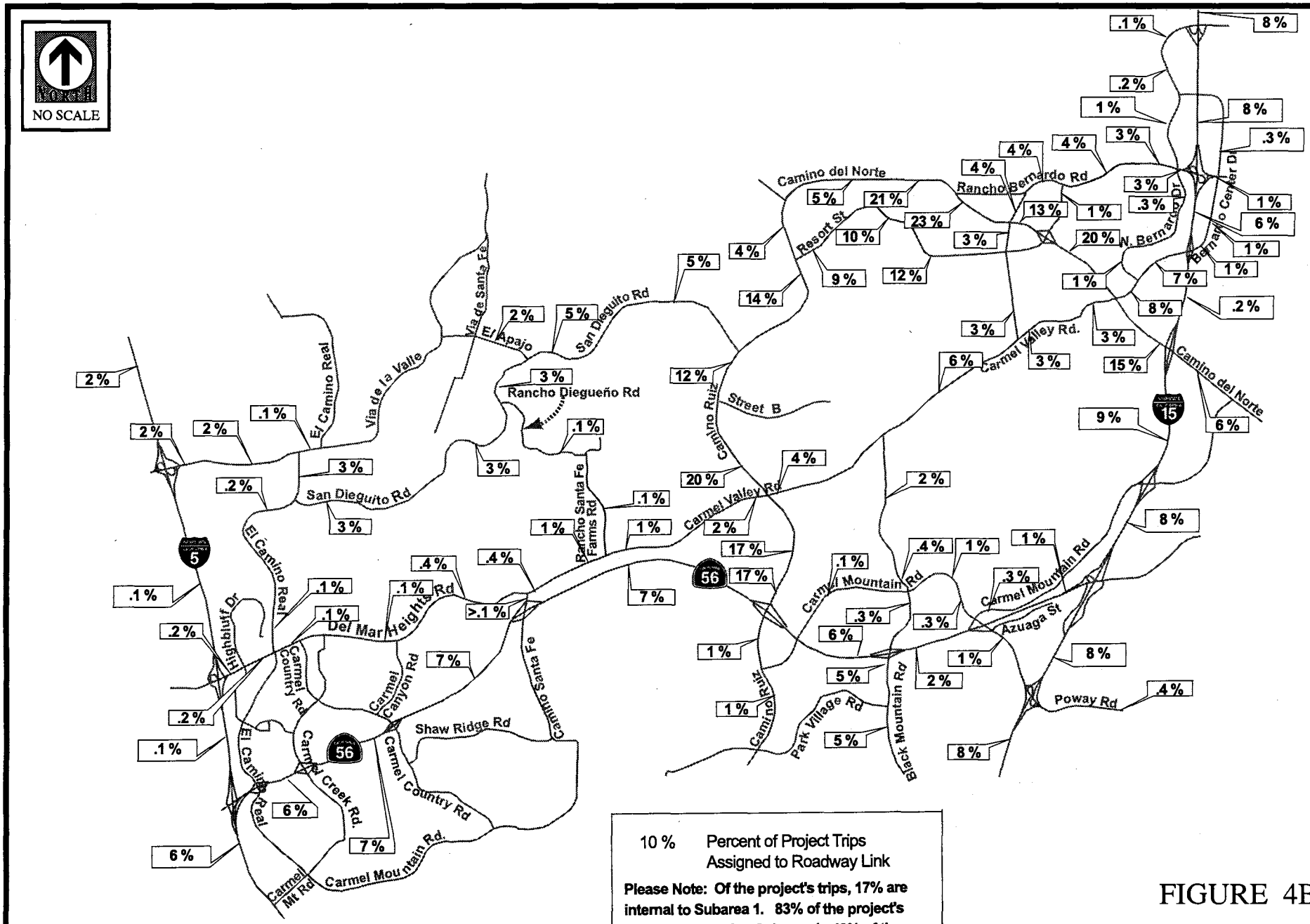


FIGURE 4B-4

Distribution of Project Trips

Source: Katz, Okitsu & Assoc. 1998

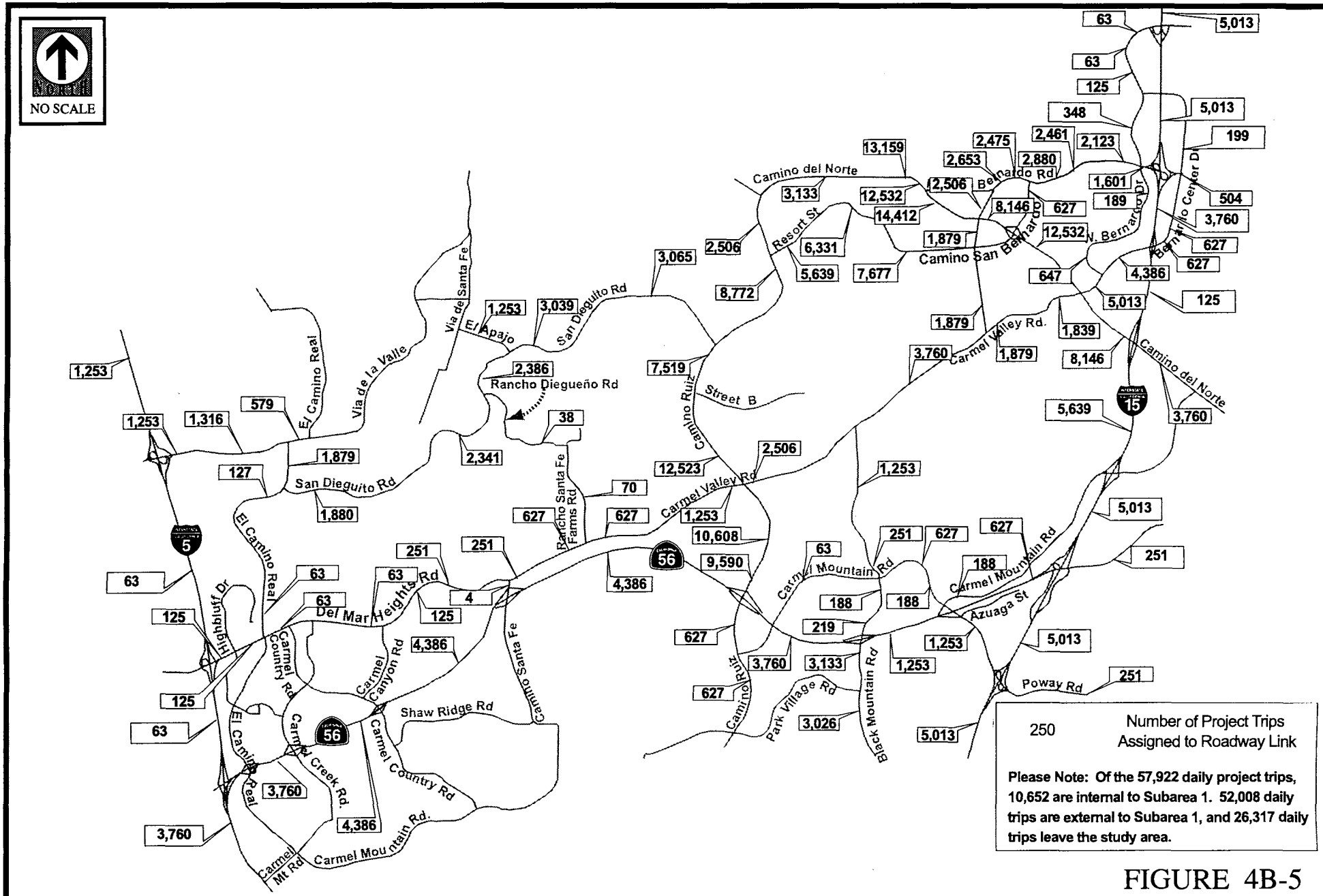


FIGURE 4B-5

Project Only Trip Assignment

Source: Katz, Okitsu & Associates 1998

intersection level of detail since it is infeasible to model project contributions to peak hour intersection volumes from the TRANPLAN model.

b) Future Road Improvements

The traffic analysis for Phase 1 through Phase 3 development of Subarea I (buildout) is based on the assumption that the associated transportation improvements for each phase (see Table 4B-5) are in place.

The traffic analysis under buildout conditions is also based on the assumption that the planned roadway network would be in place. The planned roadway network includes SR-56 as a six-lane freeway with seven interchanges between I-5 and I-15. These interchanges would be located at El Camino Real, Carmel Creek Road, Carmel Country Road, Camino Santa Fe, Camino Ruiz, Black Mountain Road, and Rancho Peñasquitos Road/Carmel Mountain Road.

A third interchange was originally planned between Camino Santa Fe and Camino Ruiz. However, the proposed planned network for this project would eliminate the third interchange. Instead, the proposed network would include the construction of the interchange at Camino Ruiz as a partial cloverleaf, with northbound and southbound loops to the on-ramps to SR-56. This would allow for free right turn movements to the on-ramps and greatly enhance capacity and operations at the interchange.

At the request of the City of San Diego, an analysis was also conducted of Phase 1, Phase 2, and Phase 3 (buildout) traffic volumes without the assumed circulation improvements in place, other than those associated with the approved Black Mountain Ranch II VTM/PRD. While it is unlikely that buildout could occur without these improvements, this analysis provides a worst case impact assessment.

c) Circulation and Road Improvements for the Northern Village

This section presents the results of a study addressing the direct traffic impacts associated with the proposed future development of the Black Mountain Ranch northern village. A detailed environmental impact report and associated traffic impact analysis technical report was completed in May 1996 for the Black Mountain Ranch II VTM for the southern area, which is wholly contained in Subarea I and covers the majority of the Subarea I land area. The Black Mountain Ranch II VTM/PRD EIR specifically did not include all environmental clearances for the northern area within Black Mountain Ranch.

Additional traffic analysis documentation was required for the northern area because the northern area contains internal roadways that were not included in the Black Mountain Ranch II VTM/PRD EIR nor under the analysis of area-wide traffic impacts presented later in the impact section.

This section presents the current plans for circulation facilities in the northern village area. Based on forecast traffic volumes, the necessary roadway segment capacities are identified as well as locations where traffic signals may be needed. This information will allow for adequate right-of-way to be reserved for this future developing area to accommodate the needed infrastructure.

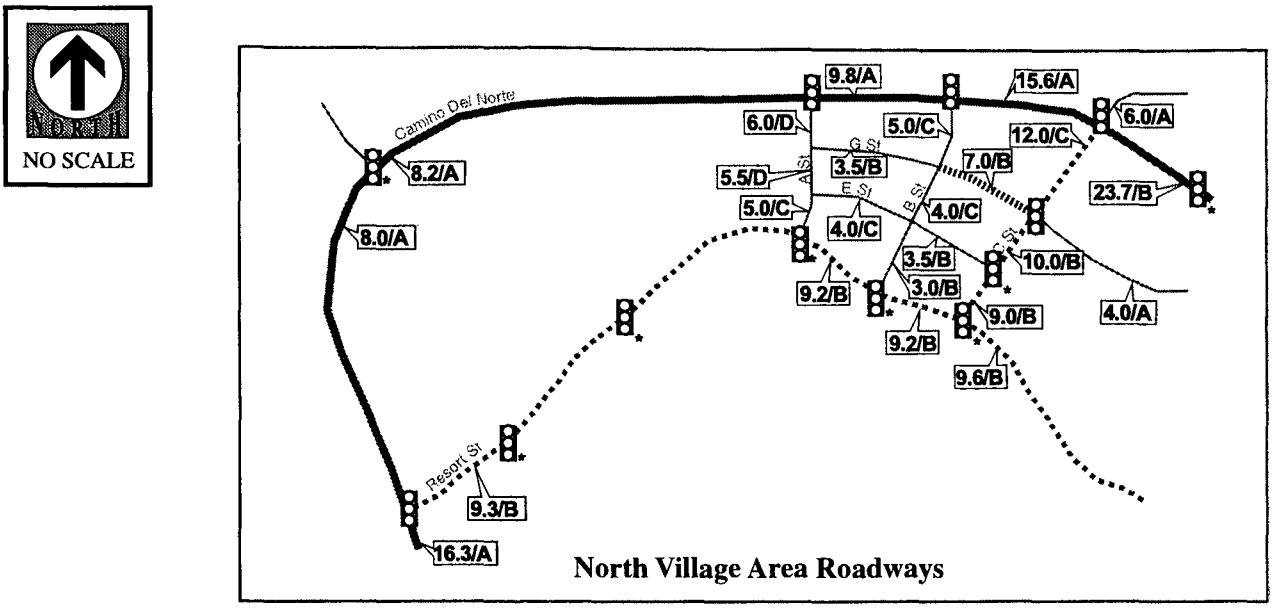
The Subarea I project, based on the proposed land uses (see Table 4B-6), would be expected to generate approximately 57,922 daily vehicle trips. Of those 57,922 trips, 37,010 daily trips would be generated by land uses in the northern village area, 11,242 daily trips would be generated by the land uses in the southern village area and remaining residential clusters, and 9,670 daily trips would be generated by land uses in the perimeter properties.

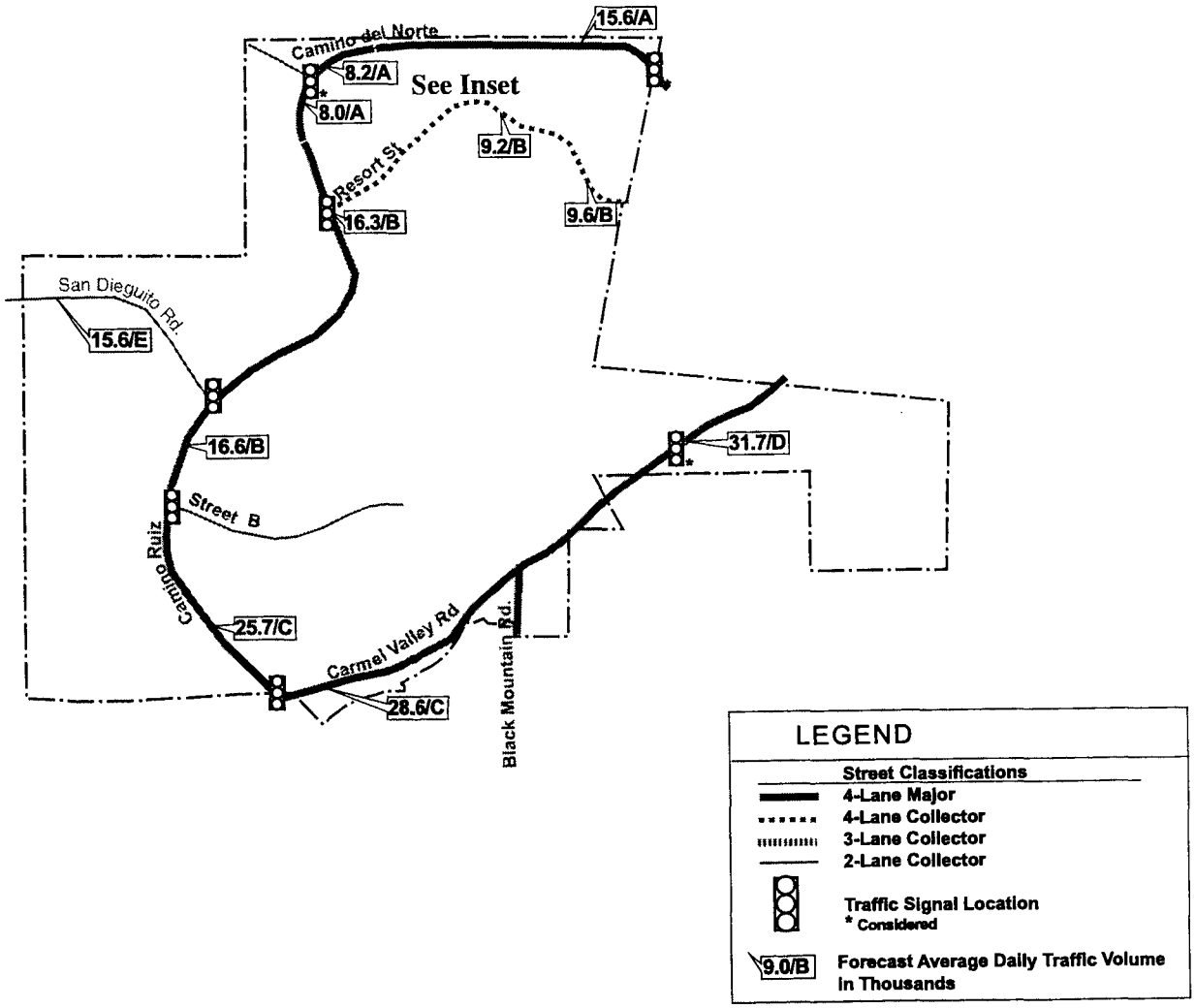
The planned circulation system for Subarea I and the internal street network in the northern village area are shown in Figure 4B-6. The planned circulation network for the northern village area would consist of a hierarchy of streets, laid out in a grid pattern. This pattern would allow for the separation of local and through traffic and minimize conflicts. In addition, alternating patterns of local and collector streets would encourage pedestrian and bicycle usage by allowing for roadways with lower traffic volumes and narrower widths, which would contribute to a safer environment for non-motorized traffic.

As shown in Figure 4B-6, Camino del Norte would serve as the primary arterial roadway that would provide east-west connections to communities outside the Future Urbanizing area and I-15. Camino del Norte also defines the northern boundary of the northern village area. Camino del Norte would transition from the six-lane cross section at 4S Ranch Parkway and continue westward as a four-lane major arterial to Camino Ruiz. This portion of Camino del Norte would be designed to carry 30,000 ADT per the maximum desired LOS C standard for the City of San Diego. Bike lanes are proposed on both sides of Camino del Norte in the vicinity of the northern village area.

Camino Ruiz would serve as the main arterial roadway that would provide north-south access to communities to the north and south of Subarea I. Camino Ruiz also defines the western boundary of the northern village area. The northern portion of Camino Ruiz, along the western boundary of the northern village, would be constructed as a four-lane major roadway and would be constructed as a four-lane major roadway and would be designed to carry approximately 30,000 ADT under LOS C standards. Bike lanes are proposed for both sides of Camino Ruiz.

Resort Street would provide primary east-west circulation and access, and forms the southern boundary of the northern village area. Resort Street would be constructed to four-lane collector standards, with a carrying capacity of 20,000 ADT under LOS C standards. Bike lanes are proposed for both sides of Resort Street. Major internal





Source: Katz, Okitsu & Associates 1998

FIGURE 4B-6
Subarea I and North Village
Street Classification and Traffic Control

circulation roadways that would form a grid pattern, with alternating local and collector streets in both the east-west and north-south axis. "C" Street is designated as a four-lane collector roadway and would be designed to carry 20,000 ADT at LOS C standards. "C" Street would serve as primary access to the village core mixed-use center and the employment areas.

The lettered streets "A," "B," "E," and "G" would provide secondary access and would be classified as collector streets, with the majority sized for two lanes, except "G" Street between "B" Street and "C" Street, which would be classified as a two-lane collector street with a center left-turn lane.

All of the roadway segments in the northern village area are estimated under buildout conditions (year 2015) to be at LOS C or better, except "A" Street from Camino del Norte south to "E" Street which is estimated to be at LOS D (see Table 28 of Appendix B).

For each planned intersection in the northern village area, a signal warrant analysis was conducted to determine whether forecast volumes would be sufficient to support the decision to construct a traffic signal. This analysis is based on the estimated average daily traffic volume for traffic entering the intersections. The locations where a traffic signal may be considered are shown in Figure 4B-6.

d) Traffic Impacts for the Regional Network

Phase 1

The first phase of development of Black Mountain Ranch Subarea I will involve 100 percent of the Black Mountain Ranch II VTM and approximately 1,582 equivalent dwelling units in the future development areas of Subarea I, for a total of 4,290 equivalent dwelling units in all of Subarea I. The traffic analysis for Phase 1 also assumes partial development of the Future Urbanizing area and Year 2005 development in the region outside of the study area. This phase allows for connections to Carmel Valley and Rancho Peñasquitos. The transportation improvements associated with this phase are presented in Table 4B-5.

Street Segments. Under Phase 1 conditions, for the roadway segments that are not built to their planned capacity, the City of San Diego has requested that the analysis of significance also be calculated using existing capacities. The following roadway segments with existing capacities were found to exceed the jurisdictional standards both with and without project condition (Table 4B-8):

TABLE 4B-8
PHASE 1 ROADWAY SEGMENT CONDITIONS

Roadway/Limits	Class-Lanes	LOS E[1] Capacity	Phase 1 Without Project			Phase 1 With Project				
			Daily[2] Volume	V/C Ratio[3]	LOS	Daily Volume	V/C Ratio[3]	LOS	Project Traffic	Increase in V/C Ratio[3]
EXISTING CAPACITIES										
El Camino Real										
Via de la Valle to San Dieguito Road	Collector-2	10,000	**25,450**	**2.54**	**F**	**26,200**	**2.62**	**F**	**800**	**0.08**
San Dieguito Road to Half Mile Drive	Collector-2	10,000	**25,988**	**2.60**	**F**	**26,000**	**2.60**	**F**	12	0.00
Rancho Bernardo Road										
Black Mountain Road Ext. to Alva Rd.	Collector-2	16,200	**17,018**	**1.05**	**F**	**17,200**	**1.06**	**F**	183	0.01
West Bernardo Drive to I-15	Major-4	40,000	**43,725**	**1.09**	**F**	**43,900**	**1.10**	**F**	175	0.01
I-15 to Bernardo Center Dr.	Major-4	40,000	**40,493**	**1.01**	**F**	**40,600**	**1.02**	**F**	107	0.01
Via de la Valle										
San Andres Dr. to El Camino Real (W)	Collector-2	10,000	**23,729**	**2.37**	**F**	24,500	2.45	**F**	**771**	**0.08**
El Camino Real (W) to El Camino Real (E)	Collector-2	10,000	**25,471**	**2.55**	**F**	25,500	2.55	**F**	29	0.00
PLANNED CAPACITIES										
Black Mountain Road										
SR 56 to Park Village Road	Major-4	40,000	33,735	0.84	D	36,100	0.90	**E**	2,365	**0.06**
South of Park Village Rd.	Major-4	40,000	**44,224**	**1.11**	**F**	**46,800**	**1.17**	**F**	2,576	**0.06**
Camino Ruiz										
Carmel Mtn. Rd. to Dormouse Rd.	Collector-2	10,000	**13,140**	**1.31**	**F**	**13,400**	**1.34**	**F**	**260**	**0.03**
San Dieguito Road										
El Apajo eastward to San Diego City Limits	Local Collect-2	16,200	10,573	0.65	D	**12,100**	**0.75**	**E**	1,527	**0.10**
West Bernardo Drive										
I-15 to Park Entrance	Collector-2	10,000	**14,894**	**1.49**	**F**	**14,900**	**1.49**	**F**	6	0.00
Park Entrance to Aguamiel	Collector-2	10,000	**13,098**	**1.31**	**F**	**13,100**	**1.31**	**F**	2	0.00

NOTE: See Appendix B, Tables 9 and 9a for phase one roadway segment conditions with LOS A-C. Bold type indicates a direct significant project impact.
[1]Recommended maximum daily volume and thresholds given in Table B-2 or B-3 of Appendix B.
[2]Series 8 2005 Forecast assuming partial development of Future Urbanizing area and environs and 2005 socioeconomic factors for the region as a whole.
[3]v/c = volume/capacity

- El Camino Real, Via de la Valle to San Dieguito Road (LOS F)
- El Camino Real, San Dieguito Road to Half Mile Drive (LOS F)
- Rancho Bernardo Road, Black Mountain Road Ext. to Alva Road (LOS F)
- Rancho Bernardo Road, West Bernardo Drive to I-15 (LOS F)
- Rancho Bernardo Road, I-15 to Bernardo Center Drive (LOS F)
- Via de la Valle, San Andres Drive to El Camino Real West (LOS F)
- Via de la Valle, El Camino Real West to El Camino Real East (LOS F)

Under Phase 1 conditions, with roadway segments built to their planned capacities, the following roadway segments were found to exceed the jurisdictional standards under the without project conditions (see Table 4B-8):

- Black Mountain Road south of Park Village Road (LOS F)
- Camino Ruiz, Carmel Mountain Road to Dormouse Road (LOS F)
- West Bernardo Drive, Interstate-15 to Park Entrance (LOS F)
- West Bernardo Drive, Park Entrance to Aguamiel Road (LOS F)

Under Phase 1 conditions, results show that with the contribution of the project traffic, daily operating conditions on the following roadways with planned capacities degrade to worse than jurisdictional standards for level of service:

- Black Mountain Road, SR-56 to Park Village Road (LOS E)
- San Dieguito Road, El Apajo eastward to San Diego City Limits (LOS E)

Freeway Segments. The forecast levels of service on regional freeways serving the FUA with and without project traffic, under Phase 1 conditions, shows only one direct significant impact on SR-56 from Camino Ruiz to Black Mountain Road. However, the project would incrementally contribute to cumulative impacts on several freeway segments. Cumulative impacts would result on freeway segments of I-15 from Pomerado Road/Highland Valley Road south to SR-56, which are expected to operate at LOS F with or without project conditions. Freeway segments on I-5 from Via de la Valle to Del Mar Heights Road, and Del Mar Heights Road to SR-56/Carmel Valley Road, are expected to operate at LOS F with or without project conditions. The segment of I-5 from I-805 to

SR-56/Carmel Valley Road is expected to operate at LOS C. Most segments of SR-56 are expected to operate at LOS E or F with or without project traffic, except for two segments, Black Mountain Road to Rancho Peñasquitos Boulevard and Rancho Peñasquitos Boulevard to I-15. These two segments are forecast to operate at LOS D. The project would cause a direct impact on SR-56 between Camino Ruiz and Black Mountain Road, lowering the level of service from LOS E to LOS F.

Phase 2

The second phase of development of Black Mountain Ranch Subarea I will involve 100 percent of the VTM and approximately 3,687 equivalent dwelling units in the future development areas of Subarea I, for a total of approximately 6,316 equivalent dwelling units in all of Subarea I. The traffic analysis for Phase Two also assumes partial development of the Future Urbanizing area, with the remainder of the region outside of the study area developed to Year 2010 levels. The transportation improvements associated with this phase are presented in Table 4B-5.

Street Segments. Under Phase 2 conditions, for the roadway segments that are not yet built to their planned capacity, the following roadway segments with existing capacities were found to exceed the jurisdictional standards both with and without project condition (Table 4B-9):

- El Apajo, Via de Santa Fe to San Dieguito Road (LOS F)
- El Camino Real, Via de la Valle to San Dieguito Road (LOS F)
- El Camino Real, San Dieguito Road to Half Mile Drive (LOS F)
- Rancho Bernardo Road, Black Mountain Road Ext. to Alva Road (LOS F)
- Rancho Bernardo Road, West Bernardo Drive to I-15 (LOS F)
- Rancho Bernardo Road, I-15 to Bernardo Center Drive (LOS F)
- Via de la Valle, San Andres Drive to El Camino Real West (LOS F)
- Via de la Valle, El Camino Real West to El Camino Real East (LOS F)

Under Phase 2 conditions, the following roadway segments with planned capacities were found to exceed the jurisdictional standards under without project conditions (see Table 4B-9):

TABLE 4B-9
PHASE 2 ROADWAY SEGMENT CONDITIONS

Roadway/Limits	Class-Lanes	LOS E[1] Capacity	Phase 2 Without Project			Phase 2 With Project				
			Daily[2] Volume	V/C Ratio[3]	LOS	Daily Volume	V/C Ratio[3]	LOS	Project Traffic	Increase in V/C Ratio[3]
EXISTING CAPACITIES										
El Apajo										
Via de Santa Fe to San Dieguito Road	Collector-2	10,000	**13,423**	**1.34**	**F**	**15,100**	**1.51**	**F**	**1,677**	**0.17**
El Camino Real										
Via de la Valle to San Dieguito Road	Collector-2	10,000	**32,147**	**3.21**	**F**	**34,100**	**3.41**	**F**	**1,953**	**0.20**
San Dieguito Road to Half Mile Drive	Collector-2	10,000	**34,171**	**3.42**	**F**	**34,200**	**3.42**	**F**	**29**	**0.00**
Rancho Bernardo Road										
Black Mountain Road Ext. to Alva Rd.	Collector-2	16,200	**23,542**	**1.45**	**F**	**24,000**	**1.48**	**F**	**458**	**0.03**
West Bernardo Drive to I-15	Major-4	40,000	**45,866**	**1.15**	**F**	**46,300**	**1.16**	**F**	434	0.01
I-15 to Bernardo Center Dr.	Major-4	40,000	**45,970**	**1.15**	**F**	**46,200**	**1.16**	**F**	230	0.01
Via de la Valle										
San Andres Dr. to El Camino Real (W)	Collector-2	10,000	**27,805**	**2.80**	**F**	**29,700**	**2.97**	**F**	**1,895**	**0.17**
El Camino Real (W) to El Camino Real (E)	Collector-2	10,000	**30,842**	**3.10**	**F**	**30,900**	**3.10**	**F**	58	0.00
PLANNED CAPACITIES										
Black Mountain Road										
SR 56 to Park Village Road	Major-4	40,000	38,583	0.96	E	44,500	1.11	E	5,917	0.15
South of Park Village Rd.	Major-4	40,000	**51,147**	**1.28**	**F**	**57,000**	**1.43**	**F**	5,853	**0.15**
Camino Ruiz										
Carmel Mtn. Rd. to Dormouse Rd.	Collector-2	10,000	**16,262**	**1.63**	**F**	**16,900**	**1.69**	**F**	**638**	**0.06**

TABLE 4B-9
PHASE 2 ROADWAY SEGMENT CONDITIONS
(continued)

			Phase 2 Without Project			Phase 2 With Project				
Roadway/Limits	Class-Lanes	LOS E[1] Capacity	Daily[2] Volume	V/C Ratio[3]	LOS	Daily Volume	V/C Ratio[3]	LOS	Project Traffic	Increase in V/C Ratio[3]
El Apajo										
Via de Santa Fe to San Dieguito Road	Local Collector-3	19,000	13,423	0.71	D	**15,100**	**0.79**	**E**	**1,677**	**0.08**
Rancho Bernardo Road										
West Bernardo Drive to I-15	Major-6	50,000	**45,866**	**0.92**	**E**	**46,300**	**0.93**	**E**	434	0.01
I-15 to Bernardo Center Drive	Major-6	50,000	**45,970**	**0.92**	**E**	**46,200**	**0.92**	**E**	230	0.00
San Dieguito Road										
El Camino Real eastward to San Diego City Limits	Collector-2	10,000	8,123	0.81	D	**10,100**	**1.01**	**F**	**1,977**	**0.20**
El Apajo eastward to San Diego City Limits	Local Collector-2	16,200	**13,173**	**0.81**	**E**	**16,900**	**1.04**	**F**	3,727	**0.23**
San Diego City Limits to Camino Ruiz	Collector-2	10,000	**9,047**	**0.90**	**E**	**12,900**	**1.29**	**F**	3,853	**0.39**
West Bernardo Drive										
I-15 to Park Entrance	Collector-2	10,000	**23,588**	**2.36**	**F**	**23,600**	**2.36**	**F**	12	0.00
Park Entrance to Aguamiel	Collector-2	10,000	**21,795**	**2.18**	**F**	**21,800**	**2.18**	**F**	5	0.00

NOTE: See Appendix B, Tables 13 and 13a for phase one roadway segment conditions with LOS A-C. Bold type indicates a project impact.
[1]Recommended Maximum Daily Volume and thresholds given in Table B-2 or B-3 of Appendix B.
[2]Series 8 2010 Forecast assuming partial development of Future Urbanizing area and environs and 2010 socioeconomic factors for the region as a whole.
[3]v/c = volume/capacity

- Black Mountain Road, SR-56 to Park Village Road (LOS E)
- Black Mountain Road, south of Park Village Road (LOS F)
- Camino Ruiz, Carmel Mountain Road to Dormouse Road (LOS F)
- Rancho Bernardo Road, West Bernardo Drive to I-15 (LOS E)
- Rancho Bernardo Road, I-15 to Bernardo Center Drive (LOS E)
- San Dieguito Road, El Apajo eastward to San Diego City Limits (LOS E)
- San Dieguito Road, San Diego City Limits to Camino Ruiz (LOS E)
- West Bernardo Drive, I-15 to Park Entrance (LOS F)
- West Bernardo Drive, Park Entrance to Aguamiel Road (LOS F)

Under Phase 2 conditions, with planned roadway capacities, results show that with the contribution of the project traffic, daily operating conditions on the following roadways degrade to worse than jurisdictional standards for level of service:

- El Apajo, Via de Santa Fe to San Dieguito Road (LOS E)
- San Dieguito Road, El Camino Real eastward to San Diego City Limits (LOS F)

Freeway Segments. The forecast levels of service on regional freeways serving the FUA with and without project traffic, under Phase 2 conditions show no direct significant impacts from the project; however, the project would incrementally contribute to cumulative impacts on several freeway segments. Cumulative impacts would result on freeway segments of I-15 from Pomerado Road/Highland Valley Road south to SR-56 which are expected to operate at LOS F with or without project conditions. In addition, cumulative impacts would occur on freeway segments of I-5 from Via de la Valle to Del Mar Heights Road, and Del Mar Heights Road to SR-56/Carmel Valley Road, which are expected to operate at LOS F with or without project conditions. The segment of I-5 from I-805 to SR-56/Carmel Valley Road is expected to operated at LOS D. All segments of SR-56 are expected to operate at LOS B or C.

Final Phase - Buildout

Street Segments. Table 4B-10 summarizes the year 2015 street segment levels of service and daily traffic volumes with and without project conditions.

TABLE 4B-10
BUILDOUT ROADWAY SEGMENT CONDITIONS

Roadway/Limits	Class-Lanes	LOS E[1] Capacity	Buildout without Project			Buildout with Project				
			Daily[2] Volume	V/C Ratio[3]	LOS	Daily Volume	V/C Ratio[3]	LOS	Project Traffic	Increase in V/C Ratio[3]
EXISTING CAPACITIES										
Black Mountain Road										
SR-56 to Park Village Rd.	Major-4	40,000	41,267	1.03	F	44,400	1.11	F	3,133	0.08
South of Park Village Rd.	Major-4	40,000	58,374	1.45	F	61,400	1.53	F	3,026	0.07
El Camino Real										
Via de la Valle to San Dieguito Road	Local Collector-2	10,000	27,221	2.72	F	29,100	2.91	F	1,879	0.19
San Dieguito Road to Half Mile Drive	Local Collector-2	10,000	27,673	2.77	F	27,800	2.78	F	127	0.01
Rancho Bernardo Road										
Black Mountain Road Ext. to Alva Rd.	Local Collector-2[4]	16,200	13,347	0.82	E	16,000	0.99	E	2,653	0.17
West Bernardo Drive to I-15	Major-4*	40,000	47,299	1.18	F	48,900	1.22	F	1,601	0.04
I-15 to Bernardo Center Dr.	Major-4*	40,000	45,496	1.13	F	46,000	1.15	F	504	0.02
San Dieguito Road										
El Camino Real eastward to San Diego City Limits	Local Collect-2[4]	10,000[4]	12,720	1.27	F	14,600	1.46	F	809	0.19
Via de la Valle										
San Andres Dr. to El Camino Real (W)	Collector-2	10,000	27,884	2.79	F	29,100	2.91	F	1,316	0.12
El Camino Real (W) to El Camino Real (E)	Collector-2	10,000	27,021	2.70	F	28,600	2.86	F	579	0.16
West Bernardo Drive										
I-15 to Park Entrance	Collector-2	10,000	17,937	1.79	F	18,000	1.80	F	63	0.01
PLANNED CAPACITIES										
Black Mountain Road										
South of Park Village Rd.	Primary Arterial-6	60,000	58,374	0.97	E	61,400	1.02	F	3,026	0.05

TABLE 4B-10
BUILDOUT ROADWAY SEGMENT CONDITIONS
(continued)

Roadway/Limits	Class-Lanes	LOS E[1] Capacity	Buildout without Project			Buildout with Project				
			Daily[2] Volume	V/C Ratio[3]	LOS	Daily Volume	V/C Ratio[3]	LOS	Project Traffic	Increase in V/C Ratio[3]
Camino Ruiz										
North of SR-56	Primary Arterial-6	60,000	47,810	0.80	C	57,400	0.96	E	9,590	0.16
El Apajo										
Via de Santa Fe to San Dieguito Rd.	Local Collector-2	19,000	14,347	0.76	E	15,600	0.82	E	1,253	0.06
Rancho Bernardo Road										
West Bernardo Drive to I-15[4]	Major-6	50,000	47,299	0.95	E	48,900	0.98	E	1,601	0.03
I-15 to Bernardo Center Dr.[4]	Major-6	50,000	45,496	0.91	E	46,000	0.92	E	504	0.01
San Dieguito Road										
El Camino Real eastward to San Diego City Limits	Local Collect-2	10,000	12,720	1.27	F	14,600	1.46	F	1,880	0.19
El Apajo eastward to San Diego City Limits	Local Collector-2	16,200	16,861	1.04	F	19,900	1.23	F	3,039	0.19
San Diego City Limits to Camino Ruiz	Local Collect-2	10,000	12,535	1.25	F	15,600	1.56	F	3,065	0.31
West Bernardo Drive										
I-15 to Park Entrance	Collector-2	10,000	17,937	1.79	F	18,000	1.80	F	63	0.01
Park Entrance to Aguamiel	Collector-2	10,000	17,937	1.79	F	18,000	1.80	F	63	0.01

NOTE: See Appendix B, Tables 22 and 22a for buildout roadway segment conditions with LOS A-C.

[1]Recommended maximum daily volume and thresholds given in Table B-2 or B-3 of Appendix B.

[2]Series 8 2015 Forecast assuming buildout of FUAand environs and 2015 socio-economic factors for the region as a whole.

[3]v/c = volume/capacity

[4]For existing roadway segments that are not built to their planned capacity, the City of San Diego has requested that the analysis of significance be calculated using the existing capacities instead of planned capacities.

For roadway segments that are not built to their planned capacity, the following roadway segments with existing capacities were found to exceed the jurisdictional standards both with or without project condition at buildout (see Table 4B-10):

- Black Mountain Road, SR-56 to Park Village Road (LOS F)
- Black Mountain Road, South of Park Village Road (LOS F)
- El Camino Real, Via de la Valle to San Dieguito Road (LOS F)
- El Camino Real, San Dieguito Road to Half Mile Drive (LOS F)
- Rancho Bernardo Road, Black Mountain Road Extension to Alva Road (LOS E)
- Rancho Bernardo Road, West Bernardo Drive to I-15 (LOS F)
- Rancho Bernardo Road, I-15 to Bernardo Center Drive (LOS F)
- San Dieguito Road, El Camino Real eastward to San Diego City Limits (LOS F)
- Via de la Valle, San Andres Drive to El Camino Real West (LOS F)
- Via de Valle, El Camino Real West to El Camino Real East (LOS F)
- West Bernardo Drive, I-15 to Park Entrance (LOS F)

Most street segments studied would operate at LOS C or better based on daily traffic volumes, assuming implementation of the future circulation system identified in the Subarea Plans and the regional circulation system. As shown in Table 4B-10 and Figure 4B-7, the following street segments are expected to exceed the jurisdictional standards in the future, without the project development and with planned street improvements:

- Black Mountain Road, south of Park Village Road (LOS E)
- El Apajo, Via de Santa Fe to San Dieguito Road (LOS E)
- Rancho Bernardo Road, West Bernardo Drive to I-15 (LOS E)
- Rancho Bernardo Road, I-15 to Bernardo Center Drive (LOS E)
- San Dieguito Road, El Camino Real eastward to San Diego City Limits (LOS F)

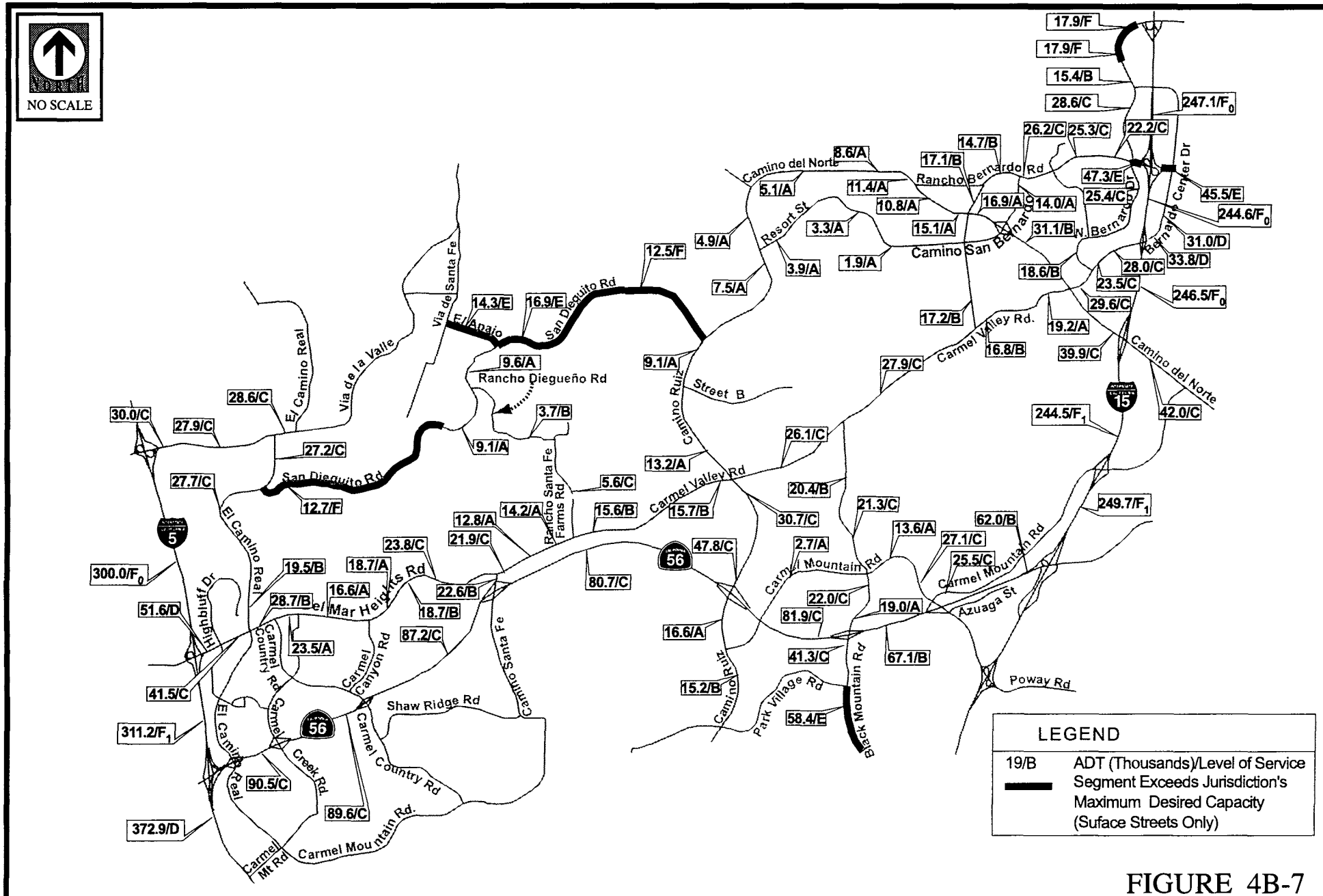


FIGURE 4B-7

Buildout Roadway Segment Conditions without Project

Source: Katz, Okitsu & Assoc. 1998

- San Dieguito Road, between El Apajo and Camino Ruiz (LOS F)
- West Bernardo Drive, I-15 to Park Entrance (LOS F)
- West Bernardo Drive, Park Entrance to Aguamiel Road (LOS F)

Table 4B-10 and Figure 4B-8 show the results of the traffic forecast with buildout of Subarea I with the planned street improvements. This table shows that with the contribution of the project traffic, daily operating conditions on the following roadways degrade to worse than jurisdictional standards for level of service.

- Camino Ruiz, a short segment just north of SR-56 (LOS E)

Intersections. Peak hour intersection volumes were estimated for the study area intersections as identified in Figure 4B-9. The peak hour intersection operations were evaluated for morning and afternoon peak hours using the 1995 HCM "operational method" procedure. Unsignalized intersections were evaluated per the HCM unsignalized intersection methodology. A detailed description of each of these methods of analysis is presented in Section 2 of Appendix B.

Table 4B-11 and Figure 4B-9 summarize the results of the peak hour intersection analysis. No intersections are forecast to have levels of service below D during peak hours with the proposed circulation network and project traffic:

Freeway Segments. Table 4B-12 summarizes the forecast level of service on regional freeways serving the FUA with and without project conditions. Freeway segments of I-5 from Via de la Valle to Del Mar Heights Road, Del Mar Heights Road to SR-56/Carmel Valley Road, and all of I-15 from Pomerado Road/Highland Valley Road south to SR-56 are expected to operate at LOS F with or without project conditions. The segment of I-5 from I-805 to SR-56/Carmel Valley Road is expected to operated at LOS D. All segments of SR-56 are expected to operate at LOS B or C.

Freeway Ramps. Conditions at the study area freeway on-ramps that are subject to ramp metering during peak hours were evaluated based on the recommended procedure provided by Caltrans. Table 4B-13 summarizes the results of forecasted ramp meter volumes, traffic delay, and queuing with project traffic under existing flow rates for locations where ramp meters are currently operational. Where HOV lanes are available on the ramps, the demand was reduced by 10 percent for the calculation to reflect HOV use. The ramp meter delays are based on existing metering rates. All of the ramp locations shown in Table 4B-13 with excess demand are considered significant cumulative impacts. Adjusting the meter flow rates could reduce the long delays at these freeway ramps. The meter flow rates could be adjusted to result in 15 minutes of delay at all the ramps). Caltrans is the agency responsible for determining and adjusting meter flow rates.

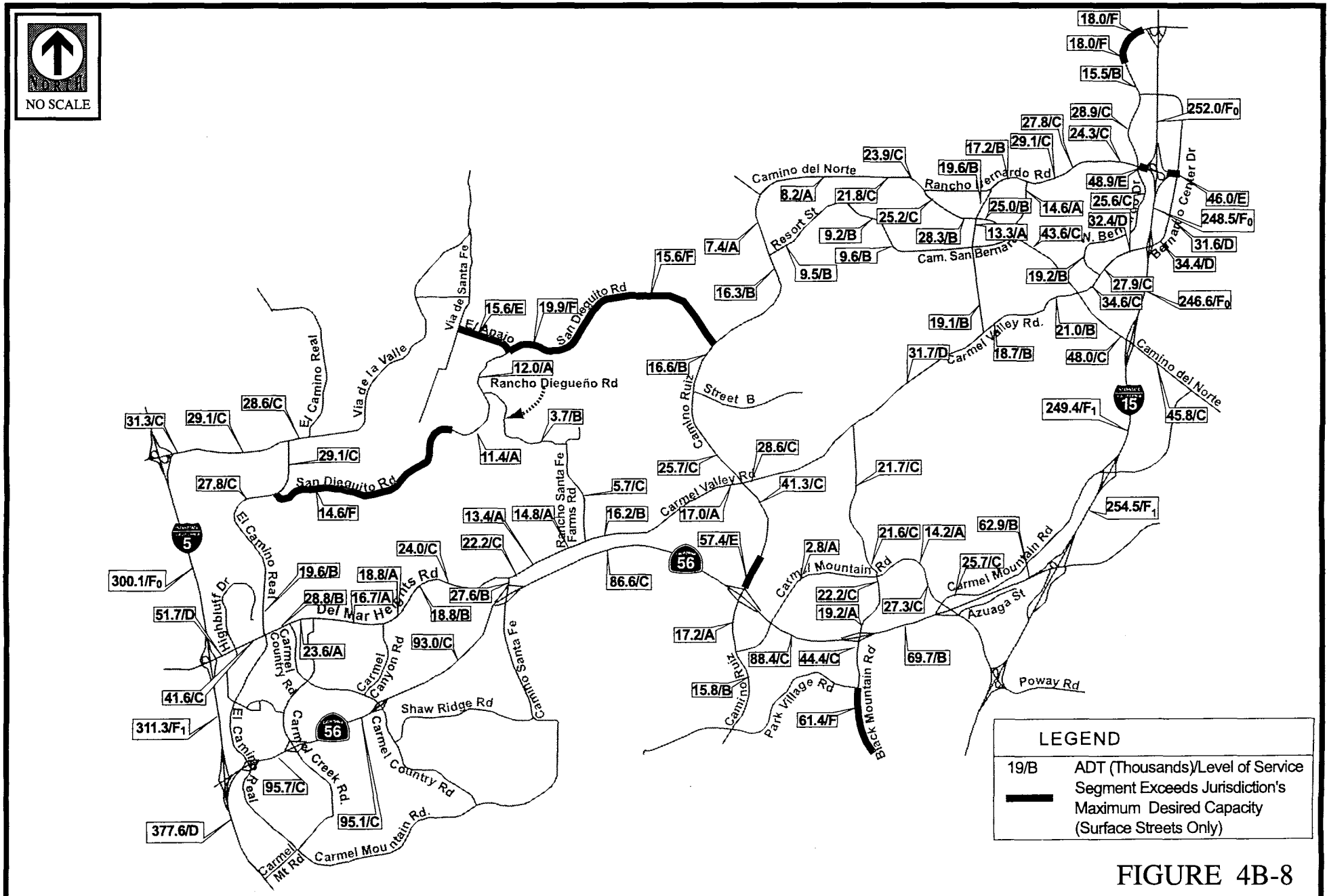


FIGURE 4B-8

Buildout Roadway Segment Conditions with the Project

Source: Katz, Okitsu & Assoc. 1998

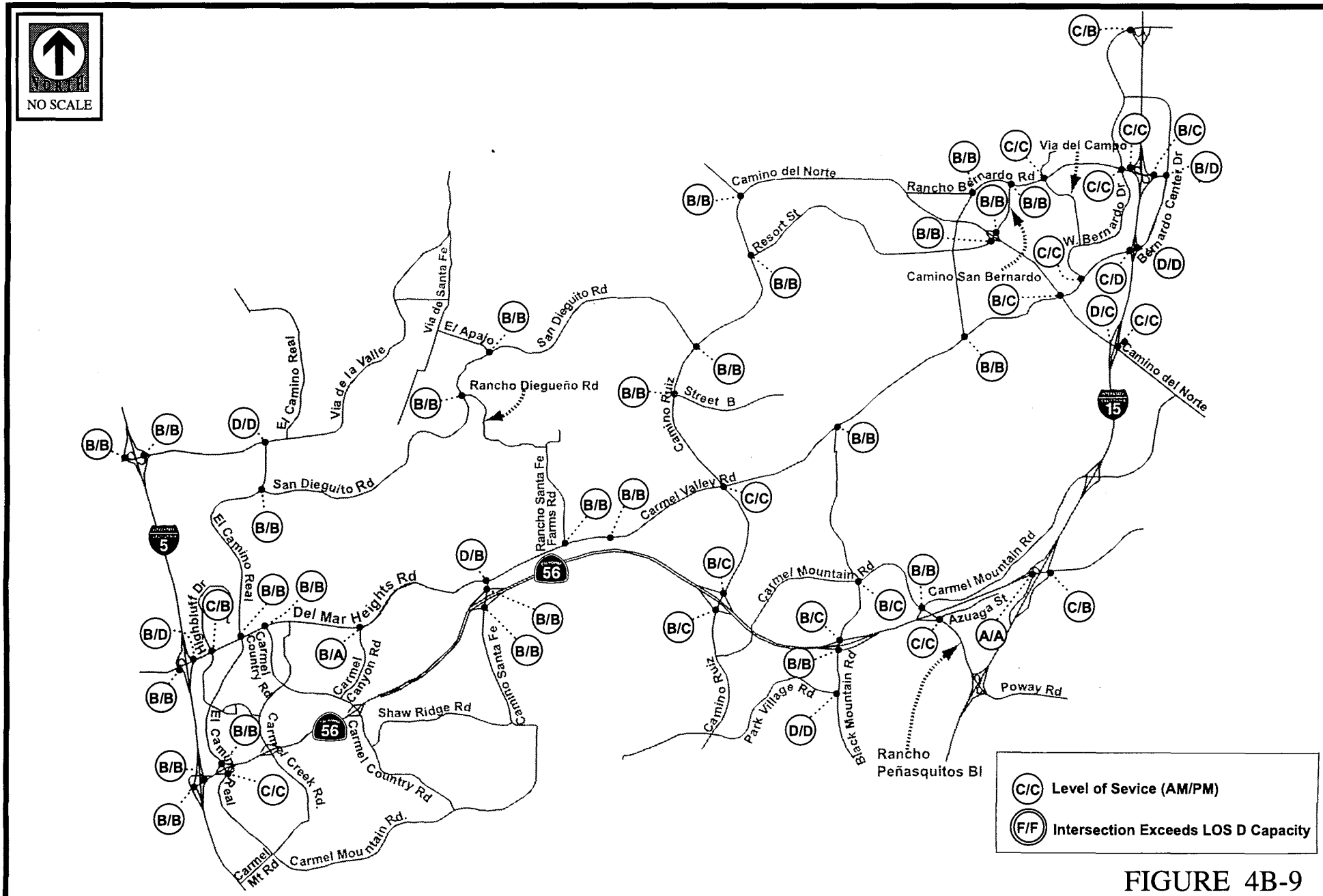


FIGURE 4B-9

Buildout Peak Hour (AM/PM) Intersection Conditions with the Project

Source: Katz, Okitsu & Assoc. 1998

TABLE 4B-11
BUILDOUT PEAK HOUR INTERSECTION CONDITIONS WITH PROJECT

Key		A.M. Peak Hour		P.M. Peak Hour	
Number	Intersection	Delay*	LOS	Delay*	LOS
1	Rancho Bernardo Rd./I-15 NB ramps	6.0	B	16.5	C
2	Rancho Bernardo Rd./I-15 SB ramps	19.0	C	16.9	C
3	Bernardo Center Dr./I-15 NB ramps	28.2	D	36.1	D
4	Bernardo Center Dr./I-15 SB ramps	16.5	C	38.9	D
5	Camino del Norte/I-15 NB ramps	22.6	C	24.0	C
6	Camino del Norte/I-15 SB ramps	26.3	D	21.9	C
7	Bernardo Center Dr./Camino del Norte	12.2	B	18.0	C
8	Bernardo Center Dr./West Bernardo Dr.	19.0	C	18.9	C
9	Rancho Bernardo Rd./West Bernardo Dr.	15.2	C	24.9	C
10	Camino San Bernardo/Ranch Bernardo Rd.	9.5	B	9.8	B
11a	Camino del Norte WB/Camino San Bernardo	7.9	B	6.6	B
11b	Camino del Norte EB/Camino San Bernardo	9.8	B	10.5	B
12	Black Mountain Rd. extension/Rancho Bernardo Rd.	11.6	B	11.0	B
13	Carmel Valley Rd./Black Mountain Rd.	10.5	B	10.2	B
14	Black Mountain Rd./Carmel Valley Rd.	13.0	B	14.0	B
16	Camino del Norte/Camino Ruiz	7.4	B	6.8	B
17	Camino Ruiz/Resort Rd.	9.0	B	11.5	B
18	Camino Ruiz/San Dieguito Rd.	6.6	B	7.3	B
19	Camino Ruiz/Street "B"	11.3	B	11.4	B
21	El Apajo/San Dieguito Rd.	9.2	B	10.2	B
23	Rancho Diegueno Rd./San Dieguito Rd.	6.8	B	7.6	B
25	El Camino Real (west)/Via de la Valle	37.1	D	39.7	D
26	El Camino Real/San Dieguito Rd.	8.7	B	12.4	B
27	Via de la Valle/I-5 NB ramps	13.4	B	10.5	B
28	Via de la Valle/I-5 SB ramps	7.9	B	11.4	B
29	Del Mar Heights Rd./I-5 NB ramps	10.1	B	31.6	D
30	Del Mar Heights Rd./I-5 SB ramps	7.5	B	9.6	B
31	I-5 NB ramps/SR-56 (Carmel Valley Rd.)	6.3	B	10.2	B
32	I-5 SB ramps/SR-56 (Carmel Valley Rd.)	10.7	B	10.2	B
36	El Camino Real (south)/SR-56 EB ramps (Carmel Valley Rd.)	12.6	C	18.2	C
37	El Camino Real (north)/SR-56 WB ramps (Carmel Valley Rd.)	10.1	B	12.3	B
40	Del Mar Heights Rd./Carmel Country Rd.	10.7	B	11.8	B
42	Del Mar Heights Rd./High Bluff Rd.	16.1	C	13.2	B
43	Del Mar Heights Rd./ El Camino Real	12.4	B	14.3	B
45	Camino Santa Fe/SR-56 EB ramps	10.1	B	11.0	B
46	Camino Santa Fe/SR-56 WB ramps	14.1	B	14.1	B
47	Camino Santa Fe/Del Mar Heights Rd.	33.5	D	14.2	B
49	Camino Ruiz/SR-56 EB ramps	7.7	B	19.3	C

TABLE 4B-11
BUILDOUT PEAK HOUR INTERSECTION CONDITIONS WITH PROJECT
(PROPOSED NETWORK)
(continued)

Key		A.M. Peak Hour		P.M. Peak Hour	
Number	Intersection	Delay*	LOS	Delay*	LOS
50	Camino Ruiz/SR-56 WB ramps	9.5	B	22.4	C
51	Camino Ruiz/Carmel Valley Rd.	15.4	C	20.4	C
52	Black Mountain Rd./Carmel Mountain Rd.	13.9	B	15.3	C
53	Black Mountain Rd./SR-56 WB ramps	11.9	B	22.9	C
54	Black Mountain Rd./SR-56 EB ramps	10.3	B	10.7	B
55	Black Mountain Rd./Park Village Road	27.7	D	25.2	D
57	Rancho Penasquitos Blvd./SR-56 WB ramps	14.6	B	12.6	B
58	Rancho Penasquitos Blvd./SR-56 EB ramps	18.9	C	21.3	C
62	SR-56/I-15 SB ramps	3.5	A	3.4	A
63	SR-56/I-15 NB ramps	17.8	C	11.3	B
69	Carmel Valley Rd./Rancho Santa Fe Farms Rd.	11.4	B	11.0	B
73	Rancho Bernardo Rd./Bernardo Center Rd.	14.4	B	32.1	D
74	Carmel Valley Road/Third interchange connector	6.1	B	6.9	B
75	Rancho Berrnardo Rd./Via del Campo	15.8	C	23.7	C
80	West Bernardo Drive/I-15 SB Ramps†	24.4	C	9.5	B

NOTE: See Figure 4B-2 for key number locations.

EB = eastbound; NB = northbound; SB = southbound; WB = westbound

*Delay is in seconds.

†Under buildout conditions, this intersection would have a traffic light resulting in acceptable LOS B and LOS C.

TABLE 4B-12
BUILDOUT MAINLINE FREEWAY SEGMENT CONDITIONS WITH AND WITHOUT PROJECT

Freeway/Limits	# of Lanes* (one-way)	Peak Hour Capacity per Lane†	Average Daily Traffic	Peak Hour %	Peak Direction %	Truck/Terrain Adjustment Factor	Peak Hour Volume	Volume to Capacity Ratio	LOS‡
WITH PROJECT									
I-5									
Via de la Valle to Del Mar Heights Rd.	5/1	12,500	300,100	0.082	0.570	0.920	15,246	1.22	F(0)
Del Mar Heights Rd. to SR-56/Carmel Valley Rd.	5/1	12,500	311,300	0.082	0.570	0.920	15,815	1.27	F(1)
I-15									
Pomerado Rd./Highland Valley Rd./Rancho Bernardo Rd.	4/2	11,200	252,000	0.087	0.580	0.920	13,822	1.23	F(0)
Rancho Bernardo Rd. to Bernardo Center Dr.	4/2	11,200	248,500	0.088	0.590	0.920	14,024	1.25	F(0)
Bernardo Center Dr. to Camino del Norte	4/2	11,200	246,600	0.088	0.590	0.920	13,917	1.24	F(0)
Camino del Norte to Carmel Mountain Rd.	4/2	11,200	249,400	0.088	0.610	0.920	14,552	1.30	F(1)
Carmel Mountain Rd. to SR-56	4/2	11,200	254,500	0.087	0.610	0.920	14,681	1.31	F(1)
WITHOUT PROJECT									
I-5									
Via de la Valle to Del Mar Heights Rd.	5/1	12,500	300,017	0.082	0.570	0.920	15,242	1.22	F(0)
Del Mar Heights Rd. to SR-56/Carmel Valley Rd.	5/1	12,500	311,209	0.082	0.570	0.920	15,811	1.26	F(1)
I-15									
Pomerado Rd./Highland Valley Rd./Rancho Bernardo Rd.	4/2	11,200	247,093	0.087	0.580	0.920	13,553	1.23	F(0)
Rancho Bernardo Rd. to Bernardo Center Dr.	4/2	11,200	244,583	0.088	0.590	0.920	13,803	1.25	F(0)
Bernardo Center Dr. to Camino del Norte	4/2	11,200	246,501	0.088	0.590	0.920	13,911	1.24	F(0)
Camino del Norte to Carmel Mountain Rd.	4/2	11,200	244,529	0.088	0.610	0.920	14,268	1.27	F(1)
Carmel Mountain Rd. to SR-56	4/2	11,200	249,743	0.087	0.610	0.920	14,406	1.29	F(1)

NOTE: See Appendix B, Table 23 for buildout freeway segment conditions with LOS B and C.

*Lanes: Mainline/HOV.

†Peak Hour Lane Capacity, vehicles per lane per hour (vphpl): Mainline: 2,300 vplph; HOV: 1,000 vplph. Total capacity shown in table.

‡LOS based on 1995 HCM procedure for estimating freeway level of service.

TABLE 4B-13
BUILDOUT PEAK HOUR RAMP METER CONDITIONS WITH PROJECT AND EXISTING FLOW RATES

Location	Peak	Demand	Flow	Excess Demand	Delay (minutes)	Queue (feet)
I-5 NB/Via de la Valle (27)	PM WB	747	450	297	39.60	8,613
I-5 NB/Via de la Valle (27)	PM EB	1,040	450	590	79.67	17,110
I-5 SB/Via de la Valle (28)	AM WB	698	540	158	17.55	4,582
I-5 SB/Via de la Valle (28)	AM EB	639	750	*	*	*
I-5 NB/Del Mar Heights (29)	PM	883	1,050	*	*	*
I-5 SB/Del Mar Heights (30)	AM WB	770	850	*	*	*
I-5 SB/Del Mar Heights (30)	AM EB	990	680	310	27.35	8,990
I-5 NB/Carmel Valley Road (31)	PM	599	700	*	*	*
I-5 SB/Carmel Valley Road (32)	AM	837	1,100	*	*	*
I-15 SB/West Bernardo Drive (80)	AM	198	250	*	*	*
I-15 NB/Rancho Bernardo Road (1)	PM EB	747	800	*	*	*
I-15 NB/Rancho Bernardo Road (1)	PM WB	774	550	224	24.00	6,496
I-15 SB/Rancho Bernardo Road (2)	AM EB	927	700	227	19.00	6,583
I-15 SB/Rancho Bernardo Road (2)	AM WB	504	500	4	1.00	116
I-15 NB/Bernardo Center Road(3)	PM	1,080	550	530	58.00	15,370
I-15 SB/Bernardo Center Road (4)	AM	792	550	242	26.00	7,018
I-15NB/Camino del Norte (5)	PM	1,179	850	329	23.00	9,541
I-15 SB/Camino del Norte (6)	AM	1,755	1,100	655	36.00	18,995
I-15 SB/SR-56 (62)	AM	1,020	450	570	76.00	16,516
I-15 NB/SR-56 (63)	PM	1,620	720	900	75.00	26,100

NOTE: See Figure 4B-2 for key number locations.
*Demand is less than flow rate. No excess demand occurs.
EB = eastbound; NB = northbound; SB = southbound; WB = westbound

e) Alternative Modes of Travel

The northern village area circulation plan includes provisions for alternative modes of travel, including transit, bicycle, and pedestrian facilities. These provisions, along with other strategies to be developed, would provide residents and employees in the northern village area the greatest number of options for travel to and around the village.

It is important to note that the development plans for the northern village are still in the conceptual stages. The following discussion documents the various design features that would be considered for accommodating alternative modes of travel in the northern village area. The actual provisions would be defined in future planning stages of the northern village project.

Transit Facilities

Future transit service may be provided to Subarea I. The future routes would be designed by the Metropolitan Transit Development Board. Future bus shelters would be located within the northern and southern villages.

The preliminary plans for the northern village area include several provisions to encourage transit usage. A key element in the transit system would be strategic locations of park-and-ride facilities. Park-and-ride lots are being considered within the northern village area and near the interchange of SR-56 at Camino Ruiz. Also, the eventual conversion of the extra-wide medians on Carmel Valley Road to exclusive transit-use lanes would be considered for Subarea I.

Bicycle Facilities

As previously mentioned, all primary and major roadways within the Black Mountain Ranch area, including the northern village, would be constructed with bicycle lanes on each side of the street. It is assumed that appropriate bicycle facilities (e.g., bicycle racks, lockers) would be provided at major activity centers. In addition, unsurfaced trails that could be used for bicycles have been proposed in the northern village.

Pedestrian Facilities

All primary and major roadways within the Black Mountain Ranch area would have pedestrian push-buttons at all signalized intersections. In addition, it is assumed that all roadways in the northern village and southern village would be constructed with sidewalks. Clear pedestrian access from residential areas to the commercial core and each of the schools would be provided via sidewalks, pathways, and interconnecting courtyards.

Significance of Impacts

Significant impacts to study area roadway segments are determined by comparing the volume-to-capacity ratios for roadway segments under forecast traffic volumes with and without the proposed project. Significant impacts were determined for Phase 1, Phase 2, and the buildout conditions for the proposed Subarea I project. To determine project impacts for each development phase, the City of San Diego has developed a series of thresholds based on allowable increases in volume-to-capacity ratios which become more stringent as level of service worsens. Table B-7 in Appendix B summarizes these thresholds. If the roadway segment is forecast to operate at LOS E or F and the increase in volume-to-capacity ratio exceeds 0.02, then a direct significant project impact occurs. If the roadway is forecast to operate at LOS E or F, but the increase in volume-to-capacity ratio is 0.02 or less, the impact is considered a cumulative impact. These calculations are based on the planned capacities of the roadways; however, for existing roadway segments that are not yet built to their planned capacities, an analysis of significance based on existing capacities was completed.

a) Direct Impacts

As shown in Table 4B-14, under Phase 1 conditions, the Subarea I project would contribute to significant direct impacts to levels of service on the following road and freeway segments with existing capacities (see Table 4B-14):

- El Camino Real, Via de la Valle to San Dieguito Road
- Via de la Valle, San Andres Drive to El Camino Real West

The Subarea I project, under Phase 1 conditions with planned roadway capacities, would contribute to significant direct impacts to levels of service on the following road and freeway segments (see Table 4B-14):

- Black Mountain Road, SR-56 to Park Village Road
- Black Mountain Road, south of Park Village Road
- San Dieguito Road, El Apajo eastward to San Diego City Limits
- Camino Ruiz, Carmel Mountain Road to Dormouse Road
- SR-56, Camino Ruiz to Black Mountain Road.

TABLE 4B-14
SUMMARY OF DIRECT SIGNIFICANT PROJECT IMPACTS

Roadway	Limits	Class – Lanes	LOS E Capacity[1]	Without Project Daily Volume[2]	With Project Daily Volume[2]	Increase in V/ C Ratio
Roadway Segments - Phase 1 Conditions – Existing Capacities						
El Camino Real	Via de la Valle to San Dieguito Rd.	Collector-2	10,000	25,400	26,200	0.08
Via de la Valle	San Andres Dr. to El Camino Real (W)	Collector-2	10,000	23,729	24,500	0.08
Roadway Segments - Phase 1 Conditions – Planned Capacities						
Black Mountain Rd.	SR-56 to Park Village Rd.	Major-4	40,000	33,735	36,100	0.06
Black Mountain Rd.	South of Park Village Rd.	Major-4	40,000	44,224	46,800	0.06
Camino Ruiz	Carmel Mountain Rd. to Dormouse Road	Collector-2	10,000	13,140	13,400	0.03
San Dieguito Rd.	El Apajo to eastward SD City Limits	Collector-2	16,200	10,573	12,100	0.10
Freeway Segments[3] - Phase 1 Conditions – Existing Capacities						
None						
Freeway Segments[3] - Phase 1 Conditions – Planned Capacities						
SR-56	Camino Ruiz to Black Mountain Rd.	2/0	4,600	79,946	84,500	0.06
Roadway Segments - Phase 2 Conditions – Existing Capacities						
El Apajo	Via de Santa Fe to San Dieguito Rd.	Collector-2	10,000	13,423	15,100	0.17
El Camino Real	Via de la Valle to San Dieguito Rd.	Collector-2	10,000	32,147	34,100	0.20
Rancho Bernardo Rd.	Black Mountain Rd. Ext. to Alva Rd.	Collector-2	16,200	23,542	24,000	0.03
Via de la Valle	San Andres Dr. to El Camino Real (W)	Collector-2	10,000	27,805	29,700	0.17
Roadway Segments - Phase 2 Conditions – Planned Capacities						
Black Mountain Rd.	SR-56 to Park Village Rd.	Major-4	40,000	38,583	44,500	0.15
Black Mountain Rd.	South of Park Village Rd.	Major-4	40,000	51,147	57,000	0.15

TABLE 4B-14
SUMMARY OF DIRECT SIGNIFICANT PROJECT IMPACTS
(continued)

Roadway	Limits	Class – Lanes	LOS E Capacity[1]	Without Project Daily Volume[2]	With Project Daily Volume[2]	Increase in V/ C Ratio
Camino Ruiz	Carmel Mountain Rd. to Dormouse Rd.	Collector-2	10,000	16,262	16,900	0.06
El Apajo	Via de Santa Fe to San Dieguito Rd.[4]	Collector-3	19,000	13,423	15,100	0.08
San Dieguito Road	El Apajo to eastward San Diego City Limits	Collector-2	16,200	13,173	16,900	0.23
San Dieguito Road	El Camino Real (E) to San Diego City Limits	Collector-2	10,000	8,123	10,100	0.20
San Dieguito Road	San Diego City Limits to Camino Ruiz	Collector-2	10,000	9,047	12,900	0.39
Freeway Segments[3] - Phase 2 Conditions – Existing Capacities						
None						
Freeway Segments[3] - Phase 2 Conditions – Planned Capacities						
None						
Roadway Segments – Buildout Conditions – Existing Capacities						
Black Mountain Road	SR-56 to Park Village Road	Major-4	40,000	41,267	44,400	0.08
Black Mountain Road	South of Park Village Road	Major-4	40,000	58,374	61,400	0.07
El Camino Real	Via de la Valle to San Dieguito Rd.	Collector-2	10,000	27,221	29,100	0.19
Rancho Bernardo Rd.	Black Mountain Rd. Ext. to Alva Rd.	Collector-2	16,200	13,347	16,000	0.17
Rancho Bernardo Rd.	West Bernardo Dr. to I-15	Major-4	40,000	47,299	48,900	0.04
San Dieguito Rd.	El Camino Real (e) to San Diego City Limits	Collector-2	10,000	12,720	14,600	0.19
Via de la Valle	San Andres Dr. to El Camino Real (W)	Collector-2	10,000	27,884	29,100	0.12
Via de la Valle	El Camino Real (w) to El Camino Real (E)	Collector-2	10,000	2.70	2.86	0.16
Roadway Segments – Buildout Conditions – Planned Capacities						
Rancho Bernardo Rd.	West Bernardo Drive to I-15	Major 6	50,000	47,299	48,900	0.03

TABLE 4B-14
SUMMARY OF DIRECT SIGNIFICANT PROJECT IMPACTS
(continued)

Roadway	Limits	Class – Lanes	LOS E Capacity[1]	Without Project Daily Volume[2]	With Project Daily Volume[2]	Increase in V/ C Ratio
Black Mountain Rd.	South of Park Village Rd.[3]	Primary Arterial-6	60,000	58,374	61,400	0.05
Camino Ruiz	North of SR-56	Primary Arterial.-6	60,000	47,810	57,400	0.16
El Apajo	Via de Santa Fe to San Dieguito Rd.	Collector-3	19,000	14,347	15,600	0.06
San Dieguito Rd.	El Apajo to San Diego City Limits	Collector-2	16,200	16,861	19,900	0.19
San Dieguito Rd.	San Diego City Limits to Camino Ruiz	Collector-2	10,000	12,535	15,600	0.31
San Dieguito Rd.	El Camino Real (E) to San Diego City Limits[3]	Collector-2	10,000	12,720	14,600	0.19
Freeway Segments[3] – Buildout Conditions – Existing Capacities						
I-15	Pomerado Rd. to SR-56	Project volumes on unimproved freeway				Up to 0.03
Freeway Segments[3] – Buildout Conditions –Planned Capacities						
I-15	Camino del Norte to Carmel Mountain Rd.	4/2	11,200	14,274	14,552	0.025

Ramp Location	Peak	Demand	Flow	Excess Demand	Delay (Minutes)	Queue
Ramp Meter Locations - Buildout – Existing Capacities						
I-15 NB/Rancho Bernardo Road (1)	PM WB	774	550	224	24.00	6,496
I-15 SB/Rancho Bernardo Road (2)	AM EB	927	700	227	19.00	6,583
I-15 NB/Bernardo Center Dr. (3)	PM	1,080	550	530	58.00	15,370
I-15 SB/Bernardo Center Dr. (4)	AM	792	550	242	26.00	7,018
I-15 NB/Camino del Norte (5)	PM	1,179	850	329	23.00	9,541
I-15 SB/Camino del Norte (6)	AM	1,755	1,100	655	36.00	18,995

TABLE 4B-14
SUMMARY OF DIRECT SIGNIFICANT PROJECT IMPACTS
(continued)

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[1]Recommended maximum daily volume and thresholds given in Table B-2 or B-3 of Appendix B.

[2]Series 8 2015 Forecast assuming buildout of FUA and environs and 2015 socioeconomic factors for the region as a whole.

[3]Freeway segment classification/lanes are expressed in number of lanes (one-way) mainline and HOV. LOS E capacity is expressed in one-way peak hour capacity.

[4]For roadway segments that currently exist, but are not yet built to their ultimate capacities, the City of San Diego has requested that the analysis of significance be performed using existing rather than planned capacities.

Under Phase 2 conditions, the Subarea I project would contribute to significant direct impacts to levels of service on the following road and freeway segments with existing capacities:

- El Apajo, Via de Santa Fe to San Dieguito Road
- El Camino Real, Via de la Valle to San Dieguito Road
- Rancho Bernardo Road, Black Mountain Road Ext. to Alva Road
- Via de la Valle, San Andres Drive to El Camino Real West

Under Phase 2 conditions with planned roadway capacities, the Subarea I project would contribute to significant direct impacts to the following road and freeway segments:

- Black Mountain Road, SR-56 to Park Village Road
- Black Mountain Road, south of Park Village Road
- El Apajo, Via de Santa Fe to San Dieguito Road
- Camino Ruiz, Carmel Mountain Road to Dormouse Road
- San Dieguito Road, El Camino Real eastward to San Diego City Limits
- San Dieguito Road, El Apajo eastward to San Diego City Limits
- San Dieguito Road, San Diego City Limits to Camino Ruiz

Under buildout conditions, the Subarea I project would contribute to significant direct impacts to levels of service on the following road and freeway segments with existing capacities:

- Black Mountain Road, SR-56 to Park Village Road
- Black Mountain Road, South of Park Village Road
- El Camino Real, Via de la Valle to San Dieguito Road
- Rancho Bernardo Road, Black Mountain Road extension to Alva Road
- Rancho Bernardo Road, West Bernardo Drive to I-15

- San Dieguito Road, El Camino Real East to San Diego City Limits
- Via de la Valle, San Andres Drive to El Camino Real West
- Via de la Valle, El Camino Real West to El Camino Real East
- I-15, Pomerado Road to SR-56

The Subarea I Plan, under buildout conditions with planned capacities, would contribute to significant direct impacts to levels of service on the following road and freeway segments:

- Black Mountain Road, south of Park Village Road
- Camino Ruiz north of SR-56
- El Apajo, Via de Santa Fe to San Dieguito Road
- Rancho Bernardo Road, West Bernardo Drive to I-15
- San Dieguito Road, El Apajo eastward to San Diego City Limits
- San Dieguito Road, El Camino Real eastward to San Diego City Limits
- San Dieguito Road, San Diego City Limits to Camino Ruiz
- I-15, Camino del Norte to Carmel Mountain Road

Under buildout conditions, the Subarea I project would contribute to significant direct impacts to the following freeway ramps with existing flow rates:

- I-15 northbound/Rancho Bernardo Road (PM, westbound)
- I-15 southbound/Rancho Bernardo Road (AM, eastbound)
- I-15 northbound/Bernardo Center Drive (PM)
- I-15 southbound/Bernardo Center Drive (AM)
- I-15 northbound/Camino del Norte (PM)
- I-15 southbound/Camino del Norte (AM)

b) Cumulative Impacts

Cumulative significant impacts are those roadway and freeway segments which would operate at LOS E or F, for which the Subarea I future development contributes only 2 percent or less of the total vehicle traffic. These calculations are based on the planned capacities of the roadways; however, for existing roadway segments that are not yet built to their planned capacities, an analysis of significance based on existing capacities was completed.

As shown in Table 4B-15, the Subarea I project, under Phase 1 conditions with existing capacities, would incrementally contribute to significant cumulative impacts to levels of service on the following roadway segments:

- El Camino Real, San Dieguito Road to Half Mile Drive
- Rancho Bernardo Road, Black Mountain Road extension to Alva Road
- Rancho Bernardo Road, West Bernardo Drive to I-15
- Rancho Bernardo Road, I-15 to Bernardo Center Drive

As shown in Table 4B-15, the Subarea I project, under Phase 1 conditions with planned capacities, would incrementally contribute to significant cumulative impacts to levels of service on the following roadway segments:

- West Bernardo Drive, I-15 to Park Entrance
- West Bernardo Drive, Park Entrance to Aguamiel Road

As shown in Table 4B-15, the Subarea I project, under Phase 2 conditions with existing capacities, would incrementally contribute to significant cumulative impacts to levels of service on the following roadway segments:

- El Camino Real, San Dieguito Road to Half Mile Drive
- Rancho Bernardo Road, West Bernardo Road to I-15
- Rancho Bernardo Road, I-15 to Bernardo Center Drive

As shown in Table 4B-15, the Subarea I project, under Phase 2 conditions with planned capacities, would incrementally contribute to significant cumulative impacts to levels of service on the following roadway segments:

TABLE 4B-15
SUMMARY OF CUMULATIVE IMPACTS

Roadway	Limits	Class – Lanes	LOS E Capacity[1]	Without Project Daily Volume[2]	With Project Daily Volume[2]	Increase in V/ C Ratio
Roadway Segments - Phase 1 Conditions – Existing Capacities						
El Camino Real	San Dieguito road to Half Mile Drive	Collector-2	10,000	25,988	26,000	0.00
Rancho Bernardo Rd.	Black Mountain Road extension to Alva Rd.	Collector-2	16,200	17,018	17,200	0.01
Rancho Bernardo Rd.	West Bernardo Drive to I-15	Major-4	40,000	43,725	43,900	0.01
Rancho Bernardo Rd.	I-15 to Bernardo Center Drive	Major-4	40,000	40,493	40,600	0.01
Roadway Segments - Phase 1 Conditions – Planned Capacities						
W. Bernardo Drive	I-15 to Park Entrance	Collector-2	10,000	14,894	14,900	0.00
W. Bernardo Drive	Park Entry to Aguamiel Rd.	Collector-2	10,000	13,098	13,100	0.00
Roadway Segments – Phase 2 Conditions – Existing Capacities						
El Camino Real	San Dieguito Road to Half Mile Drive	Collector-2	10,000	34,171	34,200	0.00
Rancho Bernardo Rd.	West Bernardo Rd. to I-15	Major-4	40,000	45,866	46,300	0.01
Rancho Bernardo Rd.	I-15 to Bernardo Center Drive	Major-4	40,000	45,970	46,200	0.01
Roadway Segments – Phase 2 Conditions – Planned Capacities						
Rancho Bernardo Rd.	W. Bernardo Drive to I-15	Major-6	50,000	45,866	46,300	0.01
Rancho Bernardo Rd.	I-15 to Bernardo Center Dr.	Major-6	50,000	45,970	46,200	0.00
W. Bernardo Drive	I-15 to Park Entrance	Collector-2	10,000	23,588	23,600	0.00
W. Bernardo Drive	Park Entrance to Aguamiel Rd.	Collector-2	10,000	21,795	12,800	0.00
Roadway Segments – Buildout Conditions – Existing Capacities						
West Bernardo Dr.	I-15 to Park Entrance	Collector-2	10,000	17,937	18,000	0.01
Roadway Segments – Buildout Conditions – Planned Capacities						
Rancho Bernardo Rd.	I-15 to Bernardo Center Dr.	Major-6	50,000	45,496	46,000	0.01
W. Bernardo Drive	I-15 to Park Entrance	Collector-2	10,000	17,937	18,000	0.01
W. Bernardo Drive	Park Entrance to Aguamiel Rd.	Collector-2	10,000	17,937	18,000	0.01

TABLE 4B-15
SUMMARY OF CUMULATIVE IMPACTS
(continued)

Freeway	Limits	# of Lanes (one-way)[3]	Peak Hour Capacity[4]	Without Project Peak Hour Volume	With Project Daily Volume[2]	Increase in V/ C Ratio
Mainline Freeway Segment - Phase 1 Conditions						
I-5	Via de la Valle to Del Mar Heights Road	5/0	11,500	12,944	12,945	0.00
I-5	Del Mar Heights Rd. to SR-56/Carmel Valley Rd.	5/0	11,500	13,599	13,600	0.00
I-15	Pomerado Rd./Highland Valley Rd./Rancho Bernardo Rd.	4/0	9,200	10,876	10,920	0.01
I-15	Rancho Bernardo Rd. to Bernardo Center Dr.	4/0	9,200	11,092	11,140	0.00
I-15	Bernardo Center Drive to Camino del Norte	4/0	9,200	11,919	11,970	0.00
I-15	Camino del Norte to Carmel Mountain Road	4/0	9,200	12,652	12,731	0.00
I-15	Carmel Mountain Road to SR-56	4/0	9,200	12,652	12,731	0.00
SR-56	El Camino Real to Carmel Creek Road	2/0	4,600	4,741	4,843	0.02
SR-56	Carmel Creek Road to Carmel Country Road	2/0	4,600	4,511	4,616	0.02
SR-56	Carmel Country Road to Camino Santa Fe	2/0	4,600	4,274	4,360	0.02
SR-56	Camino Santa Fe to Camino Ruiz	2/0	4,600	4,419	4,671	0.02
Mainline Freeway Segment - Phase 2 Conditions						
I-5	Via de la Valle to Del Mar Heights Road	5/0	11,500	14,218	14,220	0.00
I-5	Del Mar Heights Rd. to SR-56/Carmel Valley Rd.	5/0	11,500	15,057	15,058	0.00
I-15	Pomerado Rd./Highland Valley Rd./Rancho Bernardo Rd.	4/0	9,200	12,271	12,379	0.02
I-15	Rancho Bernardo Rd. to Bernardo Center Dr.	4/0	9,200	12,443	12,557	0.01
I-15	Bernardo Center Drive to Camino del Norte	4/0	9,200	13,291	13,409	0.02
I-15	Camino del Norte to Carmel Mountain Road	4/0	9,200	14,252	14,441	0.02
I-15	Carmel Mountain Road to SR-56	4/0	9,200	14,376	14,577	0.02

TABLE 4B-15
SUMMARY OF CUMULATIVE IMPACTS
(continued)

Freeway	Limits	# of Lanes (one-way)[3]	Peak Hour Capacity[4]	Without Project Peak Hour Volume	With Project Daily Volume[2]	Increase in V/ C Ratio
Mainline Freeway Segment – Buildout Conditions						
I-5	Via de la Valle to Del Mar Heights Road	5/1	12,500	15,242	15,246	0.00
I-5	Del Mar Heights Rd. to SR-56/Carmel Valley Rd.	5/1	12,500	15,811	15,815	0.01
I-15	Pomerado Rd./Highland Valley Rd./Rancho Bernardo Rd.	4/2	11,200	13,553	13,822	0.02
I-15	Rancho Bernardo Rd. to Bernardo Center Dr.	4/2	11,200	13,803	14,024	0.02
I-15	Bernardo Center Drive to Camino del Norte	4/2	11,200	13,911	13,917	0.00
I-15	Camino del Norte to Carmel Mountain Road	4/2	11,200	14,268	14,552	0.02
I-15	Carmel Mountain Road to SR-56	4/2	11,200	14,406	14,681	0.02

Ramp Location	Peak	Demand	Flow	Excess Demand	Delay (Minutes)	Queue
Ramp Meter Locations - Buildout – Existing Capacities						
I-5 NB/Via de la Valle (27)	PM WB	747	450	297	39.60	8,613
I-5 SB/Via de la Valle (27)	PM EB	1,040	450	590	79.67	17,110
I-5 SB/Via de la Valle (28)	AM WB	698	540	158	17.55	4,582
I-15 SB/Del Mar Heights (30)	AM EB	990	680	310	27.35	8,990
I-15 SB/SR-56 (62)	AM	1,020	450	570	76.00	16,516
I-15 NB/SR-56 (63)	PM	1,620	720	900	75.00	26,100

TABLE 4B-15
SUMMARY OF CUMULATIVE IMPACTS
(continued)

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[1]Recommended maximum daily volume and thresholds given in Table B-2 or B-3 of Appendix B.
[2]Series 8 2015 Forecast assuming buildout of FUA and environs and 2015 socioeconomic factors for the region as a whole.
[3]Lanes: mainline/HOV
[4]Peak hour lane capacity, vehicles per lane per hour (vplph); mainline: 2,300; HOV: 1,000 vplph. Total capacity shown in table.

- Rancho Bernardo Road, West Bernardo Drive to I-15
- Rancho Bernardo Road, I-15 to Bernardo Center Drive
- West Bernardo Drive, I-15 to Park Entrance
- West Bernardo Drive, Park Entrance to Aguamiel Road

As shown in Table 4B-15, the Subarea I project, under buildout conditions with existing capacities, would incrementally contribute to significant cumulative impacts to levels of service on the following roadway segments:

- West Bernardo Drive, I-15 to Park Entrance

As shown in Table 4B-15, the Subarea I project, under buildout conditions with planned capacities, would incrementally contribute to significant cumulative impacts to levels of service on the following roadway segments:

- Rancho Bernardo Road, I-15 to Bernardo Center Drive
- West Bernardo Drive, I-5 to Park Entrance
- West Bernardo Drive, Park Entrance to Aguamiel Road

The Subarea I project, under Phase 1 conditions, would incrementally contribute to significant cumulative impacts to levels of service on the following freeway segments:

- I-5, Via de la Valle to Del Mar Heights Road
- I-5, Del Mar Heights Road to SR-56/Carmel Valley Road
- I-15, Pomerado Road/Highland Valley Road/Rancho Bernardo Road
- I-15, Rancho Bernardo Road to Bernardo Center Drive
- I-15, Bernardo Center Drive to Camino del Norte
- I-15, Camino del Norte to Carmel Mountain Road
- I-15, Carmel Mountain Road to SR-56
- SR-56, El Camino Real to Carmel Creek Road

- SR-56, Carmel Creek Road to Carmel Country Road
- SR-56, Carmel Country Road to Camino Santa Fe
- SR-56, Camino Santa Fe to Camino Ruiz

The Subarea I project, under Phase 2 conditions, would incrementally contribute to significant cumulative impacts to levels of service on the following freeway segments:

- I-5, Via de la Valle to Del Mar Heights Road
- I-5, Del Mar Heights Road to SR-56/Carmel Valley Road
- I-15, Pomerado Road/Highland Valley Road/Rancho Bernardo Road
- I-15, Rancho Bernardo Road to Bernardo Center Drive
- I-15, Bernardo Center Drive to Camino del Norte
- I-15, Camino del Norte to Carmel Mountain Road
- I-15, Carmel Mountain Road to SR-56

The Subarea I project, under buildout conditions, would incrementally contribute to significant cumulative impacts to levels of service on the following freeway segments:

- I-5, Via de la Valle to Del Mar Heights Road
- I-5, Del Mar Heights Road to SR-56/Carmel Valley Road
- I-15, Pomerado Road/Highland Valley Road/Rancho Bernardo Road
- I-15, Rancho Bernardo Road to Bernardo Center Drive
- I-15, Bernardo Center Drive to Camino del Norte
- I-15, Camino del Norte to Carmel Mountain Road
- I-15, Carmel Mountain Road to SR-56

Under buildout conditions, the Subarea I project would incrementally contribute to significant cumulative impacts to the following freeway ramps with existing flow rates:

- I-5 northbound/Via de la Valle (PM, westbound)
- I-5 southbound/Via de la Valle (PM, eastbound)
- I-5 southbound/Via de la Valle (AM, westbound)
- I-15 southbound/Del Mar Heights (AM, eastbound)
- I-15 southbound/SR-56 (AM)
- I-15 northbound/SR-56 (PM)

Mitigation, Monitoring, and Reporting

The development of the remainder of Black Mountain Ranch Subarea I is envisioned to occur in three phases. The first phase would be approximately 27 percent of the proposed development, approximately 64 percent would occur in the second phase, and the final phase would represent buildout or 100 percent of the project. This section presents the proposed circulation improvements for mitigation of traffic impacts that are associated with each phase. The circulation improvements for each phase with the responsible party for the improvements are summarized in Table 4B-16 and Figures 4B-10 to 4B-12.

Because this range of possible mitigation measures is based on forecasts and assumptions of future traffic from a variety of proposed projects, and due to the fact that this EIR contains a Subarea Plan level of analysis, the final mitigation program necessarily will be further refined in connection with CEQA review of future tentative maps for specific development projects within the subarea. As a result, the improvements and phasing may be modified and different mitigation measures or phasing may be substituted to the satisfaction of the City Engineer, so long as the mitigation measures to be implemented are determined to meet or exceed the level of mitigation provided for in this traffic analysis.

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. At one time, a grade-separated interchange was envisioned at Camino del Norte, but the technical work in this report demonstrates that an at-grade solution is adequate. 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.

TABLE 4B-16
CIRCULATION SYSTEM IMPROVEMENTS TO MITIGATE IMPACTS

Facility	Limits or Location	Improvement	Responsibility[1]
Phase 1: On and Off-Site Improvements			
Black Mountain Road	@ Park Village Road	Construct intersection improvements.[2]	BMR fair share
Camino Ruiz	Resort St. to San Dieguito Rd.	Construct 2 lanes of ultimate 4-ln. major.	BMR fair share
Camino Ruiz	San Dieguito Rd. to Carmel Valley Road	If not complete, widen to 4-ln. major.	BMR fair share
Camino Ruiz	Carmel Valley Rd. to SR-56	If not complete, construct 4-ln. major.	BMR fair share
Camino Ruiz	SR-56 to Carmel Mountain Rd.	Construct 4-lane major.	Others
Camino Ruiz	Carmel Mountain Rd. to Dormouse Rd.	Construct 2-lane collector.	Others
Camino Santa Fe	SR-56 to Carmel Valley Rd.	Construct 4-lane major.	Others
Carmel Valley Rd.	Camino Santa Fe to Camino Ruiz	Construct to 4-lanes.	BMR fair share
Carmel Valley Rd.	Camino Ruiz to Black Mountain Rd.	Widen to 4-lane major.	BMR fair share
Del Mar Heights Rd.	Lansdale (east) to Camino Santa Fe	Construct 6-lane/4-lane roadway.	Others
El Apajo	San Dieguito Rd. to Via de Santa Fe	Widen to 3 lanes.[2]	BMR fair share
El Camino Real (W)	Via de la Valle to Half Mile Dr.	Widen to 4 lanes.	BMR fair share
Interstate 5	I-805 to SR-56	Construct dual freeways.	Regional
Resort St.	East of Camino Ruiz	Construct 2 lanes.	BMR fair share
Roadways	On-Site	Traffic signals as needed.	BMR
San Dieguito Rd.	El Camino Real to San Diego City Limits	Spot intersection improvements.[2]	BMR fair share
San Dieguito Rd.	@ El Apajo	Construct traffic signal.	BMR
San Dieguito Rd.	El Apajo to Camino Ruiz	Spot intersection improvements.[2]	BMR
State Route 56	@ I-15	EB to NB loop ramp, SB on- ramp and EB to SB right-turn lane.	BMR fair share[4]
State Route 56	Carmel Valley to Black Mountain Rd.	Construct 4-lane expressway.	Regional
State Route 56	@ Camino Santa Fe	Construct interchange.	Others

TABLE 4B-16
CIRCULATION SYSTEM IMPROVEMENTS TO MITIGATE IMPACTS
(continued)

Facility	Limits or Location	Improvement	Responsibility[1]
State Route 56	@ Camino Ruiz	Construct diamond interchange.	BMR fair share[3]
Via de la Valle	I-5 to San Andres Dr.	Re-stripe for 6 lanes.	BMR fair share
Via de la Valle	San Andres Dr. to El Camino Real (E)	Widen to 4-lanes.	BMR fair share
Phase 2 (Planned): On-/Off-Site Improvements			
Camino Ruiz	@ Resort St. to San Dieguito Rd.	Widen to 4-lane major.	BMR fair share
Camino Ruiz	Carmel Valley Rd. to Carmel Mountain Rd.	Widen to 6 lanes.	BMR fair share
Interstate 5	@ SR-56	Construct north facing ramp connectors.	BMR fair share[4]
State Route 56	@ Camino Ruiz interchange	Construct partial clover leaf.	BMR fair share[3]
Resort St.	Camino Ruiz to eastern project boundary	Construct as 4-lane collector.	BMR fair share
Roadways	Internal Roadways	Construct traffic signals as needed.	BMR fair share
State Route 56	Entire facility	Widen to 6 lanes.	BMR fair share[4]
Phase 3 (Planned): On-/Off-Site Improvements			
Bernardo Center Dr.	@ I-15	Construct ramp improvements.	BMR fair share
Black Mountain Rd.	Twin Trails Road to north of Mercy Rd.	Widen to 6-lane primary.	BMR fair share
Camino del Norte	Within Project area	Construct as a 4-lane major.	BMR fair share
Camino del Norte	4S Ranch Parkway to existing terminus	If not complete, construct 6-lane primary.	BMR fair share
Camino del Norte	Eastern project boundary to 4S Ranch Parkway	If not complete, construct 4-lane major.	BMR fair share
Camino del Norte	@ Bernardo Center Dr.	Construct intersection improvements at-grade, pedestrian bridge.[2]	BMR fair share
Camino del Norte	@ I-15 ramps	Construct intersection improvements; NB/ SB truck climbing lanes.	BMR fair share

TABLE 4B-16
CIRCULATION SYSTEM IMPROVEMENTS TO MITIGATE IMPACTS
(continued)

Facility	Limits or Location	Improvement	Responsibility[1]
Camino Ruiz	Resort St. To Camino del Norte	Construct as a 4-lane roadway.	BMR fair share
Camino Ruiz	Carmel Mountain Rd. to Dormouse Rd.	Widen to 4-lane major.	Others
Camino Santa Fe	Carmel Valley Rd. to SR-56	Widen to 6-lane major.	Others
Carmel Valley Rd.	Black Mountain Rd. to existing Bernardo Center Dr.	Construct as a 4-lane major.	BMR fair share
Interstate 15	SR-56 to Escondido	Construct improvements (HOV, aux. lanes).	BMR fair share[4]
Interstate 5	Del Mar Heights Rd. to Birmingham Dr.	Construct improvements (HOV, aux. lanes).	Regional
Rancho Bernardo Rd.	Bernardo Center Dr. to West Bernardo Dr.	Widen to 6-lanes and construct intersection/ramp improvements.	BMR fair share
Roadways	On-Site	Traffic signals as appropriate	BMR
West Bernardo Dr.	I-15 southbound ramps to Aguamiel Rd.	Improve cross-section	BMR fair share
West Bernardo Dr.	@ Bernardo Center Dr.	Construct intersection improvements.[2]	BMR fair share
West Bernardo Dr.	@ I-15 southbound ramp	Construct traffic signal.	BMR fair share

[1]Fair-share contribution to be provided to the satisfaction of the City Engineer, and the improvement to be assured to the satisfaction of the City Engineer, unless otherwise noted.

[2]Improvement to be defined, designed and assured to the satisfaction of the City Engineer.

[3]Assuming other funds not available.

[4]In addition, other funds are assumed to be available which include federal, state, and private development.

NO SCALE

Phase I EDU'S		
Area	Added	Cumulative
VTM	2,628 - 100%	2,628 - 100%
Subarea I	1,582 - 27%	1,582 - 27%
Subarea Total	4,210 - 50%	4,210 - 50%

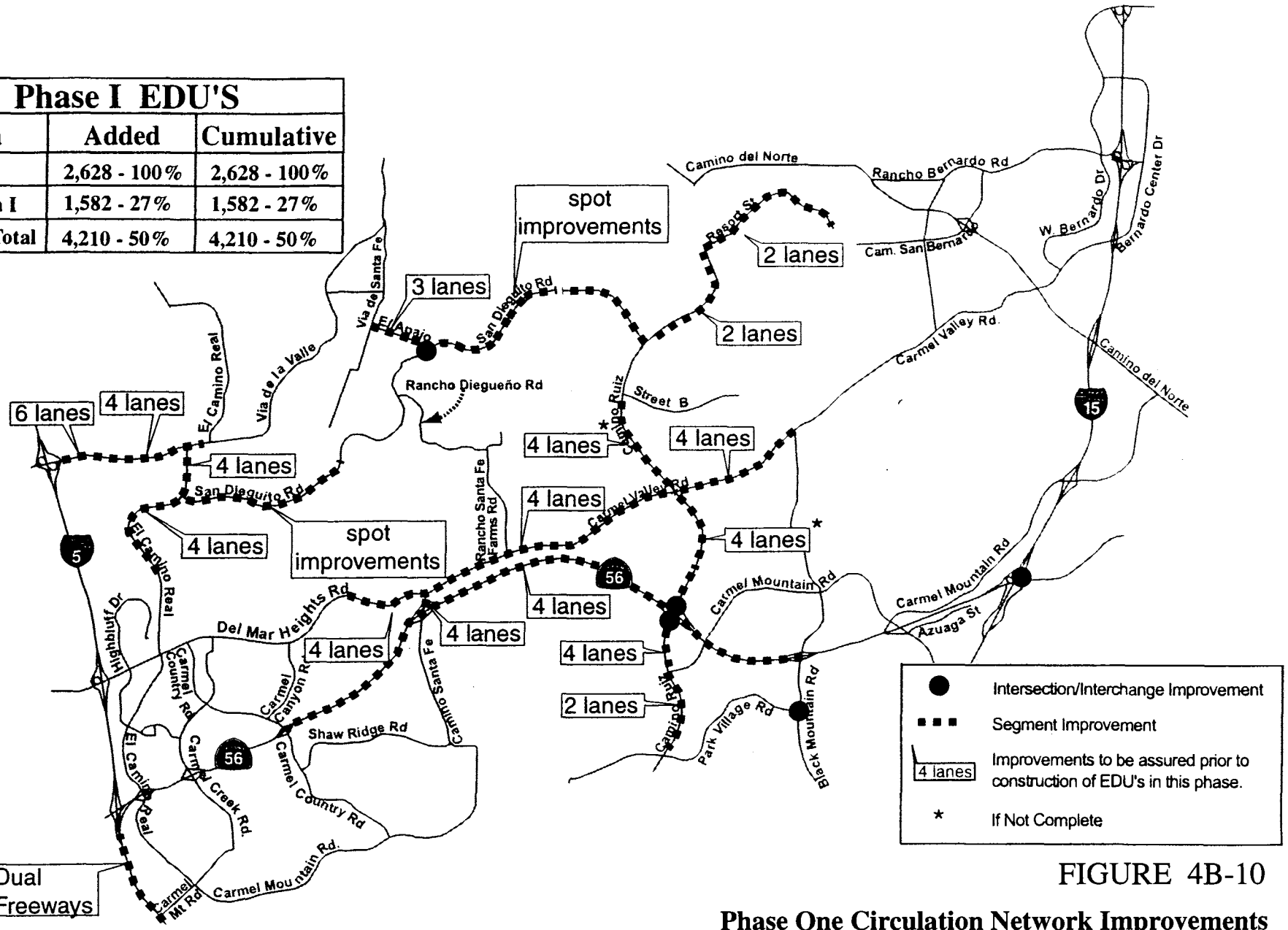


FIGURE 4B-10

Phase One Circulation Network Improvements

Source: Katz, Okitsu & Assoc. 1998

Phase II EDU'S*		
Area	Added	Cumulative
VTM	0 - 0%	2,628 - 100%
Subarea I	2,105 - 36%	3,687 - 64%
Subarea Total*	2,105 - 25%	6,316 - 75%

*Consists of approximately the following EDU intensity for all of Subarea I by land use type: 4,184 residential, 891 commercial, 720 employment, 65 office, 96 institutional, 120 golf courses, and 240 resort hotel.



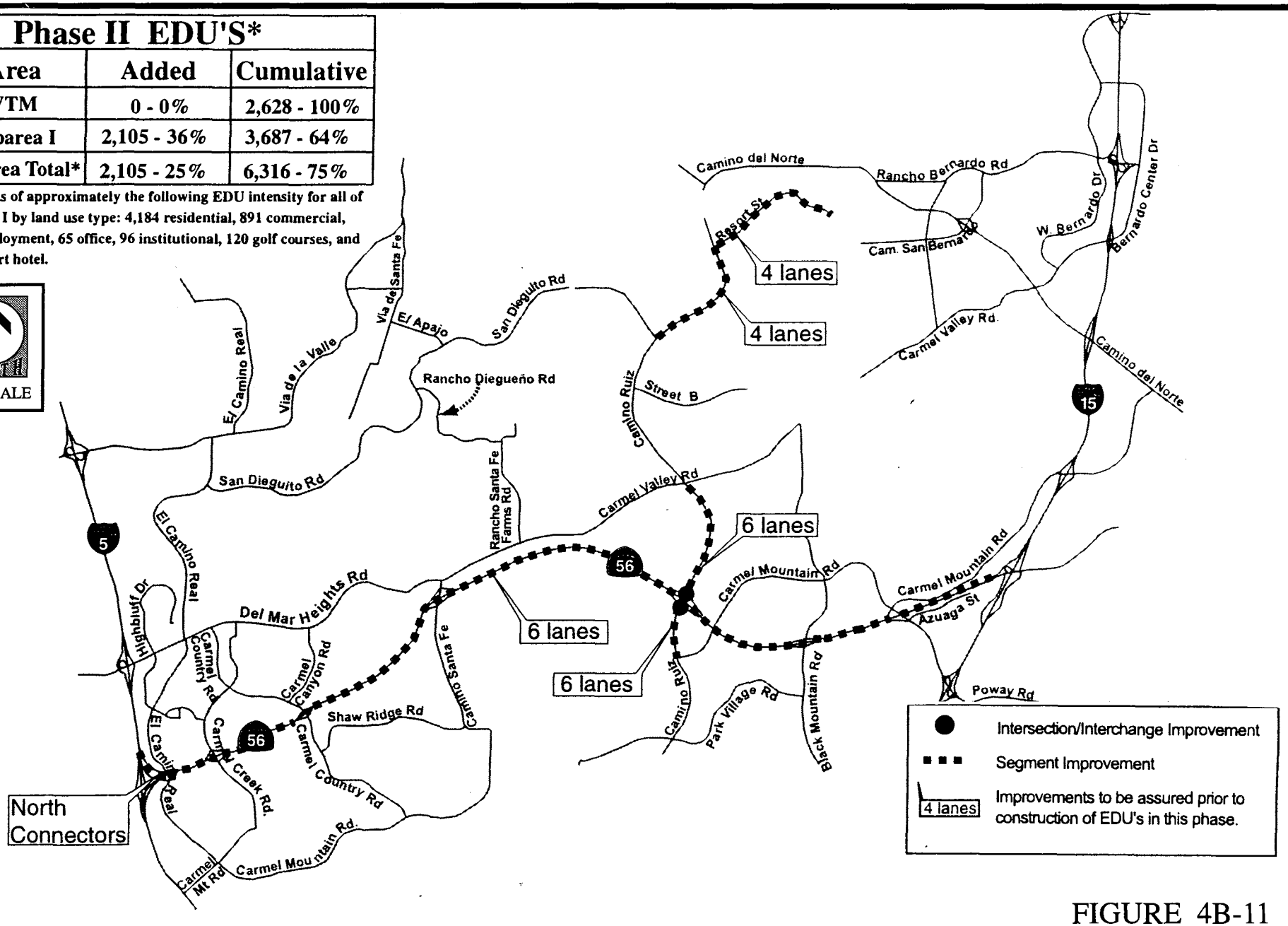


FIGURE 4B-11

Phase Two Circulation Network Improvements

Source: Katz, Okitsu & Assoc. 1998

Buildout EDU'S*		
Area	Added	Cumulative
VTM	0 - 0%	2,628 - 100%
Subarea I	2,105 - 36%	5,792 - 100%
Subarea Total	2,105 - 25%	8,420 - 100%

*Approximately 1,217 residential units will be developed during Phase 3 (Buildout).

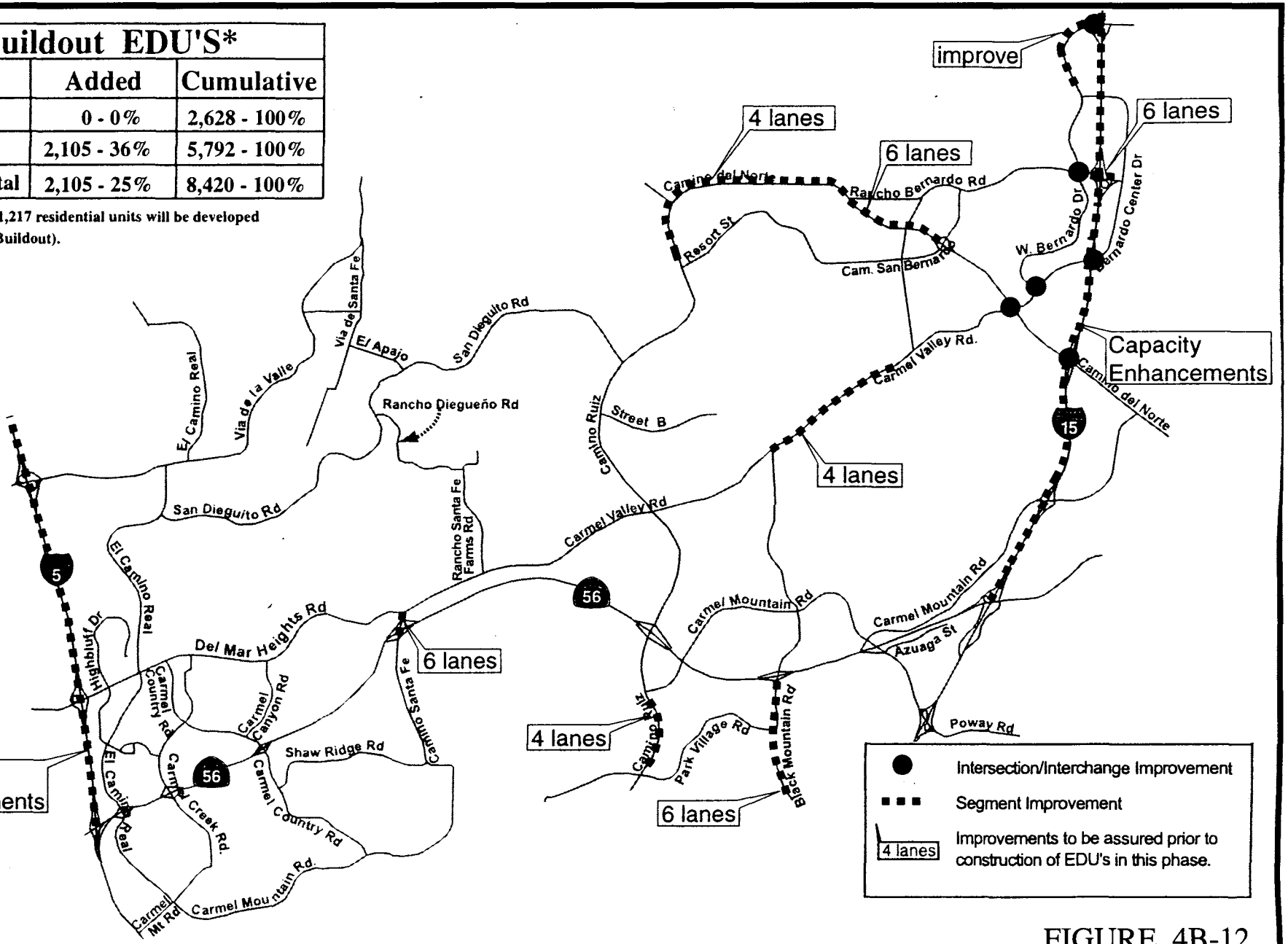


FIGURE 4B-12

Phase Three - Buildout Circulation Network Improvements

Source: Katz, Okitsu & Assoc. 1998

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 VTM of Black Mountain Ranch II VTM/PRD and the impacts were included in the EIR. 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.

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 west within the 4S Ranch project. On-site portions will be built by the project and the impacts are included in the Black Mountain Ranch II VTM/PRD EIR. The adjacent portions will be constructed by the 4S Ranch project. The need for this facility is identified in the phased improvements for the project. 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 detailed in this report. Beyond this, no further mitigation is appropriate in view of the acceptable levels of service forecast for buildout conditions.

d) Camino Ruiz

Camino Ruiz is planned to be constructed in its ultimate cross section of a four-lane major arterial between Carmel Valley Road and San Dieguito Road both as part of the approved VTM for Black Mountain Ranch. For the portion of Camino Ruiz north of San Dieguito Road, the proposed project will construct Camino Ruiz to four-lane major standards. The developers of Torrey Highlands will construct portions of Camino Ruiz to the south of Carmel Valley Road. Impacts from these improvements were evaluated in the Black Mountain Ranch II VTM/PRD EIR and the EIR for Fairbanks Highlands. A partial cloverleaf interchange will be provided at State Route 56 at the time the six-lane SR-56 is required. The EIR for State Route 56 (LDR No. 95-0099, SCH No. 96031039) evaluated impacts of the construction of SR-56, including the Camino Ruiz interchange.

Immediately north of proposed SR-56, a short portion of Camino Ruiz is projected to experience daily traffic volumes in excess of levels consistent with desirable levels of service for the planned six-lane facility. However, the improvements to the interchange with SR-56 to allow for loop ramps will achieve acceptable levels of service at the interchange during peak hours. Further, the ultimate provision of six lanes for the portion

of Camino Ruiz between Carmel Valley Road and Carmel Mountain Road is appropriate for the level of project volumes. Finally, there is a proposed dependency between the phased development of the proposed project and the availability of these improvements.

e) Carmel Valley Road

Carmel Valley Road will be built to its ultimate configuration (four-lane major standards) for its entire length. This roadway will be built consistent with City standards and the projected traffic volumes. The eastern portion of Carmel Valley Road, which links Black Mountain Road to Rancho Bernardo, is phased to be available at the appropriate stage. The portions of Carmel Valley Road to the west and beyond the Black Mountain Ranch project boundaries are partially the responsibility of the Black Mountain Ranch II VTM/PRD during its initial stages. Impacts from construction of Carmel Valley Road were covered in the 1992 EIR for Black Mountain Ranch North and South TMs (DEP Nos. 09-0332 and 91-0313, SCH No. 91081026) and the 1995 Black Mountain Ranch II VTM/PRD EIR.

f) El Apajo

A minor widening to achieve two travel lanes plus a two-way left-turn lane and either parking or bike lanes is proposed for El Apajo between San Dieguito Road and Via de Santa Fe. These improvements would reduce but not fully mitigate the traffic impacts from buildout of the Subarea I on El Apajo. While a four-lane cross section would fully mitigate the projected traffic volumes, the proposed three-lane cross section is in better conformance with the existing abutting development. Full four-lane widening would impact street access for an existing school and shopping center, would require grading into sensitive slopes, and removal of mature trees.

g) El Camino Real

The portion of El Camino Real between Via de la Valle and San Dieguito Road is currently constructed with two travel lanes. El Camino Real needs to be widened to a four-lane facility from Via de la Valle south to Half Mile Drive. The City has undertaken design of the bridge over the San Dieguito River. The bridge improvement would result in impacts to wetlands, and agricultural lands. A significant archaeological site, CA-SDI-687, is located proximate to El Camino Real within the length of the future improvements. There is a relationship and dependency between the Black Mountain Ranch project and this improvement, especially north of San Dieguito Road.

h) Interstates 5 and 15

The project's volumes are not significant in the planned buildout of Interstate 5 or 15 based the City's guidelines except for one segment on Interstate 15 south of Camino del Norte. Improvements are being examined by Caltrans as part of the current Major

Investment Study (MIS). These improvements include HOV lanes on I-5 north of I-805 and HOV lanes in the median area of I-15 north of SR-56 as well as a myriad of other operational capacity improvements. These improvements on Interstate 15 could result in as much as three additional lanes of peak hour capacity. The volume projections and analysis results provided in this document assume the equivalent of at least two HOV lanes on I-15. As part of Caltrans' ongoing work, it is expected that HOV slip ramps will become available at every on-ramp in both directions as ramp improvements occur with other surface street improvements. Caltrans would be the responsible agency for review of the potential environmental impacts of improvements to these two freeway facilities.

i) Rancho Bernardo Road

This document has identified the need for six lane-widening improvements on Rancho Bernardo Road from West Bernardo Drive through to the I-15 interchanges, continuing to Bernardo Center Drive. These improvements include both intersection improvements to enhance capacity and roadway widening to achieve the adopted six-lane major cross section as identified in the Community Plan for Rancho Bernardo. Both the Black Mountain Ranch project and the County's 4S Ranch project are identified with joint responsibility for implementing these improvements, as well as several other improvements in the Rancho Bernardo area. A reclassification to primary arterial would be necessary to fully mitigate this segment. This necessitates purchasing access rights and driveway closures west of the freeway. This would impact community access and existing commercial uses along this reach.

j) Resort Road

Resort Road will be built as development of the proposed project proceeds. Since this facility is wholly within the northern project area, it is wholly the responsibility of the developers of Black Mountain Ranch. Traffic signals will also be provided at key intersections along its length. Impacts associated with the development of resort street are included in this EIR.

k) San Dieguito Road

This roadway is projected to have buildout traffic volumes that exceed its standard functional capacity in locations both in the county and the city of San Diego. However, the predominant character of San Dieguito Road is a high-speed facility with excellent sight distance, limited grades, left-turn pockets at intersections, and only occasional side street access with no driveways. The project proposes improvement at the El Apajo intersection that would provide a traffic signal at this intersection. The issue of capacity on San Dieguito Road was discussed in an earlier correspondence from the County of San Diego during the discussions associated with the deletion of SA 680. (SA 680 was a facility to the north that would have lessened the effect to San Dieguito Road.) In this

discussion, County staff opined that the capacity of San Dieguito Road could handle up to 16,000 ADT. Past and recent forecasts confirm that had SA 680 remained in the County's circulation system, lower volumes on San Dieguito Road would occur.

The connection of Santa Fe Valley to the Del Dios Highway is now approved as a private, gated connection for the use of Santa Fe Valley residents. While offering these residents access choices, the general public would not have this option. In fact, preliminary testing of a network with no gate would reduce certain volumes within the Future Urbanizing area while increasing others near Rancho Santa Fe.

The necessary portion of San Dieguito Road from the west City limits and Camino Ruiz will be constructed as part of the approved VTM for Black Mountain Ranch II. This segment and the adjacent portion within the County's Fairbanks Ranch development is proposed for limited intersection improvements to allow a protected left-turn lane in locations where it otherwise is not available. These improvements would reduce but not fully mitigate the impacts of Subarea I traffic on this roadway, which would require full four-lane improvements. The improvement to four lanes would not be consistent with the County Circulation Element, which designates it a two-lane collector. Other impacts would result to access for existing residential development, landform alteration, and removal of eucalyptus trees resulting in impacts to community character. Similarly, San Dieguito Road east of El Camino Real experiences volumes that could be mitigated by a four-lane widening project. Instead, limited intersection improvements are proposed to enhance capacity while respecting the character of the area and the existing roadway design.

l) State Route 56

The environmental review of SR-56 is nearing completion (LDR 95-0099, SCH 96031039), and the design process has begun. Initially planned as a four-lane expressway between the terminal points in Rancho Peñasquitos and Carmel Valley, it is eventually planned as a six-lane freeway, which is reflected in the phasing plan. This project assumes the availability of the initial expressway and the eventual ultimate freeway as reflected in the phased development thresholds for the project. A further dependence is also identified for the missing loop ramp between westbound SR-56 to northbound I-15 as well as the direct connectors for SR-56 to north I-5.

m) Via de la Valle

Via de la Valle, between I-5 and San Andres Drive, is striped as a four-lane cross section. This portion of Via de la Valle is constructed with a median and full improvements that are apparently sufficient to re-stripe to six lanes. East of San Andres Drive, Via de la Valle is limited to a two-lane cross section. The two-lane portion of Via de la Valle eastward from San Andres Drive to El Camino Real (East) must be widened and

improved to a four-lane cross section to accommodate even existing traffic volumes. This widening would require grading into sensitive hillsides, impacts to sensitive vegetation, and potential construction-related access and circulation impacts and long-term water quality impacts to the San Dieguito lagoon. Widening of Via de la Valle and improvements to its intersection with El Camino Real were identified in the Black Mountain Ranch II VTM/PRD. Past efforts by the City to accomplish this improvement have been unsuccessful. The project recognizes the dependence on this improvement in the phased development of Black Mountain Ranch.

n) West Bernardo Drive

The most northern portion of West Bernardo Drive is proposed for improvement from the I-15 southbound ramps adjacent to Lake Hodges southward to just south of the parking and north of Aguamiel Road. In addition, a traffic signal is proposed for the intersection of West Bernardo Drive at the southbound I-15 ramps. The proposed cross section would continue the one established closer to the retirement center, which includes one vehicle travel lane in each direction plus a bike lane and widening to allow protected turns at intersections. An improvement in this area to the full four-lane major cross section in the community circulation plan, while possible, is likely to generate additional concerns due to non-traffic issues along the alignment in this area. Widening would require an additional bridge crossing of Lake Hodges across sensitive wetland and riparian habitats. The widening would also pass by an existing community park.

o) Interstate 15 Freeway Ramps

Improvements contained in several projects above are interchange improvements on I-15. The interchanges in Rancho Bernardo including West Bernardo Road, Rancho Bernardo Road, Bernardo Center Drive, and Camino del Norte will all be improved consistent with existing studies where complete. Another interchange at SR-56 and I-15 will also have improvements to provide the missing loop ramp to the north and southbound ramp improvements.

In addition to the proposed circulation improvements summarized in Table 4B-16, mitigation for reducing long delays at the impacted freeway ramps may include adjusting meter flow rates to allow more cars onto the freeway faster during peak hour conditions. Caltrans is the responsible agency for changing meter flow rates.

These improvements shall be assured to the satisfaction of the City Engineer prior to recordation of the final maps; verification of installation of these improvements shall be provided to the City Engineer and the Development Services Business Center prior to issuance of occupancy permits.

Direct impacts would be reduced to a level below significance with the proposed circulation improvements for all road segments, except for impacts to Black Mountain Road, south of Park Village Road; El Apajo from Via de Santa Fe to San Dieguito Road; San Dieguito Road from El Camino Real eastward to San Diego City limits; San Dieguito Road from El Apajo to Camino Ruiz; and Rancho Bernardo Road from I-15 to West Bernardo Drive. The proposed improvements would not fully mitigate the impacts to these road segments.

The project would contribute incrementally to poor levels of service on regional road segments off-site (see Table 4B-15). The proposed circulation improvements would not fully mitigate these cumulative impacts and the impacts would remain significant.

Traffic Alternatives

As the Subarea Plan would result in significant unmitigated impacts to traffic circulation, a number of traffic specific alternatives to the Subarea Plan were evaluated in the traffic analysis. These are briefly summarized below.

a) Alternative Circulation Network - State Route 56 Third Interchange

This alternative reflects the current alternative plans for State Route 56. This alternative would provide a third interchange on State Route 56 approximately halfway between Camino Ruiz and Camino Santa Fe. Under this alternative, the interchange at Camino Ruiz would be constructed as a standard diamond interchange. No changes in the planned land uses for the project are proposed under this alternative. The scope of this analysis is limited to those segments located within the boxed area of Figure 25 of Appendix B. The presence or absence of the third interchange has affect on the forecast travel demand in an area limited to this box. The forecast for the remainder of the study area would remain essentially the same under the proposed circulation system.

All road segments located within the study area under this alternative would operate at LOS C or better. The traffic volumes would increase on State Route 56 between Camino Santa Fe and Black Mountain Road, and on Carmel Valley Road between Rancho Santa Fe Farms Road and Camino Ruiz. Traffic volumes would decrease on Carmel Valley Road between Camino Santa Fe and Rancho Santa Fe Farms Road, and on Camino Ruiz and Black Mountain Road south of Carmel Valley Road. Traffic impacts would be reduced on Camino Ruiz just north of the interchange at SR-56. This segment experiences LOS E under the proposed project and under this alternative would result in LOS C and thus avoid a significant impact to this segment of Camino Ruiz. The additional interchange would not serve to avoid any of the other significant impacts to roadway segments that were identified under the proposed project analysis.

All mainline freeway segment conditions would operate at LOS C. Under project conditions all SR-56 freeway segments would operate at LOS C. This alternative would not have any significant changes to buildout traffic volumes on I-5 or I-805. These volumes would essentially be the same as was determined under the proposed project.

All intersections within the study area would operate at LOS B or C under project conditions except for the Carmel Valley Road/3rd interchange would degrade from LOS B under project conditions to LOS D during the PM peak hour under this alternative. No intersections in the study area were found to operate worse than LOS D.

b) Alternative Circulation Network - Loop Road

This alternative would alter the circulation system by eliminating connections to Rancho Bernardo from the project site (Camino del Norte, Resort Road, and Carmel Valley Road). Black Mountain Road would be extended northward across La Jolla Valley to connect with Resort Road. All project traffic would enter and leave the site via San Dieguito Road, Carmel Valley Road, and Black Mountain Road. In addition, 140 single family units and 120 multi-family units would be eliminated, the employment center would be eliminated, and the proposed office and retail land use functions would be transferred from the northern village area to the southern village.

The extension of Black Mountain Road would require construction of the alignment through MHPA open space. A bridge crossing at the east end of Lusardi Creek would maintain the integrity of the open space through La Jolla Valley and provide a crossing for wildlife.

The proposed changes in land use under this alternative would result in a decrease of 8,580 daily trips for the Black Mountain Ranch Future Development Areas. Since the relative impact of this reduction is limited, the analysis is limited to examining the resulting daily traffic volumes on the surface streets in the Rancho Bernardo community and within the Future Urbanizing area.

This alternative did not result in significant improvements to area roadways. There was a slight decrease in traffic volumes on a few segments of Bernardo Center Drive; however, an increase in traffic volumes occurred on Camino Ruiz and Black Mountain Road south of Carmel Valley Road. Also, traffic volumes in Rancho Peñasquitos would increase under this alternative. However, traffic volumes within the Future Urbanizing area were reduced overall. Traffic volumes on the portion of San Dieguito Road east of El Apajo to the City of San Diego limits increased and the LOS was reduced from LOS B under the proposed project conditions to LOS D under this alternative. Traffic volumes also increased on San Dieguito Road from the City of San Diego limits east to Camino Ruiz. The level of service was reduced from LOS F under project conditions to LOS D under

this alternative. Overall this alternative does not improve the levels of service on area roadways.

No significant differences in forecast freeway segment volumes were identified under this alternative.

c) Reduced Residential Development in Northern Village

Under this alternative the proposed circulation network would be used; however, development in the northern village would be reduced by 1,000 multi-family residential dwelling units. This alternative project would eliminate 250 single-family residential units and 750 multi-family residential dwelling units, and thereby reduce approximately 8,500 daily trips from residential uses in the northern village.

Since the relative impact of this reduction is limited, the traffic analysis is limited to resulting daily traffic volumes on surface streets in the Rancho Bernardo community and within the Future Urbanizing Area. Under this alternative, the levels of service remained the same on most segments, and levels of service improved on Camino del Norte from the project boundary to "C" Street. However, a decrease from LOS C to LOS D occurred on Carmel Valley Road from Camino Ruiz to Black Mountain Road, and the level of service on Rancho Bernardo Road from West Bernardo Drive to Interstate 15 was reduced from LOS E to LOS F. Only a few roads had improved levels of service. This alternative did not result in significant improvements for road segments with poor LOS levels with or without the project under buildout conditions.

d) Convert Multi-Family Residential to Senior Housing

This alternative is designed to reduce traffic impacts, but maintain the urban core aspects of the northern village area. This alternative would replace 250 single-family dwelling units and 750 multi-family dwelling units with 1,000 additional senior dwelling units in the northern village area. The senior housing would be a mixture of separate small homes, apartments, or institutional care but restricted so that traffic generation per dwelling would be reduced from the normal 8 trips/du for multi-family to an average 5 trips/du. The senior housing would be planned so that the occupants would not need vehicles. In addition, the elementary school planned for the northern village would be eliminated. These land use changes would result in a decrease of 5,100 daily trips for the northern village area.

This alternative would slightly reduce volumes in Rancho Bernardo and in the Future Urbanizing area. No impacted roadway segment under the proposed project would improve to better than LOS D under this alternative.

The reduction of 5,100 daily project vehicle trips did not significantly reduce impacts to those freeway segment volumes already experiencing poor LOS levels, with or without project traffic under buildout conditions. No significant differences in forecast freeway segment volumes were identified under this alternative.

e) Convert Residential to Employment Use in Northern Village

To reduce traffic impacts, but maintain the urban core aspects of the northern village, 250 single-family dwelling units and 750 multi-family dwelling units would be replaced with 1.2 million square feet of additional employment uses in the northern village.

This alternative would represent a net decrease of 15,174 daily trips. Since the relative impact of this reduction is widespread, the analysis covers the resulting daily traffic volumes on all of the surface roadways in the study area.

Although the relative trip generation in Black Mountain Ranch is reduced, traffic volumes outside the property are increased. This can be explained by the fact that without the necessary residences in Black Mountain Ranch to fill the jobs created by the large employer, these jobs must be filled from somewhere else in the region, thereby increasing the amount of external trips as opposed to the proposed project. Despite the increase in daily traffic on particular roadway segments, no additional segment would degrade to worse than LOS D under this alternative.

C. Biological Resources

The biological resources analysis for Subarea I is based upon generalized surveys and directed searches for sensitive species conducted between 1989 and 1995. Biological surveys were conducted by RECON between October 1989 and June 1991 to determine the type, current condition, and extent of biological resources on the 4,583-acre Black Mountain Ranch ownership. Biological surveys included searches for any rare, endangered, threatened, or sensitive plant or animal species. Secondly, new comprehensive biological surveys were conducted by RECON during the first three weeks of May, 1993, for the perimeter property areas (515 acres) within Subarea I. These surveys included directed searches for the coastal California gnatcatcher (*Polioptila californica californica*) according to U.S. Fish and Wildlife Service (USFWS) protocols. Also, directed surveys for gnatcatchers was conducted for the Black Mountain Ranch portion of the Subarea I property during May and early June, 1993. Updates of vegetation mapping and wetlands and jurisdictional waters were conducted in 1995 and 1997. The results are summarized herein and the biological technical report is included as Appendix C.

Existing Conditions

Subarea I comprises approximately 5,098 acres of land and is situated between Fairbanks Ranch to the west and Rancho Peñasquitos to the east. Black Mountain Park is adjacent to the project site to the southeast.

As a result of the approval of the Black Mountain Ranch II project in 1995, both the approved VTM/PRD portion and future development portions of Black Mountain Ranch were included in a RPO permit and Natural Community Conservation Plan (NCCP)/4D Interim Habitat Loss permits issued by the City of San Diego. These permits were issued after consultation with the U.S. Fish and Wildlife Service and California Department of Fish and Game. Subsequently, the City issued a clearing and grubbing permit covering both the approved and future development areas within the Black Mountain Ranch ownership. Authorized take of upland habitat within these areas has already occurred. A nationwide permit (404 Permit) for impacts to wetlands and jurisdictional waters of the U.S. was issued by the U.S. Army Corps of Engineers (USACE) in January 1997 for the Black Mountain Ranch VTM/PRD. Although riparian impacts associated with the Future Development Areas were identified in the 1995 Black Mountain Ranch II VTM/PRD EIR, they are not included in the current 404 Permit (Nationwide Permit) and will require a separate 404 Permit. Impacts to wetlands authorized under this permit have occurred and a mitigation program consisting of revegetation of 14 acres of riparian habitat has been undertaken. Impacts associated with the perimeter properties were not identified in the 1995 Black Mountain Ranch II VTM/PRD, and are identified later in this EIR.

For the purposes of this EIR, the project area is limited to the northeast, southeast, southern and southwestern perimeter properties, which in total comprise some 515 acres.

Northeast: The 67.2-acre northeast perimeter property consists of flat mesa lands and canyon sideslopes north of Lusardi Creek. The mesa top is a flat finger ridge and has been in agricultural use. The relatively steep sideslopes comprise two small tributary canyons to Lusardi Creek and have been grazed.

Southeast: The southeast perimeter properties include four separate contiguous ownerships totaling 266.3 acres adjoining Black Mountain Park to the east and south and Rancho Penasquitos to the west and south. The properties range from relatively flat agricultural areas to rolling hillsides to ridges and steep sideslopes deeply dissected by canyon drainages. Currently, there is an active agricultural area and the flatter portions of the properties have been cropped and grazed in the past. The steeper ridge and canyon sideslope areas are naturally vegetated. There is an unnamed drainage coursing from north to south and two small agricultural impoundments within the area.

Southern: This small 16-acre parcel is located on the northwest flanks of Black Mountain. The property is comprised of steep sideslopes and a flatter bench area all of which in naturally vegetated.

Southwest: These five ownerships comprise 181 acres along the southerly portion of the western boundary of the Black Mountain ranch ownership. Each of the properties is occupied and used for residential and ranching purposes. The landform is low rolling hills with predominant ruderal vegetation, for pasture. La Zanja Creek crosses the area in the southwestern corner with a steep canyonside south of the creek. An agricultural impoundment of the creek has been made.

a) Vegetation

Subarea I has nine vegetation communities in total (including the Black Mountain Ranch II VTM/PRD area) but the perimeter properties only contain five vegetation communities, three of which are described by Holland (1986) as native habitat types. Two of the vegetation communities (non-native grassland and disturbed riparian) are the result of previous land use practices of the site and are dominated by non-native vegetation. There are also areas characterized by land disturbance due to ranching or farming and ornamental plantings. The other vegetation types are considered communities of special concern by the California Department of Fish and Game Natural Diversity Data Base (CDFG NDDB) and/or considered biologically sensitive by the City and County of San Diego. These vegetation types are southern willow scrub, southern mixed chaparral, and Diegan coastal sage scrub. Non-native grasslands present on-site are considered biologically sensitive under the MSCP by the City of San Diego. All of the vegetation communities are mapped (Figure 4C-1) and are described in detail below.



FIGURE 4C-1
Existing Vegetation Communities

Southern Willow Scrub

Southern willow scrub is a plant community dominated by thickets of shrubby and tree willow species that grow on the coarse alluvium of floodplains along major rivers, streams, and drainages. This riparian habitat typically has a diverse assemblage of plants, especially along major rivers and streams. It provides habitat for a variety of wildlife species. This community type occurs within the southeast perimeter properties (2.8 acres).

The southern willow scrub community on-site is dominated by several willow species that include black willow (*Salix gooddingii* var. *variabilis*) and arroyo willow (*Salix lasiolepis*). Tree species growing with the willow trees and shrubs include native species such as cottonwood (*Populus fremontii)* and sycamore (*Platanus racemosa*), as well as non-native tamarisk (*Tamarix parviflora*) and pepper (*Schinus molle, S. terebinthifolia*) trees. Shrubs occurring in the understory include mule fat (*Baccharis glutinosa*), San Diego marsh-elder (*Iva hayesiana*), and an occasional upland chaparral shrub, such as toyon (*Heteromeles arbutifolia*) or laurel sumac (*Rhus laurina*).

The herbaceous stratum of the willow scrub is best represented along the edges of the habitat and in openings within the habitat. Common herbaceous species observed include Chinese pusley (*Heliotropium curassavicum* var. *oculatum*), marsh-fleabane (*Pluchea purpurascens*), western ragweed (*Ambrosia psilostachya* var. *californica*), cocklebur (*Xanthium strumarium* var. *canadense*), spiny rush (*Juncus acutus* var. *sphaerocarpus*), and water cress (*Rorippa nasturtium-aquaticum*). In some areas of the drainages, weedy exotics have invaded the understory and disturbed areas near the edges of the habitat.

These non-native species include tree tobacco (*Nicotiana glauca*), bristly ox-tongue (*Picris echioides*), and sweet fennel (*Foeniculum vulgare*).

Diegan Coastal Sage Scrub

This community type is dominated by low, soft-woody shrubs and subshrubs that are typically drought deciduous. Coastal sage scrubs usually occupy the drier south- and west-facing slopes or areas on clay soil types, but may also occasionally occur on north-facing slopes, as a successional phase of chaparral development. Diegan sage scrub is found on each of the perimeter properties, totaling 149.1 acres. Areas on-site that have been disturbed frequently that have not converted to annual grasslands are dominated by a more open stand of coastal sage scrub species and are classified as mixed Diegan coastal sage scrub and non-native grassland.

The dominant species within coastal sage scrub on-site is coastal sagebrush (*Artemisia californica*). Commonly associated with this species is California buckwheat (*Eriogonum fasciculatum*) and black sage (*Salvia mellifera*). Open areas within these stands are occupied by grasses and herbs including red brome (*Bromus rubens*), Bigelow

clubmoss (*Selaginella bigelovii*), lady fingers (*Dudleya edulis*), nodding stipa (*Stipa pulchra*), and slender wild oat (*Avena barbata*).

Southern Mixed Chaparral

Southern mixed chaparral communities consist of broad-leaved, *sclerophyllous* shrubs or small trees, and characteristically occupy protected north-facing and canyon slopes or ravines where more mesic conditions are present. This habitat is adapted to fire, with many of the shrubs capable of stump-sprouting. Mixed chaparral is best developed in the eastern panhandle region within the southeast perimeter property near Black Mountain Park. Total area of this habitat is 90.7 acres.

Chaparral species observed on-site include toyon, laurel sumac, lemonadeberry (*Rhus integrifolia*), red bush monkey-flower (*Mimulus puniceus*), fuchsia-flower gooseberry (*Ribes speciosum*), and redberry (*Rhamnus crocea*). Species found in the understory of this community include golden-back fern (*Pityrogramma triangularis* var. *triangularis*), wild cucumber (*Marah macrocarpus*), scarlet pimpernel (*Anagalis arvensis*), and various annual grasses.

Non-native Grassland

Non-native grassland is characterized by a dense cover of annual grasses associated with native annual wildflowers and introduced weedy species. This community is prevalent throughout the site and is interspersed with isolated stands of coastal sage scrub and native grassland. Total habitat area is 269.8 acres, accounting for 52 percent of the perimeter property. Dominant species within the project site include wild oats, red brome, and ripgut grass (*Bromus diandrus*). Native grasses are sometimes present in small percentages. Other species include black mustard (*Brassica nigra*), tocolote (*Centaurea melitensis*), sweet fennel, and telegraph weed (*Heterotheca grandiflora*). Wild artichokes are abundant in many areas.

Non-native grassland on-site is successional to native habitat after extensive crop farming that has occurred on-site. It currently supports livestock grazing and may also provide valuable foraging grounds for raptors.

Disturbed Riparian Tamarisk/Nicotiana Scrub

This community type is located in disturbed swales and drainages which would otherwise be described as willow scrub and is dominated by tree tobacco and tamarisk. Approximately 1.4 acres were mapped on the southwest perimeter property. This plant association, though predominantly non-native, is still representative of mesic habitat and was often found in conjunction with certain native hydrophytic plants such as cattail or mule fat.

b) Wildlife

The diversity of vegetation types, size of the perimeter property, and geographic proximity to surrounding open areas encourages a diverse assemblage of faunal species to use the subject property. During the surveys conducted for this report, over 80 avian, 10 amphibian and reptilian, and 10 mammalian species were documented on-site, with the potential for several other species to occur. Species requiring large tracts of open, contiguous habitat to survive and which typically do not occur in heavily urbanized or developed areas have a good potential to occur within the vicinity or use the subject property.

Amphibians and Reptiles

Several lizard species could be expected to use the perimeter property. Without appropriate trapping techniques, most lizards are not easily discernible in the field. The western fence lizard (*Sceloporus occidentalis*), side-blotched lizard (*Uta stansburiana*), and western rattlesnake (*Crotalus viridis*) were commonly observed. and Pacific treefrogs (*Hyla regilla*) were heard in the more mesic drainages on the site. The coastal rosy boa (*Lichanura trivirgata roseofusca*), a very secretive snake, was observed on one occasion. San Diego horned lizard scat was abundant in some areas, and orange-throated whiptail was observed on-site. Western spadefoot toad (*Scaphiophus hammondii*) and southern alligator lizard (*Gerrhonotus multicarinatus*) are additional amphibian and reptile species which can be expected to occur in the area.

Birds

A wide variety of bird species was observed on the perimeter property. Ample nesting and foraging habitat for many resident species exists on-site and several migratory birds were observed using the area as a stopover. Olive-sided flycatcher (*Contopus borealis*), Loggerhead shrike (*Lanius ludovicianus*), warbling vireo (*Vireo gilvus swainsonii*), California thrasher (*Toxostoma redivivum redivivum),* and cedar waxwing (*Bombycilla cedrorum*) are among the passerine species observed, indicating a diverse avian assemblage.

Bird species such as California thrasher (*Toxostoma redivivum redivivum*), California towhee (*Pipilo fuscus senicula*), and coastal California gnatcatcher were observed in the coastal sage and chaparral communities. The most abundant habitat on the property is non-native grassland. Common bird species observed in this habitat include western meadowlark (*Sturnella neglecta*), California horned lark (*Eremophila alpestris actia*), and grasshopper sparrow (*Ammodramus savannarum perpallidus*). Wetland habitat traditionally supports the greatest diversity of faunal species. Bird species associated with the open water, marsh, and riparian habitats on-site include downy woodpecker (*Dendrocopos pubescens turati*), black phoebe (*Sayornis nigricans semiatra*), and Lincoln's sparrow (*Zonotrichia lincolnii*).

A large variety of raptor species was observed utilizing the grasslands for forage, many of which are sensitive. Eleven raptor species were observed, including at least six individual harriers, four black-shouldered kites, three golden eagles, and several red-tailed hawks. Also observed were prairie falcon and red-shouldered, sharp-shinned, ferruginous, and Cooper's hawks. Kestrels and evidence of burrowing owls were located within the Black Mountain Ranch property as well.

Mammals

Abundant evidence of cosmopolitan mammalian species such as the coyote, woodrat, mule deer, and cottontail rabbit was observed on the perimeter properties. Appropriate habitat on-site supports the probability that a wide variety of animals occur in the immediate vicinity. The nocturnal and shy habits of most mammalian species make direct observation of these animals difficult.

Rodent burrows and scat were evident throughout the property. Small mammals serve as an important food source for numerous avian, mammalian, and reptilian predators, and although identification of species could not be made without trapping efforts, dust baths, burrows, and scat indicated rodent species such as Pacific kangaroo rats (*Dipodomys agilis*) occupy the site. In addition to coyote sign, bobcat scat and gray fox burrows were observed on-site.

c) Sensitive Resources

Plant Communities/Habitats

Four habitats considered biologically sensitive by the properties: southern willow scrub, Diegan coastal sage scrub, City of San Diego's Resource Protection Ordinance and Biology Guidelines occur on the perimeter southern mixed chaparral, and non-native grasslands. Non-native grasslands are considered sensitive under the City's MSCP. Concern for these resources has developed due to their cumulative loss over the last decade, the major threat being urban and industrial development. An increasing number of sensitive species rely upon these communities to breed, forage, and reside. These habitats are integral in sustaining viable populations of sensitive plant and wildlife species.

Southern willow scrub (and associated riparian woodlands) is a wetland habitat regulated by the CDFG and the USACE. This riparian habitat has been declining due to the channelization of rivers, streams, and drainages for flood control in urbanized areas and due to mining activities.

Wetlands on-site include areas mapped as willow scrub, and some areas mapped as disturbed riparian tamarisk scrub. Approximately 2.8 acres are considered intact wetlands, while 1.4 acres have been extensively disturbed and are not functional wetlands

habitat. Wetland delineations have been conducted to define the area falling within the jurisdiction of the USACE under Section 404 of the Clean Water Act. The jurisdiction of the USACE over "waters of the U.S." includes deposition of fill in "waters of the U.S." plus adjacent wetlands as defined by the USACE (1987). The wetland delineation also serves to define mitigation measures required by the City's Resource Protection Ordinance and the CDFG, whose policy is no net loss of wetland habitat. Modifications of streambeds are subject to the state Fish and Game Code, Sections 1600-1603, and will require an agreement with the CDFG. Impacts associated with the perimeter properties are identified later in this EIR and will require a separate 404 Permit (Nationwide Permit) or streambed alteration permit.

California grasslands vary under differing environmental conditions and are also highly responsive to land use practices. The floristic composition of this habitat type is largely dependent upon the degree, duration, and type of disturbance (such as grazing or cultivation) to which the community has been subject. Regardless of species dominance and composition, native and non-native grasslands may provide valuable habitat for a number of animal species. Many of these, particularly raptors, are largely dependent on these communities for forage and breeding, and some species, such as the grasshopper sparrow, occur only in this habitat type. Although some raptors adapt to ongoing development, most of the species do not tolerate disturbance and will not use areas that are disrupted by development. The grasslands also provide habitat for a variety of native wildflowers in years with sufficient rainfall. Non-native grasslands are considered sensitive habitats as they provide valuable foraging grounds for raptors.

Plant Species

Sensitive plant species observed or with the potential to occur on-site, including several species of concern to the California Native Plant Society (CNPS), are listed in Table 4C-1 and are discussed below. Sensitivity status codes are explained in Table 4C-2. The locations of sensitive plant species identified on-site are shown on Figure 4C-2.

Summer holly (*Comarostaphylis diversifolia ssp. diversifolia*) is a shrub species which typically occurs in chaparral habitats. The species was observed in the southwestern portion of the property. Summer holly shrubs do no typically form dense stands, but occur as isolated clumps of individuals within the habitat.

Variegated dudleya (*Dudleya variegata*) occurs on dry hillsides and mesas and was observed on the northeast perimeter property. Populations were comprised of individuals dispersed throughout native/non-native grassland areas that were not extremely disturbed by cattle grazing or dominance of exotic herbs. This species is covered under the City of San Diego's MSCP and is on the narrow endemic species list.

TABLE 4C-1
SENSITIVE PLANT SPECIES
OBSERVED (*) OR WITH THE POTENTIAL FOR OCCURRENCE
IN SUBAREA I PERIMETER PROPERTIES

Species	State/Federal Status	CNPS List	CNPS Code	Comments
Acanthomintha ilicifolia San Diego thornmint	CE/PE	1B	2-3-2	Chaparral, coastal sage scrub, valley and foothill grassland/clay; MSCP covered
*Adolphia californica** California adolphia	--/--	2	1-2-1	Chaparral
Artemisia palmeri San Diego sagewort	--/--	2	2-2-1	Coastal sage scrub
Baccharis vanessae Encinitas coyote bush	CE/PE	1B	2-3-3	Chaparral; MSCP covered
Brodiaea orcuttii Orcutt's brodiaea	--/--	1B	1-3-2	Closed-cone coniferous forest, meadows, cismontane woodland, valley and foothill grassland, vernal pools; MSCP covered
Ceanothus verrucosus Wart-stemmed ceanothus	--/--	2	1-2-1	Chaparral; MSCP covered
Chorizanthe orcuttiana Orcutt's spineflower	CE/PE	1A	- -	Closed-cone coniferous forest, coastal sage scrub
*Comarostaphylis diversifolia** ssp. *diversifolia* Summer holly	--/--	1B	2-2-2	Chaparral
Corethrogyne filaginifolia var. *incana* San Diego sand aster	--/--	1B	2-2-2	Coastal sage scrub
*Dichondra occidentalis** Western dichondra	--/--	4	1-2-1	Chaparral, cismontane woodland, coastal sage scrub, valley and foothill grassland
*Dudleya variegata** Variegated dudleya	--/--	4	1-2-2	Chaparral, coastal sage scrub; MSCP covered
*Ferocactus viridescens** Coast barrel cactus	--/--	2	1-3-1	Chaparral, coastal sage scrub, valley and foothill grassland; MSCP covered

TABLE 4C-1
SENSITIVE PLANT SPECIES
OBSERVED (*) OR WITH THE POTENTIAL FOR OCCURRENCE
ON SUBAREA I PERIMETER PROPERTIES
(continued)

Species	State/Federal Status	CNPS List	CNPS Code	Comments
Harpagonella palmeri var. *palmeri* Palmer's grappling hook	--/--	2	1-2-1	Chaparral, coastal sage scrub, valley and foothill grassland
*Iva hayesiana** San Diego marsh elder	--/--	2	2-2-1	Chaparral
Juncus acutus ssp. *leopoldii** Spiny rush	--/--	4	1-2-2	Coastal dunes (mesic), meadows (alkaline), coastal salt marsh
Monardella linoides ssp. *viminea* Willowy monardella	CE/PE	1B	2-3-2	Riparian scrub; MSCP covered
Muilla clevelandii San Diego goldenstar	--/--	1B	2-2-2	Chaparral, coastal sage scrub, valley and foothill grassland, vernal pools MSCP covered
Ophioglossum ssp. *californicum* California adder's-tongue fern	--/--	4	1-2-2	Clay mesa soils
*Selaginella cinerascens** Ashy spike-moss	--/--	4	1-2-1	Chaparral, coastal sage scrub

NOTE: See Table 4C-2 for explanation of sensitivity codes.



A	Adolphia californica
C	Comarostaphylis diversifolia
Dc	Dichondra occidentalis
Dv	Dudleya variegata
F	Ferocactus viridescens
Hp	Harpagonella palmeri
I	Iva hayesiana
J	Juncus acutus
S	Selaginella cinerascens
X	Acanthomintha ilicifolia

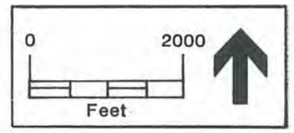


FIGURE 4C-2
Sensitive Plant Species Observed

TABLE 4C-2
SENSITIVITY CODES

FEDERAL CANDIDATES AND LISTED PLANTS

FE = Federally listed, endangered
FT = Federally listed, threatened
C1 = Enough data are on file to support a proposal for the federal listing
PE = Proposed for federal listing as endangered.

STATE LISTED PLANTS

CE = State listed, endangered
CR = State listed, rare
CT = State listed, threatened

CALIFORNIA NATIVE PLANT SOCIETY

LISTS

1A = Species presumed extinct.

1B = Species rare, threatened, or endangered in California and elsewhere. These species are eligible for state listing.

2 = Species rare, threatened, or endangered in California but which are more common elsewhere. These species are eligible for state listing.

3 = Species for which more information is needed. Distribution, endangerment, and/or taxonomic information is needed.

4 = A watch list of species of limited distribution. These species need to be monitored for changes in the status of their populations.

R-E-D CODES

R (Rarity)

1 = Rare, but found in sufficient numbers and distributed widely enough that the potential for extinction is low at this time.

2 = Occurrence confined to several populations or to one extended population.

3 = Occurrence limited to one or a few highly restricted populations, or present in such small numbers that it is seldom reported.

E (Endangerment)

1 = Not endangered
2 = Endangered in a portion of its range
3 = Endangered throughout its range

D (Distribution)

1 = More or less widespread outside California
2 = Rare outside California
3 = Endemic to California

Coast barrel cactus (*Ferocactus viridescens*) occurs on dry slopes in coastal areas and was observed on the northeast perimeter property. These plants were generally found scattered throughout the coastal sage scrub communities on-site. Currently, cattle grazing and vehicular activity are the major threats to this species on-site. This plant is also a CNPS List 2 species, considered to be rare and endangered in California but more common elsewhere. This species is covered under the City of San Diego's MSCP.

San Diego marsh-elder (*Iva hayesiana*) occurs in moist or alkaline places around drainages and was observed on the northeast perimeter property. This plant is also a CNPS List 2 species.

Orcutt's brodiaea (*Brodiaea orcuttii*) occurs in grasslands and near vernal streams and pools. This brodiaea has been reported from Poway and Mira Mesa (Beauchamp 1986; State of California 1989a). The plant blooms from April to July and would have been identifiable during the spring surveys. The probability of Orcutt's brodiaea occurring on-site is considered low.

San Diego golden star (*Muilla clevelandii*) occurs within grassland, coastal sage scrub, and vernal pools on coastal mesas and slopes and has been reported from the Rancho Santa Fe area (Beauchamp 1986; State of California 1989a). The species blooms from March to May and would have been identifiable during the spring surveys. The plant was not observed, although the more common golden stars (*Bloomeria crocea*) was abundant throughout the site. The two species superficially resemble each other and care was taken to examine a representative sample of these flowers to verify that San Diego golden star was not present. It is, therefore, unlikely that San Diego golden star occurs on-site.

All of the plant species discussed above are also listed as sensitive by the CNPS (Smith and Berg 1988). Several other plant species observed or with the potential to occur on-site are considered sensitive by the CNPS, although they are not yet candidates for state or federal listing. All of the plants on Lists 1A, 1B, and 2 meet the definitions of Section 1901, Chapter 10, of the Fish and Game Code and are eligible for state listing (Smith and Berg 1988). CNPS-listed species observed on the subject property are discussed in detail below.

California adolphia (*Adolphia californica*) is a CNPS List 2 plant species considered rare, threatened, or endangered in California, but more common elsewhere. California adolphia occurs on dry slopes and was observed on the northeast and southwest perimeter properties in coastal sage scrub and grassland habitat.

Western dichondra (*Dichondra occidentalis*), spiny rush (*Juncus acutus var. sphaerocarpus*), and ashy spike-moss (*Selaginella cinerascens*) are CNPS List 4 species considered of limited distribution in California. Western dichondra grows in the understory of chaparral and other shaded places, as was observed on the northeast

perimeter property. Spiny rush was observed in a drainage adjacent to the northeast perimeter property. Ashy spike-moss occurs on dry slopes and mesas and was observed on the southeast perimeter property.

San Diego sagewort (*Artemisia palmeri*) is a CNPS List 2 species which occurs in ravines and moist areas and has been reported from the Del Dios and Poway areas (Beauchamp 1986). The species was not observed during the surveys and would most likely have been seen if it were present, due to its distinctive vegetative form.

Wildlife Species

Sensitive wildlife species were searched for on the property based on historic records and habitat present on the site, and if observed, are shown in Figure 4C-3 and listed in Table 4C-3. One of the species observed (California gnatcatcher) is federally listed as threatened. Species of Special Concern are candidate species for state listing as threatened or endangered. MSCP-covered species are listed and non-listed species whose long-term conservation needs in the region are included within the City of San Diego's MSCP Multi-Habitat Planning Area (MHPA).

The coastal California gnatcatcher has been federally listed as threatened, and is also a CDFG Species of Special Concern. This bird has been recognized as a Species of Special Concern in San Diego County since at least 1979 (Everett 1979) and is an MSCP-covered species.

The coastal California gnatcatcher is a resident species, restricted to sage scrub habitat in southwestern California from the Los Angeles Basin south to Baja California, Mexico. Coastal California gnatcatchers were observed within several areas mapped as Diegan coastal sage scrub on all four perimeter properties in 1993. Sightings have been consistently made in a large, over 100-acre patch of habitat extending west from Black Mountain, in the panhandle area north and east of Black Mountain, in the sideslopes of tributary canyons north of Lusardi Creek, and a patch of habitat in the southeast corner of the project on sideslopes within La Zanja Canyon. Movement of individuals is not depicted, nor were all occurrences (repeated sightings of individuals) mapped, but use of all scrub that is contiguous with those observations depicted is highly probable. It is estimated that 15-20 pairs are resident on-site.

Several wildlife species which are considered sensitive or are species of special concern were observed on-site and are discussed below.

The San Diego horned lizard is a CDFG Species of Special Concern, and is also considered threatened by the San Diego Herpetological Society (SDHS). It is covered under the MSCP. Found in extreme southwestern California from the coast to the foothills and valleys of the Peninsular Ranges, this horned lizard is an inhabitant of open sage scrub, grassland, and chaparral and was formerly very common on flat-topped mesas

BO	Burrowing Owl
BS	Bell's Sage Sparrow
CS	Rufous-Crowned Sparrow
Gn	California Gnatcatcher
Gr	Blue Grosbeak
GS	Grasshopper Sparrow
Ha	Northern Harrier
HO	Great Horned Owl
K	Black-Shouldered Kite
La	Horned Lark
LS	Loggerhead Shrike
Ni	Lesser Nighthawk
Tv	Turkey Vulture
RN	Raptor Nest
RP	Raptor Perch
OW	Orange-Throated Whiptail
RB	Coastal Rosy Boa
W	Western Whiptail
Li	Horned Lizard
T	Two-Striped Garter Snake
Z	Northern Red Diamond Rattlesnake
Jr	Black-Tailed Jackrabbit

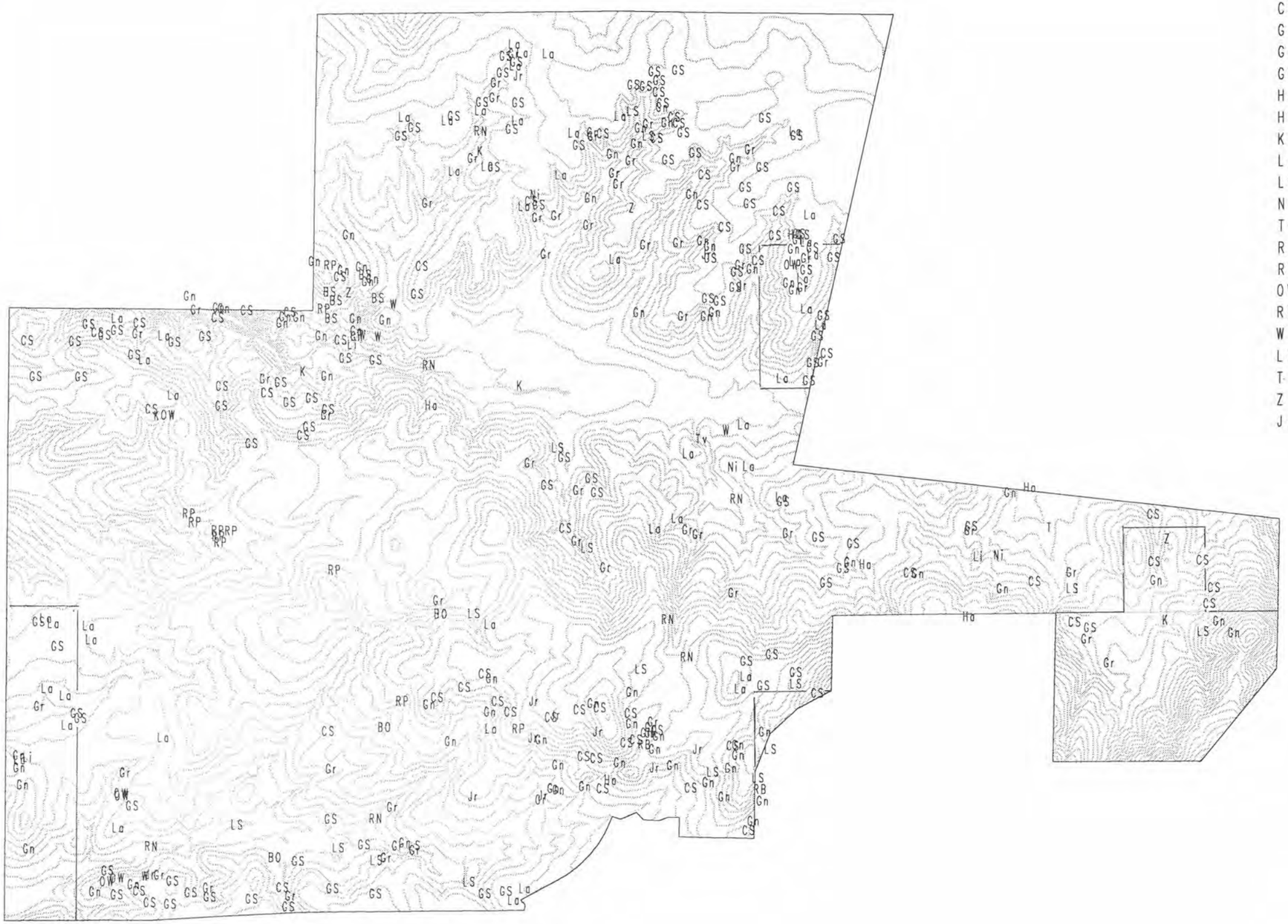




FIGURE 4C-3
Sensitive Wildlife Species Observed

TABLE 4C-3
SENSITIVE WILDLIFE SPECIES OBSERVED (†) OR EXPECTED TO OCCUR ON SUBAREA I PERIMETER PROPERTIES

Species	State/ Federal	Other Status	Comments
Invertebrates			
Hermes copper *Lycaena hermes*	--/--		Chaparral and coastal sage scrub where host plant *Rhamnus crocea* occurs. Adult emergence from late May to July.
Checkerspot butterfly *Euphydryas editha quino*	--/FE		Open, dry areas in low foothills, mesas, lake margins. Larval host plant *Plantago erecta,* adult emergence mid-January through April.
Amphibians			
Arroyo toad *Bufo microscaphus californicus*	--/FE	CSC,SDC, MSCP	Semiarid habitat with washes, streams, and arroyos. Nocturnal except during breeding season (March–July).
Western spadefoot toad *Scaphiopus (= Spea) hammondii*		CSC,SDC	Washes, floodplains, and alkali flats within areas of open vegetation.
Reptiles			
Southwestern pond turtle *Clemmys marmorata pallida*	--/--	CSC,SDC,HT, MSCP	Ponds, small lakes, marshes, slow-moving, sometimes brackish water.
Coronado skink *Eumeces skitonianus interparietalis*	--/--	CSC	Grasslands, open woodlands and forest, broken chaparral. Rocky habitats near streams.
San Diego horned lizard† *Phrynosoma coronatum blainvillii*	--/--	CSC,SDC, HT,MSCP,*	Chaparral, coastal sage scrub with fine loose soil. Dependent on harvester ants for forage.

TABLE 4C-3
SENSITIVE WILDLIFE SPECIES OBSERVED (†) OR EXPECTED TO OCCUR ON SUBAREA I PERIMETER PROPERTIES
(continued)

Species	State/ Federal	Other Status	Comments
Reptiles (cont.)			
Orange-throated (= orangethroat) whiptail† *Cnemidophorus hyperythrus beldingi*	--/--	CSC,HT,SDC, MSCP	Chaparral, coastal sage scrub with coarse sandy soils and areas of low, scattered brush and grass.
Silvery legless lizard *Anniella pulchra pulchra (= A. nigra argentea)*	--/--	CSC,HT,SDC	Herbaceous layers with loose soil in coastal scrub, chaparral, and open riparian habitats. Prefers dunes and sandy washes near moist soil.
Coastal rosy boa *Lichanura trivirgata roseofusca*	--/--	SDC	Brushland habitat with boulders.
San Diego ringneck snake *Diadophis punctatus similis*	--/--		Moist habitats; woodlands, forest, chaparral, farms, gardens.
Coast patch-nosed snake *Salvadora hexalepis virgultea*	--/--	CSC	Diurnal resident of grasslands, chaparral, sagebrush, desert scrub. Found in sandy and rocky areas.
Two-striped garter snake *Thamnophis hammondii*	--/--	HT,SDC,*	Permanent freshwater streams with rocky bottoms, riparian vegetation.
Northern red diamond rattlesnake† *Crotalus ruber ruber*	--/--	CSC	Desert scrub and riparian habitats, coastal sage scrub, open chaparral, grassland, and agricultural fields.
Coastal whiptail *Cnemidophorus tigris multiscutatus*	--/--		Sparsely vegetated areas with loose soil.

TABLE 4C-3
SENSITIVE WILDLIFE SPECIES OBSERVED (†) OR EXPECTED TO OCCUR ON SUBAREA I PERIMETER PROPERTIES
(continued)

Species	State/ Federal	Other Status	Comments
Birds			
Turkey vulture (breeding)† *Cathartes aura*	--/--	SDC	Open fields, grasslands, rocky cliffs. Spring and fall migrant, winter visitor, rare summer resident.
Black-shouldered kite (breeding)† *Elanus caeruleus*	--/--	*,CFP SDC	Nest in riparian woodland, oaks, sycamores. Forage in open, grassy areas. Year-round resident.
Northern harrier (breeding) *Circus cyaneus*	--/--	CSC,SDC, MSCP	Coastal lowland, marshes, grassland, agricultural fields. Migrant and winter resident, rare summer resident.
Sharp-shinned hawk (breeding) *Accipiter striatus*	--/--	CSC	Open deciduous woodlands, forests, edges, parks, residential areas. Migrant and winter visitor.
Cooper's hawk (breeding) *Accipiter cooperi*	--/--	CSC,SDC, MSCP	Mature forest, open woodlands, wood edges, river groves. Also parks and residential areas. Migrant and winter visitor.
Red-shouldered hawk *Buteo lineatus elegans*	--/--	SDC	Native and non-native woodlands. Resident.
Swainson's hawk (breeding) *Buteo swainsoni*	ST/--	MSCP	Plains, range, open hills, sparse trees. Uncommon spring migrant, local breeding population now extirpated.
Ferruginous hawk (wintering) *Buteo regalis*	--/--	CSC,MSCP	Grasslands, agricultural fields. Require large foraging areas. Uncommon winter resident.
Golden eagle *Aquila chrysaetos*	--/--	CSC,CFP, BEPA,MSCP	Require vast foraging areas in grassland, broken chaparral, or sage scrub. Nest in cliffs and boulders. Uncommon resident.

TABLE 4C-3
SENSITIVE WILDLIFE SPECIES OBSERVED (†) OR EXPECTED TO OCCUR ON SUBAREA I PERIMETER PROPERTIES
(continued)

Species	State/ Federal	Other Status	Comments
Birds (cont.)			
American kestrel *Falco sparverius*	--/--	SDC	Woodland edges, grassland, agricultural fields, residential areas, parks, scrub. Resident. Cavity nester.
Prairie falcon (breeding) *Falco mexicanus*	--/--	CSC	Grassland, agricultural fields, desert scrub. Uncommon winter resident, rare breeding resident.
Greater roadrunner (breeding) *Geococcyx californianus*	--/--	SDC	Desert scrub, coastal sage scrub, chaparral. Resident.
Burrowing owl (burrow sites) *Athene cunicularia*	--/--	CSC,SDC, MSCP	Grassland, agricultural land, coastal dunes. Requires rodent burrows. Declining resident.
Long-eared owl *Asio otis*	--/--	CSC,SDC	Riparian woodland, oak woodland, tamarisk woodland. Rare resident and winter visitor. Localized breeding.
Short-eared owl (breeding) *Asio flammeus*	--/--	CSC,SDC	Salt marshes, open grassland, agricultural areas. Rare and localized winter visitor. Only one breeding record in San Diego County.
Lesser nighthawk (breeding) *Chordeiles acutipennis*	--/--	SDC	Open, bare ground, desert scrub, coastal sage scrub, chaparral, agricultural areas. Summer resident and migrant, casual in winter.
Downy woodpecker (breeding) *Picoides pubescens*	--/--	SDC	Lowland riparian woodland. Resident.
California horned lark† *Eremophila alpestris actia*	--/--	CSC	Sandy shores, mesas, disturbed areas, grasslands, agricultural lands, sparse creosote bush scrub.

TABLE 4C-3
SENSITIVE WILDLIFE SPECIES OBSERVED (†) OR EXPECTED TO OCCUR ON SUBAREA I PERIMETER PROPERTIES
(continued)

Species	State/ Federal	Other Status	Comments
Birds (cont.)			
Merlin *Falco columbarius*		CSC	Rare winter visitor. Grasslands, agricultural fields, occasionally mud flats.
Southwestern willow flycatcher *Empidonax traillii extimus*	SE/FE, FSS	MSCP	Nesting restricted to willow thickets, found in other woodlands. Rare spring and fall migrant, rare summer resident. Extremely localized breeding.
Blue-gray gnatcatcher (breeding)† *Polioptila caerulea*	--/--	SDC	Riparian undergrowth, weedy brush, desert wash thickets, chaparral. Migrant and winter visitor, localized summer resident, localized breeding.
Coastal California gnatcatcher† *Polioptila californica californica*	--/FT	CSC,SDC, MSCP	Coastal sage scrub, maritime succulent scrub. Resident.
Loggerhead shrike† *Lanius ludovicianus*	--/--	CSC	Open foraging areas near scattered bushes and low trees.
Least Bell's vireo *Vireo bellii pusillus*	SE/FE	SDC,MSCP	Willow riparian woodlands. Summer resident.
Yellow warbler (breeding) *Dendroica petechia brewsteri*	--/--	CSC,SDC	Breeding restricted to riparian woodland. Spring and fall migrant, localized summer resident, rare winter visitor.
Common yellowthroat *Geothlypis trichas*	--/--	SDC	Riparian woodland, freshwater or brackish marshes.

TABLE 4C-3
SENSITIVE WILDLIFE SPECIES OBSERVED (†) OR EXPECTED TO OCCUR ON SUBAREA I PERIMETER PROPERTIES
(continued)

Species	State/ Federal	Other Status	Comments
Birds (cont.)			
Yellow-breasted chat (breeding) *Icteria virens*	--/--	CSC,SDC	Dense riparian woodland. Localized summer resident.
Blue grosbeak (breeding)† *Guiraca caerulea*	--/--	SDC	Riparian woodland edges, mule fat thickets. Summer resident, spring and fall migrant, winter visitor.
Southern California rufous-crowned sparrow† *Aimophila ruficeps canescens*	--/--	CSC,MSCP	Coastal sage scrub, grassland. Resident.
Bell's sage sparrow *Amphispiza belli belli*	--/--	CSC,SDC	Chaparral, coastal sage scrub. Localized resident.
Grasshopper sparrow (breeding)† *Ammodramus savannarum*	--/--	SDC	Tall grass areas. Localized summer resident, rare in winter.
Tricolored blackbird *Agelaius tricolor*	--/--	CSC,MSCP	Freshwater marshes, agricultural areas, lakeshores, parks. Localized resident.
Mammals			
Pallid bat *Antrozous pallidus*	--/--	CSC	Arid deserts and grasslands. Rocky outcroppings, particularly near water. Crevices, buildings, tree cavities, shallow caves, cliff overhangs. Colonial. Audible echolocation signal.

TABLE 4C-3
SENSITIVE WILDLIFE SPECIES OBSERVED (†) OR EXPECTED TO OCCUR ON SUBAREA I PERIMETER PROPERTIES
(continued)

Species	State/ Federal	Other Status	Comments
Mammals (cont.)			
Spotted bat *Euderma maculatum*	--/--	CSC	Wide variety of habitats. Caves, crevices, trees. Audible echolocation signal.
Western mastiff bat *Eumops perotis californicus*	--/--	CSC	Woodlands, rocky habitat, arid and semiarid lowlands, cliffs, crevices, buildings, tree hollows. Audible echolocation signal.
Pocketed free-tailed bat *Nyctinomops femorosacca*	--/--	CSC	Normally roost in crevice in rocks, slopes, cliffs. Colonial. Leave roosts well after dark. Lower elevations in San Diego and Imperial Counties.
Big free-tailed bat *Nyctinomops macrotis*	--/--	CSC,SDC	Rugged, rocky terrain. Roost in crevices, buildings, caves, tree holes. Colonial. Migratory. Very rare in San Diego County.
San Diego black-tailed jackrabbit *Lepus californicus bennettii*	--/--		Open areas of scrub, grasslands, agricultural fields.
Pacific little pocket mouse *Perognathus longimembris pacificus*	--/FE	CSC	Open coastal sage scrub; fine, alluvial sands near ocean.
Northwestern San Diego pocket mouse *Perognathus fallax fallax*	--/--		San Diego County west of mountains.
Southern grasshopper mouse *Onychomys torridus ramona*	--/--	CSC	

along the coast (McGurty 1980). It requires open areas of sandy soil within these habitats and exists primarily on ants as its major food source. San Diego horned lizard populations are declining due to habitat destruction and commercial or hobby collecting. Horned lizards were detected on the southwest perimeter property and the species can be expected to occur throughout much of Subarea I due to the sandy substrates which are suited to the habitat requirements of the species.

The California horned lark (*Eremophila alpestris actia*) is a CDFG Species of Special Concern which occurs in large fields, grasslands, and open areas, where it builds its nest on the ground. The bird was observed on-site within grassland and open areas within the northeast and southwest perimeter properties.

The loggerhead shrike (*Lanius ludovicianus*) is a CDFG Species of Special Concern which typically occurs in open country with scattered trees or shrubs. The species was observed within grassland areas on the southeast and south perimeter properties.

The southern California rufous-crowned sparrow (*Aimophila ruficeps canescens*) is a CDFG Species of Special Concern and MSCP covered species which typically occurs in coastal sage scrub, grassland, and open pine-oak woodlands, where it nests on the ground. The bird was observed within coastal sage scrub and grassland areas on the northeast and southeast perimeter properties.

The San Diego black-tailed jackrabbit (*Lepus californicus bennettii*) is a CDFG Species of Special Concern which occurs in open grassland and sparsely vegetated areas. The jackrabbit was observed within grassland and coastal sage scrub habitat on the northeast perimeter property.

The quino checkerspot butterfly (*Euphydryas editha quino*) is federally endangered. This butterfly occurs in open, dry areas in low foothills, mesas, and lake margins. Adults emerge from mid-January through April. The species was not observed during any of the surveys; however, *Plantago erecta* (one of its larval host plants) occurs on the Black Mountain Ranch property in MHPA open space, and it is possible that potential butterfly habitat occurs within the northeast, south, or southwest perimeter properties as well. The northeast perimeter property has coastal sage scrub on hillsides outside the development envelope which may be suitable for checkerspot butterfly. The south perimeter property is proximate to open space within Black Mountain Ranch that has plantago and rocky hilltop areas. The southeast perimeter property has areas of coastal sage/non-native grassland and rocky hilltops north of the proposed development area within the MHPA. Potential habitat suitability appears to be low due to previous and current agricultural disturbance to most of the sites, however. Further, Subarea I is not located in close proximity to any currently known locations of the butterfly, which has most recently been observed in the east county and eastern area of Otay Mesa.

The southwestern pond turtle (*Clemmys marmorata pallida*) is a CDFG Species of Special Concern, is considered a threatened species by the SDHS and is covered under the MSCP. The turtle inhabits ponds, small lakes, marshes, slow-moving streams, reservoirs, and sometimes brackish water. No southwestern pond turtles were observed during the surveys. Suitable habitat for the turtle exists within wetland portions of the southeast and southwest perimeter properties.

The northern red diamond rattlesnake (*Crotalus ruber ruber*) is a CDFG Species of Special Concern which occurs in open chaparral, woodland, and occasionally grassland and agricultural areas. This species was observed on the southeast perimeter property.

The Pacific little pocket mouse (*Perognathus longimembris pacificus*) is federally listed as endangered and a CDFG Species of Special Concern. This subspecies is restricted to the coastal areas of extreme southwestern southern California. The Pacific little pocket mouse inhabits areas with fine alluvial soils and is found in grasslands, open places, and coastal sage scrub. The NDDB lists an occurrence of this animal in Oceanside (State of California 1989a). The species was not observed during any of the surveys; however, it would be difficult to detect without the use of traps. It is possible that the species occurs within grassland and coastal sage scrub habitat on-site.

The turkey vulture (*Cathartes aura*) was reported on the Blue List in 1972 and 1980 and added onto the Blue List's Special Concern List in 1981-82 (Tate 1986). The Blue List is the Audubon Society's nationwide inventory of bird species that are experiencing unexplainable, non-cyclic population declines. Populations of the turkey vulture have been declining in San Diego County (Unitt 1984; Everett 1979) and the birds are reported to no longer breed in San Diego County. The species occurs uncommonly and locally in the foothill and mountain zones. Turkey vulture populations have probably declined due to nesting habitat depletion, pesticide poisoning, and removal of large carcasses by man, ravens, and coyotes. Individuals were observed foraging on-site in the northeast, southeast, and southwest perimeter properties.

The white-tailed kite (*Elanus leucurus majusculus*) is a California Fully Protected Species. Kites nest in riparian woodlands, live oaks, and sycamores and forage over grasslands and open fields. This species forages almost exclusively on voles and small mammals. According to Unitt (1984) black-shouldered kites are fairly common in San Diego County. However, they are dependent upon rapidly disappearing riparian habitats and their populations may become restricted due to continued loss of this habitat.

This kite species was found on a continued basis along the Lusardi drainage within the Black Mountain Ranch II VTM/PRD as well as foraging over the open areas throughout the subarea, and one individual was observed using a large willow tree as a perch site in Lusardi Canyon. It was not recorded within any of the perimeter properties. Although the bird was not observed actively nesting at the time of surveys, two raptor nests were

located on the subject property, and the continued presence of the raptor in the vicinity of the nests suggests the likelihood of active nesting.

The northern harrier (*Circus cyaneus*) is considered a Species of Special Concern by the CDFG and is an MSCP covered species. The raptor ranges throughout California in grasslands, fields, salt, and freshwater marshes. The northern harrier is common in San Diego County during the winter as a migrant and winter visitor. It is a rare summer resident and is known to breed only in coastal valleys and possibly Borrego Valley (Unitt 1984). The harrier was observed on the Black Mountain Ranch property. The size of the population and adequate nesting area suggest a high probability of breeding on-site.

The sharp-shinned hawk *(Accipiter striatus)* is a CDFG Species of Special Concern and a Bureau of Land Management and U.S. Forest Service watchlist species due to declines in populations throughout its breeding range. During the winter, this species is found as a winter visitor and migrant in San Diego County in any woodland habitat except in the deserts (Unitt 1984). Sharp-shinned hawks have not been documented nesting in San Diego County. This raptor was observed foraging on the Black Mountain Ranch property.

The Cooper's hawk *(Accipiter cooperii)* is a CDFG Species of Special Concern and is covered under the MSCP. It ranges through most of California and is a common migrant and rare summer resident in San Diego County. Cooper's hawks breed almost exclusively in oak woodland habitats in the county and in the winter can be found in any woodland habitat (Unitt 1984). Populations have declined steadily throughout the state, probably due to habitat destruction, falconry, and pesticides (Remsen 1979). This species was observed foraging over Subarea I.

The red-shouldered hawk (*Buteo lineatus elegans)* and the American kestrel (*Falco sparverius*) are resident birds of prey which typically use woodland edges, grasslands, and agricultural areas, but also use a variety of other habitats. These species are considered sensitive by the City of San Diego RPO due in part to depletion of their habitat. These species were observed foraging on the Black Mountain Ranch property. It is likely that both raptors breed on-site.

The golden eagle (*Aquila chrysaetos canadensis)* is considered a Species of Special Concern and a California Fully Protected Species by the CDFG. This eagle species is also protected under the Bald Eagle Protection Act and is a covered species for the MSCP. Golden eagles range throughout the United States, but are more common in the western half of the country. Golden eagles are widely distributed year-round in San Diego County, with the county population occurring mostly in the foothills and the rugged inland portions of the coastal lowland (Unitt 1984). Golden eagles usually nest on rocky outcrops of rugged cliffs and require vast open areas to forage. The golden eagle population in southern California appears to have declined as a result of habitat loss and

alteration. It is estimated that there are only 30 breeding pairs left in San Diego County (Unitt 1984). The species was observed flying over the Black Mountain Ranch property during the 1993 surveys. One of the individuals observed was a juvenile, suggesting breeding activities in the vicinity.

The prairie falcon (*Falco mexicanus*) is a CDFG Species of Special Concern. Its populations have been reduced by grassland conversion, falconers, collectors, pesticide poisoning, and shooting. This raptor is found throughout its range in the western United States in open rangeland, ridges, mountains, and deserts. The falcon nests on undisturbed, inaccessible cliffs, ledges, or rocky bluffs. In San Diego County, prairie falcons are common migrants but rare summer breeders (Unitt 1984). This species was observed foraging over the Black Mountain Ranch property; it was not observed during surveys of the perimeter properties, although it may forage there as well.

The burrowing owl (*Athene caniculara*) is a CDFG Species of Special Concern and is also protected under the federal Migratory Bird Act. It is covered under the MSCP. Burrowing owls range throughout California in arid grasslands and open shrub communities. In San Diego County, they range throughout the coastal lowlands and Borrego Valley (Unitt 1984). Burrowing owls may use disturbed open areas, pastures, and fallow fields which have moderately open vegetative cover. The owls typically construct nests in burrows of other animals for use as cover and for raising young. Loss of habitat to agricultural uses is the primary reason for population reduction and has led the CDFG to consider listing the species. Burrowing owl sign was observed on the approved Black Mountain Ranch property within areas designated for open space. It was not observed on the perimeter properties.

The yellow warbler (*Dendroica petechia*) is a California Species of Special Concern. This species is a summer resident found throughout California in riparian woodland. The warbler is found most commonly in shrubby vegetation along river edges. Populations of this bird are declining due to loss and degradation of riparian woodland habitat and nest parasitism by brown-headed cowbirds. This species was observed in the La Zanja drainage adjacent to the southwest perimeter property.

Several other species considered sensitive by the City of San Diego occur in the subarea. These include the greater roadrunner (*Geococcyx californianus*), lesser nighthawk (*Chordeiles acutipennis*), grasshopper sparrow (*Ammodramus savannarum perpallidus*), common yellowthroat (*Geothlypis trichas*), and blue grosbeak (*Guiraca caerulea*). All of these are also considered declining species in San Diego County by Everett (1979).

Wildlife Corridors

Wildlife corridors through the property were adopted as part of the Black Mountain Ranch II VTM/PRD. The Lusardi Creek and La Zanja Canyon drainages are of particular

value in this regard, as they provide access and more vegetative cover than open disturbed grasslands for larger mammals. The corridors include bridges for roadway crossings of Lusardi Creek and at two locations crossing La Zanja Canyon along Carmel Valley Road crossing the southern portions of the project and in the eastern panhandle north of Black Mountain. The intent of the corridors is to allow movement from areas south of the project towards Black Mountain Park; and from Black Mountain Park to the San Dieguito River through La Jolla Valley. A restored riparian corridor along Lusardi Creek would also allow movements from the southern portion of 4S Ranch to the San Dieguito River. A corridor is also provided at the far southern end of the southwest perimeter property for access through La Zanja Canyon. These corridors have been further defined as part of the City's MSCP Subarea Plan, as discussed below.

d) Regulatory Considerations

Wetland habitat is regulated by local, state, and federal agencies and it is considered a sensitive habitat type due to cumulative losses in California. The regulatory importance of wetland habitats derives from the fact that approximately 95 percent of these habitat types which once occurred in California have been removed by agriculture, flood management, urbanization, and mineral extraction activities. This has resulted in the adoption of federal and state level regulatory actions to conserve riparian woodlands, riparian scrub, and freshwater marshes as important wetlands resources, including requirements for compliance with conservation guidelines of Section 1600 of the CDFG Code and Section 404 of the Clean Water Act. Impacts to the stream channel on-site require a streambed agreement with the CDFG and a 404 permit from the USACE.

Wetlands on-site include areas mapped as freshwater marsh, willow scrub, mule fat scrub, and disturbed wetlands such as tamarisk scrub; however, the technical definition of "waters of the U.S. and adjacent wetlands" employed by the USACE may involve additional areas within the floodplain of drainages on-site. Wetland delineations are necessary to define the area falling within the jurisdiction of the USACE under Section 404 of the Clean Water Act. The jurisdiction of the USACE over "waters of the U.S." includes deposition of fill in "waters of the U.S." plus adjacent wetlands. Impacts to wetlands occurring as a result of approved development within the Black Mountain II VTM/PRD have already been permitted by the USACE. Additional permits for the Black Mountain Ranch future development areas and perimeter properties will be needed for any additional impacts. A wetland delineation was prepared for the project area and is included as Attachment 2 to Appendix C.

Modifications of streambeds are subject to the state Fish and Game Code, Sections 1600-1603, and will require an agreement with the CDFG, whose policy of no net loss of wetlands makes mitigation necessary. Impacts to streambeds occurring as a result of approved development within the Black Mountain II VTM/PRD have already been

permitted by the CDFG. Additional permits for the Black Mountain Ranch future development areas and perimeter properties will be needed for any additional impacts.

The coastal California gnatcatcher is listed as threatened by the USFWS. The Black Mountain Ranch VTM/PRD and future development areas have been authorized for incidental take of habitat which has already occurred under the 4D rule and City Interim Habitat Loss permit. Incidental take of gnatcatchers from development of the perimeter properties would be authorized under the MSCP, as they are a covered species.

e) Multiple Species Conservation Program

The MSCP is designed to identify lands that would conserve habitat for federal and state endangered, threatened, or sensitive species, including the federally listed threatened California gnatcatcher. The MSCP is intended to be the equivalent of a Natural Community Conservation Plan for the area, consistent with the federal Endangered Species Act Section 4(d) rule for the coastal California gnatcatcher that would define conditions under which "take" of the species could occur without violation of the Endangered Species Act. That is, the MSCP is a plan and process for the issuance of permits under the federal and state Endangered Species Acts and the state's Natural Community Conservation Planning Act of 1991. However, the MSCP is a planning program that addresses multiple species habitat needs, other than coastal sage scrub habitat. The MSCP effort was also directed toward mitigating the secondary biological impacts associated with projected growth in the region.

In August 1996, the Draft MSCP Plan and related Subarea Plans were released for public review. A final joint federal environmental impact statement and state EIR was released in January 1997 on the MSCP Plan and the City of San Diego MSCP Subarea Plan was adopted by the City of San Diego in March 1997. The MSCP includes the compilation of information related to vegetation, land use, and generalized land ownership mapping and the preparation of biological standards and guidelines, a habitat evaluation model, a population viability analysis for the coastal California gnatcatcher, and an analysis of the acreage necessary for a viable preserve system. The MSCP Plan also includes an implementation strategy, preserve design, and management guidelines. The final MSCP plan is under preparation

The City of San Diego has prepared a MSCP Subarea Plan to guide implementation of the MSCP Plan within its corporate boundaries. The Subarea Plan is intended to identify multi-habitat planning areas and associated uses and habitat management issues. The project site is within the northern area of the City's Subarea Plan as part of the Future Urbanizing area (see Figure 4A-9). Within the northern area, the City proposes to "include two-thirds of the Los Peñasquitos Lagoon/Canyon/Del Mar Mesa core area within its Subarea" (City of San Diego 1997a). To do so, "areas would be acquired or a conservation easement applied, as necessary, to assure wildlife movement and habitat

restoration/protection." The Subarea Plan contains a list of specific guidelines for the proposed North City FUA area.

The City of San Diego has an Implementing Agreement with the U.S. Fish and Wildlife Service and California Department of Fish and Game. The Implementing Agreement is the contract between the City and the wildlife agencies, which outlines the obligations and commitments made for the successful completion of the MSCP. The agreement has been signed by all parties and is effective July 17, 1997.

The Implementing Agreement now allows the City of San Diego to permit incidental take under the MSCP. This process replaces the Interim Habitat Loss 4(d) Permit that was established in August, 1994 for permitting of "take" of the California gnatcatcher and its associated habitat, coastal sage scrub.

Special conditions of coverage for individual species that have been observed are included in the MSCP Subarea Plan.

1) Issue

What direct and indirect impacts to sensitive species and important habitats would occur as a result of project implementation? Would the project affect the long-term conservation of biological resources?

Impacts

Direct and indirect impacts from development of the approved Black Mountain Ranch II VTM/PRD and future development areas (northern and southern villages, resort, residential clusters, and circulation element roads) and necessary off-site improvements were all included in the Black Mountain Ranch II VTM/PRD project approvals. Impacts to native vegetation, including coastal sage and all riparian/wetland impacts for Black Mountain Ranch II VTM/PRD have already occurred under permits from the City of San Diego and resources agencies. Although impacts from the future development areas were included in the 1995 Black Mountain Ranch II VTM/PRD EIR, separate permits for impacts to wetlands will be required. Impacts from development of the perimeter properties were not included. These impacts are specifically identified below and included in the overall Subarea I impacts totals which follow.

a) Impacts for Perimeter Properties

Table 4C-4 summarize impacts from development proposed for the Subarea I Plan for the perimeter properties.

TABLE 4C-4
SUMMARY OF ON-SITE VEGETATION IMPACTS FOR SUBAREA I BY DEVELOPMENT AREAS

Habitat	Willow Scrub	Tamarisk & Mule Fat Scrub	Freshwater Marsh	Tier II Coastal Sage Scrub	Tier IIIA Mixed Chaparral	Tier IIIB Non-Native Grassland
Development areas	0.09	0.17				435.18
Street reservation		0.65	0.27			45.79
Utilities		0.03	0.09			3.71
Brush management	0.02	0.07			0.85	59.41
TOTAL Potential Future Development	0.11	0.92	0.36	0.0	0.85	544.09
NE perimeter		0.0		0.0		20.0
SE perimeter	0.3			12.6	12.1	52.1
SW perimeter	0.0	1.4		4.1	0.8~~0~~	104.7~~134.9~~
TOTAL Perimeter Properties	0.3	1.4	0.0	16.7	12.9~~1~~	176.8~~207.0~~
TOTAL IMPACTS	0.41	2.32	0.36	16.75	13.75~~12.95~~	720.9~~751.09~~

Northeast Perimeter Property (67.2 acres)

Implementation of a project within the proposed current project design limits would result in direct impacts to 20.0 acres of non-native grassland habitat, located outside the MHPA (Figure 4C-4).

Areas within the MHPA outside the development envelope would be conserved and support at least one breeding pair of the federally listed coastal California gnatcatcher, one sensitive reptile (orange-throated whiptail), three other sensitive birds (the rufous-crowned sparrow, grasshopper sparrow, and California horned lark), and a population of sensitive plant species (western dichondra, dudleya, and coast barrel cactus). Raptor foraging habitat and prey species would be adversely impacted by loss of non-native grassland habitat. This could potentially affect local populations of raptors. Loss of this area would also affect nesting California horned larks and grasshopper sparrows. There are no narrow endemic species identified on this site.

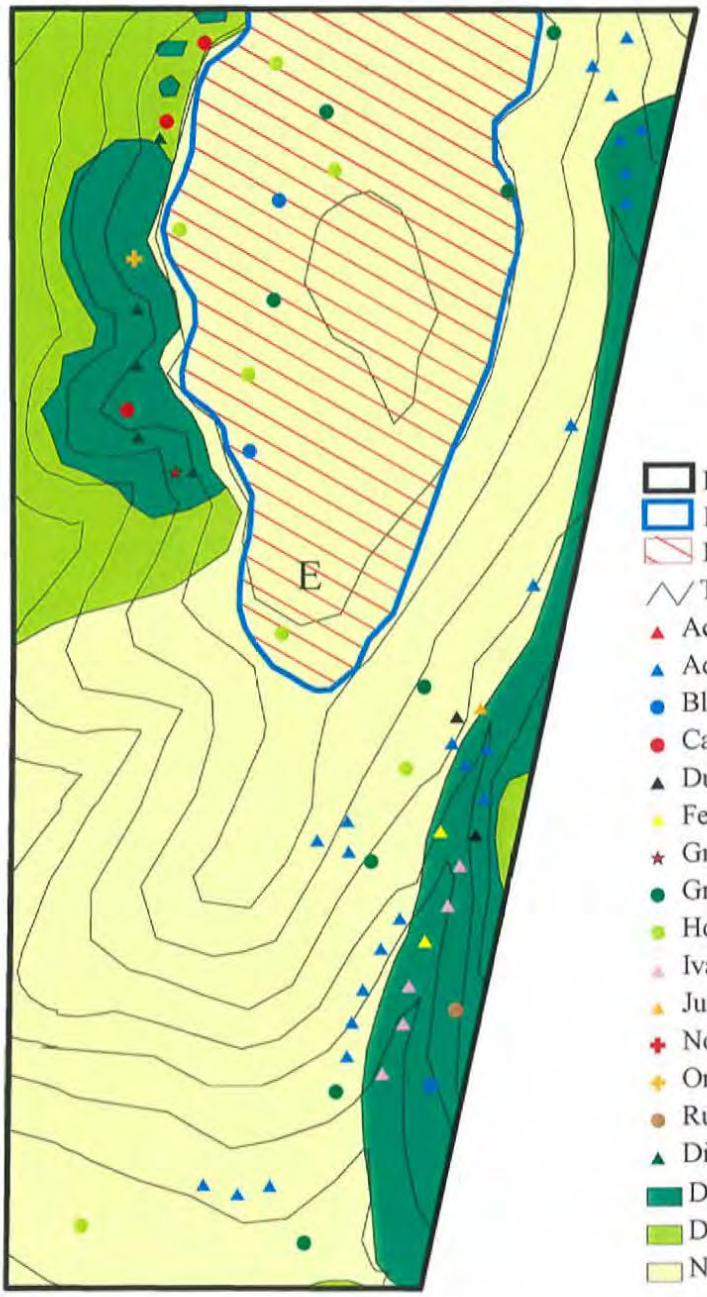
The MSCP guidelines for California gnatcatcher provide area-specific measures to reduce edge effects and minimize disturbance during the nesting period, fire protection measures to reduce the potential for habitat degradation due to unplanned fires, and management measures to maintain or improve habitat quality including vegetation structure. No clearing of occupied habitat within the City's MHPA and the County's Biological Reserve Core Areas may occur between March 1 and August 15.

Two MSCP-covered plant species occur on the northeast perimeter property within the MHPA open space and outside the development area: variegated dudleya (*Dudleya variegata*) and coast barrel cactus (*Ferocactus viridescens*) for which specific management directives apply. These include minimization of edge effects (all), minimization of recreational use impacts (dudleya), and prohibiting collection and fire management (coast barrel cactus). The orange-throated whiptail was also observed in the northeast perimeter property within areas designated for open space. Special management conditions are directed at the minimization of edge effects.

Southeast and Southern Perimeter Properties (282.3 acres)

Development within the proposed design limits would result in direct impacts to 77.1 acres of habitat outside the MHPA, including 12.6 acres of Diegan coastal sage scrub (9.7 acres on the southeast parcel and 2.9 acres on the south parcel), 12.1 acres of southern mixed chaparral (including disturbed, recovering mixed chaparral), 52.1 acres of non-native grassland, and 0.3 acre of riparian habitats (Figures 4C-5 and 4C-6).

At least one pair of the federally listed coastal California gnatcatcher would be affected by loss of coastal sage scrub habitat. Special conditions apply for adjacency and long-term MHPA management as described above. Additionally, the affected sage scrub habitat supports four other sensitive birds (black-shouldered kite, rufous-crowned



Parcel boundary
MHPA boundary
Proposed impact area
Topographic contours
Acanthomintha ilicifolia
Adolphia californica
Blue Grosbeak
California Gnatcatcher
Dudleya variegata
Ferocactus viridescens
Gnatcatcher Nest
Grasshopper Sparrow
Horned Lark
Iva hayesiana
Juncus acutus
Northern Red Diamond Rattlesnake
Orange-throated Whiptail
Rufous Crowned Sparrow
Dichondra occidentalis
Diegan Sage Scrub
Diegan Sage Scrub / Non-native Grassland
Non-native Grassland

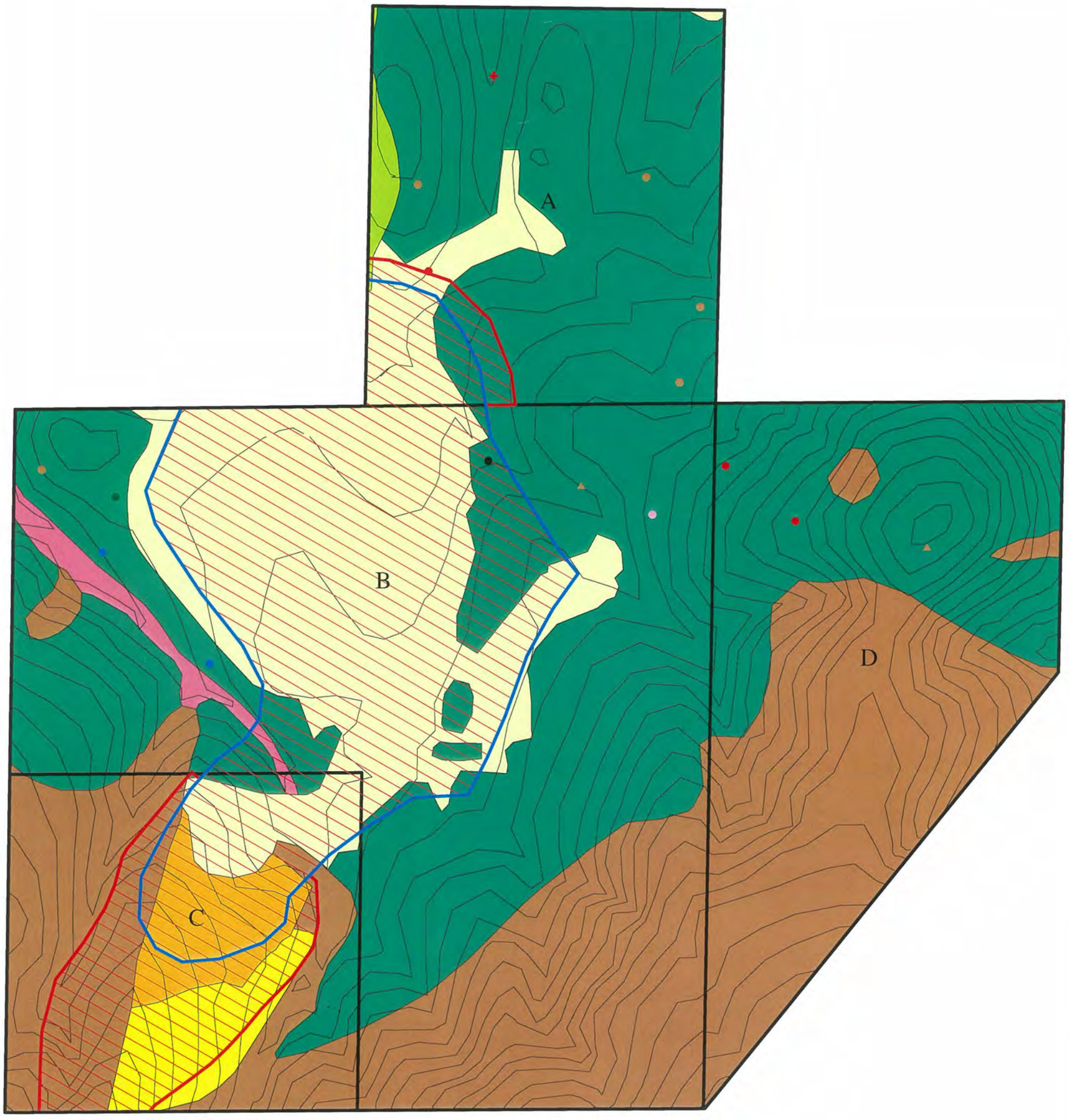
200 0 200 400 Feet

N

RECON 4/13/98

FIGURE 4C-4

Northeast Perimeter Property Proposed Impacts, Vegetation and Sensitive Species



- Parcel boundary
- MHPA boundary
- Proposed impact area
- Proposed MHPA boundary modification
- Topographic contours

- Black-shouldered Kite
- Blue Grosbeak
- California Gnatcatcher
- Grasshopper Sparrow
- Loggerhead Shrike
- Northern Red Diamond Rattlesnake
- Rufous Crowned Sparrow
- Selaginella cinerascens

- Diegan Sage Scrub
- Mixed Chaparral
- Mixed Chaparral / Non-native Grassland
- Mixed Chaparral-Regrowth
- Non-native Grassland
- Non-native Grassland / Diegan Sage Scrub
- Southern Willow Scrub

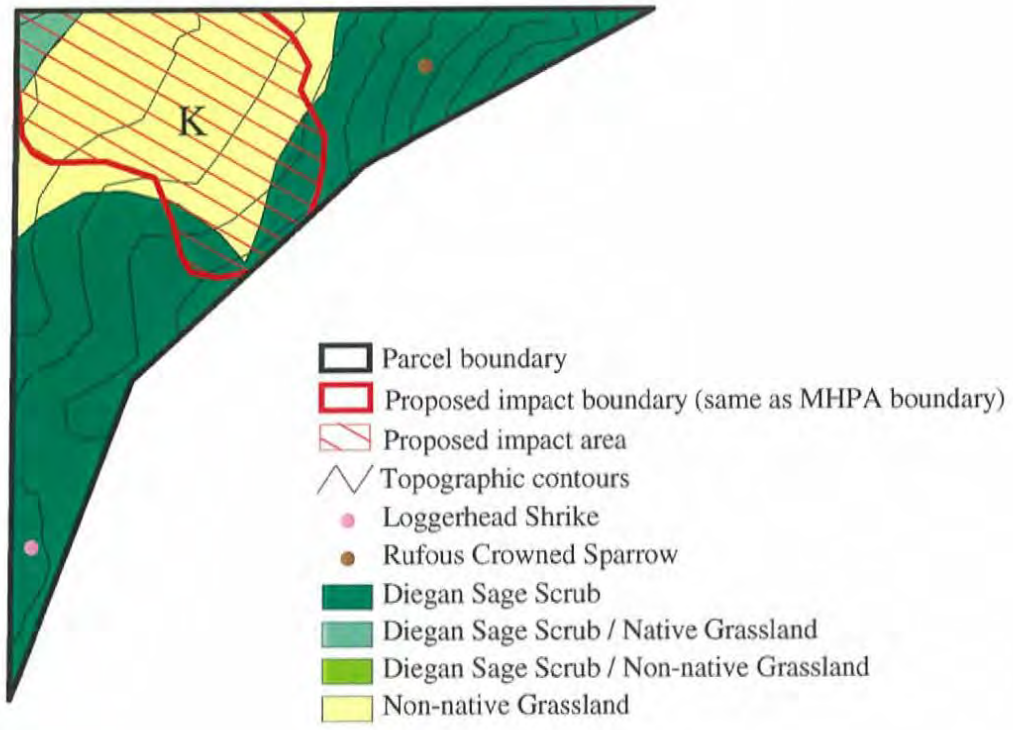
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RECON 4/13/98

FIGURE 4C-5

Southeast Perimeter Property Proposed Impacts, Vegetation and Sensitive Species



200 0 200 400 Feet

N

RECON 4/21/98

FIGURE 4C-6

South Perimeter Property Proposed Impacts, Vegetation and Sensitive Species

sparrow, grasshopper sparrow, and blue grosbeak) and one sensitive plant species (ashy spike-moss).

Raptor foraging habitat and prey species would be adversely impacted by loss of 52.1 acres of non-native grassland habitat. Loss of this area would also affect nesting grasshopper sparrows. No narrow endemics were identified.

Southwest Perimeter Property (165.0 acres)

Development within the current project design limits would result in direct impacts to 155 acres. Development would impact 4.1 acres of Diegan coastal sage scrub, 0.8 acre of mixed chaparral, 104.7 acres of non-native grassland, 44.1 of disturbed areas, and up to 1.4 acres of disturbed (tamarisk scrub) wetlands (Figure 4C-7). No narrow endemics were identified.

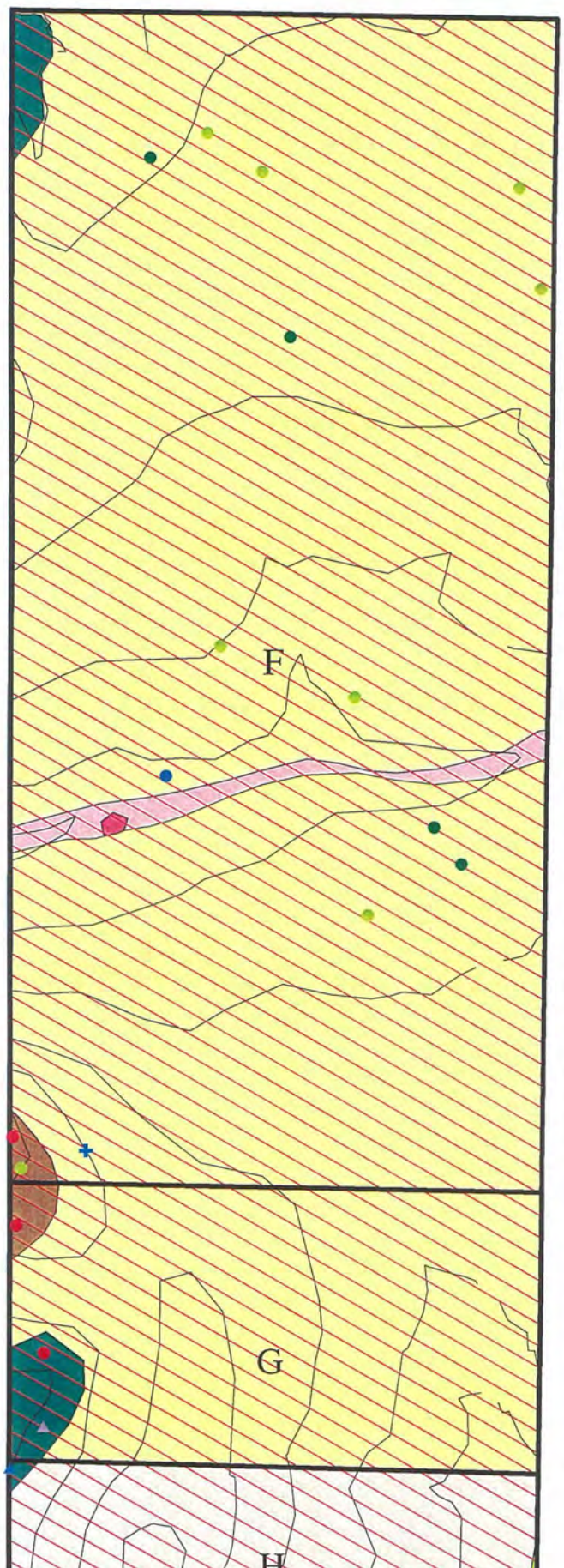
Raptor foraging habitat and prey species would be adversely impacted by the loss of approximately 105 acres of non-native grassland habitat. Loss of this area would also affect one reptile (San Diego horned lizard) and three avian species (California horned lark, blue grosbeak, grasshopper sparrow).

The San Diego horned lizard (*Phyrnosoma coronatum blainvillei*) was observed on the southwest perimeter properties. Management actions directed to this species include maintaining native ant species for forage, discouraging frequent irrigation within and around the perimeter of the MHPA, and minimizing edge effects. Restricting the planting at the edge of the MHPA to drought-tolerant plants should be incorporated into landscape and design guidelines for residential development adjoining the MHPA in future site-specific development proposals.

b) Covered Species Special Conditions

Special management conditions apply for individual MSCP-covered species that occur on the perimeter properties. As described in the existing conditions section, management of the covered species may occur as a result of a Subarea I Plan land use adjacency measure required of future development or by the City of San Diego if lands are conveyed by dedication or easement.

Two species of birds covered by the MSCP were observed on the perimeter properties: California gnatcatcher (all) and southern California rufous-crowned sparrow (south, southeast, and southwest). Management directives apply to the rufous crowned sparrow include maintenance of dynamic processes, such as fire, to perpetuate open phases of coastal sage scrub with herbaceous components. The MSCP guidelines for California gnatcatcher provide area-specific measures to reduce edge effects and minimize disturbance during the nesting period, fire protection measures to reduce the potential for



Parcel boundary

exisitng MHPA boundary

Proposed impact area

Proposed MHPA boundary modification

Topographic contours

Adolphia californica

Blue Grosbeak

California Gnatcatcher

Comarostaphylis diversifolia

Horned Lark

San Diego Horned Lizard

Diegan Sage Scrub

Diegan Sage Scrub / Non-native Grassland

Freshwater Marsh / Willow Scrub

Mixed Chaparral

Non-native Grassland

Southern Willow Scrub

Tamarisk Scrub

Disturbed Habitat

200 0 200 400 Feet

N

RECON 4/13/98

FIGURE 4C-7

Southwest Perimeter Property Proposed Impacts, Vegetation and Sensitive Species

habitat degradation due to unplanned fires, and management measures to maintain or improve habitat quality including vegetation structure. No clearing of occupied habitat within the City's MHPA and the County's Biological Reserve Core Areas may occur between March 1 and August 15.

c) Indirect Impacts

The following discussion of indirect impacts to the MHPA from adjacent land uses addresses these affects for the Subarea.

Residents and Domestic Animals. Potential impacts from domestic pets entering the open space area would be primarily from cats. Although small mammals, chiefly rodents, make up over 50 percent of the prey taken, up to 25 percent can comprise birds (Fitzgerald 1988). Domestic cats would hunt less and spend less time hunting than feral cats since they are receiving supplemental food (Turner and Meister 1988). In general, the prey items taken are dependent on the seasonal abundance of the prey as cats are opportunistic hunters and tend to hunt those prey items that are readily available (i.e., rodents, small rabbits). Cats also tend to hunt in open grassy areas, thus those bird species which nest close to the ground would be most susceptible (e.g., California horned larks, grasshopper sparrows, burrowing owls).

Since the majority of the cats in the newly developed area would be domestic the magnitude of any indirect impacts to wildlife in open space is not easily quantified and would depend on the density of cats, their owner's habits, and how many become feral. However, it is anticipated that the greatest influence by domestic cats would be restricted to areas adjacent to homes (i.e., open fuel breaks in brush management zones and adjacent nearby grasslands). This area would constitute an edge effect when residences are adjacent to open space.

Dogs may also be predators on small mammals and young birds in the area, but they would be less efficient than cats, in general. Coyotes are not considered a factor in bird mortality since they prey almost entirely on small mammals rather than on birds, and they are instrumental in maintaining a healthy ecosystem by keeping other predators (including feral cats) in check.

Outside of the development itself, human encroachment into the major open space areas would be limited to passive recreational uses (i.e., hiking, horseback riding). A series of trails are proposed within the open space system to facilitate these passive activities and these trails would tend to be routed around the major coastal sage scrub habitat patches. Those patches nearest the developments and those patches less than 50 acres that are isolated by development (i.e., in narrow canyons) could be affected the most by increased human encroachment.

Indirect impacts from edge effects, including predation from domestic pets and human presence around the edges of development, are major considerations in the overall design of wildlife corridors and MSCP open space. Future development adjacent to the MHPA will be required to incorporate adjacency guidelines included in the Subarea I Plan Open Space Element.

Drainage. Replacement of natural vegetation with pavement and buildings could increase the peak flows of runoff entering the remaining natural drainages on-site, potentially intensifying the scouring effect of storm waters on vegetation and soils. This is primarily of concern for the three drainages on the western boundary that continue off-site. The approved Black Mountain Ranch II VTM/PRD project includes sedimentation basins and the requirement for a golf course maintenance plan to control use of pesticides and fertilizers. Future development in the panhandle area of Black Mountain Ranch ownership and the southeast perimeter properties may require additional detention and desilting basins when development entitlements are considered for approval.

Invasive, Non-native Species. The property has extensive areas of disturbed grasslands, which are being invaded by artichoke thistle. The thistle is likely to expand across disturbed grassland areas of the project unless control measures are implemented, whether the project is developed or not. Landscaping of individual residential lots with invasive exotic plant species may result in the establishment of these species within riparian areas on and off the property, degrading habitat quality for wildlife. Exotic species known to be particularly invasive include pampas grass, giant reed, eucalyptus, hottentot fig, and tamarisk. A landscape plan for Subarea I restricts the planting of these and other invasives.

Noise. High noise levels during project construction may cause temporary impacts to coastal California gnatcatchers and other breeding wildlife species near the edges of development. High noise levels can mask bird vocalizations affecting a male's ability to secure a territory or attract a mate. Other wildlife species may simply avoid the areas near development during the construction phase of the project. Noise generated by the construction of the development features of the project may cause temporary impacts on wildlife species. Construction would be restricted during the breeding season or noise barriers would be provided for areas within or adjacent to the MHPA. Noise levels from residential areas are typically not at a level that would affect wildlife species significantly.

Lighting. Indirect impacts to wildlife species may result from artificial lighting associated with street lights, houses, the golf courses, and signage. Changes in day length provide vital cues used by birds to time their cycles of nesting and migration. Night lighting can disrupt biological clocks and may potentially alter breeding and migration cycles. Light may similarly affect other wildlife species using areas adjacent to the development. Some species may avoid lighted areas. The Black Mountain Ranch II

VTM/PRD project design guidelines and PRD conditions restrict night lighting in areas adjacent to open space and at the golf course clubhouses. Similar community design guidelines have been incorporated into the Subarea I Plan for the perimeter properties.

Grading. Grading adjacent to MHPA may impact sensitive wildlife during the breeding/nesting season. Restrictions upon grading during the nesting season are included in the Subarea I Plan land use adjacency guidelines and were also included in the Black Mountain Ranch II VTM/PRD.

Significance of Impacts

- The direct loss of 16.7 ~~12.6~~ acres of Tier II Diegan coastal sage scrub, 12.9 ~~1~~ acres of Tier IIIA southern mixed chaparral (including disturbed, recovering mixed chaparral), and 0.3 acre of willow scrub on the southeast and southern parcels; and ~~4.1 acres of Tier II Diegan sage scrub, as well as~~ 1.4 acres of disturbed wetlands, on the southwest property would be significant direct impacts. The additional loss of 176.8 acres of Tier IIIB non-native grassland within all the perimeter properties when added to the ongoing loss of open grassland in the region would be a significant direct and cumulative impact. Raptor foraging habitat and prey species would be adversely affected by grassland loss which contributes to the significant cumulative loss regionally. Loss of wetlands is also a cumulative significant impact.

- Impacts to three pairs of coastal California gnatcatcher through reduction in habitat (one each on the northeast, southeast and south properties) would be a direct significant impact. Other indirect impacts to wildlife from construction noise, artificial lighting, and other habitat degradation would also be considered potentially significant.

- Impacts to the orange-throated whiptail, San Diego horned lizard, southern California rufous-crowned sparrow, grasshopper sparrow, loggerhead shrike, black-shouldered kite, and blue grosbeak, which inhabit the perimeter parcels would also be a significant direct impact. The impacts to western dichondra, coast barrel cactus and dudleya (northeast), and ashy spike-moss (southeast) sensitive plant species would also be significant.

- Edge effects (indirect impacts caused by predation by pets, lighting, invasive plants, and noise during construction) from residential development adjoining the MHPA are potentially significant.

Mitigation, Monitoring, and Reporting

a) Upland Vegetation and Sensitive Species

Mitigation for significant direct and indirect impacts to upland resources would be mitigated by implementation of mitigation consistent with the City's MSCP Subarea implementing regulations and Biology Guidelines. Mitigation for impacts to Tier II coastal sage scrub, Tier IIIA mixed chaparral, and Tier IIIB non-native grasslands would be provided by acquisition and conservation of Tiers I, II, or III habitats at the time that development plans are submitted. The City's 1997 Biology Guidelines require replacement ratios of 1:1 for Diegan coastal sage scrub, and 0.5:1 for southern mixed chaparral, and non-native grassland for impacts occurring outside the MHPA if the mitigation lands are dedicated within the MHPA. If the impacts are outside the MHPA, the ratios are lowered to 0.5:1 for mixed chaparral and non-native grasslands. The perimeter properties would impact 16.7 acres of Tier II sage scrub and 13.8~~0~~ acres of Tier IIIA southern mixed chaparral outside the MHPA. Future development would also impact approximately 176.8 acres of Tier IIIB non-native grassland outside the MHPA. This would require the preservation of 112 ~~1.6~~ acres of habitat within the MHPA to be conserved on-site, acquired off-site, and located within the MHPA or revegetated (16.7 acres of Tier II coastal sage scrub, 6.9 ~~5~~ acres of Tier IIIA southern mixed chaparral, and 88.4 acres of Tier IIIB non-native grasslands). The conserved habitat must be shown to be viable and assured prior to any grading or displacement of existing habitat. Impacts to non-native grasslands are cumulative significant and unmitigated.

The revegetation could be targeted for areas adjacent to occupied habitat patches to expand their size and to extend the area of habitat to connect the San Dieguito River and Black Mountain Park. The area of existing and revegetated habitat would be large enough to reasonably ensure occupation and continued viability of breeding coastal California gnatcatchers.

b) Riparian Vegetation

Impacts to wetlands and riparian habitat within the Black Mountain Ranch II VTM/PRD are being mitigated through a revegetation program approved by the USACE, CDFG, and City of San Diego. The further loss of 1.7 acres of wetlands (0.3 acre of willow scrub and 1.4 acres of disturbed tamarisk scrub), located in the southeast and southwest perimeter properties, and 0.11 acre of willow scrub, 0.92 acre of mule fat scrub, and 0.36 acre of freshwater marsh would be potentially mitigated by extension of the approved revegetation program of riparian habitat along Lusardi Creek in La Jolla Valley. Wetland habitat (willow scrub, freshwater marsh) impacted by the development of the property would be replaced at a 3:1 ratio (2.3 ~~0.9~~ acre) and revegetated or enhanced with riparian taxa. Tamarisk scrub and mule fat scrub would be mitigated at a ratio of 2:1 (4.6 ~~2.8~~ acres). The revegetation would take place within an average 400-foot-wide riparian

corridor along Lusardi Creek. The riparian plantings would include marsh reeds (*Juncus* sp., *Scirpus* sp., *Typha* sp., and *Anemopsis* sp.), willow scrub trees and shrubs (*Salix* sp., *Baccharis* sp., *Iva hayesiana*), and riparian woodland trees (*Platanus racemosa*, *Populus fremontii*, *Quercus agrifolia*). The revegetation plan would restore and enhance riparian areas that had been disturbed and denuded by prior agricultural use. Cumulative impacts remain significant and unmitigated.

c) Other Measures to Minimize Impacts

Covered Species Special Conditions

Two MSCP-covered plant species occur on the northeast perimeter property: variegated dudleya (*Dudleya variegata*) and coast barrel cactus (*Ferocactus viridescens*) for which specific management directives apply. These include minimization of edge effects (all), minimization of recreational use impacts (dudleya), and prohibiting collection and fire management (coast barrel cactus). The MHPA boundary has been designed to minimize edge effects (species are within the open space area within the Subarea) and brush management will be incorporated into future development envelopes. These measures would be shown in future development proposals for the northeast property development area of the northern village.

One reptile species, the San Diego horned lizard (*Phyrnosoma coronatum blainvillei*), was observed on the southwest perimeter properties. Management actions directed to this species include maintaining native ant species for forage, discouraging frequent irrigation within and around the perimeter of the MHPA, and minimizing edge effects. Restricting the planting at the edge of the MHPA to drought-tolerant plants would be incorporated into landscape and design guidelines for residential development adjoining the MHPA in future site-specific development proposals consistent with Subarea I Plan guidelines. The orange-throated whiptail was observed in the northeast perimeter property. Special management conditions are directed at the minimization of edge effects.

Two species of birds covered by the MSCP were observed on the perimeter properties: California gnatcatcher (all) and southern California rufous-crowned sparrow (south, southeast, and southwest). Management directives apply to the rufous-crowned sparrow include maintenance of dynamic processes, such as fire, to perpetuate open phases of coastal sage scrub with herbaceous components. The MSCP guidelines for California gnatcatcher provide area-specific measures to reduce edge effects and minimize disturbance during the nesting period, fire protection measures to reduce the potential for habitat degradation due to unplanned fires, and management measures to maintain or improve habitat quality including vegetation structure. Land use adjacency measures are included in the Subarea I Plan and would be incorporated into future development proposals (e.g., no clearing of occupied habitat within the City's MHPA and the County's Biological Reserve Core Areas may occur between March 1 and August 15).

Indirect effects can be minimized through restricting construction activities adjacent to habitat areas during breeding seasons, incorporating appropriate land use adjacency guidelines, and requiring controls for erosion and sedimentation. The following measures would be incorporated in future development proposals:

1. Any artificial lighting associated with development, including parking lots adjacent to the MHPA, would be selectively placed, shielded, and directed away from the MHPA.

2. Future maps and grading plans for development would specify that grading would not occur beyond the limits of an approved grading envelope. Grading plans would indicate all natural open space areas as off-limits to equipment or other disturbance. The grading plans would require that a preconstruction meeting be held to describe to all construction personnel the required avoidance techniques and areas to be avoided and that prior to any work, the construction supervisor and the biologist together would mark the grading limits to ensure against impacts to the MHPA. The grading plans would also specify that a biologist be on-site to monitor grading activity adjacent to biologically sensitive lands.

3. Cut and fill slopes adjacent to natural open space and some of the disturbed habitats within the MHPA would be revegetated to reestablish native habitat types. Such slopes would be revegetated as quickly as possible to prevent erosion of graded areas and resultant siltation elsewhere. Under no circumstances would graded cut or fill slopes remain denuded during the rainy season. The requirements for revegetation would be shown on the tentative map and grading plans.

4. Indirect impacts to the willow riparian scrub would be avoided by the establishment of a buffer zone of at least 100 feet between the outer edge of the willow riparian canopy and any development. The buffer zones may be less than 100 feet if it can be shown that the adjacent use would not impact the quality of the habitat. The buffer zones would be shown as open space on the tentative map, final map, and grading plans.

5. Prior to the issuance of a grading permit for the project, the applicant would have received a federal Clean Water Act Section 404 permit and an agreement under Section 1600 of the Fish and Game Code which are required for alterations to streambeds and for filling in the riparian scrub, mule fat scrub, disturbed nicotiana/tamarisk scrub, and freshwater marsh wetlands vegetation. The applicant would demonstrate compliance with mitigation conditions to the satisfaction of the permitting agencies.

6. The applicant would provide a notice to each buyer prior to sale that risks to pets exist due to the presence of coyotes, bobcats, and other natural predators which inhabit the natural open space in the area.

7. Prior to the construction of hiking or equestrian trails or bike paths not constructed within road rights-of-way, a qualified biologist would walk the proposed trail alignments and delineate an acceptable route that avoids or minimizes encroachments into sensitive habitats and avoids impacts to sensitive plant species. The biologist would delineate the trail route on maps and submit them with recommendations for construction methods and areas that should be avoided to the Manager of the Park and Recreation Department and the Deputy Director of the MSCP section.

8. Brush management and fire control measures would be limited to City requirements and excess habitat loss would be avoided. Brush management shall be the responsibility of the homeowners association and would be conducted in strict conformance with the brush management requirements of the landscape plan. Hand clearing or selective thinning of flammable species and dead wood should be used for any fire control measures required within the brush management area. Sensitive plant species would be identified in the brush management plan and their removal restricted. As a part of the tentative map submittal, the brush management plan would be reviewed and approved by the City Fire Department and the Environmental Review Manager of the Land Development Review Division.

9. Development along the boundary of the MHPA would include provisions for barrier walls, fencing, plantings, or other means to direct public access and restrict pet encroachment into the MHPA as identified in the Subarea I Plan.

10. Grading or construction for future development adjacent to the MHPA during the nesting season would include temporary noise barriers or other measures to minimize noise impacts to sensitive species.

Cumulative significant unmitigated impacts to wetlands and non-native grasslands can only be avoided through adoption of the No Project alternative, as discussed in Chapter 7.

2) Issue

Would implementation of the Subarea I Plan result in interference with the movement of any resident or migratory wildlife species?

Impacts

MHPA Boundary Adjustment

The southeast and southwest perimeter properties propose MHPA boundary adjustments to remove habitat from the MHPA and provide additional habitat which is functionally equivalent or higher, not already included in the MHPA. The southeast parcel boundary will be adjusted, which includes 4.67 acres of Tier IIIA southern mixed chaparral and 5.43 acres of previously disturbed, recovering southern mixed chaparral. The southwest parcel would have the MHPA boundary removed from 8.0 acres of disturbed area, covering an agricultural impoundment along La Zanja Creek and horse corrals. The adjustment would add to the MHPA 32.8 ~~61.4~~ acres of open space within the Black Mountain Ranch ownership, with contiguous habitat consisting of approximately 18.7 acres of coastal sage scrub, a Tier II habitat; 2.7 acres of southern willow scrub; and 11.4 acres of non-native grassland, a Tier IIIB habitat. Non-native grasslands are not considered to be significantly or sufficiently conserved by the existing MHPA preserve design. ~~which includes 20.1 48 acres of Tier IIIB non-native grassland, 10.7 acres of Tier II coastal sage scrub, and 2.7 acres of southern willow scrub habitat.~~ The adjusted boundaries are functionally equivalent for the following criteria:

Effects on significantly conserved habitats: The adjustment would increase the area of grasslands, which are not currently significantly or sufficiently conserved in the MHPA, and increase the area of Diegan sage scrub conserved, a higher Tier habitat, relative to mixed chaparral.

Effects on habitat linkages and function of preserve areas: The boundary adjustment encompasses additional habitat areas which (1) link to larger corridors to the north within La Zanja Canyon and off-site to the south to McGonigle Canyon and (2) provides additional Diegan sage scrub habitat along a ridgeline east of the southeast perimeter properties contiguous with other existing MHPA areas containing Diegan sage scrub. The adjustment in the southeast perimeter property does not affect areas designated as wildlife corridors. The southwest perimeter adjustment does affect a wildlife corridor but would not hinder wildlife movement as the area is already actively in use for livestock corrals and as an agricultural impoundment.

Effects on preserve configuration and management: The boundary adjustment incorporates additional acreage contiguous to the existing MHPA and would expand the area of conserved habitat. The proposed MHPA addition on the eastern boundary surrounds a water reservoir and access road maintained by the City of San Diego, and is also adjacent to residential dwellings and a road on its eastern boundary. The proposed MHPA addition is a steeply sloping Diegan sage scrub covered hillside and the access road is gated and locked to preclude public access. Due to the restricted access and steep topography, no special management or land adjacency needs would be required.

Effects on covered species: San Diego horned lizard, an MSCP covered species, was directly observed in habitat to be added to the MHPA along the eastern boundary. As the existing reservoir and road have been in use for a number of years, the continued limited use and maintenance of the facility should not have an adverse effect on this covered species. No other MSCP covered species were observed in other areas to be excluded or habitat to be included in the boundary adjustment.

Effects to species of concern not covered under the MSCP: The boundary adjustment does not affect any species of concern.

Effects on ecotones or other conditions affecting species viability: The adjusted boundary would remove disturbed habitat and incorporate native habitats and non-native grassland areas into the MHPA.

~~Effects on significantly conserved habitats: The boundary adjustment results in a functionally equivalent MHPA. The habitat area includes additional habitat of a higher Tier and increases the total area of non-native grassland as well as Diegan sage scrub and wetlands.~~

~~Effects on covered species: The adjustment (areas withdrawn from MHPA) does not directly affect any narrow endemic species or MSCP-covered species with special management conditions.~~

~~Effects on habitat linkages and function of preserve areas: The proposed adjustment would increase the MHPA corridor width north of Carmel Valley Road and the area of conserved watershed within La Zanja Canyon, an MHPA corridor. The adjustment in the southeast perimeter properties does not affect areas designated as wildlife corridors. The southwest perimeter adjustment does affect a wildlife corridor, but would not hinder wildlife movement as the area is already actively in use for livestock corrals and as an agricultural pond being removed from the MHPA.~~

Effects on preserve configuration and management: The proposed adjustment would remove lands under active agricultural use and add lands to existing open space corridor areas. No special management requirements would result from the adjustment.

Effects on ecotones or other conditions affecting species viability: The adjusted boundary would remove disturbed habitat and incorporate native habitats and non-native grassland areas into the MHPA.

Effects to species of concern not on the MSCP-covered species list: No other sensitive species were identified in lands to be withdrawn from the MHPA.

Wildlife Movement/Habitat Fragmentation

As described in the Introduction, the Black Mountain Ranch II VTM/PRD project was approved in 1992 and was found to be consistent with the Framework Plan. Its approval more precisely defined the open space within the project site. Similarly, the MSCP Plan was based upon the open space system approved for the Black Mountain Ranch property.

The Subarea I Plan open space system has been refined based upon the development of the MSCP. The northeast perimeter property conserves steep sideslopes and coastal sage scrub habitats within La Jolla Valley maintaining the corridor along Lusardi Creek from 4S Ranch to the San Dieguito River. The southwest perimeter property would dedicate open space on the south side of La Zanja Creek preserving coastal sage scrub and maintaining a corridor for wildlife movement to the west. The southeast perimeter property would develop the flatter previously disturbed portions of the property. One parcel within the southeast perimeter is wholly within the MHPA; development of this parcel would be subject to the 25 percent encroachment limitation.

The conserved habitat and open space provide connectivity between the larger patches of habitat within the project and areas off-site. The on-site conserved coastal sage scrub habitat, which include 25- to 100-acre size patches of occupied habitat that are contiguous with patches of occupied habitat off-site along Black Mountain, 4S Ranch, Osuna Valley, and La Zanja Creek would be sufficient to maintain existing and future populations of California gnatcatchers and other sensitive wildlife.

Wildlife corridors may be disrupted by major roads which bisect habitat links to off-site open space. Construction of Camino Ruiz in the northwestern portion of the project site and Carmel Valley Road in the southeastern portion may serve to restrict wildlife movement. The guidelines also provide to minimize barriers such as roads. The MSCP Northern Area MHPA Guidelines identifies a bridge for Camino Ruiz in La Zanja Canyon and additional bridge crossings are identified for Lusardi Creek to maintain a riparian open space corridor between 4S Ranch and the San Dieguito River and on Carmel Valley Road east of Black Mountain Road to maintain wildlife movement between Black Mountain, 4S Ranch, and La Jolla Valley. Two bridges, spanning a minimum of 100 feet, shall be placed along Camino Ruiz at Lusardi Creek and in the southern portion of the site and one in the eastern panhandle on Carmel Valley Road to provide wildlife crossings. The major bridge span across La Jolla Valley shall be 300 feet wide, with the others 100 feet wide. A culvert crossing off-site along Carmel Valley Road west of the project is also proposed, to provide wildlife crossings from McGonigle Canyon to the south.

Significance of Impacts

The boundary adjustment to the current MHPA within Subarea I would decrease the area of Tier IIIA chaparral and disturbed areas and increase the acreage of Tier II coastal sage scrub and Tier IIIB non-native grassland. The boundary adjustment would result in a functionally equivalent or higher value MHPA. The adjustment would not result in significant impacts to the MHPA or long-term conservation of species covered under the MSCP.

The open space design for Subarea I would provide connections to areas off-site including Black Mountain, La Zanja Creek, and 4S Ranch. The open space system has been designed to provide at least 1,000-foot widths for these connections, except at road crossing. Bridge span crossings of Lusardi Creek, La Zanja Canyon, and north of Black Mountain are proposed for Camino Ruiz and Carmel Valley Road which would facilitate movement of wildlife. No significant impediments to wildlife movements would result.

Mitigation Monitoring and Reporting

No additional measures beyond the project features described above are considered necessary. No significant adverse impacts would result.

D. Hydrology and Water Quality

Existing Conditions

a) Hydrology

The project site is located within the San Dieguito subunit of the San Dieguito hydrographic unit. The San Dieguito hydrographic unit covers a drainage area of about 350 square miles and contains the surface streams of the San Dieguito River, Santa Maria Creek, and other tributary creeks to the San Dieguito River. Two major storage facilities, Sutherland Reservoir and Lake Hodges, and one smaller facility, San Dieguito Reservoir, are located in the unit. The unit contains one coastal lagoon, the San Dieguito Lagoon located at the mouth of the San Dieguito River. The lagoon is normally closed off from the ocean by a sand bar during periods of low flow in the San Dieguito River.

The Subarea I project site is located within two major watersheds, the La Jolla Valley and the La Zanja Canyon. Runoff from the project site drains to San Dieguito River by way of an unnamed tributary in La Zanja Canyon in the southwestern portion of the project site, and by way of Lusardi Creek in the northwest portion of the project site. The San Dieguito River and its tributary creeks are intermittent streams, though they frequently flow for protracted periods. Past agricultural use has caused some on-site erosion and sedimentation on- and off-site.

Surface runoff from a 100-year storm within the two watershed areas was estimated by using the U.S. Army Corps of Engineers' HEC-1 computer model. The two watersheds were divided into subbasins to determine discharges at intermediate points within Subarea I. The location of each subbasin is illustrated in Figure 4D-1. The discharges are an estimate of the peak runoff for a 100-year storm event of 6-hour duration. Table 4D-1 provides a summary of subbasin areas and estimated discharges at the locations shown on the HEC-1 drainage map.

Based upon this information, the HEC-2 model computed surface elevations to determine the limits of inundation for the 100-year, 6-hour storm. Figure 4D-2 shows the limits of the 100-year flood for the subarea. The information procured through these analyses provides specific guidelines for planning and development of Black Mountain Ranch and future development areas. The objective of these drainage studies is to provide the basis for a well-planned storm drain facility. The drainage improvements would be constructed consistent with the requirements of the City Engineering staff in the Transportation and Drainage Design Division of the Public Works Business Center and, if approved by the City, its drainage and runoff control measures would meet all requirements for erosion, siltation, and storm runoff control.

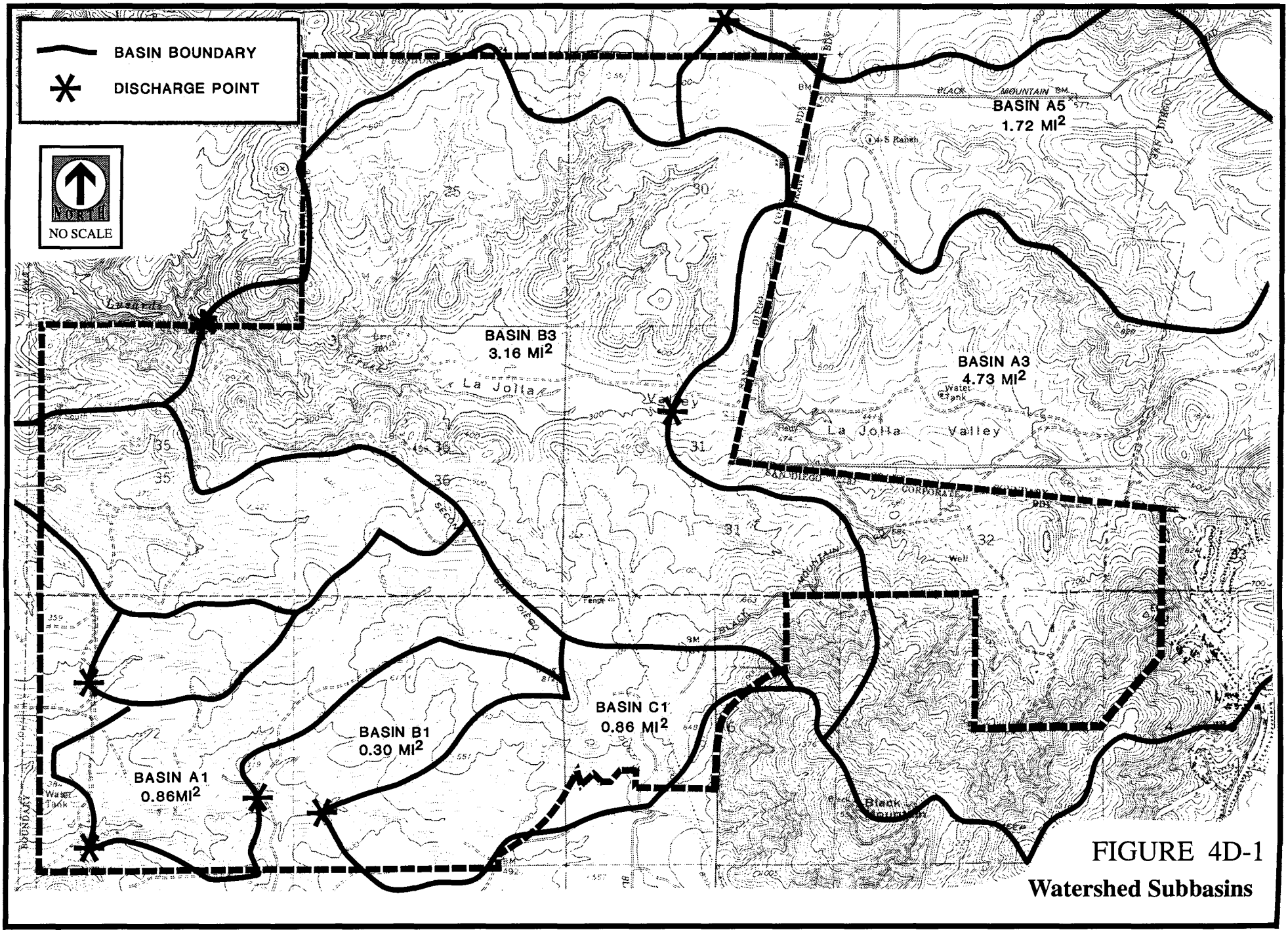


FIGURE 4D-1

Watershed Subbasins

TABLE 4D-1
SUMMARY OF DRAINAGE BASIN AREAS AND ESTIMATED DISCHARGES

Basin Number	Area (square mile)	Peak Discharge (cubic feet/second)
A5	1.72	1,335
A3	4.73	3,197
B3	3.16	2,142
A3+B3	7.89	5,276
C1	0.86	542
B1	0.03	165
C1+B1	1.16	704
A1	0.86	571
A1+B1+C1	2.02	1,267

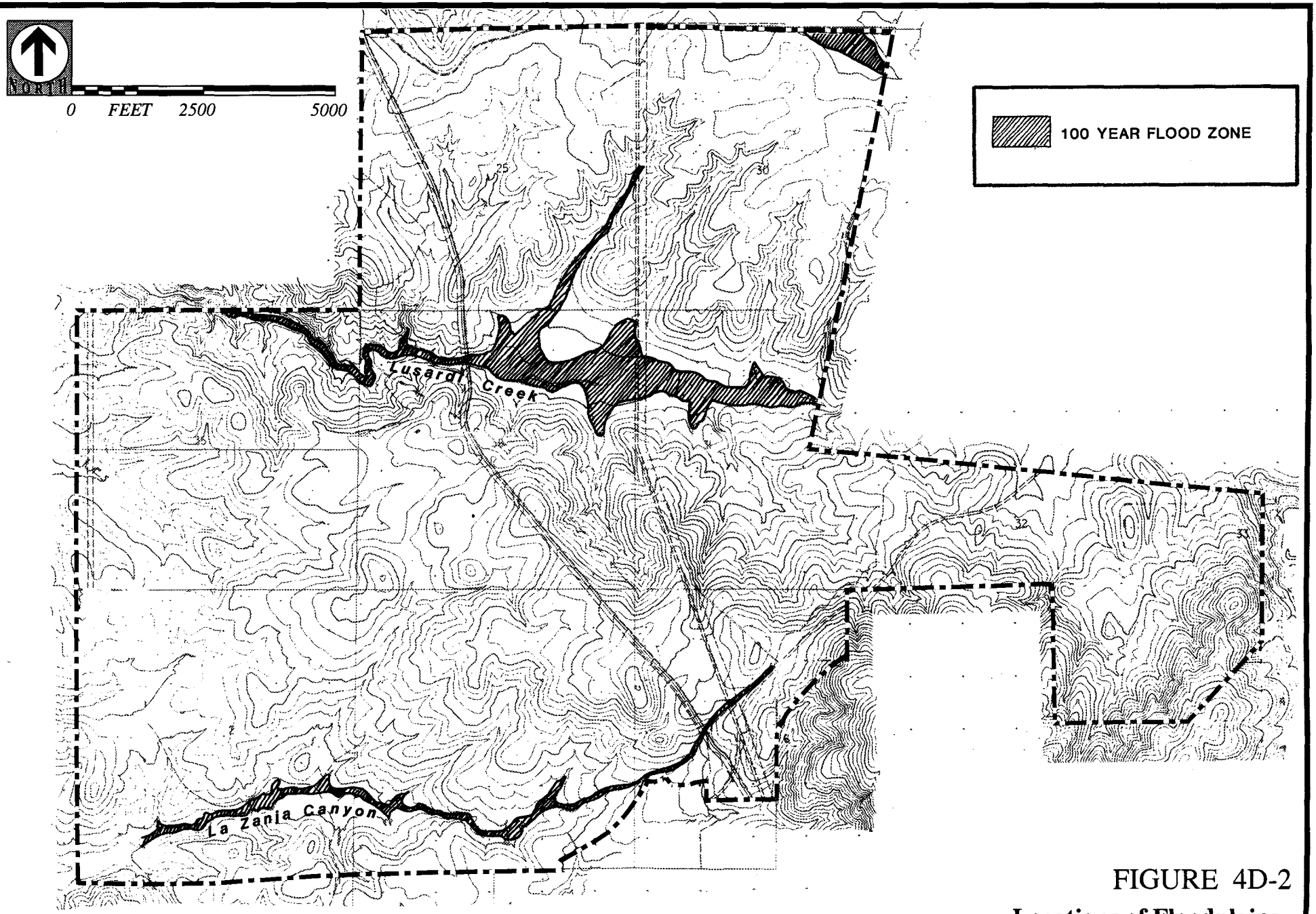


FIGURE 4D-2

Locations of Floodplains

b) Water Quality

The Regional Water Quality Control Board (RWQCB) is charged with establishing ground and surface water quality objectives for the San Diego region. These objectives are contained in the RWQCB planning document called *the Comprehensive Regional Water Quality Control Plan for the San Diego Basin*, more commonly referred to as the "Basin Plan." The Basin Plan designates existing and potential beneficial uses for ground and surface waters within San Diego and establishes both numerical and narrative water quality objectives for these waters on a watershed-by-watershed basis.

The San Diego RWQCB has designated the surface water within the San Dieguito River watershed (including Lake Hodges) as having beneficial uses for municipal, agricultural, industrial, and recreational purposes, warm and cold freshwater habitat, wildlife habitat, and rare/threatened/endangered species habitat (SDRWQCB 1994). Flow in the San Dieguito River is limited to dam leakage from Lake Hodges and surface runoff generated within the drainage basin below Lake Hodges (Luke-Dudek 1988). Water quality in Lake Hodges has been poor in the past as a result of fluctuating water levels, evaporation, and increasing levels of total dissolved solids (TDS). Past studies have shown greater than 1,000 mg/l TDS in the surface waters within the San Dieguito River below Lake Hodges (Luke-Dudek 1988).

Runoff from precipitation and groundwater discharges accounts for almost all surface flows in the basin. The main concern for surface water quality in the subregion is the Lake Hodges and Sutherland Reservoirs. Summer algae that blooms in Lake Hodges and San Dieguito Lagoon are perhaps the most noticeable water quality impacts due to dry season landscape and irrigation runoff, which are usually much lower in quality than storm runoff. These problems affect the quality of surface flows in the lower reaches of the San Dieguito River and lagoon, which provide habitat for wildlife.

Groundwater in the San Dieguito basin is replenished by seasonal rainfall. The quality of groundwater varies from fair near the upper end of the subunit to extremely poor near the mouth due to agricultural degradation, excess draw-down, and sea water intrusion. The only waters now suitable for domestic or irrigation purposes occur in the extreme eastern part of the basin near the confluence of Lusardi Creek and the San Dieguito River.

c) Recycled Water

The subarea would utilize recycled water for irrigation if available. Two state agencies have the principal responsibilities for regulating the application and use of recycled water: the State of California Department of Health Services (DOHS) and the California RWQCB, San Diego Region.

The RWQCB is responsible for the enforcement of both the water quality requirements of the Basin Plan and the bacteriological and treatment reliability standards of the DOHS. The DOHS acts in an advisory capacity to the RWQCB toward the accomplishment of this task. The RWQCB regulates the use of recycled water by issuing permits for discharging or reusing wastewater.

The DOHS establishes statewide effluent bacteriological and treatment reliability regulations for recycled water uses in Title 22 of the California Administrative Code. The highest standards are established for unrestricted body contact recycled water uses. Recycled water treated to meet unrestricted body contact standards can be used for all nonpotable uses, including irrigating landscaping in areas of high public contact such as parks, irrigating food and forage crops, irrigating turf farms, and filling recreational or decorative lakes and reservoirs, except for domestic water supply reservoirs.

Three general types of discharge permits are required for water reclamation facilities. An NPDES permit is required for any discharge of recycled water to inland or marine surface waters. The other two types of permits, called "waste discharge requirements" and "water reclamation requirements" apply both to the treatment facility and to irrigation or other reuse facilities. Each RWQCB permit must be obtained for an individual facility prior to the operation of that facility.

The RWQCB has a stream discharge policy under which discharges of highly treated recycled water to streams would be acceptable. The requirements of this policy include the following: (1) the discharge meets Title 22 standards for unrestricted body contact; (2) the discharge is not upstream from a domestic water supply reservoir or Mission or San Diego Bays; (3) the mineral quality of the discharge is not excessive; (4) "best practical treatment" is used to remove nitrogen and phosphorus from the recycled water; and (5) a stream management program is implemented for dealing with any generated vector, nuisance, or water quality problems.

Revision of Basin Plan surface water quality objectives for TDS, total nitrogen, and total phosphorus would be required as part of any use of recycled water that involved discharge to a surface waterway. Such a stream discharge could be used for purposes of transporting recycled water from upstream treatment sites to downstream sites of water demand. In addition, the stream discharges could be used for discharging recycled water flows during wet weather or other times in which the demand for recycled water may be minimal or zero.

Implementation of measures to meet the standards of the RWQCB Basin Plan and the policies of the DOHS would ensure that water quality of surface waters and groundwater would meet Basin Plan objectives with the use of recycled water for irrigation or other surface discharge.

d) Applicable Ordinances and Regulations

Construction of any project in the city of San Diego is subject to the requirements for erosion control in the City's Grading Ordinance and is also required to comply with the federal Clean Water Act. Conformance with the Clean Water Act is established through compliance with the requirements of the State Water Resources Control Board's (SWRCB) National Pollutant Discharge Elimination System (NPDES) General Permit No. CAS000002. For this permit, the SWRCB issued Order No. 92-08-DWQ, "Waste Discharge Requirements for Discharges of Stormwater Runoff Associated with Construction Activity." To comply with the permit, the applicant for a construction permit must file a complete and accurate Notice of Intent with the SWRCB. Compliance requires conformance with applicable best management practices (BMPs) and development of a Storm Water Pollution Prevention Plan (SWPPP) and monitoring program plan. When construction is completed, the applicant must file a Notice of Termination with the SWRCB.

Runoff flowing across developed sites can pick up contaminants from landscaping, such as pesticides and fertilizers, and areas used by motor vehicles, such as parking lots, driveways, and streets. Pollutants from such areas can include oils, fuel residues, heavy metals (associated with gasoline), fertilizers, and pesticides. For the management of storm water, municipalities in the San Diego region, including the City of San Diego, must comply with the Regional Water Quality Control Board's National Pollutant Discharge Elimination System (NPDES) Permit No. CA 0108758, which consists of wastewater discharge requirements for storm water and urban runoff. In compliance with Permit No. CA 0108758, a BMP Program for Storm Water Pollution Control has been created. BMPs appropriate to the characteristics of a project may be employed to reduce pollutants available for transport or to reduce the amount of pollutants in runoff prior to discharge to a surface water body. Among BMPs employed where the increase in impervious surfaces substantially increases runoff rates and volumes are:

- Detention basins, effective for very large drainage areas. These are essentially ponds with controlled release rates to minimize downstream effects. Some pollutants can settle during storage and improve the quality of water released.

- Infiltration basins, designed to hold runoff and allow percolation into the ground. These basins need adequate storage volume and good permeability of the underlying soils.

- Infiltration trenches and dry wells, holes, or trenches filled with aggregate and then covered. Dry wells are typically used for runoff from roofs; infiltration trenches typically serve larger areas, such as streets and parking lots in commercial areas. Both are best suited for areas with permeable soils and a sufficiently low water table or bedrock.

- Porous pavement such as lattice pavers or porous asphalt. These may be used to replace large areas of paving that are not subject to heavy traffic.

- Vegetative controls. Plant materials which intercept rainfall and filter pollutants and absorb nutrients.

- Grassed swales, shallow grass-covered channels used in place of a buried storm drain. This type of vegetative control is most applicable to residential areas.

BMPs can also include nonstructural methods, such as controlling litter and waste disposal practices.

1) Issue

What modifications to the natural drainage system would be required for implementation of the Subarea I Plan? Would the project result in changes in the rate and amount of runoff? Would the project result in alterations to the course or flow of flood waters?

Impacts

Impacts to the natural drainage system as a result of development can take the form of increased rate of rainfall runoff, soil erosion, and sedimentation from steep, unprotected areas, runoff pollution, and drainage diversion. Runoff pollution impacts are discussed below under Issue 2.

The major natural drainage patterns and flood zones within Subarea I would be preserved as open space, thereby minimizing impacts to the natural drainage system. Proposed development would occur primarily on the upland areas and would not be located in a floodplain fringe or floodway zone. Major flood courses within the subarea would not be significantly altered by the proposed development.

Future Development Areas and Perimeter Properties

The future development areas would have 893 acres of residential, commercial, or other development, and open space. The additional 515 acres of perimeter properties would have residential development local streets and open space. The major natural drainage patterns would be preserved as open space, minimizing impacts to the natural drainage system. This development would cause increases in discharge volumes into the natural swales and valleys of the project site, due primarily to streets, roads, and other hardscape areas associated with residences and other improvements. Without protective measures, this hardscape could increase the volume or velocity of storm water runoff, thereby increasing erosion and flood levels.

Nine desilting basins are required as conditions of the approved Black Mountain Ranch II VTM/PRD (Figure 4D-3). These desilting basins would adequately control runoff from development in the northern and southern villages, the resort, and the northeast perimeter property. An existing desilting basin is located on the southwest perimeter property and would control runoff from development of this site. Development in the southeast perimeter property would require detailed design and construction of an additional desilting/detention basins to adequately control runoff.

Significance of Impacts

The proposed changes to natural drainage patterns would not be significant, as the modifications would be primarily due to road crossings. The increase in runoff due to the introduction of streets, roads, and other hardscape surfaces could result in adverse impacts to drainage to the west, but can be mitigated to below a level of significance through design of a drainage system and incorporation of sediment basins and flow controls.

Mitigation, Monitoring, and Reporting

As mitigation for the increased runoff, water surface elevations as determined by a HEC-2 analysis would be used to provide design specifications for site drainage to protect individual sites and adjacent properties from future development within Subarea I. Interceptor ditches and detention/desilting basins would be provided to allow water to accumulate and be released back to the natural watercourse at a rate similar to the existing conditions. Sediment basins would be placed in swales to protect downstream properties. Detailed design of any desilting basins recommended for the southeast perimeter property and BMPs (see below) would be required as conditions of subsequent tentative maps for development within these areas.

2) Issue

What affect would implementation of the Plan have on water quality in the San Dieguito River drainage basin?

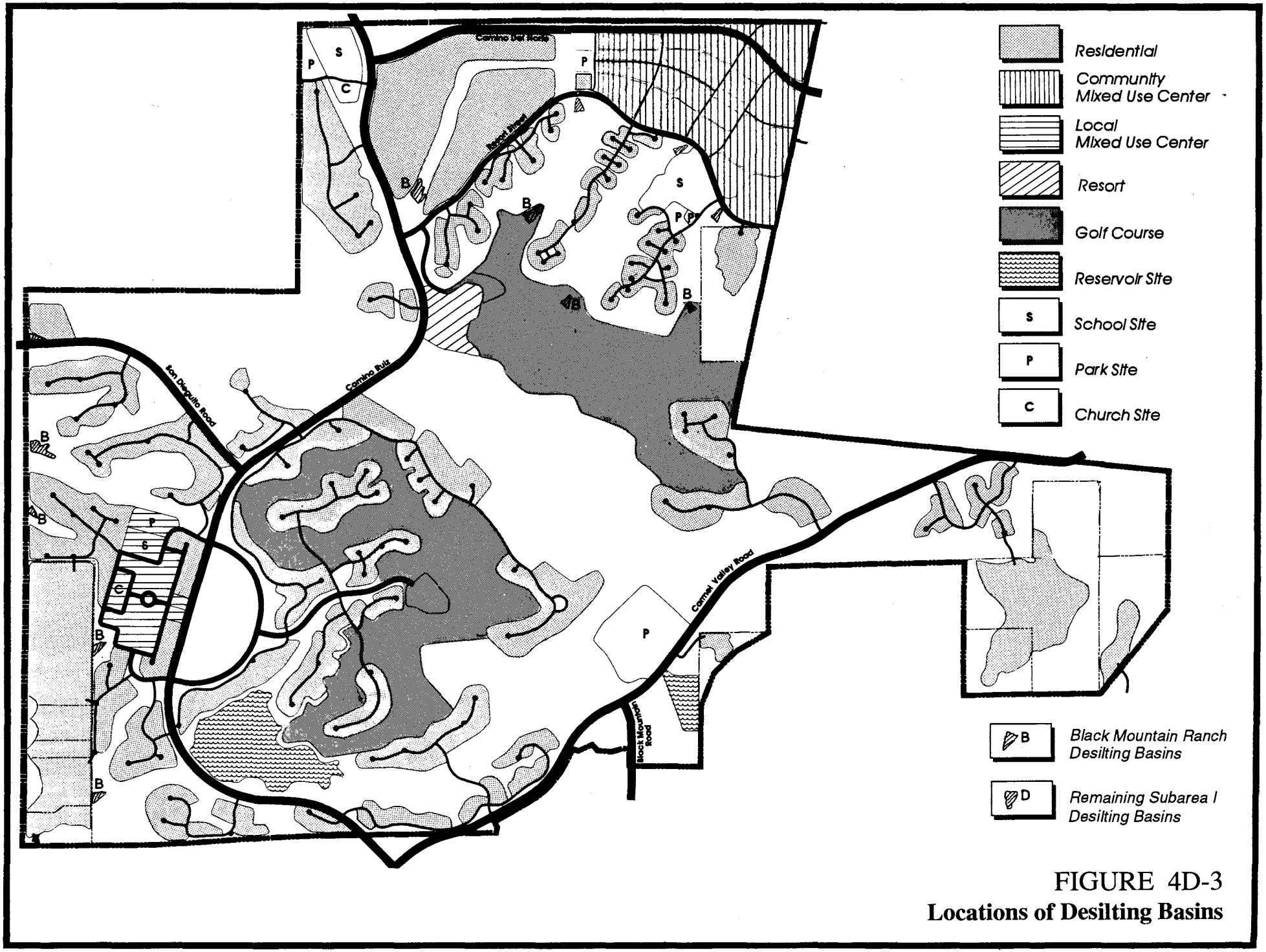


FIGURE 4D-3
Locations of Desilting Basins

Impacts

Runoff from Subarea I drains to the northwest, utilizing La Jolla Valley and Lusardi Creek plus some small unnamed drainages. To the southwest, the project drains into La Zanja Canyon. All of these drainages ultimately drain into the San Dieguito River valley and San Dieguito Lagoon.

Potential impacts to water quality which occur in conjunction with urban development include increases in the erosion rates and sediment transport to and through streambeds and water quality reductions related to urban development. Sediment transport is increased due to the increased volume and velocity of runoff. Also, grading and construction activities to implement the Subarea I Plan would increase the potential for erosion and transport of material both within and downstream of the project site. Specific factors which contribute to increased sediment transport include removal of vegetation and increase in impervious surfaces, such as streets and structures.

Future development impacts would be similar to those for the approved Black Mountain Ranch II VTM/PRD project. Development of the Black Mountain Ranch future development areas and the perimeter properties would have the potential to cause sedimentation during construction, and would incrementally increase the volumes of urban runoff and pollutant loading.

Significance of Impacts

The implementation of the Subarea I Plan has the potential to significantly impact water quality (both directly and cumulatively) in the San Dieguito River and Lagoon. Such impacts may be associated with increased erosion, siltation, sedimentation and downstream flooding from project related activities.

Mitigation, Monitoring, and Reporting

The following measures would reduce levels of erosion, sedimentation, and runoff during construction activities. These or equivalent measures would be conditions of future tentative maps in Subarea I.

a) Hydroseeding and landscaping of any cut/fill slopes disturbed or built during the construction phase of this project with appropriate ground cover vegetation would be performed within 30 days of completion of grading activities.

b) Areas of native vegetation or adjoining slopes to be avoided during grading activities would be delineated to minimize disturbance to existing vegetation and slopes.

c) Artificial ground cover, hay bales, and catch basins to retard the rate of runoff from manufactured slopes would be installed if grading occurs during wet weather season, November 1 through April 1.

d) Fine particulates in geologic materials used to construct the surficial layers of manufactured slopes would not be specified unless a suitable alternative is not available.

e) Temporary sedimentation and desilting basins between graded areas and streams would be provided during grading.

Development in the southeast perimeter property may require detailed design and construction of additional desilting/detention basins. These basins would use extended detention methods to maximize their usefulness in controlling erosion and sedimentation impacts. The basins shall be constructed and maintained by the developer during construction. Once the project is completed, responsibility for the maintenance of these basins would be transferred to the homeowners association. The construction of these basins would mitigate the direct impacts from increased silt to below a level of significance. Cumulative impacts to San Dieguito Lagoon, however, would still be considered an incremental and significant impact. This significant impact is unmitigable and may only be avoided by adoption of the No Project alternative.

The requirements for sedimentation basins and the use of "best management practices" would be noted on future tentative maps. It would also be a condition of future tentative maps that permanent basins and all other drainage facilities shall be constructed prior to issuance of building permits.

The following is a description of some "best management practices" which would be incorporated into the design of the detention/desilting basins.

Desilting Basin. Desilting basins act as traps for site-generated sediments, thereby reducing the negative impacts from erosion and sediment transport. A flow control device located in the basin would control the outflow from the project site and allow for ponding in the basin. The ponded water would contain sediments and dissolved pollutants that have adhered to the soil particles. These particles would be removed through the sedimentation and siltation process, accumulating at the bottom of the basin. The sediments can then be removed and disposed of properly on a periodic basis. The desilting basins would be permanent structures to ensure that sediment would not be transported from the site. The basins would be cleaned and invasive vegetation removed periodically.

Extended Detention. To achieve efficient pollutant removal rates from an urbanized project site, the use of permanent extended detention facilities can be employed. The

detention facility provides temporary storage for increased runoff from the project site due to urbanization; the storage facility is usually a dry pond/basin system. Site-generated pollutants can consist of oil and grease, biological nutrients, oxygen-demanding organics, toxic organics, and metals. Pollutant removal is achieved through the extended detention method, in which sediments and chemical constituents are allowed to accumulate at the bottom of the basin through the sedimentation process. Extended detention facilitates the adequate removal of particulate pollutants. To enhance the removal of soluble pollutants, marsh planting can be provided in the bottom of the basin. Cleaning and removal of invasive vegetation would occur on a periodic basis.

The following is a description of some "best management practices" which, with the two detention basins, would be conditions of future approvals (e.g., PRDs and landscape plans) for development within Subarea I:

Filter Strips. Filter strips can be utilized to enhance pollutant removal from the site. Filter strips are planted with erosion-resistant grasses or plant species and are designed to spread flows from the site into a wide area where overland sheet-flow conditions can occur. The vegetation within the strips slows the flows, causing heavier particulates to fall out of suspension, and also acts as a biological filter when direct absorption of dissolved pollutants occurs. The use of vegetation to reduce the flow velocities also allows for enhanced soil infiltration to take place. The soil also acts as a filter; dissolved pollutants are absorbed onto the soil particles. This is an important method for removal of dissolved heavy metals and phosphorus (fertilizers). Biological activity in the soil can also metabolize toxic organic contaminants (pesticides).

Source Control. An integral part of achieving adequate pollutant removal from collected storm water is the implementation of source control practices that reduce the amount of contaminants of the ground surface that can come in direct contact with surface flows. These practices include:

1. Cover outdoor storage facilities that contain potential contaminants.

2. Encourage proper use and disposal of materials including fertilizers, pesticides, and herbicides and including appropriate methods, rates, and frequency of application of these chemicals.

3. Encourage alternative methods for controlling weeds and insects using physical, biological, and lower-toxicity methods.

4. Recycle chemicals to the extent possible, and dispose of materials in a safe and proper manner.

The No Project and Development Without a Phase Shift alternatives would both reduce the level of cumulative impacts to water quality from erosion, sedimentation, and hardscape runoff. The impacts would still be significant, however.

E. Landform Alteration/Visual Quality

Existing Conditions

a) Site Topography

Topographically, Subarea I is characterized by a variety of landforms ranging from nearly flat-lying mesas in the north to Lusardi Creek/La Jolla Valley in the center flanked by rugged, steeply sloping hillside terrain dissected by smaller drainages and rolling hills. The more rugged terrain is found in the northwestern portion of the subarea in the vicinity of Lusardi Creek and in the southeastern portion of the site in the vicinity of Black Mountain. The broad La Jolla Valley area which crosses the central portion of Black Mountain Ranch North presents a gentler topography. Elevations range from a high of approximately 1,100 feet MSL within the southeastern portion of the site adjacent to Black Mountain Park to 125 feet MSL in the area where the northwesterly boundary crosses the bottom of Lusardi Canyon.

Approximately 877 acres, or 17 percent, of Subarea I consists of slopes with a 25 percent or more gradient and is within the City of San Diego Hillside Review (HR) Overlay Zone. Of this, 177 acres are within the Black Mountain Ranch future development areas or perimeter properties. Figure 4E-1 shows the location of the areas with steep slopes. The intent of the HR Overlay Zone is to ensure the following conditions:

1. The development will result in minimum disturbance of the natural terrain commensurate with the proposed use of the lot or premises.

2. The grading and excavation proposed in connection with the development will not result in soil erosion, silting of lower slopes, slide damage, flooding problems, or severe cutting or scarring.

3. The proposed development will serve to preserve and enhance the natural environment and the aesthetic qualities of the site.

Specific HR Overlay Zone guidelines are:

1. Design structures to fit into the hillside rather than altering the hillside to fit the structure;

2. Site development on the least sensitive portion of the site to preserve the natural landforms, geological features, and vegetation;

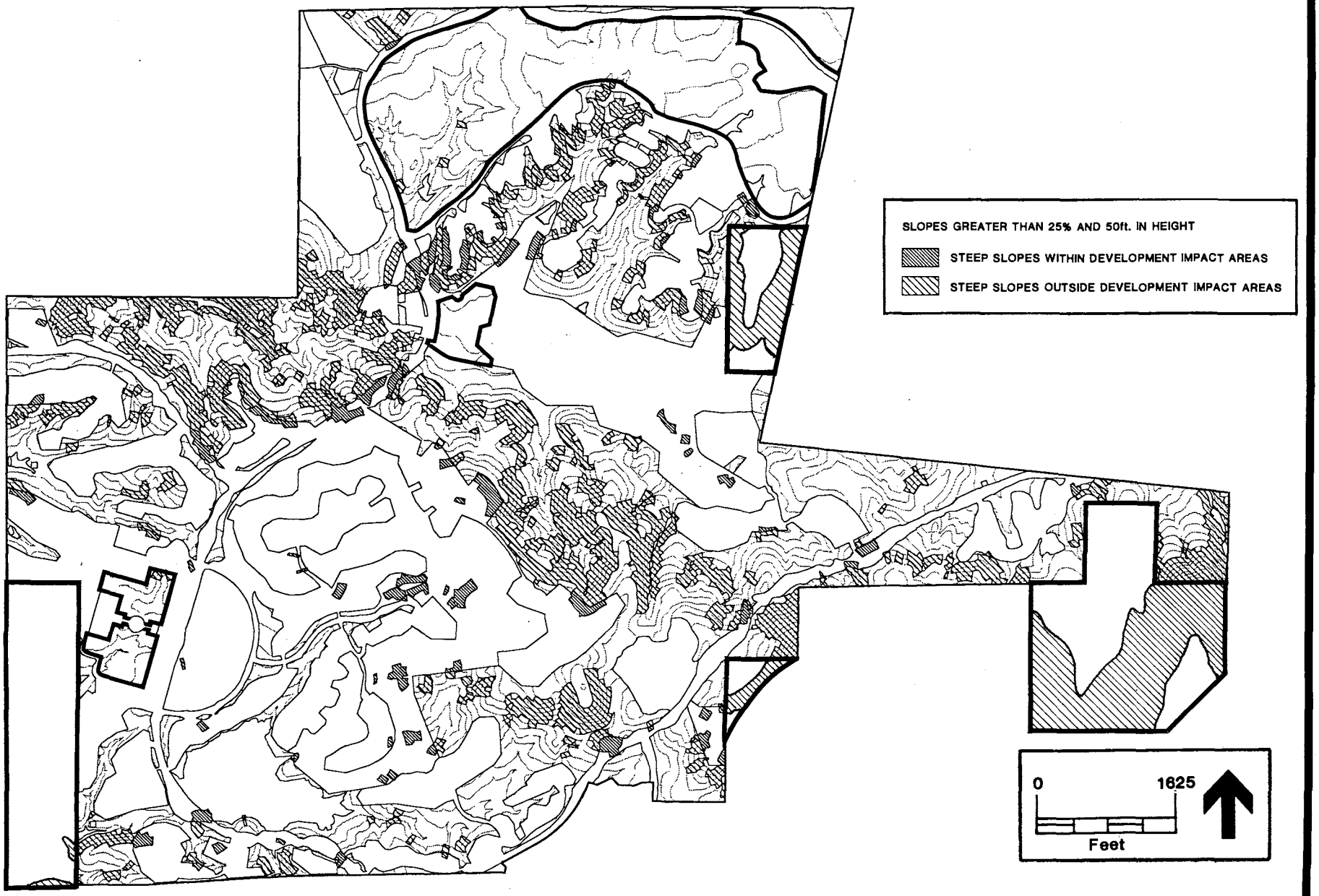


FIGURE 4E-1
Hillside Review Overlay Zone and Development Impacts Area

3. Prepare a geological reconnaissance report for all projects located within or near a geologic feature or condition suspected at the site, as determined by the City of San Diego Seismic Safety Study.

4. Limit the amount of impervious surface;

5. Replant the site with self-sufficient trees, shrubs, and ground cover that are compatible with existing surrounding vegetation;

6. Utilize the structural quality of the soil as a determinant of the type of construction;

7. Avoid straight and unnatural slope faces, where cut and fill grading are required;

8. Employ a variation in architectural design;

9. Consider existing vegetation when landscaping the site;

10. Match the scale and character of buildings with the scale and character of terrain and the surrounding neighborhood; and

11. Provide pedestrian walkways to visual overlook areas.

b) Visual Character of Subarea I

The irregularly shaped Subarea I presents a pastoral appearance with gently rolling slopes. The rolling hills are covered with non-native grassland interspersed with islands of native vegetation atop the knolls. Some native vegetation also remains in canyons. A natural drainage system comprised of canyons, tributaries, and steep-sloped ravines dissects the subarea. These drainages ultimately converge into the San Dieguito River located approximately one mile west. Cattle grazing, dry farm cropping, and dispersed residential are currently the primary land uses.

As noted in the Framework Plan, the most important panoramic views in the NCFUA are toward the west, north, and northeast. The viewshed toward the Pacific Ocean through Carmel Valley is considered the most important of these panoramas and is experienced from upland mesas and hillsides. This view can be seen from areas within Subarea I.

Photographs 1 through 4 show a variety of panoramic views of Subarea I. Figure 4E-2 shows where each photograph was taken and the direction of the photograph.

Photograph 1 is a view from the southern perimeter property on the flanks of Blank Mountain looking north to La Jolla Valley and the northern village. The northeast perimeter property is also in view.

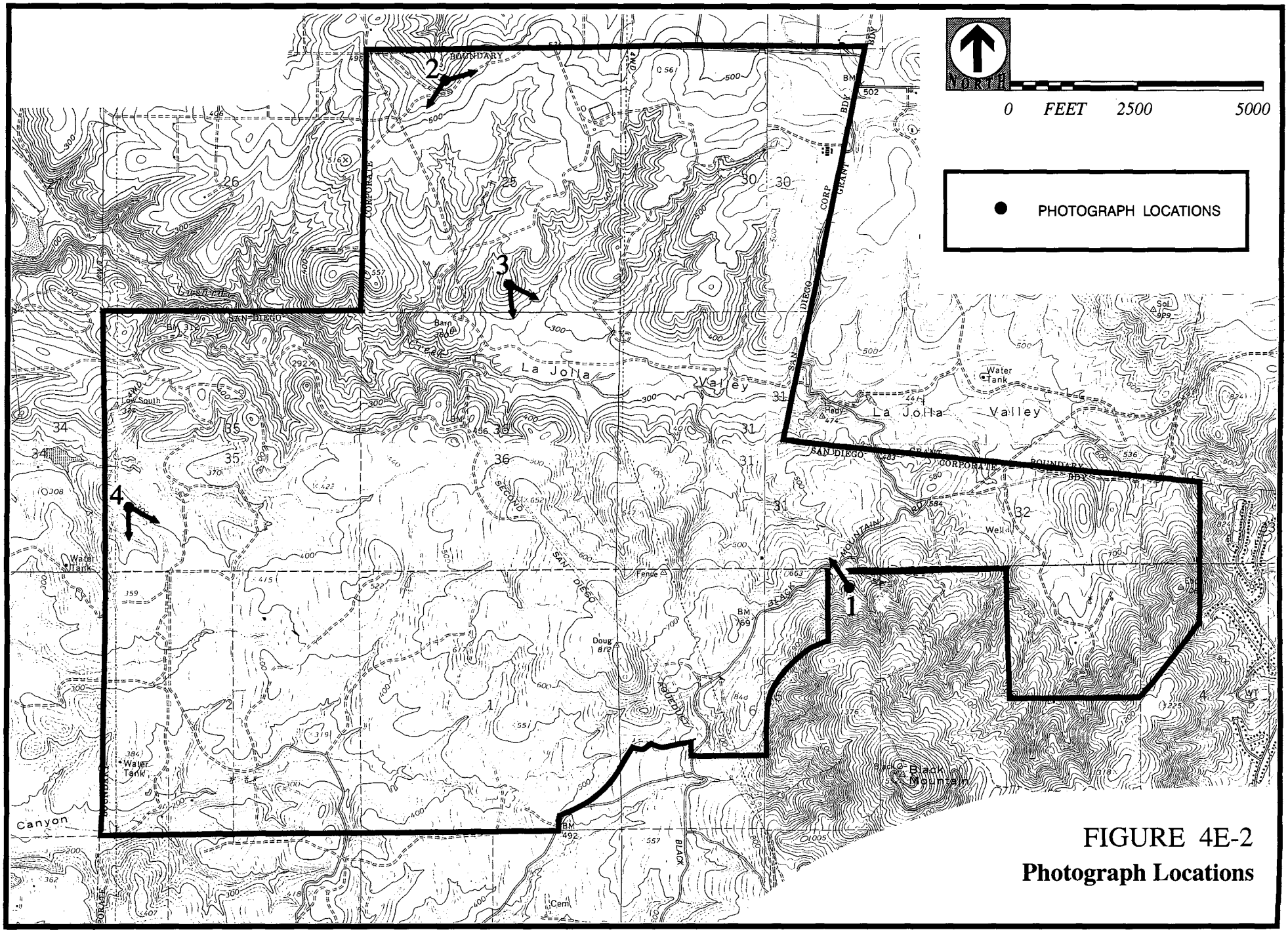
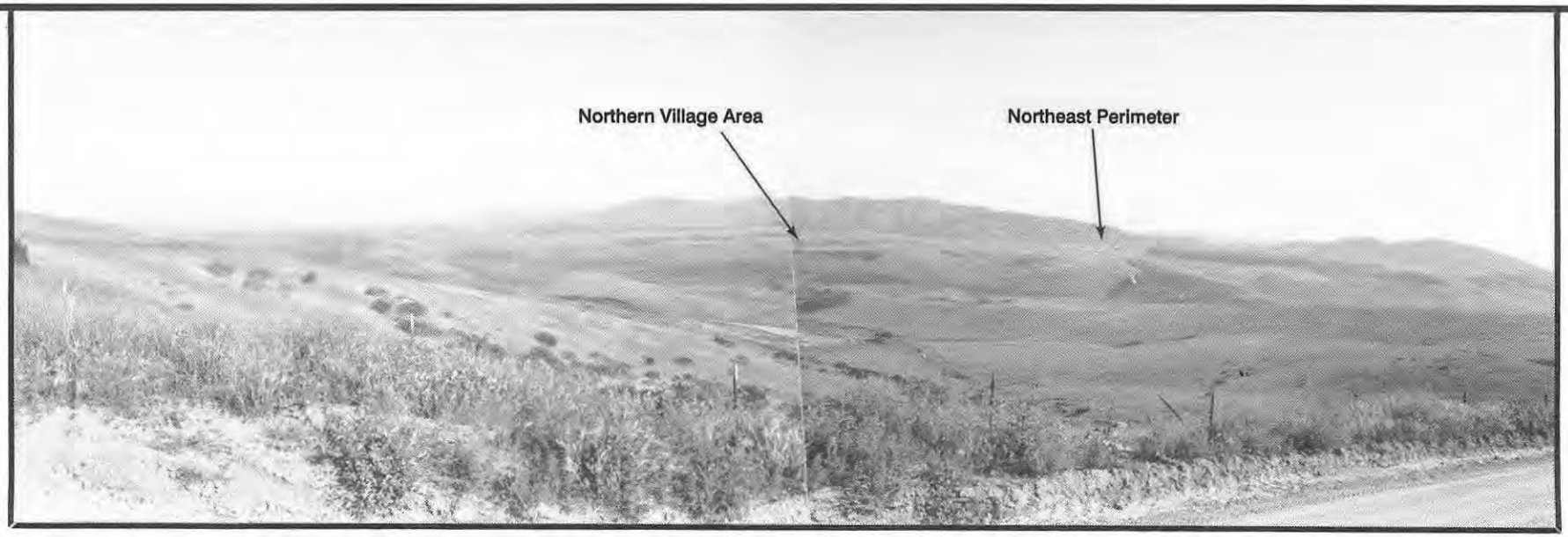
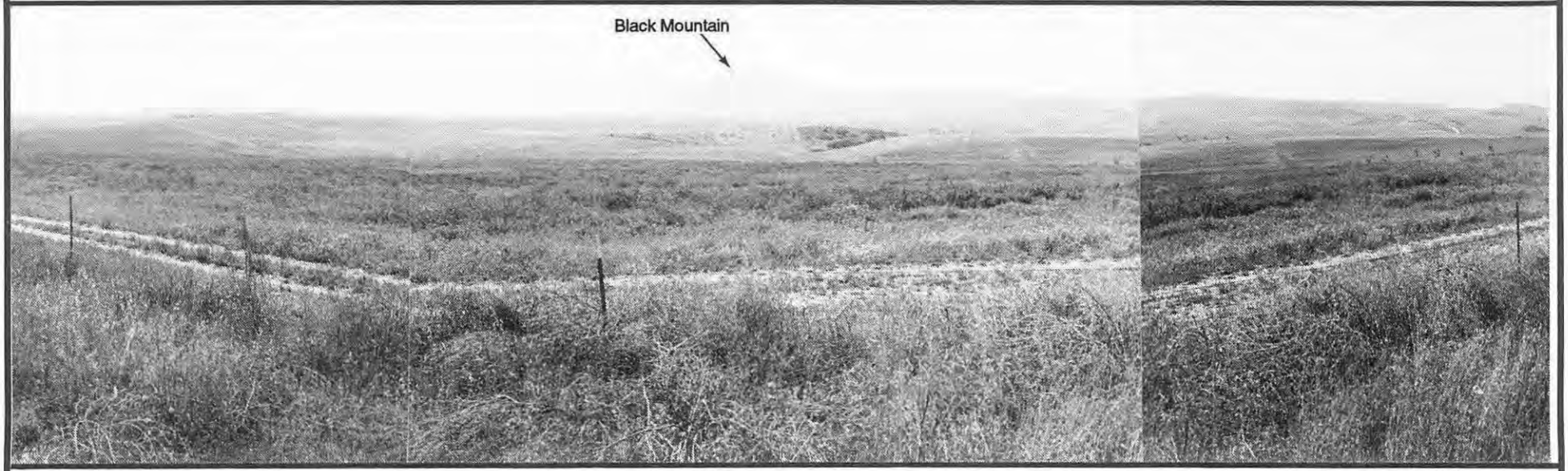


FIGURE 4E-2
Photograph Locations



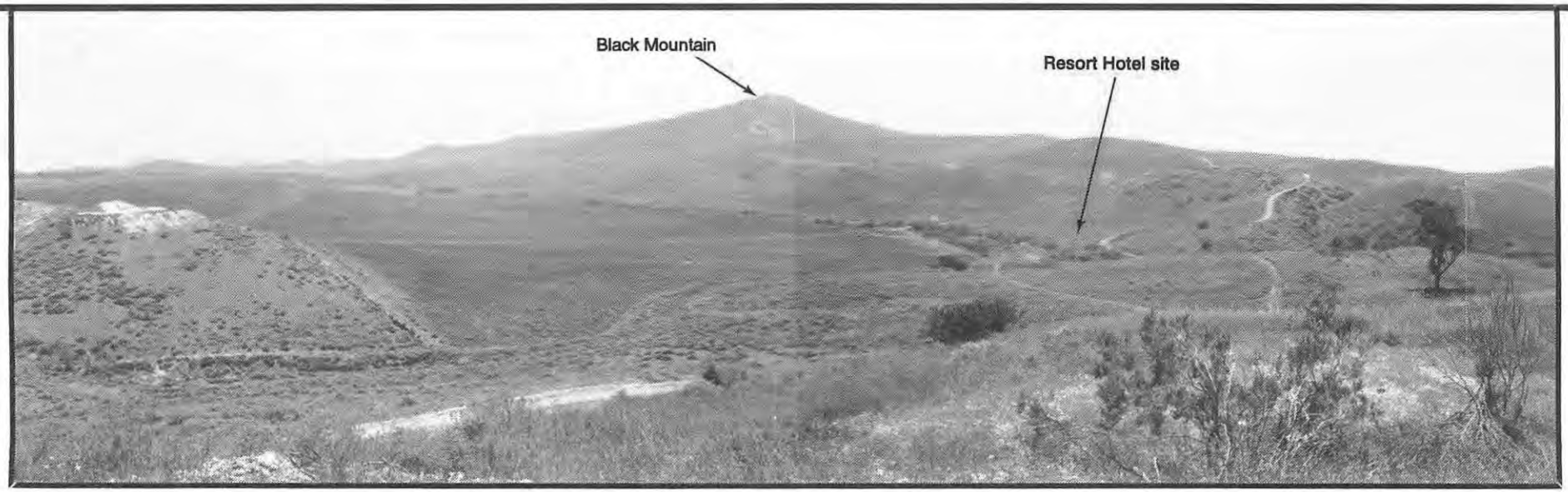
PHOTOGRAPH 1

View of La Jolla Valley Looking North from the Southern Perimeter Property



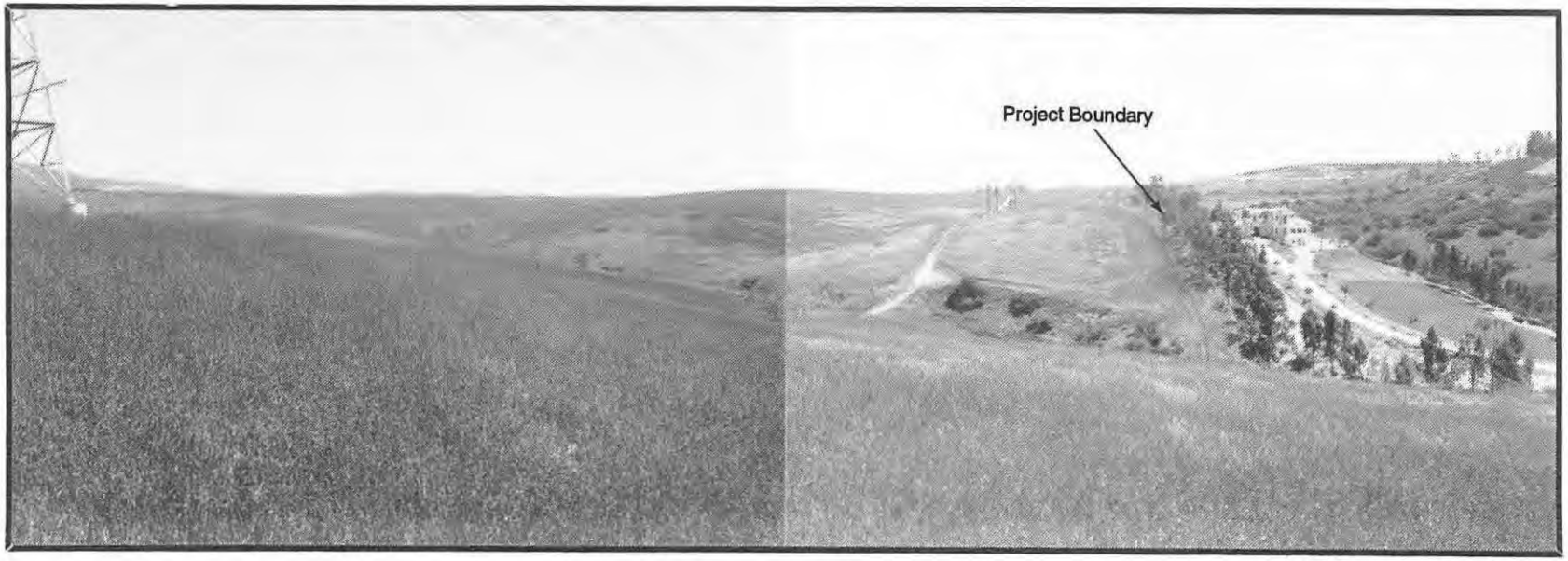
PHOTOGRAPH 2

Looking Southeast to Northern Village Area from the Northwest Corner of the site



PHOTOGRAPH 3

View of La Jolla Valley Resort Hotel Site from One of the Northern Finger Ridges



PHOTOGRAPH 4

View South of Boundary of Subarea I and Southwest Perimeter Properties

Photograph 2 is a view south from the northwest corner across the northern village area.

Photograph 3 is a view south from one of the finger ridges at the south edge of the northern village towards Black Mountain. Lusardi Creek and the resort hotel site may be seen in the foreground.

Photograph 4 shows a view to the south and southeast across the southwest perimeter property. The proposed residential development in the southwest perimeter property and the approved Black Mountain Ranch II VTM/PRD would be similar in nature to the existing estate development in Fairbanks Ranch.

The two visually dominant features of the subarea region are Black Mountain and La Jolla Valley. Black Mountain rises to an elevation of 1,552 feet above MSL to the southeast of the subarea. Most of the mountain area is a City of San Diego park with hiking and equestrian trails. The majority of the park is undeveloped and undisturbed. It is intended for Black Mountain Park to connect to an open space corridor to the coast via McGonigle Canyon and Carmel Valley. Figure 4A-7 shows the ultimate development plan for the park for year 2010. Black Mountain is visible from all parts of the subarea with the exception of some areas in the valleys. La Jolla Valley is the dominant feature from the viewshed of Black Mountain Park.

The visual qualities of Black Mountain Park can be divided into two categories: views of the mountain and views from the mountain. Views of the mountain are available from a wide area, including Santa Fe Valley to the north, Rancho Peñasquitos to the east, areas of Del Mar to the west, and Del Mar Mesa and McGonigle Canyon to the south. The predominant visual feature of the mountain is the natural vegetation. Other visual characteristics of the mountain include the microwave station on the peak and off-road-vehicle trails and firebreaks. Views from the peak extend as far as 60 miles in all directions. The Black Mountain Park Master Plan does not provide specific visual quality and surrounding development guidelines. It does recommend potential open space areas surrounding the park mostly to the north and west, including La Jolla Valley.

The boundaries of the Focused Planning Area (FPA) for the proposed San Dieguito River Valley Regional Open Space Park extend into two separate areas of the project site (see Figure 4A-8). In the southwestern part of the subarea, a small part of La Zanja Canyon is within the FPA. In the northern part of the subarea, that portion of the site within the La Jolla Valley is contained within the FPA. The SDRP Joint Powers Authority concept plan for the park includes general policies and a number of objectives to be achieved. The primary goal of the proposed park is "to preserve land within the focused planning area of the San Dieguito River valley as a regional open space greenbelt and park system" (The Spurlock Office 1990). The design concept presented for the San Dieguito River Valley Regional Open Space Park states:

> Buildings and roads, whether to serve private development or for park related activities, should be designed so as to retain to the extent possible the rural character and small scale of development so that it impinges as little as possible on the natural, open space of the focused planning area. Structures should be fit to the land instead of the land to the structure, and should be of a compatible color scheme and style to reflect the natural character of the park. Development shall be designed to avoid sedimentation, erosion, and other potential impacts to the watershed and viewshed (The Spurlock Office 1990).

Concerning viewsheds, the objective further states:

> So that the park visitor can experience the valley as a rural and natural area, it is necessary that the viewshed from the valley floor be protected to the maximum extent feasible. In particular, the rugged terrain in the Del Dios Gorge and Lake Hodges areas should be preserved as natural open space. Throughout the focused planning area, dwellings and building pads should be setback from ridges and bluffs to reduce their visual impact. Landscaping should use native vegetation types that blend with the surrounding natural areas (The Spurlock Office 1990).

1) Issue

Would the project result in a substantial change in the topography or ground surface relief features?

Impact

a) Black Mountain Ranch Future Development Areas

The future development areas are within flatter areas of the site and would not require major cut or fill slopes. Grading estimates are based upon a conceptual grading plan, which assumes grading within the boundaries of each of the lots across the entire ground surface. The northern future development area is a mesa top. The primary topographic features are an ephemeral drainage which dissects the western portion of the mesa; and several small knolls along its western and northern boundary. The drainage will be placed in open space. A small drainage in the westerly portion of the north mesa is not anticipated to be disturbed by grading.

The resort area and southern village will also be graded. None of these areas contain sensitive slopes.

Future extension of major roads on-site would result in additional impacts. Two additional cut slopes and two fill slopes would be required to extend Carmel Valley Road east of Black Mountain Road (Figure 4E-3, #13-16). Extension of Camino Ruiz across Lusardi Creek would entail grading for bridge supports (see Figure 4E-3, #1-4). Finally, Resort Street would cross the upper reaches of side drainages north of La Jolla Valley, creating two 45- to 55-foot-high fill slopes (see Figure 4E-3, #17-18). These slopes are associated with an internal road and could only be avoided through redesign.

b) Perimeter Ownerships

Residential development is proposed for 515 acres held by owners other than Black Mountain Ranch Limited Partnership within Subarea I. The quantity of grading for this development has not been designed at this time. The location of grading is shown on Figure 4E-4.

The southwest perimeter properties are situated on gently rolling terrain and may not require major cuts or fills to create development pads. The only steep slopes in the southwestern properties occur along the far southern boundary and along the western edge; slopes in these areas will be placed in open space. The most southerly parcel is 66 percent steep slopes, which will also be placed in open space.

The northeastern parcel is a portion of mesa surrounded by steep sideslopes. Proposed development is restricted to the mesa top area, and the sideslopes will be open space.

The southeastern properties are over one-half steep slopes; areas for future development have been sited to avoid the sensitive hillsides. The southeast perimeter properties consist of three development envelopes. The largest proposed development area is situated within a relatively flat area below Black Mountain, but would extend up the flanks of Black Mountain. The far southeastern development area is sited along a ridgeline and the small southern perimeter property is situated on the flanks of Black Mountain. All three would require some hillside grading. No grading quantity estimates are available for the future development areas at this time.

Significance of Impacts

a) Black Mountain Ranch Future Development Areas

Future extensions of Camino Ruiz to the north, Camino del Norte, and Carmel Valley Road east of Black Mountain Road would result in cut and fill slopes in excess of 30 feet in height and would exceed city grading thresholds. Due to the need to cross La Zanja Canyon for Camino Ruiz and Carmel Valley Road and, in the future, Lusardi Creek/La Jolla Valley to extend Camino Ruiz northward, and the otherwise varying terrain across the site, there would be no alignment within the project which would avoid or

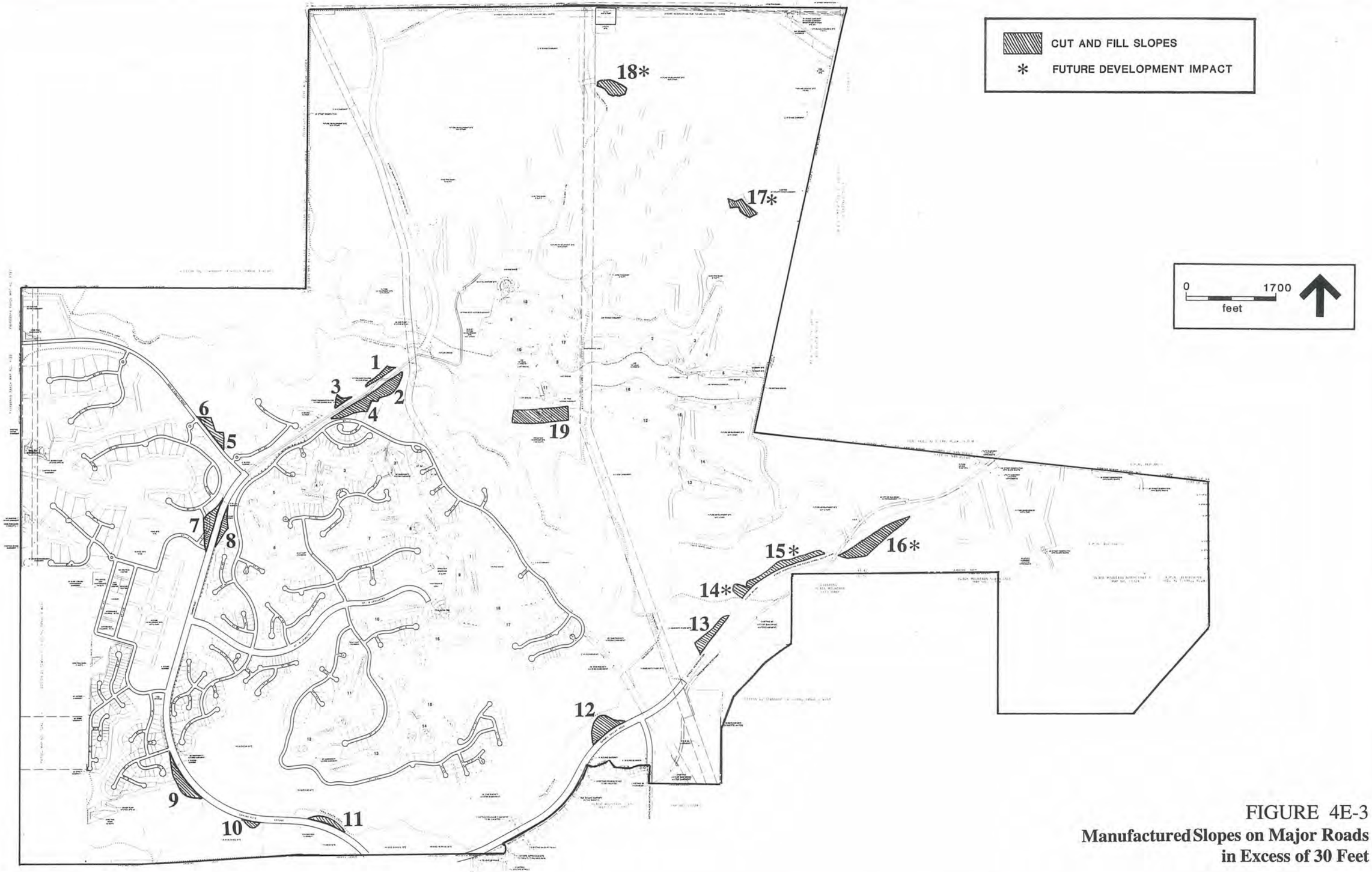


FIGURE 4E-3
Manufactured Slopes on Major Roads in Excess of 30 Feet



FIGURE 4E-4

Conceptual Grading Plan

substantially lessen the landform alteration impacts while maintaining the regional circulation objectives. This would be a significant impact.

The amount of grading for future development areas cannot be fully quantified at this time, as lot grading would be part of the specific design concepts for the individual areas. None of the areas except the finger ridges fronting La Jolla Valley contain steep slopes or other major topographic features. The potential landform impacts for the areas other than the finger ridges are not expected to be significant. Grading of the finger ridges may result in significant adverse effects as identified in the 1995 Black Mountain Ranch II VTM/PRD EIR.

The potential landform impacts from grading would be evaluated in future environmental review of development plans for these areas.

b) Perimeter Ownerships

The amount and severity of grading for development proposed for the four perimeter ownership areas cannot be quantified at this time, as lot grading would be part of the specific design concepts for the individual areas. In general, grading of the northeast and southeast perimeter properties may result in significant adverse landform impacts. The potential landform impacts from grading would be evaluated in future environmental review of development plans for these areas.

c) Cumulative Impacts

Cumulative landform alteration impacts would be significant, with proposed extensions of Carmel Valley Road and Camino Ruiz off-site to the south, east, and north. Additionally, development of Santa Fe Valley and 4S Ranch to the north and east and Fairbanks Highlands to the south could result in cumulative significant landform impacts.

Mitigation, Monitoring, and Reporting

The following measures would be incorporated into approvals to partially mitigate direct impacts for any future development within Subarea I.

Individual lot development for Subarea I would include guidelines that specifically address grading techniques to minimize large manufactured or major alterations to underlying terrain. The guidelines would place limitations on the severity of slopes and require blending and contouring to natural adjacent slopes with appropriate landscaping. Pertinent requirements would include:

1. Design structures to fit the natural landform.

2. Locate architectural and site elements at different elevations to avoid grading one large pad.

3. Utilize stepped building foundations or retaining structures as an alternative to conventional cut and fill methods.

4. Encourage site development that avoids steeply sloping terrain.

5. Locate site access roads and driveways to follow natural contours.

6. Encourage daylight cut situations where pads interface with natural open space.

7. Blend transitional manufactured slopes with the natural slope.

8. Balance earthwork on the individual lot when possible to avoid soil import or export.

9. Do not grade outside individual property lines.

10. Employ blending and rounding techniques where manufactured slopes meet natural ground.

11. Vary slope gradient and width and contour edges to achieve a more natural appearance to slope banks.

12. Limit the height and gradient of slopes fronting open space to 10 feet at 2:1 and to no more than 30 feet in any case.

Implementation of the grading techniques would be shown on the tentative maps and would be assured through the approval of the final grading plans. Those slopes which are visible from major roadways and public viewing areas would vary slope gradient, width and contour edges, and use blending and rounding to blend to natural slopes. The applicant would clearly indicate on the grading plans special design requirements for slopes that are to be graded. Grading for major slopes would minimize encroachment into sensitive vegetation. A note would be included on the grading plans for the tentative and final grading plans for all future development indicating that the grading techniques are environmental mitigation measures.

Grading for major roads and other common facilities and areas must include provisions for erosion control and hydroseeding. Landscape plantings for native shrubs or exotics as shown on the overall landscape plans must be shown on the grading plans. The landscape plans would be implemented in phases coincident with development phases.

Prior to the issuance of grading permits, the Development Coordinator would review the grading and landscape plans to ensure that sensitive grading techniques are being utilized and that manufactured slopes are landscaped in conformance with the conceptual landscape plan. Areas shown as open space would be flagged in the field and construction crews would be restricted from these areas. The applicant would retain a soils engineer to monitor the grading and construction and a landscape architect to monitor revegetation of the project. Landscaping would be in place along the developed roadways and development areas prior to issuance of building permits for each area. The soils engineer and landscape architect would submit in writing to the City Engineer and provide certification that the project has complied with the required mitigation measures on the grading plans. Only after the Development Services Manager and City Engineer approve the grading would recommendations be made to the City Council for the release of the subdivision bond.

Direct impacts remain significant, however. The No Project and Development Without a Phase Shift alternatives would reduce the impacts, but not to a level below significance. No mitigation is available for the cumulative impact, as it would be significant with the No Project alternative.

2) Issue

Would implementation of the Plan result in substantial alteration of the existing character of the area?

Impacts

In general, most of Subarea I may be viewed from the different areas within Black Mountain Park. Development of Subarea I would change the character of the views from the north, west, and east portions of Black Mountain Park from open disturbed non-native grassland to residential, roads, and open space. Some of the residential areas north of Black Mountain Park within future development areas of Black Mountain Ranch and proposed residential areas east of Black Mountain Park within the southeast perimeter area are surrounded by areas designated as open space in the General Plan and the MSCP. The large amount of natural open space proposed within Subarea I would provide considerably more open space than shown in the potential open space area identified in the General Plan or the Framework Plan.

Figure 4A-3 shows that the easterly extension of Carmel Valley Road would have large cuts and fills required by the topography of the site. Some of these manufactured slopes would be visible from Black Mountain Park or proposed open space for the San Dieguito River Valley Regional Open Space Park on-site. The maximum fill slope would be 110

feet high and the maximum cut slope would be 120 feet high. These manufactured slopes would result in significant impacts.

Camino Ruiz would cross La Jolla Valley and the FPA and would be constructed as part of the Subarea I development. Camino Ruiz is shown in the draft concept plan for the park. In order to provide a north-south connector through the subarea, the valley floor must be crossed. To maintain grade, a large fill slope is proposed across the valley at its western end. To reduce the impact, a portion of the crossing would be a 500-foot-span concrete bridge with rock cobble architectural facings to present a more rustic facade. The bridge structure would accommodate Lusardi Creek flows and permit public and wildlife undercrossing.

Proposed Carmel Valley Road would traverse the southern boundary of Subarea I. Views from this roadway would be of the open space corridor connecting the San Dieguito River Valley Regional Open Space Park with Black Mountain Park, homes in the Black Mountain Ranch II VTM/PRD and the southeast perimeter property, a community park, an equestrian center, and a golf course. No views to the subarea are afforded by either existing I-15 or proposed SR-56.

Views from Fairbanks Ranch to the development areas would be very limited. Because of intervening terrain, only a few existing residences in Fairbanks Ranch would have views of the subarea. These views would typically be of a few lots of large estate type development similar in character to Fairbanks Ranch. The majority of the residents of Fairbanks Ranch will not have views of the subarea and, therefore, would not be affected by the proposed development.

West of Subarea I is county estate housing. Bordering this area are estate residential areas. The northern village area would be further screened by a knoll that extends southerly from the northern village on its westerly boundary.

Views from proposed Subarea IV residential development to the south would be of a similar development type with open space.

Views from Camino del Norte would be of the northern village development. Some residents of existing large estate homes north of Camino del Norte would experience a change in their southern vistas due to their unobstructed views of major portions of the subarea. Development of the northern village with 3,340 residential units and a commercial center would significantly change the character of the views from the north.

The Santa Fe Valley is located directly adjacent to the northern boundary of the subarea and the proposed 4S Ranch would be located directly adjacent to the eastern boundary. These two areas would have views of the northern village. Land uses proposed in the northern village would be compatible with those proposed for 4S Ranch and Santa Fe

Valley, although at a higher density than is anticipated for Santa Fe Valley. Camino del Norte would separate the two areas; along the north side of Camino del Norte a hiking/equestrian trail is planned, and along both sides of the right-of-way would be landscaped.

The resort hotel would be within La Jolla Valley and is within a sensitive viewshed, although it would be adjacent to a golf course, clubhouse, and bridge across Lusardi Creek. Its development may result in significant visual impacts.

The La Jolla Valley landscape portion of the FPA of the San Dieguito River Valley Regional Open Space Park extends through the north-central portion of the subarea (see Figure 4A-8). In order to reduce the visual impact of the proposed development on FPA, dwellings and building pads adjacent to La Jolla Valley are set well back from the valley floor, and clustering was used to establish large areas of open space. Consequently, development within the northern village and the northeast perimeter properties would not adversely impact the character or viewshed of La Jolla Valley. However, the southeast perimeter property borders the park boundaries, and development within this area would be visible from and may impact views from the park. Development in this area would be restricted to the flatter areas within the properties, and the boundary with Black Mountain Park as well as sensitive slopes within the park's viewshed would be retained as open space. Development in the small southern parcel would also not impact sensitive slopes and provide open space buffers.

The other portion of the FPA is located in La Zanja Canyon in the southern part of the southwestern perimeter property. An existing estate residence and horse ranch are located just north of La Zanja Canyon in the perimeter property and would not be changed. Further development of this perimeter area would be located in the northern half. Views from the canyon to the northern half of the southwestern perimeter property would be mostly blocked by two existing knolls.

Significance of Impacts

The creation of manufactured slopes greater than 30 feet in height associated with grading for circulation element roads would cause a significant visual impact to the viewshed from both Black Mountain Park and the SDRP.

Views of the project site from existing surrounding development areas, such as Fairbanks Ranch, Santa Fe Hills, Rancho Santa Fe Farms, and Fairbanks Highlands would not be significantly impacted. In these cases, similar, compatible types and densities of development or open space would border the areas, with more intensive future development areas setback within the subarea. Future Specific Plan development at Santa Fe Valley may be adversely impacted by the northern village development.

Development of the resort hotel may result in significant visual impacts but would be made compatible with incorporation of the mitigation measures listed below.

Potential impacts to views from the FPA to future development around La Jolla Valley including the northeast perimeter property and impacts to views from Black Mountain Park of the future residential development within the southeast perimeter properties may be significant.

Mitigation, Monitoring, and Reporting

Visual impacts associated with the cut and fill slopes from the roadways would be partially mitigated by sensitive grading techniques (contouring, varying slope face to present more natural appearance, and minimizing slope height and aspect) landscaping and revegetation, which were made conditions of future grading permits as part of the Black Mountain Ranch II VTM/PRD EIR. These measures or similar measures to minimize visual impacts from manufactured slopes will be implemented once Subarea I development is approved.

In addition, design guidelines, such as residential lot grading, siting of structures, architectural styles, setbacks and exterior use areas, walls and fences, exterior lighting, and landscape, would be included to maintain a consistent community character throughout Subarea I. Development along the edge of any open space visible from public open space areas, parks, trails, and major roads shall include these or similar design standards that address visual character.

Direct impacts to views from the FPA to residential areas within the subarea would be partially mitigated by future conditions of tentative maps and grading permits. The guidelines would include measures to restrict the size and aspect of residential lot grading, provide adequate setbacks and visually compatible landscaping around residential structures so as not to be visible from the creek bed in the valley floor, and require the use of structural design guidelines and landscape plans. Lots bordering on the rim of La Jolla Valley would be subject to guidelines which encompass building setbacks, a naturalized planting transition zone from the edge of the open space, grading restrictions to minimize heights of graded pads or severity of graded slopes fronting to open space, landscape palette, and exterior architectural styles, colors, materials, and roofing guidelines.

Architectural and landscape design and treatment would mitigate potential significant visual impacts from development of the resort hotel.

Potential impacts to the Santa Fe Valley from development of the northern village would be mitigated through siting lower density development along the northern edge of the village area, through architectural design and landscaping.

Guidelines compatible with existing surrounding development would be made a requirement of future tentative maps and other development approvals.

Direct visual impacts associated with the cut and fill slopes from the roadways would not be fully mitigated. The conversion of open agricultural land to developed residential areas would remain a significant, unmitigated cumulative impact. The No Project and Development Without a Phase Shift alternatives would reduce the impacts, but not below a level of significance.

3) Issue

Would implementation of the plan result in the loss, covering or modification of any unique geologic or physical features, such as canyons, bluffs, or hillsides with a slope gradient in excess of 25 percent?

Impacts

a) Black Mountain Ranch Future Development Areas and Perimeter Ownerships

The future development areas (northern and southern villages) are within flatter areas of the subarea and would not require major cut or fill slopes. A small drainage in the westerly portion of the north mesa would not be disturbed by grading. The remaining future development areas would be located on finger ridges south of the northern village area that would require grading (daylight cuts) of the ridges.

Grading was approved as part of Black Mountain Ranch II VTM/PRD and is subject to landscape design and treatment techniques that would reduce impacts to below a level of significance.

Approximately half of the 515 acres held by other owners would be graded for residential development. The southeast properties total 49 percent sensitive slopes with a proposed encroachment of 9 percent (11.9 acres). One 55-acre parcel within the southeast perimeter properties does not have a defined development area in the Subarea Plan. If developed, the additional encroachment could encroach approximately 3.5 acres. The southwest properties total 4 percent sensitive slopes, with a proposed encroachment of 2.5 acres (38 percent). Two development areas are located on the flanks of Black Mountain, the

development areas are small and would not substantially alter the appearance of the terrain. Overall, the proposed sensitive slope encroachments are consistent with RPO.

Significance of Impacts

No significant impacts from future development within Subarea I to geologic or topographic features are anticipated.

Mitigation

Measures to lessen the impact of the encroachment into steep slopes would be achieved through use of sensitive grading techniques described above for landform alteration impacts. Also, sensitive grading techniques such as contouring, varying slope face to present more natural appearance, and minimizing slope height and aspect would be used to reduce grading impacts associated with grading of the finger ridges.

4) Issue

Would implementation of the Subarea I Plan result in the loss of any distinctive or landmark tree(s) or a stand of mature trees?

Impacts

Subarea I has been in agricultural use since the 1870s and the vegetation has been extensively disturbed. Most of the subarea is covered by non-native grassland, with areas of chaparral and sage scrub found along steeper hillsides. The only trees are found along the Lusardi Creek riparian corridor, which consists of willows, cottonwoods, pepper, and a few scattered oak trees. None of the individual trees or the riparian gallery are distinctive with respect to size, visual character, or uniqueness within the region and are not recognized as landmark trees. There are also a few scattered eucalyptus trees in the southwest perimeter properties. These would not be considered distinctive or landmark trees either.

Significance of Impacts

There are no distinctive or landmark trees within Subarea I. No significant impacts would result from the Subarea Plan.

Mitigation

No mitigation is necessary.

F. Cultural Resources

The Subarea I site has been subject to a number of archaeological and historic site surveys in preceding years. Project impacts were assessed after a complete resurvey of the property and site testing program during 1991-1992 conducted by RECON and ASI to evaluate the significance of all sites within the Black Mountain Ranch II VTM/PRD and future development areas. The methods and results of these studies were documented in the Black Mountain Ranch II Final EIR (September 1995). An additional site investigation to identify cultural resources within the remainder of Subarea I (perimeter properties) was conducted during 1993. The following is a summary of those investigations. The 1993 survey report for the perimeter properties is attached as Appendix D. For additional background and technical discussion, see Appendix E of the 1995 Black Mountain Ranch EIR.

Existing Conditions

The valleys within and adjacent to Subarea I are rich with the evidence of long-term occupation and use of natural resources by Native American people. The availability of natural resources would have facilitated suitable locations for prehistoric occupations. Many sources of seasonal water would have existed within the study area. Most notable of these is Lusardi Creek which runs from east to west through Lusardi Valley to the San Dieguito River. In the southern portion of the property, several intermittent drainages flow into La Zanja Canyon and into the San Dieguito River to the west.

Geologic resources were also undoubtedly a consideration. The availability of geological resources present would be of considerable value to prehistoric people dependent on lithic technology. Several varieties of raw materials were essential to the subsistence activities, such as plant procurement and processing, hunting, and game processing. Each activity required the procurement and use of different materials for different tool kits. Some raw materials were suited for the manufacturing of stone tools; other materials were best suited as hand tools in milling activities. The Santiago Peak metavolcanic formations extrude in large quantities just south of the property. This stone material was widely used by prehistoric peoples for the manufacture of flaked stone tools. Granitic stone is available within a few miles to the north and east, in the San Dieguito Valley and San Bernardo Valley.

The vegetation is typical of the foothill valleys of southern California, and common plant species are known to have been utilized for food by native populations. Successful and efficient exploitation of these resources required that prehistoric populations possess a thorough knowledge of the environment and their needs. Agricultural activities have so altered the original landscape that little native vegetation can be currently observed. The

present lands not under cultivation support native grasses and mixed chaparral/coastal sage scrub on the steep hillsides and along the valley edges. Riparian plant communities exist along Lusardi Creek, consisting of western sycamore, cottonwood, and willow. Presumably, oak woodland would have been prevalent throughout the valley in prehistoric times.

The valley ecozones would have provided opportunities for hunting and for the gathering of acorns, a staple food for the Late Prehistoric peoples. The knoll and ridge tops overlooking the valleys present ideal opportunities for access to the valleys. The above-mentioned plant communities were probably heavily populated by game such as cottontails, jackrabbits, squirrels, rodents, deer, and coyotes. Game not only provided a substantial food resource but also provided exploitable material to fashion tools and clothing which would have contributed to the importance of the valley for prehistoric habitation.

In addition, the La Jolla Valley setting is ideally located in relation to the seacoast. Shellfish were available in the tidal flats of the lower San Dieguito River valley. Marine fish were also exploited as food sources. Remains of these food sources are evident in the cultural materials present at archaeological sites in the form of faunal remains, shell, and bone.

Surveys for prehistoric archaeological sites have been performed on the property from the 1920s until the present. Archaeologically, it has been found that the project area supported dense occupation throughout prehistory. Cultural resources found during investigations on the property included sites containing large bifaces and controlled flaking technology attributable to the early San Dieguito tradition (circa 5,000 to 9,000 before the present), which is suspected to have been associated with hunting of game in inland areas. Sites with shell refuse, milling stones, and "cruder" core tools are commonly attributable to later periods of prehistory known locally as the La Jolla tradition (circa 5,000 b.c. to a.d. 500), which is believed to have been focused upon a coastal subsistence pattern (shorelines and coastal valleys). Also, sites have been identified with projectile point types and ceramics attributable to the Late Prehistoric period (circa a.d. 500 to 1,700).

The project area is well noted in San Diego County history. During the late nineteenth century, La Jolla Valley and La Zanja Canyon at the base of Black Mountain were known as the "Lusardi Country." As early pioneers in the area, the Lusardis were very well known and were one of north San Diego County's influential families. Peter and Frank Lusardi emigrated from Italy to California. During the late 1870s, the two brothers began to claim government land in La Jolla Valley and established a sheep ranch. The Lusardis ran about 10,000 head of sheep, which wintered on their Lusardi Ranch and summered on land that Frank owned in the mountains near Warner's Hot Springs (Lusardi 1958). The Lusardi herding operation grew until Peter was known as the "Sheep King of San Diego."

The Lusardis also cultivated hay and grain. Francisco is also known to have had a vineyard and a 500-gallon tank for making wine. He sold his wine made from muscat grapes for 25 or 50 cents a gallon (Hastings 1958).

During the late nineteenth century, the Lusardi Ranch became the center and namesake of a rural agricultural community composed of neighboring farmsteads organized around a local school district and post office. In 1891, the community consisted of approximately 73 people distributed among 32 households, 41 of which were children under 17 years of age (School Census 1891). In 1913, the community consisted of 18 households (San Diego County Directories 1900-1914).

In 1927, the Lusardi Ranch was purchased by Hollywood film actors Douglas Fairbanks and Mary Pickford (Licensed Survey 1927). They combined the property with 850 acres they had purchased in Rancho Santa Fe in 1926 and named the tract Rancho Zorro (Davidson 1939; Lusardi 1958). The Rancho Santa Fe tract was developed as a citrus orchard and recreational area, while the original Lusardi Ranch became cattle pasture (Wick 1980).

Cultural resources which will be affected by development are required by CEQA to be evaluated for significance. These criteria are cited in CEQA and the CEQA guidelines, Appendix K:

. . . an "important archaeological resource" is one which:

A. Is associated with an event or person of:

1. Recognized significance in California or American history, or

2. Recognized scientific importance in prehistory.

B. Can provide information which is both of demonstrable public interest and useful in addressing scientifically consequential and reasonable archaeological research questions,

C. Has a special or particular quality such as oldest, best example, largest, or last surviving example of its kind,

D. Is at least 100 years old and possesses substantial stratigraphic integrity, or

E. Involves important research questions that historical research has shown can be answered only with archaeological methods.

For sites which are determined important under these criteria, preservation is the preferable alternative. However, in recognition of the fact that archaeological (and some historical) resources are valuable for the data which they contain, data recovery is an allowable alternative.

The City of San Diego has adopted the Resource Protection Ordinance, which provides for the protection of significant cultural resources. In RPO, significant cultural resources are defined as:

> Locations of known prehistoric or historic resources that possess unique scientific, religious, or ethnic value of local, regional, state or federal importance. The above shall be limited to prehistoric or historic districts, sites, buildings, structures, or objects included in the State Landmark Register, or the City of San Diego Historical Sites Board List, or included in or eligible for inclusion in the National Register of Historic Places; known areas of past human occupation where important prehistoric activities or events occurred (such as villages or permanent camps); and known locations of past or current traditional religious or ceremonial observances as defined by Public Resources Code Sec. 5097.9 et seq., and protected under Public Law 95-341, the American Indian Religious Freedom Act (such as burial(s), pictographs, petroglyphs, solstice observation sites, and sacred shrines) (City of San Diego 1989:11).

Approved Black Mountain Ranch II VTM/PRD and the future development areas within the ownership were completely surveyed. A total of 53 site locations were identified on the property and evaluated for significance. These include 19 lithic scatters, 10 bedrock milling stations, 5 habitation sites or camps, 7 low-density artifact scatters, a quarry, rock formation, 9 locations determined not to be archaeological sites, and a historic homestead. Of these, two sites were found to be significant under RPO and CEQA criteria (CA-SDI-5094 and CA-SDI-11,981), and five were found to be significant under CEQA criteria (CA-SDI-4832/4833, -5103/12,657, -6673, -11,982, and -11,983). As conditions of the Black Mountain Ranch II VTM/PRD approvals, the RPO significant sites (CA-SDI-5094 and CA-SDI-11,981) and CA-SDI-6673 will be conserved in open space. CA-SDI-4832/4833 and CA-SDI 11,982 have had data recovery procedures performed prior to their destruction. CA-SDI-5103/12,657 and CA-SDI-11,983 will have data recovery procedures followed prior to their destruction due to construction of Camino Ruiz and Camino del Norte. All other sites were not found to be significant cultural resources and are not considered further.

1) Issue

Would implementation of the Subarea Plan adversely affect archaeological or historical resources?

Impacts

The perimeter properties were completely surveyed in 1993 (see Appendix D) and no additional cultural resource sites were located.

Significance of Impacts

Adoption of the Subarea I Plan and associated future development outside that already approved for Black Mountain Ranch II VTM/PRD would not impact significant cultural resources.

Mitigation, Monitoring, and Reporting

No mitigation is required.

G. Air Quality

Existing Conditions

a) Climate

The project area, like the rest of San Diego County's coastal areas, has a cool, semiarid steppe climate characterized by warm, dry summers and mild, wet winters. The dominating permanent meteorological feature affecting the region is the Pacific High Pressure Zone, which produces the prevailing westerly to northwesterly winds. The study area has a mean annual temperature of 62 degrees Fahrenheit (F) and an average annual precipitation of 10 inches, falling primarily from November to March. Winter low temperatures at the site average about 45 degrees F, and summer high temperatures average about 75 degrees F (U.S. Department of Commerce 1992; Pryde 1976).

Prevailing conditions along the coast are modified by the daily sea breeze/land breeze cycle. Fluctuations in the strength and pattern of winds from the Pacific High Pressure Zone interacting with the daily local cycle produce periodic temperature inversions that influence the dispersal or containment of air pollutants in the San Diego Air Basin (SDAB). The afternoon temperature inversion height, beneath which pollutants are trapped, varies between 1,500 and 2,500 feet MSL. The altitude beneath the inversion layer is the mixing depth for trapped pollutants. In winter, the morning inversion layer is about 800 feet MSL. In summer, the morning inversion layer is about 1,100 feet MSL. A greater change between morning and afternoon mixing depth increases the ability of the atmosphere to disperse pollutants. Generally, therefore, air quality at the site is better in winter than in summer.

The predominant pattern is sometimes interrupted by the so-called Santa Ana conditions, when high pressure over the Nevada-Utah area overcomes the prevailing westerlies, sending strong, steady, hot, dry northeasterly winds over the mountains and out to sea. Strong Santa Anas tend to blow pollutants out over the ocean, producing clear days. However, at the onset or breakdown of these conditions, or if the Santa Ana is weak, air quality may be adversely affected. In these cases, emissions from the South Coast Air Basin to the north are blown out over the ocean, and low pressure over Baja California draws this pollutant-laden air mass southward. As the high pressure weakens, prevailing northwesterlies reassert themselves and send this cloud of contamination ashore in the SDAB. There is a potential for such an occurrence about 45 days of the year, but San Diego is adversely affected on only about five of them. When this impact does occur, the combination of transported and locally produced contaminants produces the worst air quality measurements recorded in the basin.

b) Regulatory Framework

Federal Regulations

The federal Clean Air Act (CAA) was enacted in 1970 and amended in 1977 and 1990 [42 U.S.C. 7506(c)] for the purposes of protecting and enhancing the quality of the nation's air resources to benefit public health, welfare, and productivity.

In 1971, in order to achieve the purposes of Section 109 of the act, the Environmental Protection Agency (EPA) developed primary and secondary national ambient air quality standards (NAAQS). Six pollutants of primary concern were designated: ozone, carbon monoxide, sulfur dioxide, nitrogen dioxide, lead, and suspended particulates (PM-10). The primary NAAQS must ". . . allowing an adequate margin of safety . . . protect the public health" and the secondary standards must ". . . protect the public welfare from any known or anticipated adverse effects . . ." (Federal Clean Air Act 1990:Section 109). "Public welfare" includes tangible and intangible things such as aesthetics, agriculture, and architecture. The primary standards were established, with a margin of safety, considering long-term exposures for the most sensitive groups in the general population (i.e., children, senior citizens, and people with breathing difficulties).

If an air basin is not in federal attainment for a particular pollutant, the basin is classified as marginal, moderate, serious, severe, or extreme. Additionally, under San Diego's current federal classification as a serious non-attainment area for ozone, the CAA specifies several requirements, including (County of San Diego 1995):

- Federal ozone standard attainment by 1999 and a demonstration that the State Implementation Plan provides for attainment.

- Emissions reduced 15 percent between 1990 and 1996, and reduced 3 percent each year thereafter until attainment.

- Transportation Control Measures if vehicle travel and emissions exceed attainment demonstration levels.

The EPA allows the states the option to develop different (stricter) standards, which California has adopted. Table 4G-1 lists the federal and California state standards.

State Regulations

As discussed above, the State of California has set more stringent limits on the six pollutants of national concern (see Table 4G-1).

Assembly Bill (AB) 2595 became effective on January 1, 1989, and requires that districts implement regulations to reduce emissions from mobile sources through the adoption and

TABLE 4G-1
AMBIENT AIR QUALITY STANDARDS

Pollutant	Maximum Concentration Averaged over Specified Time Period	
	State Standard	Federal Standard
Oxidant (ozone)	0.09 ppm (180 $\mu g/m^3$) 1 hr.	0.12 ppm (235 $\mu g/m^3$) 1 hr.
Carbon monoxide	9.0 ppm (10 mg/m^3) 8 hr.	9 ppm (10 mg/m^3) 8 hr.
Carbon monoxide	20.0 ppm (23 mg/m^3) 1 hr.	35.0 ppm (40 mg/m^3) 1 hr.
Nitrogen dioxide	0.25 ppm (470 $\mu g/m^3$) 1 hr.	0.053 ppm (100 $\mu g/m^3$) Annual Average
Sulfur dioxide	0.25 ppm (655 $\mu g/m^3$) 1 hr.	0.03 ppm (80 $\mu g/m^3$) Annual Average
Sulfur dioxide	0.04 ppm (105 $\mu g/m^3$) 24 hr.	0.14 ppm (365 $\mu g/m^3$) 24 hr.
Suspended particulate matter (PM-10)	50 $\mu g/m^3$ 24 hr.	150 $\mu g/m^3$ 24 hr.
Suspended particulate matter (PM-10)	30 $\mu g/m^3$ Annual Geometric Mean	50 $\mu g/m^3$ Annual Arithmetic Mean
Lead	1.5 $\mu g/m^3$ 30-day Average	1.5 $\mu g/m^3$ Calendar Quarter

SOURCE: State of California 1995.

ppm = parts per million; $\mu g/m^3$ = micrograms per cubic meter.

enforcement of transportation control measures. As a state serious ozone non-attainment area, San Diego is subject to various requirements including (County of San Diego 1995):

- Five percent annual reduction in hydrocarbons and oxides of nitrogen emissions from 1987 until standards are attained. If this five percent reduction cannot be obtained, every feasible measure must be implemented.

- Transportation control measures to achieve an average of 1.4 persons per passenger vehicle during weekday commute hours by 1999 or programs providing equivalent emission reductions not otherwise required.

State Implementation Plan

The State Implementation Plan (SIP) is the document which sets forth the state's strategies for achieving air quality standards. The San Diego Air Pollution Control District (APCD) is responsible for preparing and implementing the portion of the SIP applicable to the SDAB. The San Diego APCD adopts rules, regulations, and programs to attain state and federal air quality standards, and appropriates money (including permit fees) to achieve these objectives.

The California Environmental Quality Act

Section 15125(b) of the CEQA Guidelines contains specific reference to the need to evaluate any inconsistencies between the proposed project and applicable general plans and regional plans. Regional plans include the applicable air quality management plan, which is the Regional Air Quality Strategies (RAQS) in the San Diego Air Basin.

Local Regulations

The San Diego APCD is the agency that regulates air quality in the SDAB. The APCD prepared the 1991/1992 RAQS in response to the requirements set forth in AB 2595. The draft was adopted, with amendments, on June 30, 1992 (County of San Diego 1992). Attached as part of the RAQS are the transportation control measures (TCM) for the air quality plan prepared by SANDAG in accordance with AB 2595 and adopted by SANDAG on March 27, 1992, as Resolution Number 92-49 and Addendum. The required triennial update of the RAQS and corresponding TCM were adopted on December 12, 1995. The RAQS and TCM Plan set forth the steps needed to accomplish attainment of state and federal ambient air quality standards.

The APCD has also established a set of Rules and Regulations initially adopted on January 1, 1969, and periodically reviewed and updated. The Rules and Regulations define requirements regarding stationary sources of air pollutants and fugitive dust.

c) Existing Air Quality

The project area is within the SDAB. Air quality at a particular location is a function of the kinds and amounts of pollutants being emitted into the air locally and throughout the basin, and the dispersal rates of pollutants within the region. The major factors affecting pollutant dispersion are wind speed and direction, the vertical dispersion of pollutants (which is affected by inversions), and the local topography.

Air quality is commonly expressed as the number of days in which air pollution levels exceed state and federal standards, as set by the California Air Resources Board (CARB) and the EPA, respectively (see Table 4G-1). The concentration of pollutants within the SDAB is measured at 10 stations maintained by the San Diego APCD and the CARB. The station nearest the project measuring a full range of pollutants (except for lead) is in Kearny Mesa, about six miles southeast of the project site. Ozone levels are measured at a station in Del Mar. The nearest station that has monitored particulates (PM-10) for the entire period from 1991 to 1995 is the Oceanside-Mission Avenue monitoring station. Although none of these stations monitors lead concentrations, lead levels measured at other monitoring stations in the SDAB are well below both federal and state standards.

Table 4G-2 summarizes the number of days annually from 1991 to 1995 during which state and federal standards were exceeded in the SDAB overall, while Table 4G-3 lists these data for the Kearny Mesa, Del Mar, and Oceanside monitoring stations.

Ozone

The air basin is currently designated a state "serious" nonattainment area and a federal "serious" nonattainment area for ozone. Peak ozone concentrations have steadily declined since 1978 (as reported by SANDAG's 1994 Regional Transportation Plan). In 1994, San Diego exceeded the state standard for ozone on 79 days compared to 158 in 1989. Federal standards were exceeded on 9 days compared to 55 days in 1989 (County of San Diego 1995). Of the nine monitoring stations in the SDAB which monitor ozone, only the mountain slopes station at Alpine exceeded the federal air quality standard for ozone in 1994. This was the first time that just a single station has exceeded federal standards since air quality monitoring began in 1955 (County of San Diego 1995). However, the federal standard was exceeded at six of the monitoring stations during 1995.

Table 4G-2 shows that in 1993, 1994, and 1995, the federal ozone standard was exceeded on 14, 9, and 12 days, respectively. During these years, the state ozone standard was exceeded on 89, 79, and 96 days, respectively. The federal standard for ozone was not exceeded during 1995 at the Kearny Mesa and Del Mar monitoring stations. However, the state standard for ozone was exceeded on 8 and 12 days during the same year at these stations, respectively.

TABLE 4G-2
SUMMARY OF AIR QUALITY DATA
FOR THE SAN DIEGO AIR BASIN

Pollutant	Number of Days Over Standard									
	State					Federal				
	1992	1993	1994	1995	1996	1992	1993	1994	1995	1996
Ozone (O_3) - 1 hour	97	89	79	96	51	19	14	9	12	2
Carbon monoxide (CO) - 8 hour	0	0	0	0	0	0	0	0	0	0
Carbon monoxide (CO) - 1 hour	0	0	0	0	0	0	0	0	0	0
Nitrogen dioxide (NO_2) - State 1 hour; Federal annual avg.	0	0	0	0	0	NE	NE	NE	NE	NE
Sulfur dioxide (SO_2) State 1 hour; Federal annual average	0	0	0	0	0	NE	NE	NE	NE	NE
Particulates* (PM-10) - 24 hour	7/75	114/76	25/87	23/88	16/88	0/75	0/76	0/87	0/88	0/88
Lead (Pb) - State 30-day average; Federal calendar quarter	NE	NE	NE	NE	NE	NE	NE	NE	NE	NE

SOURCE: State of California 1993, 1994, 1995, 1996, 1997.

*Number of samples over standard/number of samples collected.

NE: standard not exceeded for the federal annual average, federal calendar quarter, or the state 30-day average.

TABLE 4G-3
NUMBER OF DAYS AIR QUALITY STANDARDS WERE EXCEEDED AT KEARNY MESA, OCEANSIDE, AND DEL MAR MONITORING STATIONS

Pollutant	Year				
	1992	1993	1994	1995	1996
Kearny Mesa Station					
Ozone					
Federal 1-hour standard (0.12 ppm, 235 $\mu g/m^3$)	6	3	NR	NR	NR
State 1-hour standard (0.09 ppm, 180 $\mu g/m^3$)5	15	15	2	8	7
Carbon monoxide					
Federal 8-hour average (9 ppm, 10 mg/m^3)	0	0	0	0	0
State 8-hour average (9.0 ppm, 10 mg/m^3)	0	0	0	0	0
State 1-hour average (20 ppm, 23 mg/m^3)	0	0	0	0	0
Nitrogen dioxide					
Federal annual average (0.053 ppm, 100 $\mu g/m^3$)§	0.024	0.023	0.024	0.024	0.022*
State 1-hour standard (0.25 ppm, 470 $\mu g/m^3$)	0	0	0	0	0
Sulfur dioxide					
Federal annual average (0.03 ppm, 80 $\mu g/m^3$)§	0.004	0.002*†	NR	NR	NR
State 1-hour average (0.25 ppm, 655 $\mu g/m^3$)	0	0†	NR	NR	NR
State 24-hour average (0.04 ppm, 105 $\mu g/m^3$)	0	0†	NR	NR	NR
Suspended 10-micron particulate matter (PM-10)					
Federal 24-hour average (150 $\mu g/m^3$)‡	NR	0/16	0/57	0/55	0/55
Federal annual arithmetic mean (50 $\mu g/m^3$)§	NR	32.6*	30.0*	32.2*	24.8*
State 24-hour average (50 $\mu g/m^3$)‡	NR	3/16	1/57	6/55	0/55
State annual geometric mean (30 $\mu g/m^3$)§	NR	27.1*	28.1*	27.5*	23.1*
Oceanside Station					
Suspended 10-micron particulate matter (PM-10)					
Federal 24-hour average (150 $\mu g/m^3$)‡	0/57	0/61	0/63	0/59	0/61
Federal annual arithmetic mean (50 $\mu g/m^3$)§	29.1*	28.9	29.1	29.7	25.6
State 24-hour average (50 $\mu g/m^3$)‡	0/57	2/61	3/63	4/59	1/61
State annual geometric mean (30 $\mu g/m^3$)§	27.8*	26.4	27.2	27.0	24.1
Del Mar Station					
Ozone					
Federal 1-hour standard (0.12 ppm, 235 $\mu g/m^3$)	3	3	NR	NR	NR
State 1-hour standard (0.09 ppm, 180 $\mu g/m^3$)	19	19	4	12	2

SOURCE: State of California 1993, 1994, 1995, 1996, 1997.

ppm - parts per million
mg/m^3 - milligrams per cubic meter
$\mu g/m^3$ - micrograms per cubic meter
NR - not reported at this station

*Data presented are valid, but incomplete in that an insufficient number of valid data points were collected to meet EPA and/or CARB criteria for representativeness.
†Monitoring of this pollutant was discontinued during 1993.
‡Number of samples over standard/number of samples collected.
§Data shown are in $\mu g/m^3$.

Ozone presents special control strategy difficulties in the SDAB because of climatological and meteorological factors. Ozone is the end product of a chain of chemical reactions that produces photochemical smog from hydrocarbon emissions. A major source of hydrocarbon emissions is motor vehicle exhausts. In the SDAB, only part of the ozone contamination is derived from local sources; under certain conditions, contaminants from the South Coast Air Basin (such as the Los Angeles area) are windborne over the ocean into the SDAB. When this happens, the combination of local and transported pollutants produces the highest ozone levels measured in the basin.

In 1992, pollution transported from the Greater Los Angeles area was responsible for 11 out of 19 days over federal standards. On average, approximately 42 percent of the days over state standards since 1987 were attributable to pollution transported from Los Angeles (SANDAG 1994:249-250). Although during 1994 ozone concentrations in San Diego County exceeded the federal ozone air quality standard on nine days, on only two of those days was the peak ozone concentration attributed primarily to emission sources within San Diego County. On the other seven days, ozone transported into San Diego from the South Coast Air Basin was a significant factor (County of San Diego 1995).

Local agencies can control neither the source nor the transportation of pollutants from outside the basin. The APCD's policy, therefore, has been to control local sources effectively enough to reduce locally produced contamination to clean air standards. The 1994 Regional Transportation Plan concludes that ozone remains the major primary pollutant in the San Diego region.

Carbon Monoxide

No violations of the state standard have been recorded for carbon monoxide since 1991 and the basin is classified as a state attainment area for carbon monoxide. The basin currently is classified as a federal nonattainment area for carbon monoxide; however, no violations of the federal standard have been recorded since 1989. The APCD plans to apply to the EPA for reclassification of the basin to a federal attainment area for carbon monoxide, but has not initiated the process (County of San Diego 1997). Moreover, it should be noted that the state standard for carbon monoxide is more stringent than the federal standard.

Particulates (PM-10)

Particulates within the respirable range (10 microns in size or less) are reported as both an annual average and a 24-hour average. The basin overall is currently in attainment of the federal standard, although the basin is unclassified for inhalable particulates (County of San Diego 1995). However, the basin has not met the more stringent state standard. For several reasons hinging on the area's dry climate and coastal location, the SDAB has special difficulty in developing adequate tactics to meet present state particulate standards.

Nitrogen Dioxide, Sulfur Dioxide, and Lead

The basin is in attainment for these pollutants.

d) Standards and Criteria

California Air Resources Board Guidelines

For long-term emissions, the direct impacts of a project can be measured by the degree to which the project is consistent with regional plans to improve and maintain air quality. The regional plan for San Diego is the 1991/1992 RAQS and attached TCM plan, as revised by the triennial update adopted on December 12, 1995. The CARB provides criteria for determining whether a project conforms with the RAQS (State of California 1989b), which include the following:

1. Is a regional air quality plan being implemented in the project area?
2. Is the project consistent with the growth assumptions in the regional air quality plan?
3. Does the project incorporate all feasible and available air quality control measures?

City of San Diego

The City of San Diego's Significance Determination Guidelines (1993) provide several criteria for determining significant air quality impacts based on projected ADT and roadway levels of service.

(1) In areas where traffic flow is not generally below LOS C and development is not located within 1,000 feet of a congested freeway, significant cumulative air quality impacts would occur from construction of multi-family units or commercial development generating more than 9,300 ADT or from construction of 930 single-family units (City of San Diego 1993).

(2) In densely urbanized areas where there is traffic congestion or where development is located near congested freeways, significant cumulative air quality impacts would occur from construction of multi-family units or commercial development generating more than 6,500 ADT or from construction of 650 single-family units (City of San Diego 1993).

The Subarea I Plan would result in the construction of more than 930 residential units and commercial, employment center and multi-family development which would exceed 9,300 ADT at buildout. The site is not located within 1,000 feet of I-5 or I-15 which are congested freeways, and roadway intersections in the area currently operate at acceptable levels of service. Therefore, the first significance criteria described above would be applicable.

Additionally, local air quality impacts can also occur if traffic generated in the project area were to result in inadequate traffic flow. Substandard levels of service (below LOS D) create additional delays at the intersections which result in longer idling times for vehicles. Under the City's Significance Determination Guidelines, development which would cause the level of service on a six-lane prime arterial to degrade from LOS A, B, or C, to LOS E or F or to degrade from LOS D to LOS F would result in a significant air quality impact. Significant air quality impacts would also occur if development caused levels of service on four-lane prime arterials and major roads to degrade to LOS F (City of San Diego 1993).

e) Existing Site Conditions

The site is currently undeveloped, and used for cattle grazing and limited dry-farm agriculture. A few established residences are located within the perimeter properties. There are no developed roadways through the site and since there is currently no plowing or disking associated with agricultural operations, there is little activity on the site which would generate significant amounts of air pollutants. In the context of population forecasts, on which air pollution control strategies are based, the proposed Subarea Plan is within forecast for development level designated in the existing Framework Plan for the NCFUA.

1) Issue

Would the proposed development affect the ability of the revised Regional Air Quality Strategy to meet the federal clean air standards? More specifically, would the project result in street intersections which would operate without congestion (LOS C or above)?

Impacts

a) Direct Impacts

For assessment of long-term impacts, the primary additional source of new pollutants associated with development of the project is emissions from vehicle traffic. This impact is assessed in terms of the project's size, conformance with existing land use assumptions for the area, and pollution control strategies being supported.

Vehicle trips associated with development of the remainder of Subarea I would contribute a proportionate share of emissions to the air basin. As the San Diego Air Basin is a nonattainment area for ozone, and development of the subarea would incrementally increase ozone precursors, the development of the subarea would have a direct and cumulative impact on air quality.

Implementation of the proposed project would also require additional energy generation by the local power plants and additional heating requirements. These emissions would cause indirect impacts to the air basin.

Subarea I is in the city of San Diego, which is within the San Diego Air Basin. The 1991 RAQS is implemented by APCD throughout the air basin. Therefore, the project fulfills the first criteria.

The growth assumptions in the 1991 RAQS are based on SANDAG's Series 7 growth forecasts. The intensity of development proposed within the remaining areas of Subarea I is not consistent with the existing land use designation.

The production of new housing in the subarea would not, in and of itself, affect SANDAG's population model, since it is considered a response to population growth rather than a cause of growth (SANDAG 1987:42). Unless the location of the housing is so remote from facilities and employment that it significantly increases trip lengths for residents, or unless the circulation system is inadequate for the traffic produced so that significant traffic congestion results, new housing would not have a significant effect on the regional air quality model or on basinwide air pollution control strategies. The project site is not significantly farther from commercial, employment, and other support centers than existing residential development in Rancho Peñasquitos to the east and Carmel Valley and I-5 to the west; vehicle trips of exceptional length would not be induced. However, even with the recommended traffic mitigation measures in place, development of the subarea would contribute to cumulatively significant traffic congestion on area roadways. The proposed northern village would also contain a variety of uses other than residential, which could attract vehicles to the area. These include the proposed employment center, commercial uses, and potential institutional use such as a community college or health care facility. Therefore, the proposed project would not conform with CARB's second criteria.

Some characteristics of the Black Mountain Ranch II VTM/PRD project and the surrounding area would help reduce the estimated vehicle miles traveled within Subarea I and achieve CARB's third and final criteria. Black Mountain Ranch II VTM/PRD includes bicycle lanes along major roads, sidewalks, and a regional system of pedestrian and equestrian trails for Subarea I. Subarea Plan characteristics include higher density residential uses in proximity to proposed commercial and industrial centers and potential access to mass transit and other commuter facilities.

The Rancho Peñasquitos Community Plan shows Class II bikeways being provided along the full length of the north-south portion of Black Mountain Road, along Carmel Mountain Road and along Rancho Peñasquitos Boulevard. The Subarea Plan would provide bike lanes along Camino Ruiz, Carmel Valley Road, and Camino del Norte. A Class II bikeway is one with striping denoting a specific line of demarcation between the

area reserved for bikers and the lanes used by motor vehicles. Sidewalks and pedestrian corridors would be constructed within the concentrated northern village development areas and an extensive trail system would be provided through the Subarea I open space areas.

The northern village has proposed construction of a transit facility within the mixed-use area to serve the subarea. The accommodation of public transit would be implemented by the North County Transit District (NCTD) and the Metropolitan Transit Development Board (MTDB) when planning for the future needs of the area's commuters. At present, NCTD Local Route 844 runs between Mount Carmel High School in Rancho Peñasquitos and the city of Poway (NCTD Inland Route Information, 7/22/93). Express Route 220 begins at the intersection of Carmel Mountain Road and Peñasquitos Drive, then heads east toward I-15 and south to downtown San Diego (NCTD Inland Route Information, 7/22/93).

Park-and-ride facilities, located at Rancho Peñasquitos Boulevard/I-15, at Carmel Mountain Road near the intersection of Rancho Peñasquitos Boulevard and at Carmel Valley Road/I-5, are available to serve project area commuters.

In conclusion, the project meets only two of the three criteria CARB has established determining conformance with the RAQS. Therefore, the project would not conform to the growth assumptions in the RAQS and direct impacts to air quality would be considered significant.

b) Cumulative Impacts

Construction-Related

During construction of the proposed project, grading has the potential to raise dust and discharge particulates into the air. Also, tailpipe emissions from construction equipment and vehicles can create fugitive dust and air emissions (both from driving workers and machinery to the site as well as emissions produced on-site by construction equipment). The types of construction machinery to be operating during the construction phase and associated fugitive dust and air emissions numbers are unknown and would be speculative at this time. However, fugitive dust generation from heavy construction activities is generally estimated at 1.2 tons per acre per month of activity. A control efficiency of 50 percent is assumed to be achieved by on-site watering, which reduces the effective emission factor to 0.6 ton per acre per month of activity.

The application of water or dust control agents on unpaved surfaces and dirt stockpiles during grading and construction-related activities can prevent or suppress the fine particulate from leaving the surface and becoming airborne.

Dust control during grading operations is regulated under the City's Land Development Ordinance and APCD Rules and Regulations, and construction would be a one-time, short-term activity. For these reasons, air quality impacts of grading for the project would not be significant.

Forecasted Traffic Conditions

Mobile sources (motor vehicles) account for a large portion of the current emissions of carbon monoxide, nitrogen oxides, and volatile organic gases in the San Diego Air Basin. Localized elevated levels of pollutants above the air basin's ambient conditions can occur adjacent to roadways if the roadways' levels of service are substandard, resulting in slower traffic, stop-and-go traffic, and increased delays at intersections. A degraded LOS would cause individual cars to emit more pollutants for a longer period of time as they travel through an area.

As discussed in the Traffic Circulation section of this EIR, all roadways and intersections within Subarea I at time of buildout are projected to operate at LOS C or better, except for San Dieguito Road which is projected to operate at LOS E with project conditions and LOS D without project conditions. Off-site roadway segments including Rancho Bernardo Road and West Bernardo Drive, and intersections were found to exceed the jurisdictional standards without Subarea I project conditions at buildout of the NCFUA. These reduced levels of service are the result of non-Subarea I developments.

Significance of Impacts

Development of Subarea I would create significant direct and indirect air quality impacts, and contribute to the region's current inability to meet air quality standards, thus adding incrementally to a significant cumulative impact.

Mitigation, Monitoring, and Reporting

In order to reduce construction-related air quality impacts, if feasible, the area being graded at any one time would be minimized. Also, if possible, low pollutant-emitting construction equipment would be used and the equipment would be equipped with prechamber diesel engines or their equivalent. Electrical construction equipment would be used if feasible.

In addition, dust control during construction and grading operations would be regulated in accordance with the rules of the San Diego APCD. The following measures would reduce fugitive dust impacts:

1. All unpaved construction areas would be sprinkled with water or other acceptable San Diego APCD dust control agents during dust-generating activities to reduce dust emissions. Additional watering or acceptable APCD dust control agents would be applied during dry weather or windy days until dust emissions are not visible.

2. Trucks hauling dirt and debris would be covered to reduce windblown dust and spills.

3. On dry days, dirt and debris spilled onto paved surfaces would be swept up immediately to reduce resuspension of particulate matter caused by vehicle movement. Approach routes to construction sites would be cleaned daily of construction-related dirt in dry weather.

4. On-site stockpiles of excavated material would be covered or watered.

To reduce construction-related vehicle emissions, ride share opportunities would be encouraged and construction vehicle access would be limited to roads determined in a temporary traffic construction management plan. In addition, construction staging areas would be as far away from existing or completed residences as possible. Construction activities would also be limited to the hours of 7 A.M. to 7 P.M. Monday through Saturday under San Diego's Noise Ordinance Section 36.410 for operating construction equipment.

Incorporation of these measures, combined with the fact that construction is a one-time impact, would reduce potentially significant air quality impacts to below a level of significance.

Measures to reduce vehicle miles traveled, such as provision of bike lanes, sidewalks, and transit facilities, which have been discussed above, would be incorporated into the proposed development of the remaining parts of Subarea I. No additional mitigation measures for long-term direct and cumulatively significant air quality impacts is available other than compliance with the goals and objectives of the RAQS.

Only through the No Project alternative would air quality impacts be avoided. The Reduced Residential alternative would reduce impacts, but not to below a level of significance.

H. Geology and Soils

A geotechnical investigation was performed by Geocon Incorporated on the Black Mountain Ranch project site in October 1989 and was updated in May 1991 (Geocon 1991) and June 1995 (Geocon 1995). The majority of the following discussion is based on these reports. The geologic conditions for the additional acreage for Subarea I are similar to those for Black Mountain Ranch.

Existing Conditions

Topographically, the property is characterized by landforms ranging from nearly flat-lying mesas and riverbeds to rugged, steeply sloping hillside terrain. The more rugged terrain is characteristic of the northwestern portions of the property underlain by hard metavolcanic rocks and/or gabbros. The central and northern portions of the property are generally underlain by sedimentary deposits which form a much gentler morphology. Elevations vary from a high of approximately 1,100 feet MSL within the southeastern portion of the site to a low of approximately 125 feet MSL in the area where the northwesterly boundary crosses the bottom of Lusardi Canyon. Natural drainage occurs through a dense network of canyons and ravines which ultimately converge into the San Dieguito River.

a) Geologic Formations

Nine geologic formations were observed within Subarea I and include five Eocene sedimentary units (Delmar Formation, Torrey Sandstone, Friars Formation, Stadium Conglomerate, and Mission Valley Formation). The four remaining formations are the Quaternary Lindavista Formation, Cretaceous Lusardi Formation, Cretaceous igneous rocks of the southern California batholith, and the Jurassic-aged Santiago Peak Volcanics. These formations are discussed below and their locations within Subarea I are shown on Figure 4H-1.

Santiago Peak Volcanics (Jsp)

The Santiago Peak Volcanics occur primarily in the northwesterly, southerly, and southeasterly portions of the site. This formation consists of weakly metamorphosed volcanic and sedimentary rocks that appear relatively dark-colored in outcrop. The residual soils from the weathering of this formation generally consist of a thick mantle of highly expansive, sandy clays with abundant rock fragments. Within the northwestern and southern portions of the project area, the Santiago Peak complex consists primarily of a thinly bedded sequence of metamorphosed mudstones and subordinate sandstones, whereas the southeast and easternmost portions of the site are underlain by metavolcanic rocks.

NORTH

0 FEET 1650 3300

Jsp	Santiago Peak Volcanics
Kgb	Gabbros
Kl	Lusardi Formation
Td	Delmar Formation
Tt	Torrey Sandstone
Tf	Friars Formation
Tst	Stadium Conglomerate
Tmv	Mission Valley Formation
Qln	Lindavista Formation

MINERALIZED ZONE

FIGURE 4H-1
Geology Map

This formation generally exhibits excellent bearing characteristics. Weathered formational material, however, is typically highly expansive. Cut slopes with an inclination of 1.5:1 should be stable if free from adversely oriented fractures or joints. It is likely that deep excavations in this formation would require blasting which would generate oversized rock. This rock would require special handling and placement during grading.

Gabbros (Kgb)

Deeply weathered igneous rocks, which are primarily gabbros, underlie large areas within the south-central portion of Subarea I. As observed in outcrops, near surface, the gabbros are highly altered chemically, resulting in development of a clayey matrix which incorporates large boulders of gabbro up to 15 feet in diameter. At depths below the surface, the gabbro boulders are likely to become greater than 15 feet in diameter. Blasting may be required to facilitate deep excavations in this formation. The high clay content of some of the soils resulting from weathering would likely result in expansive soil conditions.

Lusardi Formation (Kl)

The Lusardi Formation consists of cobble and boulder conglomerate with occasional thin lenses of medium- to coarse-grained sandstone. The Lusardi Formation is well developed within the southwestern portion of Subarea I overlying the Santiago Peak Volcanics. In general, the soils belonging to the Lusardi Formation exhibit good geotechnical characteristics. Excavations within this formation would require heavy ripping; however, blasting is not likely except where splitting of oversize clasts is necessary.

Delmar Formation (Td) and Torrey Sandstone (Tt)

These two formations have similar age on the geologic time scale and interfingering relationships are common. Soils belonging to the Delmar Formation consist of olive-gray claystones and siltstones. The siltstones and claystones are relatively unstable when exposed in cut slopes. In addition to possessing relatively low shear strength, the more clayey portions of this formation are highly expansive. The Torrey Sandstone, however, possesses excellent shear strength, low expansive potential, and low compressibility characteristics in either an undisturbed or properly compacted condition and should provide suitable foundation support.

Since the Delmar Formation siltstones and claystones are relatively unstable when exposed in cut slopes, slope stabilization may be required in these areas. The sandstones should be suitable for capping building areas which might otherwise contain expansive soils at grade. Excavations within these formations should be readily accomplished with moderate ripping by conventional earth-moving equipment. The occurrence of localized cemented zones or concretions may be expected; however, the need for blasting is unlikely.

Friars Formation (Tf)

Relatively dense, clayey sandstones and sandy claystones of the Friars Formation lie uncomfortably on the Santiago Peak Volcanics and/or igneous rocks. This unit occurs primarily within the northeastern portion of Subarea I between the approximate elevations of 400 and 500 feet. The commonly occurring claystone beds within the Friars Formation generally require slope stabilization measures if exposed in cut slopes or if they lie at shallow depth beneath fill slopes. The clays of the Friars Formation are moderately to highly expansive and would require either selective grading or specially designed foundations. This formation should be rippable with conventional grading equipment.

Stadium Conglomerate (Tst)

Very dense, clayey sands and cobbles of the Stadium Conglomerate were found to overlie the Friars Formation, Delmar Formation, and Torrey Sandstone of the Santiago Peak Volcanics at elevations varying from 350 to 550 feet. The thickness of the Stadium Conglomerate within the project boundary appears to vary between 10 and 75 feet. Moderately heavy to heavy ripping should be anticipated during grading within this unit. Because of the high cobble content, this formation is generally considered less desirable than sandstones of the Mission Valley Formation or Torrey Sandstone for capping building pads. Cut or fill slopes should possess adequate stability if graded at inclinations of 1.5:1 and 2:1, respectively. The soil matrix of the conglomerate is generally of low expansive potential and should provide adequate bearing capacity for the support of conventional spread footings.

Mission Valley Formation (Tmv)

Dense sandstones and interbedded siltstones and claystones of the Mission Valley Formation occur in the southeastern portion of the property overlying the Stadium Conglomerate. Based on previous experience, it is anticipated that significant quantities of low expansive sands occur within this unit. Cut and fill slopes with inclinations of 2.0 horizontal to 1.0 vertical can be expected to possess adequate overall stability. Excavation should be readily accomplished with moderate ripping and conventional heavy duty grading equipment. The occurrence of localized cemented zones or concretions is likely, but the need for blasting is considered extremely remote.

Lindavista Formation (Qln)

Very dense, weakly cemented cobble conglomerates of the Lindavista Formation are present on some of the hilltops and/or underlying stream terrace deposits near the southerly property boundary. The Lindavista Formation typically exhibits very good geotechnical characteristics.

b) Surficial Materials

Six types of surficial materials were observed at the site. The surficial materials consist of fill, topsoil, alluvium, colluvium, landslides, and stream terrace deposits.

Terrace Deposits

Several of the hilltops within the property boundaries are capped with stream terrace deposits. The terrace deposits typically consists of dense, weakly, cemented cobble conglomerates and sandstones. This unit generally possesses excellent bearing characteristics in both a natural and properly compacted condition.

Alluvium

The alluvial soils are best developed within the La Jolla Valley floodplain, La Zanja Canyon, and some of the tributaries. The alluvial soils may contain a large amount of cobbles and some boulders within the main streambeds while the alluvial soils within the tributaries are expected to be predominantly fine-grained sands and silts.

Colluvium

Many areas of the site, particularly those underlain by gabbroic and metavolcanic rocks, contain thick deposits of colluvium. In general, the colluvial deposits are comprised of soft to stiff, sandy silty clays and clayey sands with cobble-sized rock fragments. The maximum thickness of these materials is estimated to be on the order of 10 to 15 feet in some areas.

Topsoil

In general, the topsoils overlying the Lusardi Formation, Stadium Conglomerate, Torrey Sandstone, Lindavista Formation, and terrace deposits possess low expansion potential and average approximately two feet in thickness. The topsoils overlying the Mission Valley Formation, Friars Formation, Delmar Formation, and Santiago Peak Volcanics typically possess high expansive potential and vary from two to five feet in thickness. The topsoils overlying the gabbros are generally one to two feet thick and consist predominantly of low expansive silty sands; however, some clayey topsoils are also possible.

Fill Soils

The fill soils observed on the site are generally of limited depth and extent and are associated with several unimproved roads, earth dam embankments, and small trash fills from past agricultural uses. Fill soils were used as backfill for the San Diego Second Aqueduct.

Several earth-fill dams were observed on the property. It is not known whether some of the larger earth dams were constructed under engineered conditions; therefore, their stability and ability to safely impound water is not known.

c) Groundwater-Seepage

It is likely that a permanent shallow groundwater table exists within the La Jolla Valley and La Zanja Canyon floodplains and bordering areas. Several wells are shown on the U.S.G.S. topographic maps of the area. It is likely that during the rainy season, shallow perched groundwater conditions could develop within alluvial and colluvial deposits in most areas.

d) Geologic Hazards

Five potential geologic hazards were identified and are discussed below.

Ancient Landslides

Ancient landslides mapped during the geologic reconnaissance of Black Mountain Ranch occur primarily within the Delmar and Friars Formations in the central portion of the study area. One landslide is also suspected within the Mission Valley Formation. There may be additional ancient landslides present within the Friars Formation or Delmar Formation that are so obscured by erosional processes that they were not identified during the reconnaissance. Several minor mudflows were also observed on the site, but due to their small size are not depicted on the geologic map.

Rockfall Potential

The steep natural terrain and large boulder outcrops within the easternmost portion of Subarea I provide a potential hazard for rockfall, should development be considered in this area.

Liquefaction

The potential for liquefaction during a strong earthquake is limited to those soils which are in a relatively loose unconsolidated condition and located below the water table. Previous studies suggest that such conditions could exist within the deeper alluvial deposits.

Faulting and Seismicity

A review of geologic literature indicates that there are no known active or potentially active faults at the site or in the immediate vicinity. The most important faults with respect to future seismicity affecting the property are the Rose Canyon, Elsinore, and San Jacinto faults. The Rose Canyon fault is a potentially active fault, but its activity is below

that of major active faults such as the San Jacinto, San Andreas, and Elsinore faults. The Rose Canyon fault is located approximately 10 miles west of the site, the Elsinore fault lies approximately 30 miles northeast of the site, and the San Jacinto fault lies approximately 50 miles northeast of the site.

Flooding

The 100-year floodplain is located in portions of Lusardi Creek, La Zanja Creek and in the northeastern corner of the project site.

1) Issue

Are there geologic or soil conditions in Subarea I which would present a constraint to development?

Impact

Development throughout Subarea I would occur predominately within areas designated, on the City of San Diego's map of geologic hazards and faults, as having unfavorable geologic structure with low to moderate risk (City of San Diego 1995). Development of the project would involve substantial amounts of grading and landform alteration. Though grading would be extensive, structural improvements are limited to residences and roads. The specific geologic formations associated with development areas are listed below.

a) Black Mountain Ranch Future Development Areas

The Northern Village

Future development would occur primarily within the Stadium Conglomerate formation with development in the eastern portion of the site within the Mission Valley and Friars Formations. A portion of the southwest area of the northern village would occur within the Delmar/Torrey Sandstone Formations. (The Delmar Formation siltstones and claystones are relatively unstable when exposed in cut slopes; therefore, slope stabilization may be required in those areas. Also, claystone beds within the Friars Formation could require slope stabilization measures if exposed in cut slopes or if they lie at shallow depth beneath fill slopes. The clays of the Friars Formation are moderately to highly expansive and could require either selective grading or specially designed foundations.)

The Resort/Hotel

The Resort area is sited predominately over Quaternary Alluvium within Lusardi Creek; but also on Santiago Peak Volcanics and Delmar/Torrey Sandstone formations. The potential hazards are from high groundwater levels and potential liquefaction during seismic events. Avoidance of erosion during grading and construction would also be of concern here.

The Southern Village

Development would occur primarily within Stadium Conglomerate and Lusardi Formations. There are no anticipated geotechnical hazards for this location.

Residential Clusters

Residential development in the northern clusters is primarily underlain by Stadium conglomerate and in the eastern panhandle by Santiago Peak metavolcanics. Also occurring are Gabbros, Mission Valley, Delmar, Torrey Sandstone Formations, and Quaternary alluvium. Development in these areas would be single-family residential.

b) Perimeter Ownerships

The development of the southwest perimeter properties would occur primarily within the Friars Formation with Stadium Conglomerate and Lusardi Formation which generally exhibit favorable geotechnical conditions but may have expansive soils. The southeast perimeter parcels are generally Santiago Peak metavolcanics which exhibit good bearing and stable slope characteristics though expansive soils may be encountered. The northeast perimeter property is Friars Formation with Stadium Conglomerate. The Friars Formation here may be subject to slope instability from buried landslides.

Some or all of the following geologic hazards may be encountered in development of the areas listed above.

c) Surficial Materials

Terrace Deposits

Since only limited areas of the project site are covered with terrace deposits, it is likely that they would not be of major consideration during site development.

Alluvium

Where structural improvements are proposed in the area of alluvial soils, remedial grading in the form of removal and recompaction would likely be required.

Colluvium

Due to the limited extent of these materials, no impact is expected on the proposed development.

Topsoil

Remedial grading measures, such as recompaction, deeper than normal sideslope fill benching, and the undercutting of transition pads, may be necessary because of the unconsolidated consistency of the topsoil and its expansive potential.

Fill Soils

In general, the fill soils present on the site are not considered suitable to support structural improvements. It is likely that the fill soils would require removal and recompaction in all structural areas. All earthen dams that are planned to remain in use should be evaluated for proper stability and modified as necessary.

d) Groundwater-Seepage

Where filling of canyons or ravines is planned, subdrains to relieve the potential buildup of hydrostatic pressure would be required.

e) Geologic Hazards

Ancient Landslides

In order to accurately determine the size and subsurface geometry of erosional remnants of additional slides that were not identified within the Delmar or Friars Formations, exploratory drilling and/or trenching would be required. Where landslides are present in areas to be developed, earth buttresses or other remedial measures can be provided during site development to properly stabilize the ancient landslide. Similarly, remedial grading may be required where slides are not present but where weak claystone beds are encountered. Slide debris often possesses zones of compressible material and some recompaction of these soils may be necessary.

Rockfall Potential

The area of potential rockfall has been placed in open space and should not pose a hazard.

Liquefaction

The risk of liquefaction adversely affecting the site development is extremely low.

Faulting and Seismicity

The Rose Canyon fault may be capable of producing a Richter magnitude earthquake greater than 6.0. The Elsinore fault is believed to have a repeat activity interval of approximately 60 years for magnitude 7.3 shaking; and the San Jacinto fault could produce a Richter magnitude of 7.8 shaking. Due to their distance from the project site, design engineering of structures and features can provide an adequate margin of safety for seismic events along these faults.

Flooding

Potential flooding may exist from both heavy rainfall and from a failure of one of the small earthen dams which exist on-site. The adequacy of the capacity and spillway of the recycled water reservoir must meet the U.S. Army Corps of Engineers standards. The tournament golf course is proposed in the canyon drainage which has a portion of the 100-year floodplain. A park is shown in the northeastern corner where the other portion of the 100-year floodplain is located. These would be compatible uses, provided no permanent structures are located within the floodplain.

Significance of Impacts

There are no significant soil or geologic conditions which were observed or known to exist within Subarea I which would preclude implementation of the plan. However, potentially significant geologic conditions exist which would require mitigation as part of any future tentative maps.

Mitigation, Monitoring, and Reporting

Proposed

Implementation of the conclusions and recommendations in the geotechnical report prepared for Black Mountain Ranch (Geocon Incorporated 1991) would mitigate the potentially significant effects within its future development areas to below a level of significance. These measures are summarized below. Implementation of these measures would be made conditions of approval for future tentative maps within Subarea I.

General Measures

1. The presence of landslides, weak claystones, uncompacted fill soils, and potentially compressible colluvial and alluvial deposits require special consideration where development is planned. If weak claystones or landslides are present in areas proposed to be graded, stabilization measures in the form of buttresses or stability fills would likely be required.

2. Very heavy ripping may be necessary within areas underlain by the Santiago Peak Volcanics, Lusardi Formation, and gabbro. Deep cuts in the Santiago Peak Volcanics or gabbroic rocks would require blasting. Special handling of the excavated rock and placement of oversized materials would also be anticipated.

3. Highly expansive soils may be encountered within the Delmar, Mission Valley, and Friars formations and some of the topsoils. It is anticipated, however, that there would be sufficient low expansive soils available on the site to mitigate the adverse impact of expansive soils where encountered.

4. Compressible alluvium and colluvium present along canyon alignments and on the lower flanks of the ridges would require at least partial removal and recompaction where settlement sensitive improvements are planned.

5. Perched groundwater is anticipated to be present within the low-lying alluvial areas. Hence, remedial measures in the form of subdrains would be required where filling of the drainage courses is planned.

Grading

1. For preliminary design purposes, it is recommended that proposed cut and fill slopes be planned no steeper than 2:1 (horizontal to vertical). Safe allowable slope heights would generally be limited by the shear strength characteristics of the particular soil or rock conditions present. It is recommended that areas where high cut slopes are planned be investigated in detail to evaluate the potential impact of the local geology on the stability of the slopes.

2. Due to the increased grading costs associated with rock blasting and handling, it is recommended that planned excavations and underground utility lines for building pads would be kept to a minimum within those portions of the site underlain by Santiago Peak Volcanics and/or gabbroic formations.

Drainage and Maintenance

1. Providing and maintaining proper surface drainage is imperative to assure soil stability and reduce erosion. All graded pads would have drainage swales which direct storm or irrigation runoff away from structures or the top of slopes to control drainage facilities.

2. No storm or irrigation water would be allowed to discharge over the top of cut or fill slopes.

Consultation and Plan Review

Prior to the finalization of the grading plans for other future tentative maps within the perimeter properties, detailed soil and geologic investigations addressing the proposed development would be performed. The Development Services Department would ensure that measures recommended in those reports were made conditions of the tentative maps and grading plans.

2) Issue

Would development of the site increase the potential for erosion?

Impact

Historically, the Subarea I project site and surrounding areas have been utilized for agricultural uses, including cultivation of lima beans, tomatoes, hay, and barley. Tomatoes were farmed on the property between 1980 and 1988, and cucumbers were grown on approximately 300 acres between 1982 and 1988. Since 1988, the property has been used only for cattle grazing. Currently, two ranchers are allowed seasonal grazing privileges. These uses would have contributed to historical soil erosion.

The disruption of the soil profiles by grading operations would result in increased exposure to erosive forces, such as rain and wind. Excavations especially within the terrace deposits and the Torrey Sandstone may expose low cohesive sands which are highly susceptible to erosion. The remaining soil conditions and geologic formations are considered to have low erosion potential. In general, the undisturbed soils and rock conditions are expected to exhibit low erosion potential. In addition to formations exposed due to project grading, the City's Landscape Technical Manual requires property owners to maintain an effective firebreak by selective thinning and clearing a maximum of 110 feet from any building. The potential erosional impacts of brush thinning and clearing are increased exposure to wind and water erosion.

There are a number of ways to remove brush to reduce erosion. The preferred method is use of hand tools, axes, and chain saws for trimming, thinning, and pruning. These methods maintain the existing root systems of the natural brush, which are critical in controlling erosion. Use of these methods also eliminates the possibility of accidentally undercutting the toe of a slope and causing slope failure.

The Subarea I Plan specifically addresses landforms and landscaping for the northern and southern village and resort hotel areas. The plan includes measures to reduce erosion potential by balancing grading of the northern village and maintaining the drainage feature in the western portion of the area in open space. The resort hotel area is relatively

flat and should not require extensive grading. It is adjacent to Lusardi Creek, however, and erosion control measures will be needed to prevent sedimentation impacts to the creek. Grading for the southern village area was included in the Black Mountain Ranch II VTM/PRD grading plans, which includes appropriate erosion control measures. No landform or landscape conditions are included in the Subarea Plan for the perimeter properties.

Grading and landscape plans for Subarea I shall include requirements for slope planting and irrigation immediately after grading, which would reduce the erosion potential. These measures shall be carried forward as conditions of future development approvals. Without implementation of the landscape plan and additional erosion control measures, grading and development could result in erosion.

Significance of Impacts

Without erosion control measures, there is a potentially significant increased erosion impact associated with the implementation of the Subarea I plan. These impacts would be mitigated to a level below significance by incorporation of appropriate control measures, as outlined below.

Mitigation, Monitoring, and Reporting

The following mitigation measures would be carried forward for future tentative map approvals within Subarea I. These measures would reduce the potential erosion impacts from grading and brush management to below a level of significance. These measures would be made a condition of approval for future development within Subarea I.

1. Fill areas or areas stripped of native vegetation would require special consideration, such as desilting basins, improved surface drainage, and early planting of erosion-resistant ground covers to reduce the erosion potential.

2. Grading plans would incorporate short-term erosion control measures, including planting on disturbed and manufactured slopes, grading to facilitate drainage away from the slope faces, use of hay bales and swales at the top of slopes, and construction of desilting basins, to the satisfaction of the City Engineer and the Development Services Manager. Any special grading techniques, as recommended in subsequent geotechnical investigations, would be implemented.

3. Catch basins would be provided during grading.

4. No grading would occur between October 1 and April 30 unless an erosion control system has been made a part of grading plans to the satisfaction and approval of the City Engineer.

5. All manufactured slopes would be immediately revegetated or hydroseeded with erosion-resistant plant mixes and irrigated to ensure plant coverage prior to the next rainy season. In areas to be included as naturalized open space, such plantings would be noninvasive native grasslands and shrubs and include native plant mixes preferencing the surrounding native habitat.

6. Permanent erosion control measures, such as complete landscaping with drought-tolerant, slope-stabilizing vegetation, would be provided to the satisfaction of the City Engineer.

7. In areas near watercourses, construction sedimentation control measures, such as interim desiltation basins, gravel bags, hay bales or silt fences at the toe of slopes to prevent erosion, or punch straw or matting to stabilize graded slopes, would be installed to prevent sloughing of materials into watercourses.

8. A brush management plan would be prepared for subsequent tentative maps to the satisfaction of the City Fire Department and the Land Development Review Division of the Development Services Business Center.

Mitigation measures concerning grading would be specified on grading plans for future tentative maps. The Development Coordinator would review the site preparation/grading and landscape plans for consistency with the above measures prior to issuance of a grading permit. Revegetation of manufactured slopes would be inspected by a landscape architect or qualified biologist and a report submitted prior to issuance of building permits.

I. Natural Resources/Agriculture

Existing Conditions

a) Agricultural Soils

Historically, Subarea I and surrounding areas have been utilized for agricultural uses, including cultivation of lima beans, tomatoes, strawberries, hay, and barley. Tomatoes were farmed between 1980 and 1988, and cucumbers were grown on approximately 300 acres between 1982 and 1988. Yields were found to decline due to salinity buildup, and fields were required to be relocated when productivity declines reached an unacceptable level. In areas of poorer soils, this level was reached after only one year of production. From 1982 to 1985, between 1,200 and 1,400 acres were cultivated for tomato production. With declining yields, production was scaled back to 600 acres from 1986 to 1988. Since 1988, most of the property has been used only for cattle grazing (CIC Research, Inc. 1990). There is an active dry farmed area within the southeast perimeter properties area.

The topography of the project site is quite varied, containing valleys, mesas, canyons, ravines, creeks, terraces, and steep slopes. These variations in topography constitute an obstacle to commercial agriculture. Additionally, evaluation of on-site soils utilizing the soil capability rating system and the Storie Index indicate that the majority of these soils are generally poor in quality and severely limited for crop production (Tables 4I-1, 4I-2, 4I-3).

Two soil rating systems are used to describe soils in detail, the soil capability rating system and the Storie Index rating system. The soil capability system shows, in general, the limitations of a soil when cultivated for field crops and the way the soil responds to management practices. Soils are grouped in eight classes, indicated by roman numerals, with Class VIII soils being the most limited for agricultural use.

There are no Class I soils on the site. Class II, III, and IV soils account for approximately half of the soils in the project; Class II soils, which are favorable for agriculture, comprise 459 acres. The remaining soils on the site are below Class IV and are not suitable for cultivation of coastal crops. Their agricultural uses are mainly restricted to pasture, range, or recreational uses.

The Storie Index soils rating system numerically expresses the relative suitability of a soil for general intensive agriculture. Profile characteristics, soil surface texture, slope, and other miscellaneous conditions of the soil area assigned percentages, with the most agriculturally favored condition being 100 percent. These percentage factors are multiplied together and the final Storie Index rating is the result. Using the Storie Index

TABLE 4I-1
TOTAL ACREAGE BY SOIL CAPABILITY CLASS
FOR BLACK MOUNTAIN RANCH

Capability Class	Acres	Percent of Total
I	0	0
II	459	9.9
III	1,243	26.7
IV	540	11.6
V-VIII	2,418	52.0

TABLE 4I-2
TOTAL ACREAGE BY STORIE INDEX
FOR BLACK MOUNTAIN RANCH

Range	Acres	Percent of Total
0-10	755	16
11-20	847	18
21-30	1,092	23
31-40	871	19
41-50	923	20
51-60	68	1
61-70	0	0
71-80	106	2
81-100	0	0

TABLE 4I-3
CAPABILITY CLASS AND STORIE INDEX
FOR PERIMETER PROPERTIES

Property	Capability Unit	Storie Index
NE Perimeter Properties (69 acres)	III	41
	IV	43
	VI	20-23
	VII	<5
SE Perimeter Properties (268 acres)	III	39-51
	IV	43
	VII	8-19
SW Perimeter Properties (168 acres)	III	41
	IV	29-31
	VI	26-32
	VII	10
	VIII	<10

NE = northeast
SE = southeast
SW = southwest

rating, approximately one-third of the soils on-site have Storie Index ratings less than 20, indicating unsuitability for any crops. Another approximately 40 percent of the soils on-site have a rating between 20 and 40. This rating grade indicates soils that "are severely limited for crops. If used for crops, they require careful management" (U.S. Department of Agriculture 1973). The remaining 25 percent of soils are rated between 40 and 80. Approximately 106 acres are in the 70-80 range, most favorable for agriculture.

Despite the relatively poor quality of many of the soils in the project area, farmers historically have been able to grow tomatoes. The farmers who produced tomatoes from 1980 to 1982 estimate that yields decline each year at a rate of between 25 and 30 percent (CIC Research, Inc. 1990). Reasons for this loss are twofold. First is the natural introduction of disease which can affect any area. Second, and more specific to the site, the surface layers of the soils at the study site are shallow and do not drain well because of the fine texture and claypans of bedrock below the surface layer. Thus, soil salinity increases with irrigation and remains in the root zone. Once salinity levels have reached restrictive amounts, it can take 10 years or more for the deposits to naturally dissipate.

Prime agricultural land as defined in the California Land Conversion Act includes soils with a Capability Class of I or II or soils with a Storie Index of 80 or more (Figure 4I-1). However, other factors are taken into account, such as climate, topography, soil moisture regimes and the availability of irrigation water, soil temperature range, soil pH, groundwater table, soil sodium content, flooding, soil erodibility, and permeability. "Prime farmlands is land which has the best combination of physical and chemical characteristics for the production of crops. It has the soil quality, growing season and moisture supply needed to produce sustained high yields of crops when treated and managed, including water management, according to current farming methods. Prime Farmlands must have been used for the production of crops within the last three years" (State of California 1990b).

Prime agricultural land has been defined in the California Government Code, Section 51201. This definition is also included in the Williamson Act, which is California State legislation allowing the creation of agricultural preserves, and has been incorporated into the Local Agency Formation Commission (LAFCO) guidelines governing agricultural land proposed for annexation to incorporated cities. Prime agricultural land, as defined by the act, includes land, whether a single parcel or contiguous parcels, which has not been developed for a use other than an agricultural use and meets any of the following qualifications:

1. All land which qualifies for a rating as Class I or II on the Soil Conservation Service Land Use Capability classifications.

2. Land which qualifies for a rating of 80 to 100 on the Storie Index.

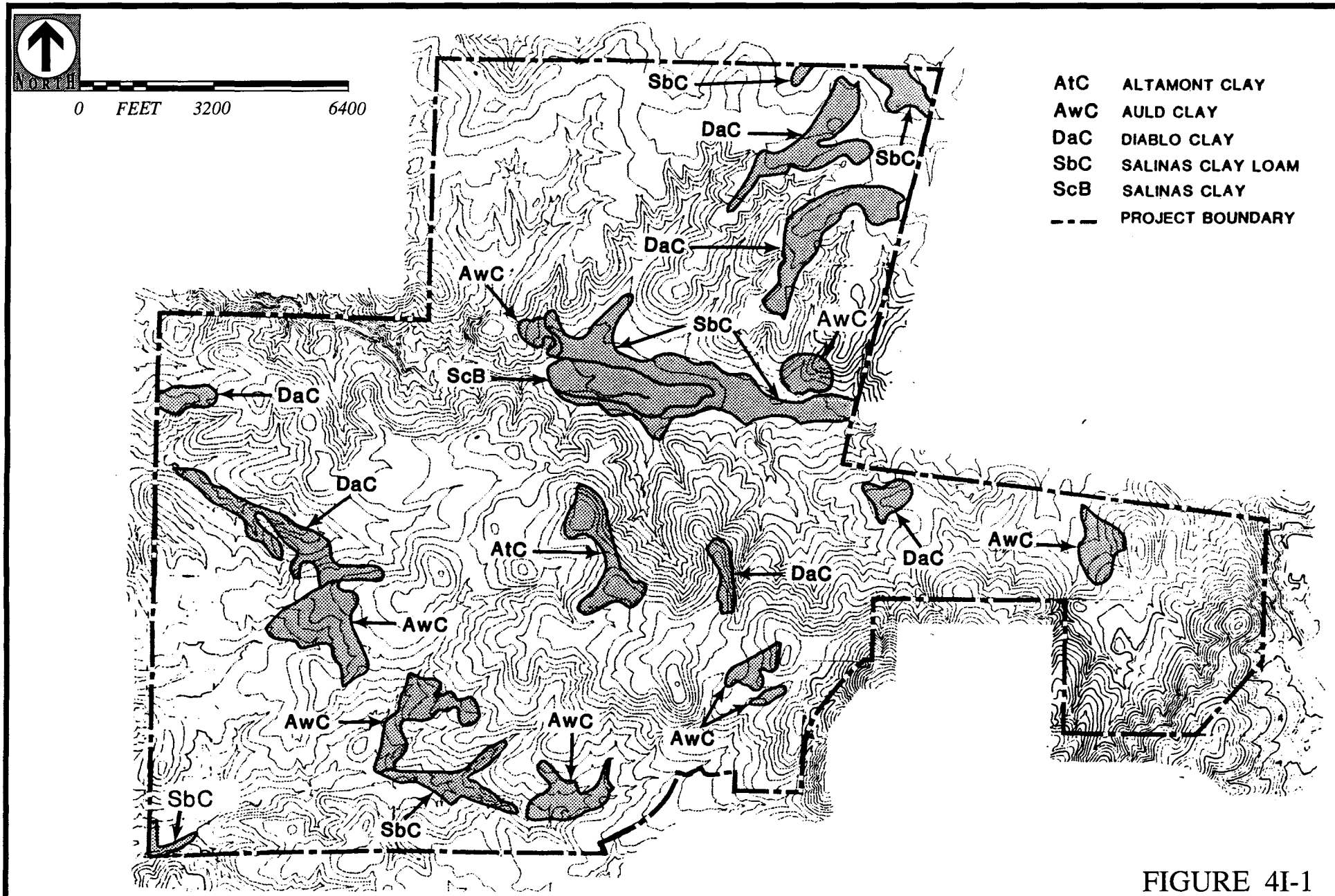


FIGURE 4I-1

Prime Agricultural Soils

3. Land which supports livestock used for the production of food and fiber and which has an annual carrying capacity equivalent to at least one animal unit per acre, as defined by the U.S. Department of Agriculture (USDA).

4. Land planted with fruit- or nut-bearing trees, vines, bushes, or crops that have a nonbearing period of less than five years and which will normally return, during the commercial-bearing period on an annual basis, from the production of unprocessed agricultural plant production, not less than $200.00 per acre.

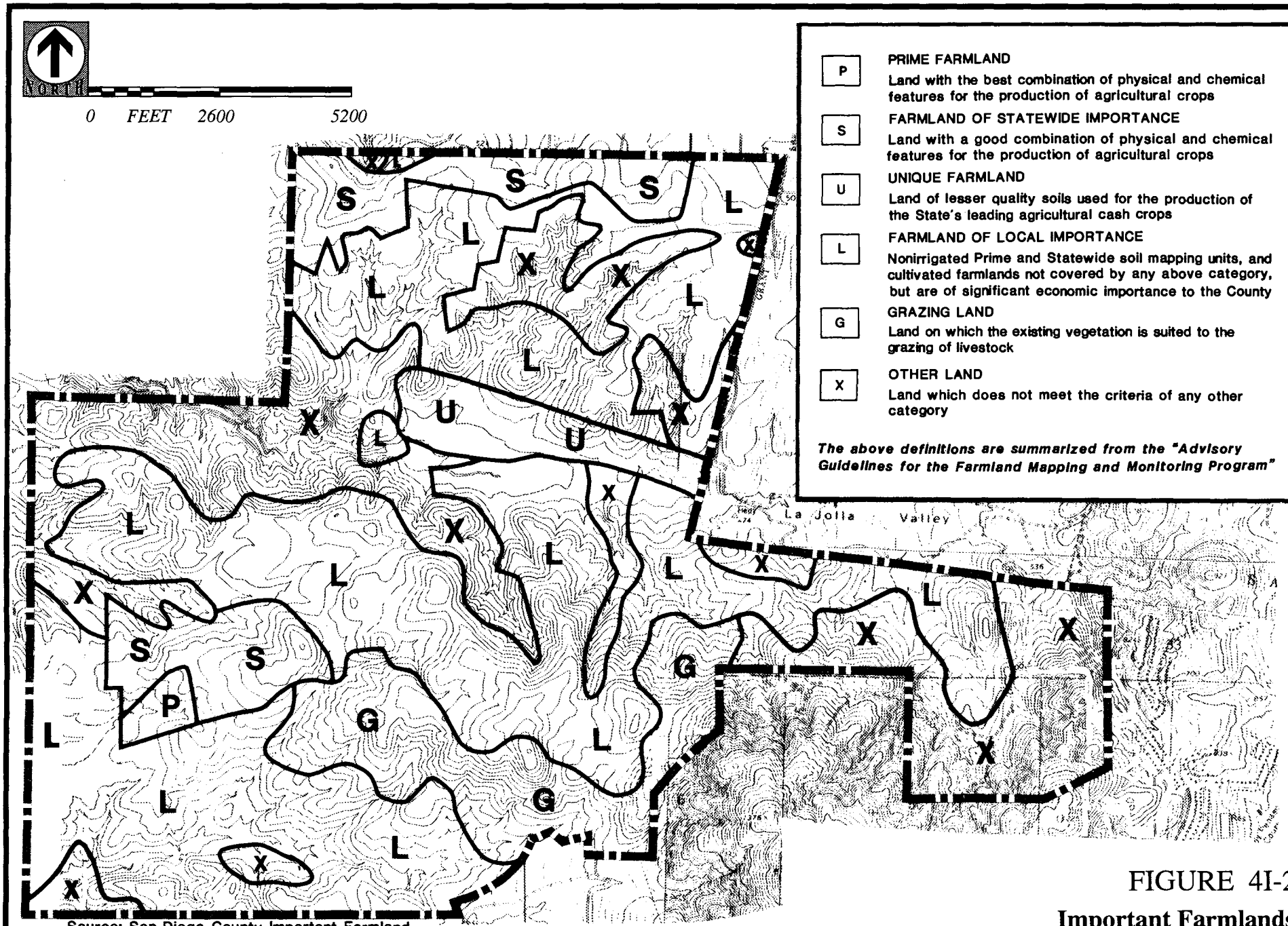
5. Land which has returned from the production of unprocessed agricultural plant products at an annual gross value of not less than $200.00 per acre for three of the previous five years.

Other soil categories are recognized as well: Farmlands of Statewide Importance, which are lands with similar characteristics as State Prime Farmlands but with minor limitations such as slopes or less ability to hold and store moisture; Unique Farmlands, which include lesser-quality soils used in the production of leading cash crops or dry-farmed Prime Farmlands or Farmlands of Statewide Importance; Farmlands of Local Importance, which are lands of importance to the local agricultural economy; and Grazing Lands, which are suitable for the grazing of livestock. The current mapping of farmland categories by the State is provided on Figure 4I-2.

There are no Class I soils within Subarea I. Class II soils which have moderate limitations, but are considered prime, account for 11 percent of the Subarea I soils or 563 acres. No land within Subarea I has a Storie Index rating between 80-100, or meets the other three criteria for prime agricultural land as defined by Section 51201 of the California Government Code discussed above.

As can be seen in Figure 4I-2, only one area near the western boundary of the site is recognized as Prime Farmlands, according to the State classification. Also located on the project site are Farmlands of Statewide Importance, Unique Farmlands, Grazing Lands, and unclassified or other. The Unique Farmlands rating is not recognized as a major classification in San Diego County.

Although the climate would allow year-round farming, crops would require irrigation since most rainfall typically occurs between harvest and planting dates. In addition to poor-quality soils, other factors restricting crop production on-site include steep slopes, erosion, and salinity buildup in the root zone. The use of drip irrigation, fertilizers, and planting in contoured rows on moderately steep hillsides would mitigate some of these restrictions. However, approximately half of the project site is comprised of soils that are so poor that they are suitable only for pasture and range use. The combination of all these factors makes it impossible to assemble large fields of high-quality farmland.



Source: San Diego County Important Farmland Map, July 1990

FIGURE 4I-2

Important Farmlands

b) Mineral Resources

In accordance with classification guidelines established by the State Mining and Geology Board and in compliance with the Surface Mining and Recovery Act of 1975, the state geologist is required to classify areas into Mineral Resources Zones (MRZ). The zones are identified solely on the basis of geologic factors, without regard to existing land use or ownership, into one of four categories:

- ***MRZ-1***. Areas where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence.

- ***MRZ-2***. Areas where adequate information indicates that significant mineral deposits are present or where it is judged that a high likelihood for their presence exists.

- ***MRZ-3***. Areas containing mineral deposits, the significance of which cannot be evaluated from available data.

- ***MRZ-4***. Areas where available information is inadequate for assignment to any other MRZ zone.

Classification of mineral deposits in western San Diego County was compiled in the Division of Mines and Geology Special Report 153 (State of California 1982). The project area was classified for Mineral Resource Zones at that time. Figure 4I-3 illustrates the locations of the MRZ zones within Subarea I. Stadium Conglomerate deposits in the northern and western area of the property, on the mesa above Lusardi Creek, and extending eastward off-site are mapped as MRZ-2 and designated as Sector J1. Sector J encompasses about 35,000 acres of Eocene Conglomerate which is of commercial value for aggregate. The aggregate producers in Sector J must blend the coarse aggregate with sand from other deposits to make portland commercial concrete. Without extensive processing, only the coarse fraction of the deposits can be used, and most of the remaining finer material is discarded, with a waste factor of up to 40 percent. The thickness of the deposit on-site varies from 10 to 75 feet in depth. Thickness of the deposit in other areas of Sector J reach 500 feet. A small portion of La Zanja Canyon on the western portion of the project site is classified as MRZ-4. The remainder of Subarea I is classified as MRZ-3.

1) Issue

Would implementation of the Plan result in the conversion of agricultural land to non-agricultural use or impairment of existing agricultural productivity?

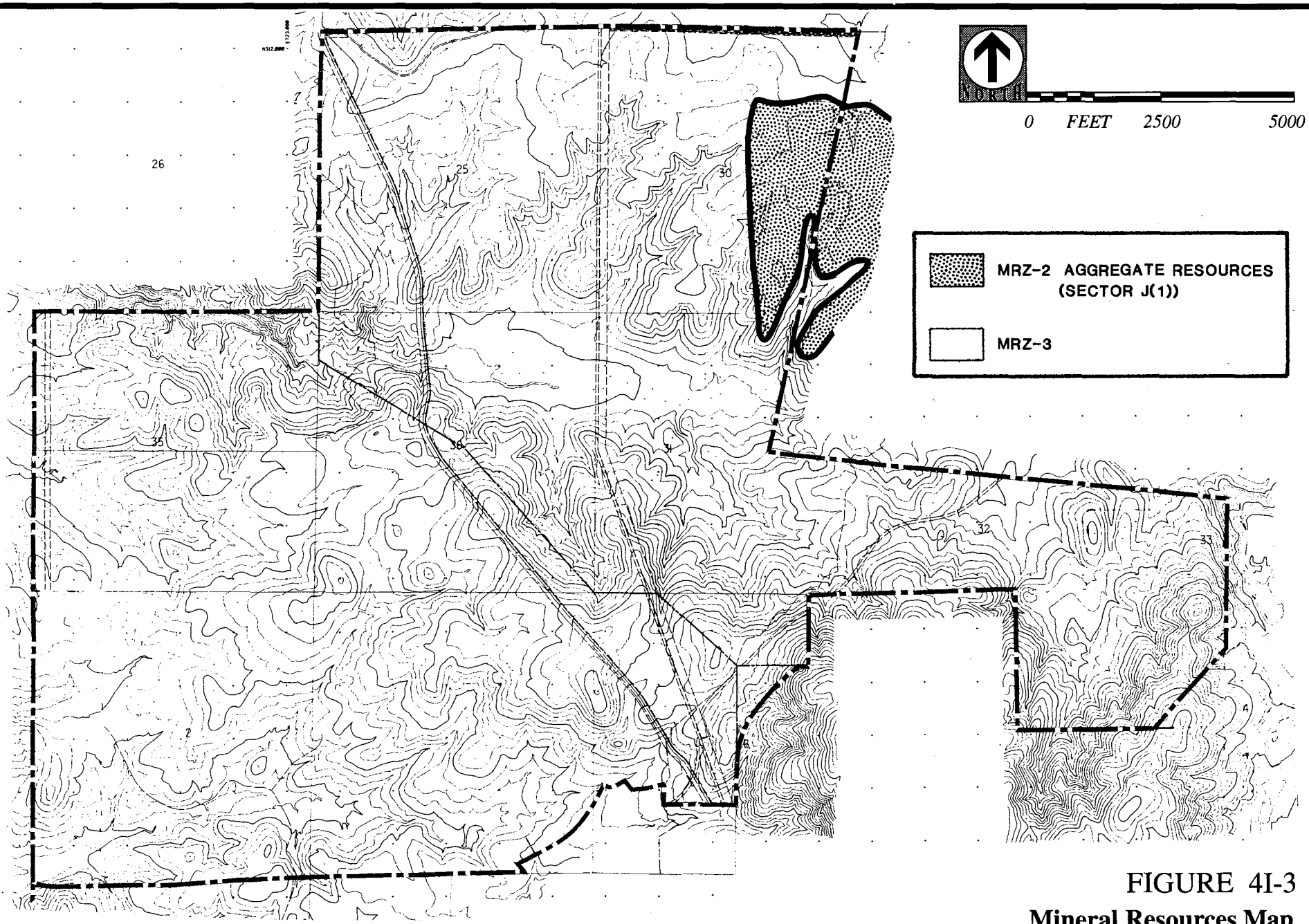


FIGURE 4I-3
Mineral Resources Map

Impact

Implementation of the proposed Subarea I Plan would change the predominant existing land use in Subarea I from agriculture to residential, commercial, and resource open space.

a) Black Mountain Ranch Future Development Areas

Development of the future development areas would impact important farmlands and Class II prime agricultural soils as shown in Figures 4I-1 and 4I-2. The northern village "bow-tie" area would impact 143 acres of farmland of Statewide Importance, 331 acres of Local Importance, and 73 acres of Class II soils. The residential clusters just south of the northern village "bow-tie" area would impact 34 acres of Class II soils. Development of the resort/hotel area would impact 26 acres classified as Unique Farmland, 0.74 acre of Local Importance farmland, and 27 acres of Class II soils. Development of the southern village would impact 23 acres classified as Prime Farmland, 29 acres of Statewide, 7 acres of Local Importance, and 18 acres of Class II soils; however, this area would also be impacted by the approved Black Mountain Ranch II VTM/PRD project.

b) Perimeter Ownerships

Farmland of Local Importance and grazing lands would be lost with development of the perimeter properties. Seventeen acres of land classified as Local Importance and 11 acres of Unique farmland may be lost with development of the northeast perimeter property. Up to 137 acres of land classified as Local Importance may be lost with development of the southwest perimeter property. Fifteen acres of grazing land and up to 204 acres of farmland of Local Importance may be lost with the development of the southeast perimeter properties. A total of 12 acres of Class II soils are found within the northeast and southwest perimeter properties, however, the majority of these soils are within areas designated as open space.

Most of the soils on-site are classified as Farmlands of Local Importance, Grazing Lands, or other land that does not meet the criteria of the farmland categories (see Figure 4I-2). Approximately 563 acres within Subarea I are classified as Class II prime agricultural soils. These areas have been previously cultivated; thus, the productivity of the soil has already been significantly diminished. The limiting factor to the productivity life of adjacent farmland is the soil characteristics and availability of irrigation, not adjacent land uses. Therefore, implementation of the Subarea I Plan would not impact the agricultural productivity of Subarea I or adjacent land.

Significance of Impacts

Although portions of the Subarea are in limited current agricultural use, no prime farmlands would be removed and the loss of agricultural land is not considered a significant direct impact. The cumulative effects of the loss of agricultural land from conversion are considered significant, however, as discussed in Chapter 6.

Mitigation, Monitoring, and Reporting

Only the No Project alternative would be consistent with the continuation of agricultural crop production in the subarea.

2) Issue

Would implementation of the Plan result in the prevention of future extraction of sand and gravel, and/or mineral resources?

Impact

The 116-acre area within Subarea I that has been designated as MRZ-2 (see Figure 4I-3) is proposed for development as part of the northern village "bow-tie" area, and the northeast perimeter property. Development of the northern "bow-tie" area would impact approximately 90 acres and the remaining 26 acres may be impacted by development of the northeast perimeter property. Although some use of the aggregate MRZ-2 deposit could be made during construction of the project, it is unlikely that its full potential would be realized. Implementation of future development as proposed in the Subarea I Plan would preclude mining of the MRZ-2 aggregate for the foreseeable future.

Significance of Impact

The loss of the MRZ-2 aggregate resource designated lands on-site, given its limited area and depth relative to the remaining resource available in the county, is not a significant direct impact. The cumulative effects of the incremental loss of potential aggregate deposits are considered significant, as discussed in Chapter 6.

Mitigation, Monitoring, and Reporting

The No Project and Development Without a Phase Shift alternatives would be consistent with conservation and possible future extraction of mineral resources.

J. Paleontology

A paleontological study of the subarea was conducted by Dr. Tom Demere in 1991 for the Black Mountain Ranch II VTM/PRD project and was included as Appendix G to the FEIR (September 1995). The study was based on a review of published and unpublished paleontological and geological literature and the locality records of the San Diego Natural History Museum and the Natural History Museum of Los Angeles County. A walkover survey of the site was conducted during July and August 1991. The areas examined included natural and man-made exposures of the bedrock units. Exposures were limited because of the heavy growth of brush and grass that covered most of the site. The following section summarizes the results of the paleontological technical report.

Existing Conditions

The La Jolla Valley roughly bisects Subarea I, dividing it into a northern portion characterized by relatively subdued topographic features (flat mesa surfaces, weathered slopes) and a southern and eastern portion with more rugged topography. This division reflects a basic geologic difference between the two regions, with Mesozoic-aged (older than 65 million years) metasedimentary, metavolcanic, and plutonic rocks predominating to the east and south and Cenozoic-aged (younger than 65 million years) sedimentary rock predominating to the west and north.

The metasedimentary and metavolcanic rocks are about 120 to 140 million years old and represent deposits that formed in and around the margins of ancient island-arc volcanoes. These deposits are called the Santiago Peak Volcanics. The plutonic rock, called the southern California batholith, formed between 100 and 120 million years ago from molten magmas that cooled deep within the earth. Subsequent uplift and erosion have brought these rocks to the surface.

The younger sedimentary rocks to the west and north were deposited under marine and nonmarine conditions. From oldest to youngest, this sedimentary sequence includes the Lusardi Formation (about 80 million years old); a thick sequence of Eocene-aged sedimentary rocks (45-50 million years old) roughly assignable to both the La Jolla Group (undifferentiated) and the Poway Group (undifferentiated); the Lindavista Formation (0.5-1.5 million years old); unnamed river terrace deposits (probably less than 120,000 years old); and Quaternary (modern) river alluvium.

a) Santiago Peak Volcanics

In the study area, these rocks consist of very resistant, dark-colored, volcanic flow rocks and steeply dipping, laminated siltstones and mudstones. These rocks are exposed along the narrow gorge of Lusardi Canyon, along the northern flanks of Black Mountain, and in

La Zanja Canyon. An isolated area of these rocks occurs on the south side of La Jolla Valley. No fossils are expected to be found in the metavolcanic portion of the Santiago Peak Volcanics because of their volcanic origin, and this portion is considered to have no paleontological resource sensitivity. However, certain exposures of the metasedimentary portion of this formation have produced sparse fossil remains of several types of marine invertebrates. One of these fossil sites is located just west of the study area near the mouth of La Zanja Canyon. The metasedimentary portion of the Santiago Peak Volcanics has a low sensitivity.

b) Southern California Batholith

Plutonic rocks of the southern California batholith occur over a broad area in the southern portion of the project site. These rocks formed from molten magma at a depth of several miles within the earth's crust. Because of the nature of their formation, these rocks cannot possess fossil remains and are assigned no sensitivity rating.

c) Lusardi Formation

In the study area, this formation consists of reddish brown, poorly sorted, sandy pebble and boulder conglomerates. This formation is exposed in Lusardi Canyon and La Zanja Canyon. No fossils have ever been recovered from the Lusardi Formation and none were observed during the field reconnaissance survey. The complete lack of recorded fossils from this formation might seem to suggest a very low paleontological resource potential. However, this formation is only exposed in a limited area of San Diego County, most of which is covered by vegetation and soil. The Lusardi Formation has not been adequately prospected for fossils. Because this formation was deposited under sedimentary conditions, it can be concluded that some type of fossil remains should be found in this rock unit. In addition, the Cretaceous age of the formation suggests that any fossils within it may be significant, especially since they were deposited when dinosaurs existed in the area. For these reasons, the Lusardi Formation is assigned an unknown resource sensitivity.

d) La Jolla Group

The La Jolla Group in the study area underlies the Poway Group and consists of yellowish green and gray-green mudstones; gray-green very fine-grained sandstones and siltstones; and white to light brown, poorly sorted, coarse-grained sandstones and pebbly sandstones. These rocks occur in the low-lying areas of the project site, generally below an elevation of 450 feet. These rocks are exposed in several of the northern and southern tributaries of La Jolla Valley, in the small drainage south of Lusardi Canyon, and adjacent to the abandoned clay quarries in La Zanja Canyon. Fossils were observed in the La Jolla Group sedimentary rocks at several sites in the study area. Fossil shell remains of brackish water invertebrates including oysters, clams, mussels, slipper shells, moon

snails, and mud snails were found. These were poorly preserved due to surface weathering and erosion. Elsewhere in San Diego County, the La Jolla Group has yielded abundant and well-preserved remains of many types of organisms including plants, marine and nonmarine invertebrates, and marine and terrestrial vertebrates. The La Jolla Group in the study area has the potential for containing remains of important Eocene-age land mammals and marine invertebrates and has been assigned a high resource sensitivity.

e) Poway Group

On the project site, this group of formations consists of a series of sedimentary rocks which are light gray, well-sorted, fine- to medium-grained sandstones and yellowish, coarse-grained pebbly sandstones. The Poway Group rocks generally occur in the upland areas of the project site at elevations above 450 feet. These rocks are exposed along the northern border of the property adjacent to Artesian Road and along the high ridge on the south side of La Jolla Valley. On-site, fossil shells of oysters and other unidentified brackish water mollusks were observed. These fossils were poorly preserved due to long-term weathering and erosion. Elsewhere, the Poway Group has produced important fossil remains of early land mammals including primates, rodents, and hoofed browsing animals. The Poway Group in the study area has potential for yielding remains of important Eocene land mammals and is assigned a high resource sensitivity.

f) Lindavista Formation

This formation represents a marine and/or nonmarine terrace deposit of early Pleistocene age which consists of rust red, coarse-grained, pebbly sandstones and pebble conglomerates. These deposits accumulated on flat, wave-cut platforms during a period of dropping sea levels. This formation occurs as an extensive, mesa-capping, sedimentary deposit on the north side of La Jolla Valley between elevations of 425 and 530 feet and as an isolated, erosional remnant south of La Jolla Valley. No fossils were observed in the Lindavista Formation on the project site. In other areas, fossils have only been recorded from this rock unit in a few locations and have consisted of poorly preserved remain of nearshore marine invertebrates and sparse remains of mammals including whales and deer. The Lindavista Formation on the project site has been assigned a moderate resource sensitivity.

g) Unnamed River Terrace Deposits

These deposits of yellowish gray, fine-grained sandstones and siltstones are found at the west end of the study area in the first drainage south of Lusardi Canyon. Their thickness is presently unknown. No fossils were observed in these rocks during the field reconnaissance. However, fossil remains of a Pleistocene ground sloth are recorded from similar deposits in Fairbanks Ranch, just west of the study area. The general fine-grained

nature of these deposits and their potential for yielding large Pleistocene mammals suggest that these deposits have a moderate paleontological resource sensitivity.

h) Quaternary Alluvium

These deposits occur along the floor of La Jolla Valley and also occur in La Zanja Canyon and some of the larger north/south tributaries. These deposits are poorly consolidated stream sediments of relatively recent age. No fossils are recorded from the Quaternary alluvial deposits in the area and their relative youthfulness suggests that none will be found. Therefore, the Quaternary alluvium deposits have been assigned a low sensitivity.

1) Issue

To what extent would implementation of the Subarea I Plan result in the loss of paleontological resources?

Impacts

The history of the discovery of fossils in a particular type of rock unit can be used to determine its paleontological sensitivity. This sensitivity is a measure of the potential for the discovery of fossils during development. Although no significant or well-preserved fossils were located during the field reconnaissance, the Poway and La Jolla groups are considered to be highly sensitive and the Lindavista Formation and unnamed river terrace deposits are considered to be moderately sensitive for possessing paleontological resources. Therefore, grading required for the development of Subarea I would expose significant fossils and result in their destruction. Figure 4J-1 presents the areas of the project and their paleontological resource sensitivity. Those areas coded as moderate to high may contain important fossils that would be impacted by grading.

a) Black Mountain Ranch Future Development Areas

The Northern Village

Grading for the development of the northern "bow-tie" area would impact areas of moderate to high paleontological sensitivity. Future development would occur primarily within the Stadium Conglomerate formation with development in the eastern portion of the site within the Mission Valley and Friars Formations. A portion of the southwest area of the northern village would occur within the Delmar/Torrey Sandstone Formations.

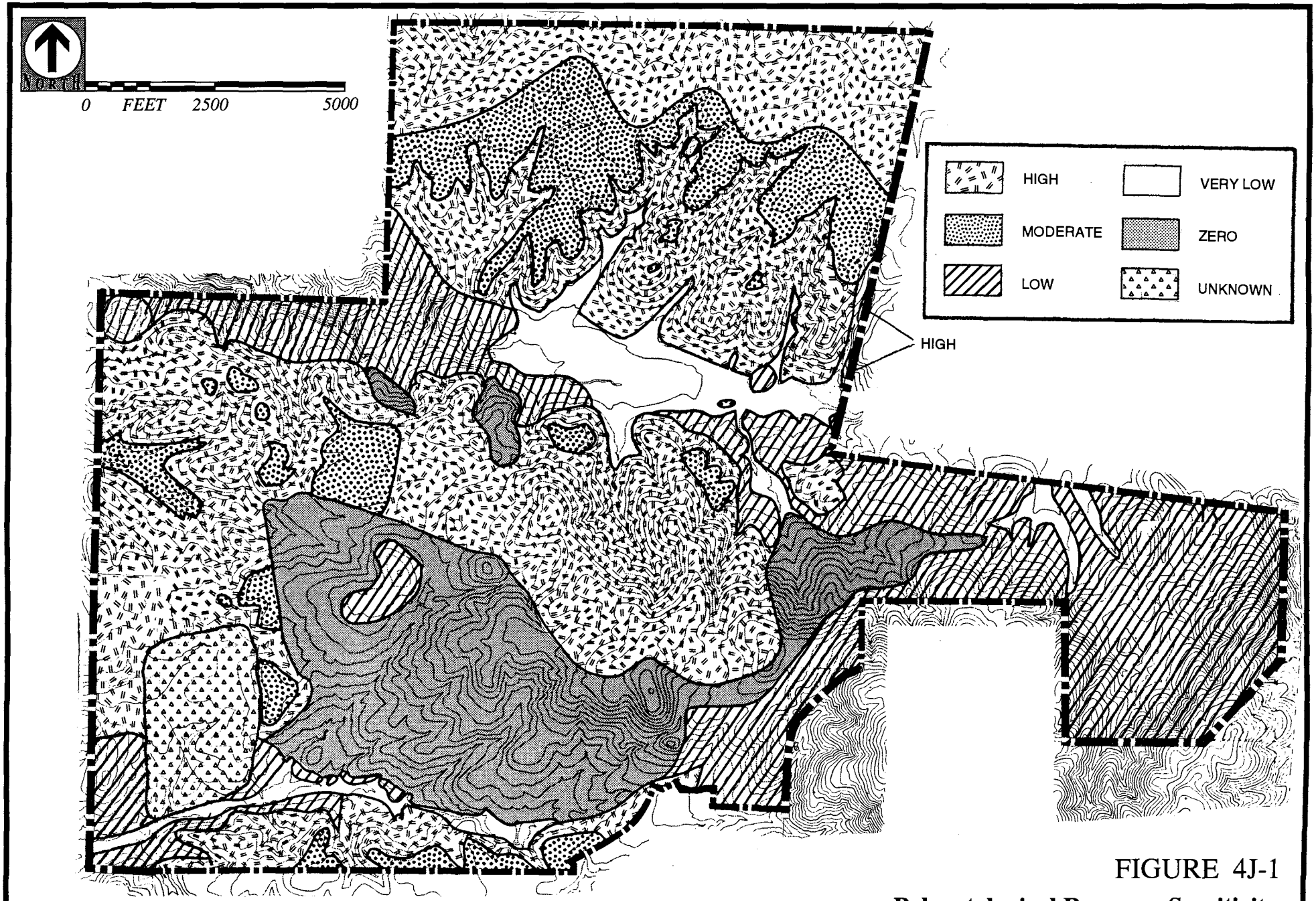


FIGURE 4J-1

Paleontological Resource Sensitivity

The Resort/Hotel

The resort area is sited predominately over Quaternary Alluvium within Lusardi Creek; but also on Santiago Peak Volcanics and Delmar/Torrey Sandstone formations. These formations are of very low to low resource sensitivity. Therefore, no significant impacts are anticipated.

The Southern Village

Grading for residential development of the 32-acre southern village would occur primarily within Stadium Conglomerate and Lusardi Formations, areas of moderate to high paleontological sensitivity.

Residential Clusters

The development of the three "finger" ridges extending south of the northern village area and overlooking La Jolla Valley would impact areas of Santiago Peak metavolcanics, formations of moderate to high paleontological sensitivity. Also occurring are Gabbros, Mission Valley, Delmar, and Torrey Sandstone Formations, and Quaternary alluvium. Development of the residential clusters within the northwest portion of Subarea I would impact areas primarily underlain by Stadium Conglomerate, areas of moderate to high resource sensitivity.

b) The Perimeter Ownerships

The 515 acres held by owners other than Black Mountain Ranch Limited Partnership are clustered in three areas within Subarea I. Only residential development is planned for these areas.

Southwest Perimeter

The development of the southwest perimeter properties would occur primarily within the Friars Formation with Stadium Conglomerate and Lusardi Formations, which generally exhibit low to high paleontological sensitivity. Potential impacts to paleontological resources would occur in areas of moderate to high sensitivity.

Southeast Perimeter

The southeast perimeter properties are located in Santiago Peak metavolcanics formations, areas with low paleontological resource sensitivity. Therefore, no significant impacts are anticipated.

Northeast Perimeter

The northeast perimeter property is Friars Formation with Stadium Conglomerate, areas with moderate to high paleontological resource sensitivity.

Significance of Impacts

Development within Subarea I would likely result in the destruction of additional significant fossiliferous areas. This would be a significant adverse impact on the region's paleontological resources. Mitigation measures presented below would reduce these adverse impacts from proposed development to below a level of significance.

Mitigation, Monitoring, and Reporting

Mitigation, monitoring, and reporting requirements for paleontological resources would be required as conditions of approval for future development within the northern and southern villages, the northwest and finger ridge residential clusters within Black Mountain Ranch and the northeast and southwest perimeter properties to reduce the adverse impacts of development upon paleontological resources within the remainder of Subarea I. These mitigation measures are drawn from past efforts and have proven successful in protecting paleontological resources while allowing the timely completion of developments in San Diego and elsewhere in southern California.

1. Prior to the issuance of grading permits or recordation of final maps, the applicant for future tentative maps would provide a letter verifying that a qualified paleontologist has been retained to implement the paleontological mitigation program. This letter would be presented to the Environmental Review Manager of the Land Development Review (LDR) Division. All persons involved in the paleontological monitoring of this project would be approved by EAS at least 30 days prior to the preconstruction meeting.

2. The qualified paleontologist would attend the preconstruction meeting to consult with the grading and excavation contractors. The requirement for a paleontological monitoring program would be noted on the grading plans.

3. The paleontologist or paleontological monitor would be on-site full-time during the original cutting of previously undisturbed sediments of the Delmar Formation, Friars Formation, Mission Valley Formation, and Stadium Conglomerate at the project site to inspect for contained fossils. The frequency of inspections would depend upon the rate of excavation, the materials excavated, and the abundance of fossils. The paleontologist would work with the contractor to determine the monitoring locations and amount of time necessary to ensure adequate monitoring of the project site.

4. In the event that fossils are encountered, the paleontologist (or paleontological monitor) would have the authority to divert or temporarily halt construction activities in the area of discovery to allow recovery of fossil remains in a timely

fashion. Because of the potential for recovery of small fossil remains, it may be necessary to set up a screen-washing operation on-site. At the time of discovery the paleontologist would contact LDR. LDR must approve salvaging procedures to be performed before construction activities are allowed to resume.

5. The qualified paleontologist would be responsible for preparation of fossils to a point of identification as defined in the City of San Diego Paleontological Guidelines, and submitting a letter of acceptance from a local qualified curation facility. Any discovered fossil sites would be recorded by the paleontologist at the San Diego Natural History Museum.

6. Prior to the issuance of a certificate of occupancy, a monitoring results report, with appropriate graphics, summarizing the results (even if negative), analyses and conclusions of the above program would be prepared and submitted to LDR within three months following the termination of the paleontological monitoring program, and prior to the final inspection.

K. Noise

This section is based upon acoustical studies prepared for Subarea I in July 1993. A noise technical study for the Black Mountain Ranch II VTM/PRD, dated May 1995 was included in the EIR for the project. The 1993 noise report's traffic volume estimates have been updated relative to more recent estimates prepared for the 1998 traffic study. As a land use planning support study, the noise study is not intended to define acoustical attenuation facilities or design requirements for development; rather it is intended to identify future development areas that would require noise attenuation measures. These measures would be developed in future studies once more specifics relating to grading and pad elevation and building design and siting are available. The complete technical analyses are included in this EIR as Appendix E, bound under separate cover.

Additionally, this section only focuses on the future development areas within the Black Mountain Ranch II VTM/PRD project, as well as the Perimeter Properties within Subarea I. Noise issues and impacts relative to the current development areas within Black Mountain Ranch were previously discussed in the final 1995 EIR prepared for the Black Mountain Ranch II VTM/PRD (City of San Diego 1995).

Existing Conditions

The community noise equivalent level (CNEL) is a 24-hour cumulative measure of community noise exposure based on the A-weighted decibel. A-weighting is a frequency correction that often correlates well with the subjective response of humans to noise. The CNEL adds 10 A-weighted decibels (dBA) to the average noise levels between the nighttime hours of 10:00 P.M. and 7:00 A.M. and 5 dBA to the evening hours between 7:00 P.M. and 10:00 P.M. to account for the added sensitivity to noise during these time periods.

The L_{eq} is the level of a steady sound which, in a stated time period and at a stated location, has the same A-weighted sound energy as the time-varying sound. The day-night average sound level (L_{dn}) is similar to the CNEL, except that no penalty is added to the evening hour sound levels (7:00 P.M. to 10:00 P.M.).

The project site is presently undeveloped, and there are no improved roadways currently on-site. The property is surrounded by undeveloped land and residential developments, with no major sources of noise on or near the project site. Typical quiet suburban noise levels in locations away from transportation corridors range from 45 to 55 decibels day/night average noise level (dBA L_{dn}) and rural areas range from 40 to 45 L_{dn} (EPA 1974). The project is outside the noise affected environs for Marine Corps Air Station (MCAS) Miramar, but does underlie the Julian departure track from Miramar.

The City of San Diego has a clearly defined noise ordinance that sets specific limits on construction activities. It includes time limitations on allowable activities and a noise performance standard on equipment operated in proximity to residential land uses. No general construction may occur on Sundays, on specific holidays, or from 7 P.M. to 7 A.M., except in an emergency or for individual home improvement projects. No construction activity may cause, at or beyond the property lines of any property zoned residential, an average sound level greater than 75 decibels for more than 8 hours during any 24-hour period. Compliance with this ordinance will limit most construction noise impacts to weekday daylight hours.

San Diego Gas & Electric (SDG&E) uses the San Diego County noise ordinance as their noise criteria when designing power substations (Phillips, SDG&E, 7/26/93). Based on the County ordinance, SDG&E's design criteria for substations in residential areas would be 45 dBA L_{eq} (equivalent noise level, hourly). This is the County's noise level limit for residential areas during the nighttime (10:00 P.M. to 7:00 A.M.).

1) Issue

Would future transportation noise levels within the project site be compatible with proposed development?

Impacts

a) Traffic Noise

Impacts to proposed residential areas and other noise-sensitive land uses could occur from future traffic noise on major roadways proposed to be constructed through Subarea I. For the current project, these roadways include Camino Ruiz, Carmel Valley Road, San Dieguito Road, and Camino del Norte.

Noise levels were estimated for future buildout traffic projected to occur on the roadways. Those conditions would be the maximum projected traffic volumes which would occur upon ultimate buildout of the region, including surrounding developments and all areas designated in the General Plan to be developed in the future. The future noise contours were estimated by modeling Camino Ruiz, Carmel Valley Road, Camino del Norte, and San Dieguito Road with the Federal Highway Administration (FHWA) Noise Prediction Model (FHWA 1979) assuming flat, reflective sites which did not include topographic features. The traffic volumes on segments vary, but for purposes of this analysis, it would require an increase of 25 percent of the daily traffic volume to increase the estimated CNEL 1 dB. As the reflectivity of the terrain and specific topographic features that may attenuate traffic noise were not assumed, the analysis provides a worst case scenario.

The determination of impacts was based on City of San Diego noise standards. The City has established an exterior noise standard of 65 CNEL for multi- and single-family residential areas and an interior noise level limit of 45 CNEL (City of San Diego 1986). Other types of land uses which are proposed for the project also have exterior noise level limits. Schools, neighborhood parks, and playgrounds in the city have an exterior noise standard of 65 CNEL, churches and active-use community parks have an exterior standard of 70 CNEL, and commercial areas, golf courses, and equestrian facilities have an exterior noise standard of 75 CNEL (City of San Diego 1989).

The City of San Diego assumes that typical construction techniques can lessen exterior noise by approximately 15 decibels when all windows are closed. Therefore, when noise levels exceed 60 CNEL, interior noise levels could exceed 45 CNEL. The attenuation from exterior to interior is dependent upon the type of wall, type of window, and ratio of window to wall area. Attenuation greater than 15 CNEL can be achieved by building designs.

Northern Village

Future development fronting Camino del Norte within the northern village includes, from east to west, the employment center, village/mixed-use commercial center, the village green, multi-family residential, and a fire station. Estimated future noise contours are presented in Figure 4K-1. West of the fire station, the uses are low density (single-family) residential. Traffic volumes along Camino del Norte east of the fire station are approximately 24,000 ADT which would generate approximately 74 CNEL at 50 feet, 65 CNEL at 175 feet, and 60 CNEL at 370 feet. City standards for commercial or industrial uses are 75 CNEL and 70 CNEL for office and professional uses and 65 CNEL for residential use. The multi-family residential use would require noise attenuation from roadway traffic. The commercial use would probably be compatible without noise attenuation barriers, although the office professional uses within an employment center may require sound attenuation measures. Traffic volumes west of the fire station are projected to be 9,000 ADT, which would result in 69 CNEL at 50 feet, 65 CNEL at 90 feet, and 60 CNEL 195 feet from the edge of the roadway. Noise attenuation for future residences from traffic noise would be required if any exterior use areas are within 90 feet of the roadway.

According to the Subarea I Landscape Plan, a landscaped frontage would separate Camino del Norte from the northern village. This frontage would be able to accommodate an earthen berm or noise attenuation wall to reduce the traffic-related noise within the development area.

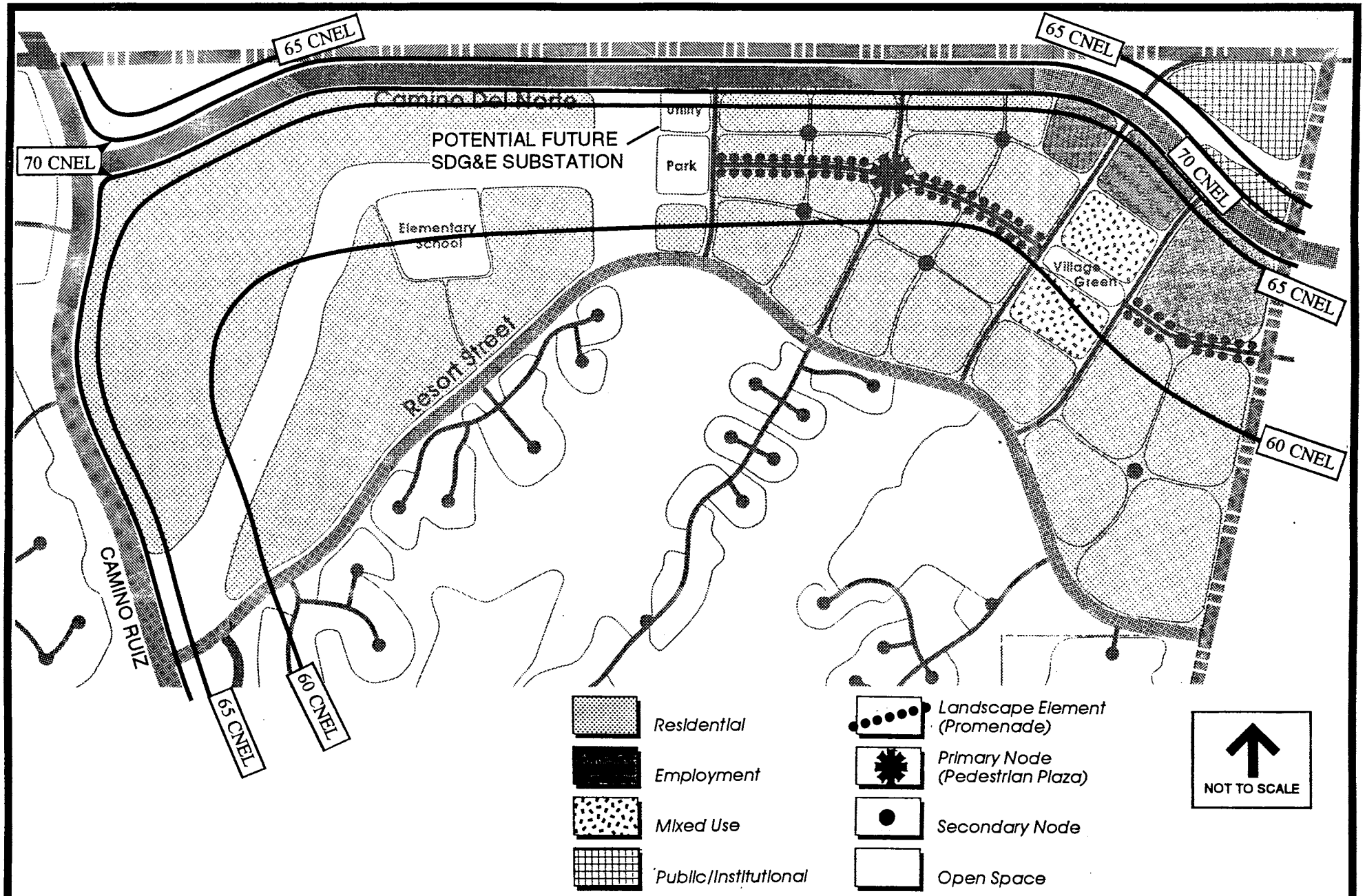


FIGURE 4K-1

Future Noise Contours for the Northern Village

Resort Street in the northern village would be a four-lane roadway on-site, with single- and multi-family residential and middle school and high school as adjoining uses. It would carry enough traffic (9,500 ADT) to generate noise levels in excess of City standards (68 CNEL at 50 feet from the edge of the roadway and 65 CNEL at 92 feet.).

Resort/Hotel

Figure 4K-2 shows the future estimated 60 CNEL contour line across the site. The hotel is below the grade of the Camino Ruiz bridge crossing of Lusardi Creek. Traffic volumes are estimated to be 20,000 ADT. As shown in the figure, uses within this contour line would include parking and landscaping, which are uses not sensitive to noise. Second- and third-floor receptors were also modeled in the area indicated for the resort facility. These receptors would not experience future projected traffic noise levels above 56 CNEL. Since noise-sensitive areas within the proposed development would not experience projected future traffic noise levels above 60 CNEL, significant exterior and interior noise impacts would not occur at the resort/hotel.

Southern Village

The southern village fronts Camino Ruiz and has a commercial mixed-use center, community facilities, and residential uses. It is not anticipated that the uses fronting Camino Ruiz would require noise attenuation berms or walls along the edge of the right of way due to the topographic separation from the roadway. Based upon the results of the model, future traffic noise would not exceed 58 CNEL for first or second-story receptors. Since noise levels would not exceed 60 CNEL, neither the City's exterior or interior standards would be exceeded.

Black Mountain Ranch Future Residential Development Areas

Future extension of Camino Ruiz to Camino del Norte, and Carmel Valley Road easterly from Black Mountain Road would serve future single family residential areas outside the northern and southern villages. Within these residential development areas, future residential areas occurring within the 60 CNEL contour from traffic-generated noise were identified and are shown on Figures 4K-3 and 4K-4. Future lots within these areas would be required to have acoustical studies performed to identify noise attenuation berms and/or construction details to demonstrate compliance with the City noise standards.

Northeastern Perimeter Property

This property is located just south of Resort Street near the eastern boundary of Subarea I. The nearest major roadway, Camino del Norte, is about 2,800 feet to the north and would not generate noise impacts. The property would front Resort Street which would carry enough traffic (9,500 ADT) to generate noise levels in excess of City standards (68 CNEL at 50 feet from the edge of the roadway, 65 CNEL at 92 feet and 60 CNEL at 195

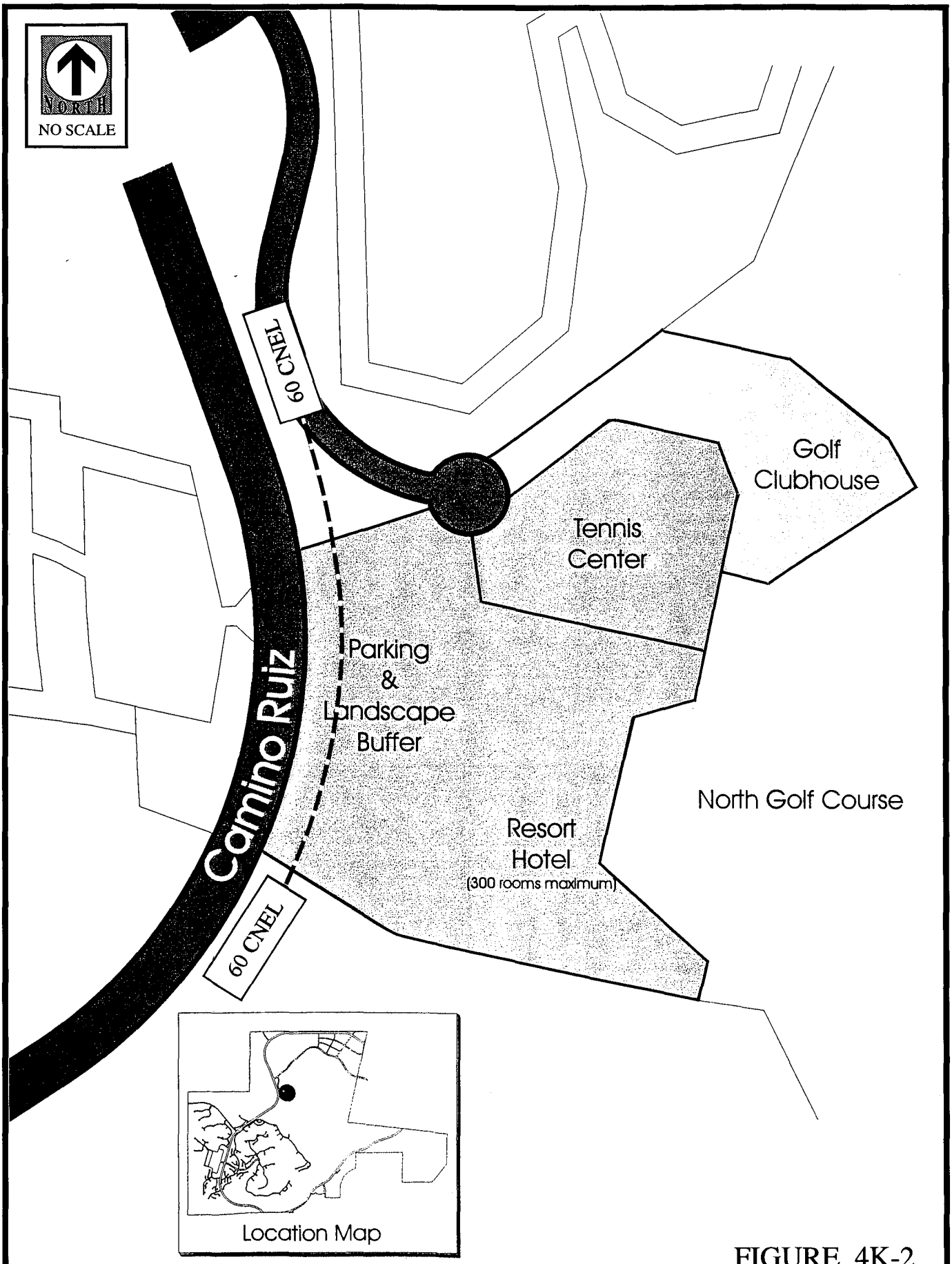


FIGURE 4K-2

Future 60 CNEL Contour for the Resort Hotel

Source: Rick Engineering 1998

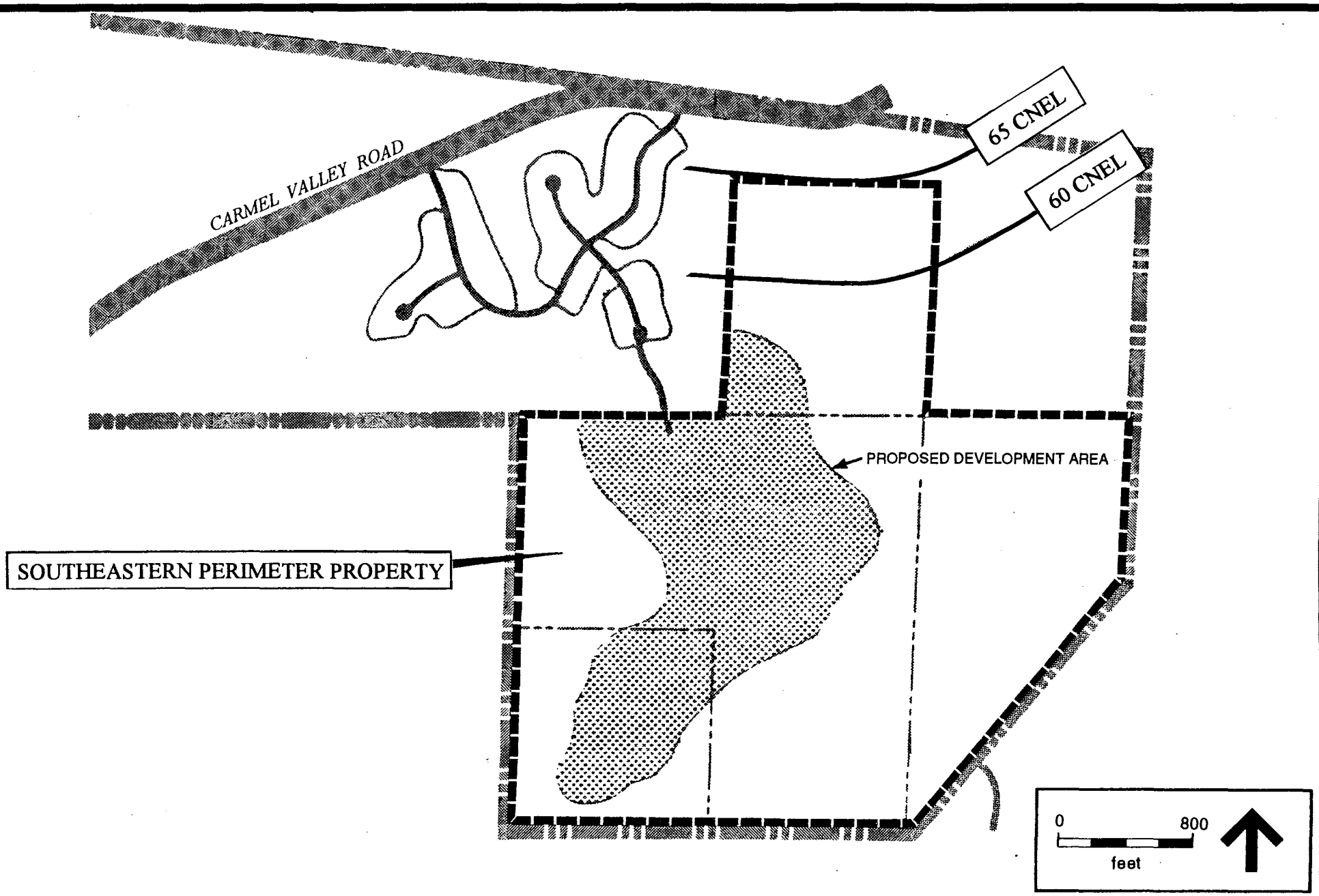


FIGURE 4K-3

Future Noise Contours for the Southeaster Perimeter Property

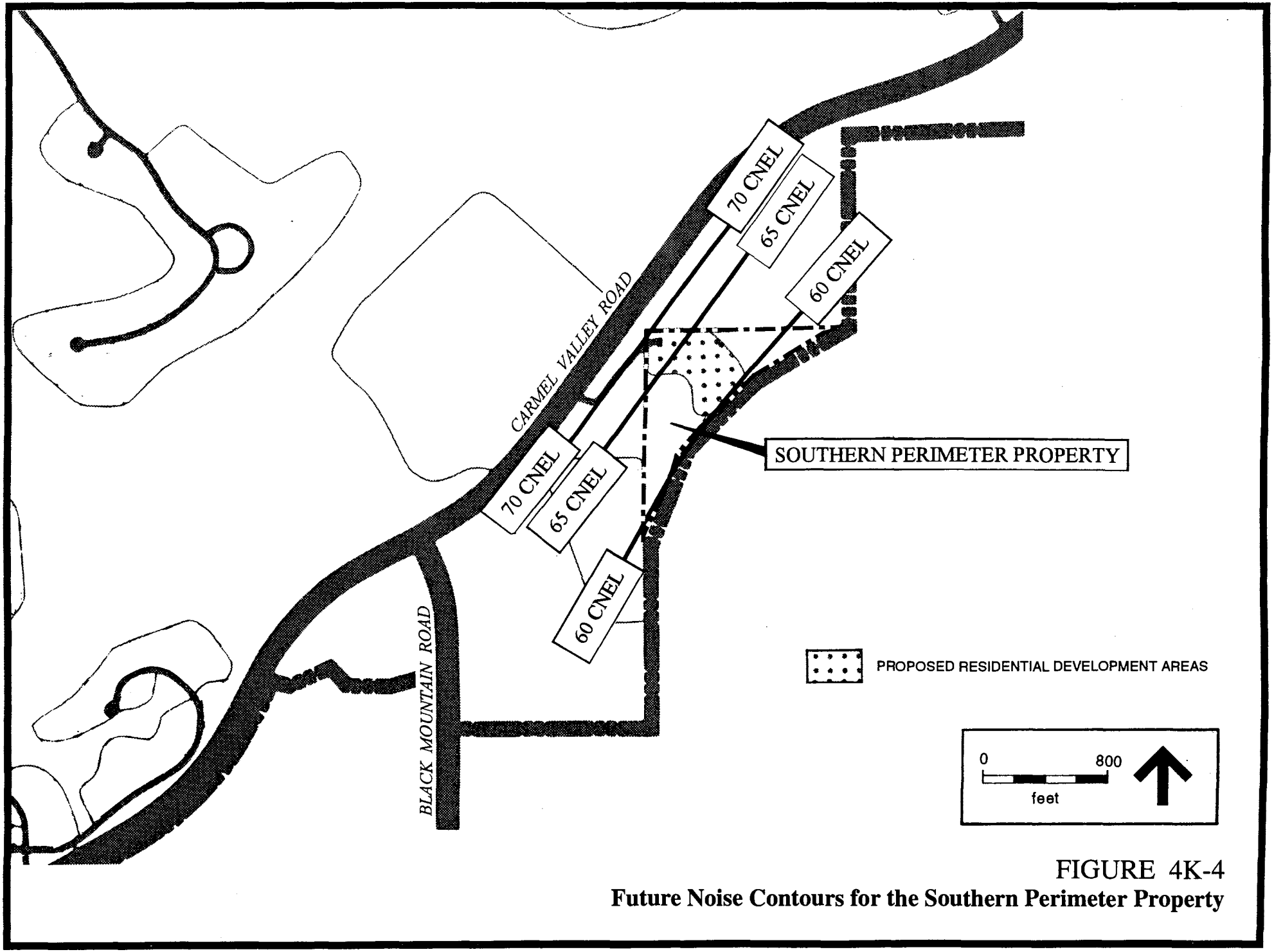


FIGURE 4K-4

Future Noise Contours for the Southern Perimeter Property

feet). Resort Street may create noise impacts in excess of City standards. Residential lots fronting resort street may require noise attenuation measures.

Southeastern Perimeter Property

Figure 4K-3 shows the location of the future estimated 60 CNEL and 65 CNEL noise contour lines through the property. The 65 CNEL contour would be located near the northern property line, around 400 feet from Carmel Valley Road. The 60 CNEL contour would be around 1,000 feet from Carmel Valley Road.

The City's exterior noise level standard would not be exceeded on the southeastern perimeter property as all development is proposed outside the 60 CNEL contour area. Therefore, interior noise level standards could be met with standard construction techniques in the areas proposed for development.

Southern Perimeter Property

Figure 4K-4 shows the future estimated traffic noise contours across the southern perimeter property. As shown in the figure, the 65 CNEL contour line would be around 400 feet from Carmel Valley Road.

Proposed residential development areas are located within the 65 CNEL contour line and these areas may be exposed to significant exterior noise impacts. In addition, the future 60 CNEL contour line would be about 1,000 feet from Carmel Valley Road, and all of the proposed development area on this property would be within this contour line. Therefore, significant interior noise impacts may occur in some proposed residential units.

Southwestern Perimeter Property

This property is located about 1,500 feet west of Camino Ruiz at its closest point. Due to the distance between Camino Ruiz and the southwestern perimeter property, estimated average noise levels due to traffic would not exceed 59 CNEL on the property.

The City's exterior noise level standard would not be exceeded on the southwestern perimeter property. Also, based on the projected exterior noise levels, interior noise level standards could be met with standard construction techniques.

Off-site

Traffic noise from off-site extensions of Carmel Valley Road were evaluated in the Black Mountain Ranch II VTM/PRD EIR and in EIRs for Fairbanks Highlands (SCH No. 88122118) and Torrey Highlands (SCH No. 93071041). These EIRs can be reviewed at the City of San Diego Development Services Business Center. Noise impacts to San Dieguito Road from future buildout traffic with the deletion of SA-680 were addressed in the SA-680 Deletion 1995 EIR (SCH No. 94071017) which can be reviewed at the

County of San Diego Department of Planning and Land Use. However, the future buildout volumes are now forecast to be greater than previously anticipated. The current estimate for San Dieguito Road west of the subarea to range from 15,600 to 19,900 ADT. This would result in a noise level of 68 CNEL to 72 CNEL at 50 feet from the roadway, assuming no changes to the roadway configuration.

There would be no off-site areas that would experience over a 25-percent increase in traffic from the Subarea I project; therefore, there is no significant off-site traffic noise impact.

b) Construction-related Noise

Temporary construction noise impacts vary markedly, because the noise strength of construction equipment ranges widely as a function of the equipment used and its activity level. Short-term construction noise impacts tend to occur in discrete phases dominated initially by site clearing and grading, then by foundation construction, and finally by building construction. The earth-moving (grading) activities are the noisiest sources during construction, with equipment noise ranging from 70 to 95 dBA at 50 feet from the source. As a general rule, noise decreases by 6 dB for each doubling of distance for a flat site (no topography). Therefore, noise levels from quieter construction noise sources are expected to be below 75 dBA. However, noise levels from the louder construction equipment may still be above 75 dBA 500 feet from the source. Including site topography may provide "terrain shielding," thus reducing noise levels from those indicated above.

Grading in certain areas of the southern and southeastern perimeter properties with granitic rock may require blasting. Holes are drilled into the rocks using a drill rig. Noise measurements made during similar drilling operations indicate that the average noise levels at a distance of 50 feet will be approximately 89 dBA. Since noise from a point source typically attenuates at the rate of 6 decibels for every doubling of distance, an L_{eq} of 75 dBA will occur at approximately 250 feet from the source. Any intervening topography will provide additional attenuation.

Construction noises are expected to occur during daylight hours on weekdays, when residential noise sensitivity is generally lower than during morning and evening hours and on weekends. Nocturnal noise-generating construction activities are expected to occur only as emergency operations are necessary. Construction will be phased over time, thereby reducing the length of time that any single location would be impacted. Although construction noise impacts may be intrusive, they are generally considered below significant levels because of the progressive construction of the project. No single location will experience long-term construction noise impacts.

Potential future construction-related noise impacts to existing residences could occur with development of the southwest perimeter property and the northern village. Impacts to sensitive wildlife within the MHPA could result from grading and construction in the southeast, northeast, and south perimeter properties. These potential impacts could be significant in the short term as development takes place.

c) Pump Station Noise

Four sewer pump stations and one water pump station are proposed on the Subarea I site. The water pump station located in Black Mountain Ranch is within a future development area. Two sewer pump stations are located near a future development area.

Noise generated by these pump stations may impact nearby residences. However, since the pump stations have not been designed yet, specific noise levels cannot be estimated. Pump stations can be acoustically treated, placed in underground vaults, or otherwise enclosed to reduce exterior noise to below 60 dBA.

Noise from the pump stations would be regulated by the City's Noise Abatement and Control Ordinance (Municipal Code Section 59.5). Noise level limits for stationary sources depend upon zoning and the time of day. At the boundary between two different zones, the limit is the arithmetic mean of the limits for the two zones. Nighttime limits are the most stringent because of greater sensitivity to noise during this time period. The pump stations would run during all hours of the day. If the pump stations generate nighttime noise levels greater than 57.5 dBA L_{eq} at a residential property line, City standards would not be achieved and there would be a significant noise impact.

d) MCAS Miramar

Aircraft from MCAS Miramar operate in the vicinity of the project. The AICUZ for the base indicates that the 60-decibel CNEL contour lies off the project to the south. The subject property, therefore, is below the 60 dBA CNEL exposure level.

MCAS Miramar overflights may occasionally subject receivers in the project area to varying degrees of noise and vibration. Although average weighted noise levels from air traffic are not a significant impact, it is possible that overflights may be a short-term, recurring nuisance.

e) Power Line Noise

Electric fields form around power lines, and in some instances, the field is intense enough, often around high-voltage transmission lines, to ionize air particles in the immediate vicinity of the conductor. On the conductor surface, a particle, water droplet, or other irregularity would then become the point source for a corona discharge. These

discharges on high-voltage transmission lines are a primary cause of audible noise. When there are many irregularities on a conductor surface, such as in heavy rain or fog, there are many more points available for discharges and noise from the line becomes louder.

Noise from 500-kilovolt (kV) transmission lines reaches about 32-40 dBA during fair weather conditions at 100 feet from the centerline of the transmission lines (Southern California Edison 1985). During inclement weather, audible noise levels could increase by 10 dBA. However, these increases would often be masked by the higher noise levels occurring due to the weather (Southern California Edison 1985).

The smaller transmission lines in the 200-foot SDG&E easements on-site would generate noise levels less than those for the 500-kV line, since the lower voltage would not generate as much ionized air or as much potential for corona discharge and the San Diego region does not often experience conditions which produce the corona discharge phenomenon (Phillips, SDG&E, 7/26/93). The SDG&E Operations and Maintenance Department maintains and cleans the power lines in the region on a regular schedule. In addition, SDG&E would also respond to requests by adjacent residents to perform maintenance on power lines outside of the regular schedule if they are generating any audible noise or causing other problems (Phillips, SDG&E, 7/26/93).

In summary, power lines would not generate noise levels substantially above typical ambient conditions in developed residential areas and the phenomenon which causes noise from power lines is not common in the region. Therefore, it is not anticipated that power lines would create significant noise impacts to adjacent sensitive receivers.

As discussed under Existing Conditions, SDG&E designs its substations using noise criteria based on the County of San Diego noise ordinance. Therefore, it is not expected that the substation would create significant noise impacts.

Significance of Impacts

Development in the Black Mountain Ranch future residential development areas, as well as the northern villages and the northeastern and southern perimeter properties may be exposed to future projected traffic noise levels greater than the City's standards.

Potential future construction-related noise impacts to existing residences could occur with development of the southwest perimeter property and the northern village. Impacts to sensitive wildlife within the MHPA may result from grading and construction in the southeast, northeast, and south perimeter properties. These impacts could potentially be significant short-term impacts.

Unless off-site pump stations are designed so that they achieve the noise level standards established in the City's noise ordinance, then significant impacts to surrounding residences may occur.

Noise from future flight operations at MCAS Miramar would not result in exposure to significant noise levels.

Significant noise impacts would not be generated by power lines or the potential future substation.

Mitigation, Monitoring, and Reporting

a) Traffic Noise

Future Development Areas and Southern Perimeter Property

Future traffic noise levels may exceed City standards in portions of the future development areas within Black Mountain Ranch (northern village and residential areas) and the southern and northeastern perimeter properties. Future traffic noise levels about 50 feet from Camino del Norte, Camino Ruiz, and Carmel Valley Road are projected to be about 74 CNEL; traffic levels from Resort Street are anticipated to be 68 CNEL within 50 feet. Mitigation for exterior noise generally consists of the use of setbacks or construction of noise walls or berms. To achieve the City's exterior standard for residences, these wall or berms would have to achieve between 3 dB and 8 dB reduction in noise. The effectiveness of a noise barrier depends on the relative locations and elevations of the noise source, barrier, and receiver which are not known specifically. However, noise reductions up to 10 dBA are generally attainable with noise walls or berms constructed of solid material (Bolt, Beranek, and Newman 1973:5-2). Therefore, mitigation of exterior noise levels to below City standards would be feasible. Specific design features of the barriers shall be provided when or once specific land uses are proposed, however.

To meet the interior noise standard of 45 CNEL with an outdoor environment of 74 CNEL shall require exterior to interior noise reduction of 29 dB. "Upgraded window glazing with mechanical ventilation could reduce noise by 20 to 30 dB" (City of San Diego 1991). Therefore, interior noise level standards may also be achieved for residences in the northern village and southern perimeter property using window glazing and mechanical ventilation.

Upon review of subsequent permits, additional analyses shall be completed which determine detailed locations and heights of noise barriers, locations and widths of setbacks, and exterior to interior attenuation requirements.

b) Construction-related Noise Impacts

To reduce construction-related noise impacts, all construction activities, except in an emergency, shall be limited to the hours of 7 A.M. to 7 P.M. Monday through Saturday, which are the times allowed in San Diego's Noise Ordinance Section 36.410 for operating construction equipment.

Construction occurring adjacent to existing residences or the MHPA will be required to implement measures to reduce noise from construction equipment. These measures may include seasonal restrictions on grading during sensitive species breeding seasons, assuring that on-site construction equipment is properly equipped with mufflers or other noise-attenuating equipment or that temporary noise attenuating walls or barriers are installed. These measures would be included in future development proposals and shown on construction drawings or plans as mitigation measures.

c) Pump Station Noise

In order to conform with the City Noise Abatement and Control Ordinance and mitigate potential impacts to below a level of significance, the pump stations shall be designed so that noise levels generated by the pump stations do not exceed 57.5 dBA L_{eq} at any residential property line.

d) MCAS Miramar

Lessening of nuisance impacts from aircraft overflights shall be achieved with the application of the following disclosure statement:

> The development (within Subarea I) is located within the Julian Departure corridor used by fixed-wing aircraft departing from Marine Corps Air Station (MCAS) Miramar. While this development is considered compatible with these air operations, occupants will occasionally experience varying degrees of noise and vibration. Miramar normally operates between 7:00 A.M. and midnight Monday through Thursday, 7:00 A.M. to 6:00 P.M. Friday, and 8:00 A.M. until 6:00 P.M. on weekends and holidays. However, as a master jet base, MCAS Miramar may operate 24 hours per day, seven days per week. Therefore, on occasions operations may be on a 24-hour basis.

e) Power Line Noise

Mitigation is not required.

L. Public Facilities and Services

Existing Conditions

a) Elementary, Junior High, and High Schools

Subarea I is located within the Poway Unified School District (PUSD). Most schools in this district are currently operating at or above their designed capacity. Because of the large scale of this project, it is possible that 11 different schools could serve the subarea. Sunset Hills, Deer Canyon, Sundance, Canyon View, Adobe Bluffs, and Park Village elementary schools could serve students in grades kindergarten through five. Black Mountain, Bernardo Heights, and Mesa Verde middle schools could serve students in grades six through eight. Mt. Carmel High School and Rancho Bernardo High School are the existing schools for students in grades nine through twelve.

Figure 4L-1 provides the regional locations for existing schools. Tables 4L-1 and 4L-2 show the capacities of these schools, the current enrollment, and the generation rates used to estimate the number of students each single- and multi-family residence would contribute.

b) Planned School Facilities

The Poway Unified School District has indicated in its current Long Range Facilities Master Plan ~~the NCFUA Framework Plan~~ the need for two ~~one~~ high schools, two ~~one~~ middle schools, and six ~~four~~ elementary schools to meet the needs of students generated by the buildout of the City of San Diego NCFUA Subarea I, Subarea IV, and the eastern portion of Subarea V and adjacent development areas, 4S Ranch and Santa Fe Valley (City of San Diego 1992). The location of the high school as shown on the NCFUA Framework Plan is proposed as straddling Subarea I and the 4S Ranch development. The Subarea I Plan proposes a future high school site located in the eastern portion of the northern village "bow-tie" area. In addition, two elementary schools and two middle school site are proposed. A middle school site is included within Black Mountain Ranch II. Currently, the Poway Unified School District is preparing an EIR to locate a high school within the northern village area of Subarea I.

c) Parks and Recreation

The City's Progress Guide and General Plan identifies neighborhood parks as 10-acre (5-acre when associated with a school) facilities with play areas, picnic facilities, multi-purpose courts and lawns or landscaped areas serving 3,500 to 5,000 persons within a one-half-mile radius. Community parks are typically 20-acre facilities (13 if associated with a school) with athletic fields, multi-purpose courts, recreation building, and open

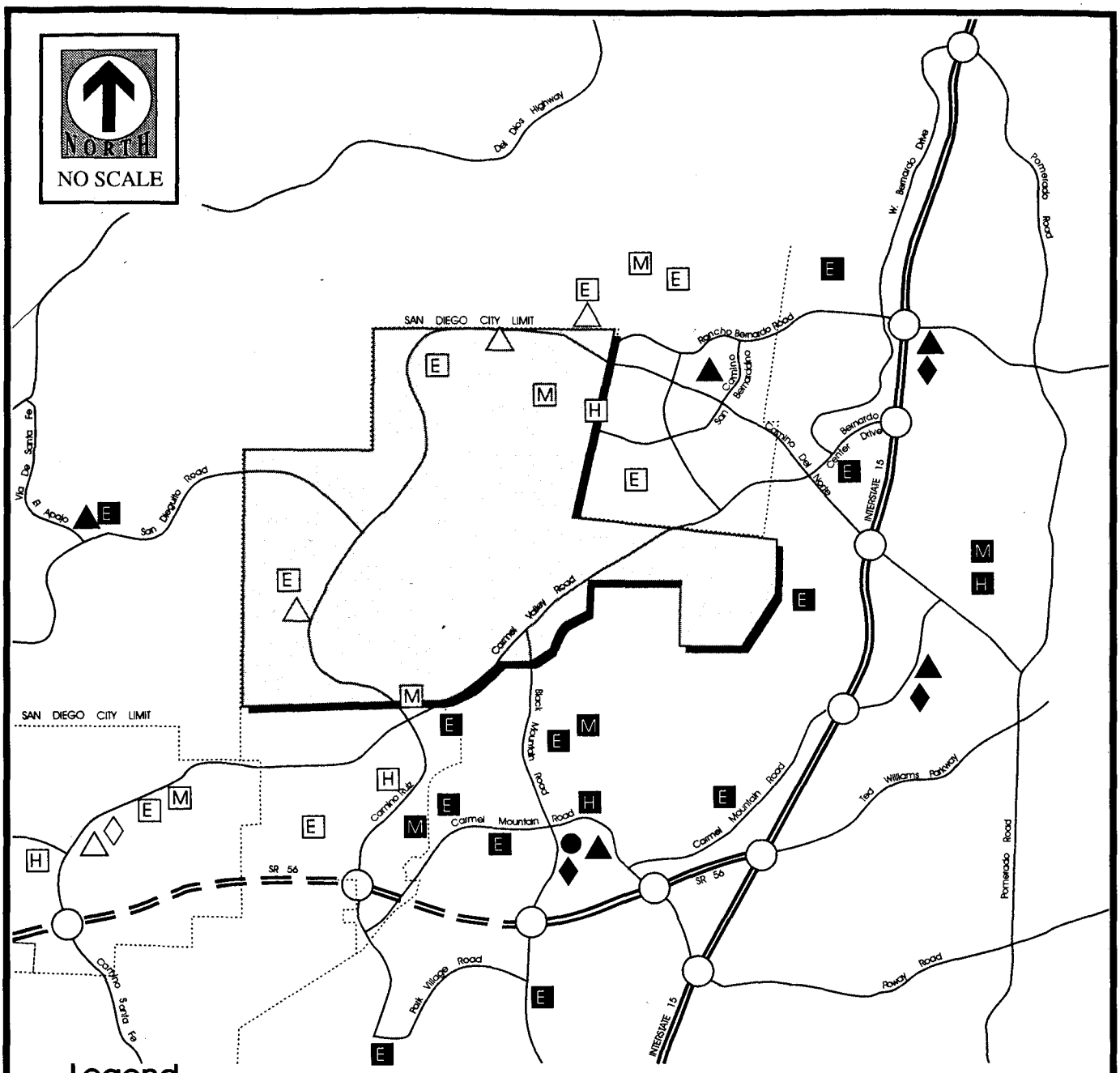


FIGURE 4L-1

Public Facilities

Source: Rick Engineering 1992

TABLE 4L-1
SCHOOLS IN PROJECT AREA

School	Permanent Capacity	Fall 1997 Enrollment	Students above Capacity
Elementary School (K-5)			
Adobe Bluffs	656	518	N/A
Sunset Hills	784	575	N/A
Deer Canyon	697	486	N/A
Sundance	722	589	N/A
Park Village	722	1,035	313
Total Elementary	3,581	3,203	313
Middle School (6-8)			
Black Mountain	1,335	1,225	N/A
Mesa Verde	1,250	1,475	225
Total Middle School	2,585	2,415	225
High School (9-12)			
Mount Carmel	2,088	3,200	1,112
Rancho Bernardo High	2,169	approx. 2,800	631
Total High School	4,257	6,000	1,743
TOTAL	10,423	11,618	2,281

SOURCE: Fall 1997 enrollments, individual schools, November 1997, and permanent capacities, Poway School District, 1995.

TABLE 4L-2
POWAY UNIFIED SCHOOL DISTRICT STUDENT GENERATION RATES

Grade	Single-Family Student Generation Rate/du	Multi-Family Student Generation Rate/du	Total Number of Students for Black Mountain Ranch II VTM/PRD	Total Number of Students for Future Development Areas and Perimeter Properties	Total Number of Students for Subarea I
Elementary (K-5)	0.34	0.175	341.10	1,075.79	1,417
Middle School (6-8)	0.18	0.07	177.89	514.71	693
High School (9-12)	0.26	0.10	256.82	740.78	998
TOTAL			775.81	2,331.28	3,108

SOURCE: Kroese, Poway Unified School District, 1997

du = dwelling unit

play areas serving 18,000-25,000 residents within a one and one-half-mile radius. The City's General Plan recommends that a neighborhood swimming pool serve residents within a 2.5-mile radius.

The community planning area nearest the subarea is Rancho Peñasquitos, located directly to the south and east of the project area. This community plan identifies eight neighborhood community parks. Of these parks, seven have been developed: Canyonside Community Park, Rolling Hills Neighborhood Park, Adobe Bluffs Neighborhood Park, Twin Trails Neighborhood Park, Peñasquitos Creek Neighborhood Park, Views West Neighborhood Park, and Ridgewood Neighborhood Park. Rolling Hills, Adobe Bluffs, Peñasquitos Village, and Twin Trails Neighborhood Parks are located adjacent to developed elementary schools. Black Mountain Park is located south of the subarea. The Rancho Bernardo Community Park is located at the north end of West Bernardo Drive, approximately six miles to the north and east.

The Subarea I project proposes development of private open space park areas and recreation facilities including a 5-acre (usable) neighborhood park adjacent to a 10-acre (usable) elementary school in the western portion of the northern village, and a 3.5-acre park located in the northern village area in association with the mixed-use center. In addition, the approved Black Mountain Ranch II VTM/PRD has a 5-acre (usable) neighborhood park site adjacent to a 10-acre (usable) elementary school site, in addition to a 30-acre (usable) community park site located in the southeastern portion of the Black Mountain Ranch II VTM/PRD area. The Subarea I Plan does not propose development of a community swimming pool; however, space within the Black Mountain Ranch II VTM/PRD community park would be available for future development of a community pool. The community park is within a 2.5-mile radius of the residents of Subarea I.

d) Libraries

The City's Progress Guide and General Plan establishes guidelines and standards for branch libraries. Branch libraries are intended to serve a resident population of 30,000; a branch may be established when a service area has a minimum population of 18,000-20,000 and is expected to reach 30,000 residents within 20 years of library construction. Branches should be located in areas of intense people activity, with a two-mile service area, so that people can combine trips to and from the branch. Under the Framework Plan, a minimum of one branch library is to be located in the NCFUA based on the population figures proposed in the Plan. The NCFUA Framework Plan identifies a branch library in Subarea III, and recommends consideration of a joint City and County serving branch in Subarea IB. The Subarea III plan designates a library site within its mixed-use core area.

There are no current libraries within Subarea I, although Black Mountain Ranch provides for a branch library site in the southern village, and will contribute $500,000 for improvements to the existing Rancho Bernardo branch library. The nearest branch

library to the subarea is the Rancho Peñasquitos library located at 13330 Salmon River Road. This 20,000-square-foot facility opened in 1992. Another branch library is located within Rancho Bernardo at 17110 Bernardo Center Drive, approximately three miles east of the Black Mountain Road/Camino del Norte intersection. This library is a 22,950-square-foot facility which includes meeting rooms and a community resource center. Carmel Mountain Ranch located east of Subarea I has a branch library located at 12095 World Trade Drive. The Carmel Mountain Ranch library has a 13,102-square-foot facility.

e) Police

The City's Progress Guide and General Plan identifies the Police Facilities Plan as the standards for police services. The Police Facilities Plan establishes a seven-minute average response time as a goal. The General Plan recommends that stations be located near the geographic centers of areas to be served and that stations have access to major streets and freeways. The NCFUA Framework Plan recommends the construction of an additional police station within the Future Urbanizing Area. A site for a future police substation may be set aside within Subarea I, if needed, to serve future development in the area. The Subarea III plan designates a site for an additional police substation within its mixed-use core area. The NCFUA Framework Plan proposes that two storefront police facilities be constructed in the NCFUA. Potential sites for police storefront facilities may be set aside within the northern and/or southern villages of Subarea I, if necessary, to serve the needs of future residents and visitors. A storefront facility is proposed to be located within the mixed-use core of Subarea III. Facility size may range from 2,000 to 3,000 square feet.

Police protection for the subarea is provided by the San Diego Police Department, Northeastern Division, located at 13396 Salmon River Road. Subarea I would be served by Beat 233 of the Northeastern Division. To provide adequate police protection service to the community, the San Diego Police Department strives to maintain 1.4 officers per 1,000 people. Response time varies depending on unit availability, seriousness of emergency, and time of day. During 1997, the average response time for emergency calls was 9.2 minutes for the areas served by the Northeastern Division and 7.6 minutes for the areas served by Beat 233 within the Northeastern Division (Frattali 1998). Response times for the future development areas or perimeter properties in Subarea I cannot be reliable estimated more precisely as the primary access roads have not been constructed as yet.

f) Fire

The City's Progress Guide and General Plan recommends that fire stations should be sited to provide rapid response times within urbanized areas, should be buffered from adjacent land uses, and should occupy a minimum of one-half acre of land. The NCFUA

Framework Plan recommends that two fire stations be sited in the Future Urbanizing Area to provide a maximum response time of six minutes. It also recommends consideration of a wildlands unit for brush fires. Black Mountain Ranch II VTM/PRD includes a fire station site within the southern village area, and the Subarea I project proposes an additional fire station site in the northern village area.

Subarea I is within the service area of the City of San Diego Fire Department. However, due to the large size of the subarea, first response to the site would be from Rancho Santa Fe County Fire Department Station #3, one and one-half miles west on El Apajo Road. An estimate of response times from this station was not provided by the fire department, as it is not a City facility. The City's Station #40, located at 13393 Salmon River Road, approximately two miles south of the site, would provide initial emergency fire service. Response time from this station is 6.9 minutes. Several other City-operated fire stations are located in close proximity to the subarea and could provide backup fire service. Rancho Santa Fe Fire Department Station #2 is located at 10603 Rancho Bernardo Road, less than one mile east of the eastern subarea boundary. This station was recently constructed to serve the adjacent 4S Ranch development. Station #42, located at 12110 World Trade Drive, is approximately one and one-half miles east of the subarea and has a response time of six minutes to the site's eastern boundary (Peñasquitos Drive). Station #33 located at 16966 Bernardo Center Drive is approximately two and one-half miles northeast of the site and currently has a response time exceeding six minutes to the boundary of Subarea I.

g) Water Utilities

Subarea I is located within the water and sewer service area of the City of San Diego and would receive its water supply from the City's existing Miramar Water Treatment Plant. The major water transmission lines from the treatment plant that will service the area are illustrated in Figure 4L-2. The majority of Subarea I would receive domestic water service through a combination of the 36-inch Rancho Bernardo pipeline and the City's connection to the San Diego County Water Authority's Second Aqueduct. The southern portions of the subarea would be served by the City of San Diego's 30-inch Del Mar Heights pipeline which runs near the southern subarea boundary. Other water and sewer facilities will be required as determined in the accepted studies. Those portions of the subarea above an elevation of 650 feet would require servicing from a pump station.

Through two planning efforts currently under way, the City of San Diego is preparing to serve Subarea I and other North City developments through existing and planned water treatment and distribution facilities. A facility plan is currently being prepared for the North City service area. Black Mountain Ranch is in the preliminary design phase of a 15- to 20-million-gallon storage reservoir to be located on the Black Mountain Ranch II VTM/PRD site.

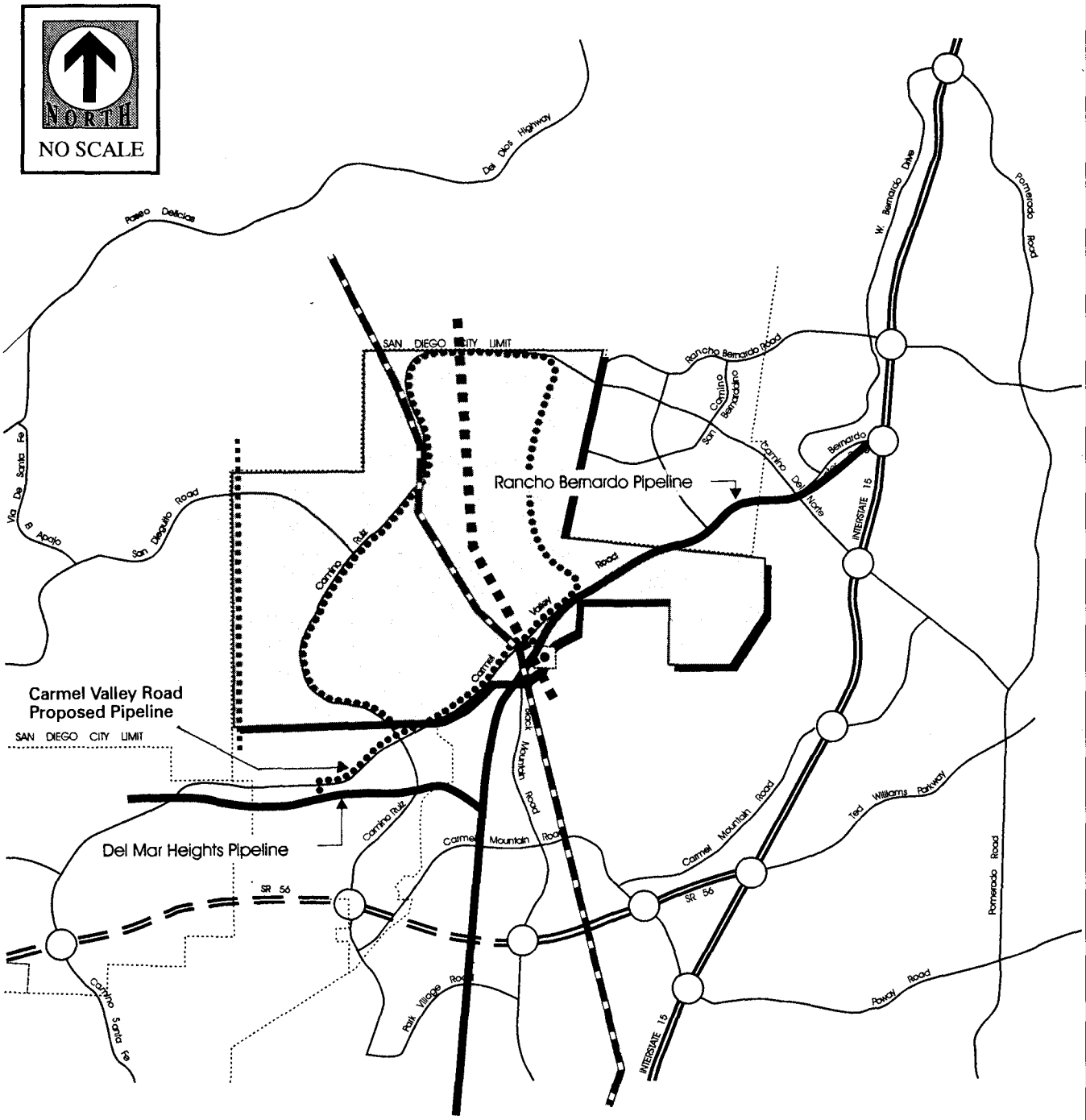


FIGURE 4L-2

Domestic Water and Power Facilities

Source: Rick Engineering 1992

City of San Diego Ordinance No. 0-17327-NS (New Series) (adopted July 1989) requires use of recycled water, when available, for irrigation of landscape areas as allowed by County Health Department regulations. At present, recycled water is allowed for road parkway and medians, commercial and industrial uses, irrigation of public maintenance areas within multi-family areas, parks, and greenbelts, and agricultural crops not for human consumption. Since the Black Mountain Ranch II VTM/PRD project is outside the "optimized" recycled service area, conditions requiring recycled water per this development were waived. Further discussion of recycled water can be found in Chapter 4M of this report.

h) Waste Management Services

At present, the project would be served by Miramar Landfill, which encompasses approximately 1,423 acres, 857 acres of which are used for disposal. As of March 1998~~July 1997~~, the remaining capacity of Miramar Landfill was estimated to total approximately 30.4~~31~~ million cubic yards, and is anticipated to reach capacity by the year 2011. The landfill currently accepts in excess of 1.3 million tons (approximately 2.1 million cubic yards) of refuse each year (Tirandazi, pers. com. 1997a).

In an effort to reduce the amount of solid waste in the waste stream and thus extend the life of existing landfills, recent state and local legislation has been enacted. At the state level, the California Integrated Waste Management Act of 1989 (AB 939) requires all local agencies to reduce the amount of solid waste sent to landfills and transformation facilities by 25 percent by the year 1995 and 50 percent by the year 2000. Under this legislation, jurisdictions are required to develop a waste management plan to achieve these goals, though specific methods of compliance are not prescribed. If compliance with these requirements are not met, the violating jurisdiction is subject to monetary fines.

To achieve the goals of AB 939, the City offers several recycling programs to its residents including residential curbside recycling of paper, glass, cans, bottles, and yard waste, drop-off programs, Christmas tree drop-off and recycling, and community clean-up events. The City also administers internal office recycling and salvaging programs. ~~a city-wide recycling program has been developed. This program includes establishment of curbside recycling for materials such as paper, glass, cans, certain plastics, and yard waste. Other programs established by the City include recycling programs for several apartment and condominium complexes, drop-off programs, Christmas tree drop-off sites and recycling, community clean-up events, internal recycling programs for City offices, and salvage programs.~~ At the landfill ~~itself~~, a "greenery" has been developed which accepts self-hauled yard waste and yard waste collected from the curbside recycling program. The Miramar Landfill also houses a buy-back center at the landfill. Finally, the City has established several outreach programs to provide technical assistance to the

military and local businesses and education programs for local schools (Wood, pers. com. 1992).

It is anticipated that with implementation of source reduction and recycling programs and ~~construction of the~~ rock aggregate extraction program (which excavates construction materials from the landfill in order to create additional disposal area), the Miramar Landfill will serve as a solid waste disposal site through the year 2011 (Tirandazi, pers. com. 1997a). ~~A materials recovery facility, proposed to be located at the landfill could divert approximately 150,000 tons a year from the landfill through recycling and composting. Feasibility studies are under way for this facility. Its appropriateness, potential date of installation, and capacity are all under review.~~

The current waste generation rate for city residents is 2.0 tons of refuse per single-family household per year, with 1.2~~1.6~~ tons/unit/year per multi-family residence. Residential solid waste collection service would be provided on public streets by the City of San Diego and by private companies such as Laidlaw, BFI, and Waste Management on private roads.

i) Electrical Utilities

San Diego Gas & Electric maintains two transmission corridors through the site: 230-kV and 138-kV lines traverse the subarea north to south along its western boundary and in the center of the property. Additional service lines are found along San Dieguito Road, St. Andrews Road, and Artesian Road. Gas lines exist to the south and west up to the subarea boundary.

The subarea is on the boundaries of three telephone service areas: Rancho Peñasquitos, Rancho Santa Fe, and Rancho Bernardo. Pacific Bell has a new switching relay station in Rancho Peñasquitos. The closest cable television transmitter is on Black Mountain.

1) Issue

How would implementation of the Subarea Plan affect public services particularly schools, parks, libraries, police, and fire protection?

Impact

a) Elementary, Junior High, and High Schools

Using the generation factors in Table 4L-2, the total number of students Subarea I would generate is 3,108. This number is based on a total of 2,860 single-family residential units and 2,540 multi-family units. Of this, 776 students would be generated by the approved

Black Mountain Ranch II project, and have already been accounted for in agreements reached by the developer with the school district. Of the total number of students generated by Subarea I, development of the future development areas and the perimeter properties would generate 2,332 students.

Students residing in the subarea would potentially attend Sunset Hills, Deer Canyon, Sundance, Adobe Bluffs, Park Village, or Canyon View elementary schools, Black Mountain and Bernardo Heights middle schools, and Carmel and Rancho Bernardo high schools.

Given that most schools are at present over capacity in the area, the addition of new students can only be accommodated through expansion of facilities and development of new schools. Therefore, Black Mountain Ranch Limited Partnership has entered into an agreement with the Poway Unified School District to provide additional funding so the district can accommodate the increase in students. This agreement also provides for a new middle school site within the Black Mountain Ranch future development areas and its fair-share participation in the future development of new schools. Additionally, the developer will fund its share of the cost of leasing or purchasing state-approved portable facilities for students generated by the Subarea I development, on sites designated by the district. If existing sites are unable to house those additional students, the developer shall provide an interim site for those facilities, pursuant to the criteria established by the district until the development of permanent facilities can be accomplished.

Full buildout of the future development areas and perimeter properties within Subarea I would result in 1,918 single-family residential units and 2,421 multi-family residential units. The number of multi-family units includes 120 affordable housing units. It is further assumed that market absorption of residential areas would be one-third by the year 2000, two-thirds by 2010, and completed by 2020. Table 4L-3 shows the future phased school requirements for the future development areas and the perimeter properties within Subarea I. As shown in Table 4L-3, the future development areas and the perimeter properties would need additional schools to meet their needs.

The Subarea I Plan proposes to provide two elementary school sites (one elementary school site is in the northern village and the other elementary school site is within approved Black Mountain Ranch II VTM/PRD); two middle school sites (one in the northern village adjacent to the proposed high school and one within approved Black Mountain Ranch II VTM/PRD); and one high school site located at the eastern end of the northern village area (see Figure 3-2). These facilities are considered necessary to give future development of the project, plus cumulative impacts to schools from surrounding projects. Additional elementary schools and middle schools would be located, as necessary, within the area immediately to the east of Rancho Peñasquitos, Black Mountain Ranch II, 4S Ranch, and Santa Fe Valley to satisfy the cumulative generation of students from these planned projects.

TABLE 4L-3
SUBAREA I ESTIMATED FUTURE SCHOOL NEEDS

Generation: Single/Multi	Elementary (0.34/0.175)	Middle (0.18/0.07)	High (0.26/0.10)
2000: Students	359	172	247
Percent of school*	51%	14%	11.5%
2010: Students	717	343	494
Percent of school*	102%	27%	23%
2020: Students	1,076	515	741
Percent of school*	154%	41%	34.5%

*The percentage is based on an estimate capacity of 700 students for an elementary school, 1,250 for a middle school, and 2,150 for a high school.

The generation factors used to estimate the number of students generated are based upon districtwide averages. The actual number of students generated are not anticipated to vary significantly. However, if additional information indicates that additional students will potentially be generated from the proposed project, the proportionate share for the number of facilities required will be provided for in the future financing plan between the applicants and the Poway Unified School District.

b) Parks and Recreation

Subarea I would only require one neighborhood park site per the General Plan population-based parks standards. The Subarea I project proposes development of private open space park areas and recreation facilities including a 5-acre (usable) neighborhood park adjacent to a 10-acre (usable) elementary school, and a 3.5-acre park in association with the mixed-use center in the northern village area. In addition, the Black Mountain Ranch II VTM/PRD has a 5-acre neighborhood park adjacent to a 10-acre elementary school, and a 30-acre (usable) community park site. The Subarea I Plan does not propose development of a community swimming pool; however, space within the community park would be available for future development of a community pool. The community park is within a 2.5-mile radius of the residents of Subarea I.

The Subarea I Plan proposes a total of 1,915 acres for resource open space, with 1,665 acres from approved Black Mountain Ranch II, 250 acres from Black Mountain Ranch future development areas, and the perimeter properties. This dedicated resource open space would expand the San Dieguito River Park and connect with Black Mountain Park.

c) Libraries

The General Plan guidelines call for a population of 18,000 residents within a two-mile radius rising to 30,000 within 20 years of the opening of a branch library. This population base would not be achieved until the buildout of the Future Urbanizing area of Subarea I, after a phase shift, however. Until such time as the facility is built, the estimated 14,000 residents of Subarea I would most likely use the 20,000-square-foot facility in Rancho Peñasquitos, the 13,102-square-foot facility in Carmel Mountain Ranch, and the 22,950-square-foot facility in Rancho Bernardo. As the road access in the first phase of development would be from the south and west, the Rancho Peñasquitos and Carmel Mountain Ranch libraries would be more accessible to residents. Adequate facilities would be available to serve the initial development of the project.

d) Police

Police protection would be provided by the Northeastern Division of the San Diego Police Department. The nearest existing station is located at 13396 Salmon River Road. Subarea I is within the boundaries served by Beat 233 of the Northeastern Division. Beat

233 had an average response time of 7.6 minutes for Priority E (emergency) calls and an average of 13.9 minutes for priority one calls during 1997 for their service area (Frattali 1998). Development of the proposed project would result in an incremental increase in calls for police service; however, the development fees and increased revenues to the City would provide for additional patrol officers to the area. Provided that increased revenues are available, the Northeastern Division anticipates being able to provide acceptable response times to Subarea I (Frattalii 1998).

e) Fire

The fire department has standard requirements regarding the provision of adequate water service for fire-fighting purposes, the placement of fire hydrants (at approximately 600-foot intervals along all streets), and the design and grade of all streets. These requirements would be reflected in the tentative map conditions for all development in the subarea.

Fire department service to the subarea would be provided by the Rancho Santa Fe County Fire Department and the City of San Diego Fire Department. Nearby fire stations that would respond to an emergency call in the subarea include Station #40 in Rancho Peñasquitos, two miles south of the property; the 4S Ranch Station #2 on Rancho Bernardo Road, one mile east; Station #33 in Rancho Bernardo, approximately two and one-half miles east; and Station #42 on World Trade Drive located approximately one and one-half miles east of the subarea boundary. Fire service response times for these stations cannot be estimated at this time because the road circulation network has not been constructed.

Sites for planned future fire stations have been reserved in the southern village adjacent to Camino Ruiz as part of the approved Black Mountain Ranch II VTM/PRD, and a second station has been designated in the center of the northern village area along Camino del Norte. The future development areas and the perimeter properties would be approximately 2.5 miles from either an existing or planned future fire station; therefore, it is likely that acceptable response times would be met. However, a potential impact would occur if response times cannot be met.

Significance of Impacts

The additional elementary, middle, and high school students generated by the Subarea I Plan development would contribute to the already overcrowded schools and is considered a direct and cumulatively significant impact. This impact would be reduced to below a level of significance by implementing the mitigation measures identified below.

The project would provide private open space and park areas to serve the residents' needs. Dedication of community and neighborhood park sites totaling 59 acres, and the proposed dedication of 2,211 acres of resource and amenity public open space, would provide adequate park and recreation facilities for future needs of the development and nearby communities. No significant impacts are identified.

The Rancho Peñasquitos, Carmel Mountain Ranch, and Rancho Bernardo libraries would adequately serve Black Mountain Ranch needs. Usage impacts to these libraries would not be significant.

The Rancho Santa Fe County Fire Department and the City of San Diego Fire Department would provide service to the project site. Sites for planned future fire stations have been reserved in the southern and northern villages. The future development areas and the perimeter properties would be approximately 2.5 miles from either an existing or planned future fire station; therefore, it is likely that acceptable response times would be met. However, a potential impact would occur if response times cannot be met.

Reasonable police response times to the subarea for routine and emergency calls-for-service are anticipated; therefore, impacts to police services are considered not significant.

Mitigation, Monitoring, and Reporting

Implementation of the following conditions and offers of dedication would reduce direct and cumulative school impacts from Subarea I development to below a level of significance:

a) Collection of required fees and setting aside three school sites, and provision of partial acreage for a future high school site.

b) Mitigation for school impacts would include implementation of a final financing agreement and phasing plan for future development in the Subarea and the Poway Unified School District as identified in the school districts School Facilities Master Plan and Financing Plan for the Black Mountain Ranch Subarea, which may or may not include participation in school facilities financing with other surrounding development projects. The Poway Unified School District proposes establishment of a Mello-Roos community facilities district; however, some other mutually acceptable means could be employed. Proof of a final financing agreement and school site purchase agreement would be required prior to City Council ~~final map~~ approval of the Subarea Plan.

City fire departments may or may not be able to provide a first response to the subarea within six minutes. Service letters from the City of San Diego Fire Department shall be submitted when building permits are applied for. If the Fire Department cannot respond within six minutes, then building plans would include fire sprinkler systems, or other measures to the satisfaction of the Fire Department. Similar requirements would apply to all other development proposals in the subarea.

2) Issue

Would implementation of the Subarea Plan result in a need for new systems or require substantial alterations to existing facilities for management of water, sewage, solid waste, recycled water, storm drains, or power? Would the proposed plan result in the generation of excessive amounts of solid waste?

Impact

a) Domestic Water

The domestic water use projection is based upon the City of San Diego Water Department Planning and Design Guide. The City of San Diego Water Department has calculated water usage rates at 1000 gallons per day (gpd)/low density residential dwelling units, 525 gpd/medium density residential dwelling unit, and 450 gpd/high density residential dwelling units, 5,000 gpd/acre for community facilities (schools and employment centers), and 5,000 gpd/acre for commercial (Powell 1998). Table 4L-4 lists the estimated water consumption for different parts of Subarea I. The estimated average domestic water demand for the approved Black Mountain Ranch II portion of Subarea I, would be 2.90 mgd. The remaining portion of Subarea I, including the northern and southern villages, the resort, and residential clusters would consume about 2.53 mgd and the perimeter properties would consume about 0.53 mgd. The total domestic water consumption for the Subarea I project, not including the previously approved Black Mountain Ranch II VTM/PRD, would be 3.06 mgd.

To provide potable water storage, the City proposes to site a larger regional facility with 20 mgd of storage within Black Mountain Ranch II (see Figure 4L-2). The reservoir location has been set with regard to proximity to the County Water Authority aqueduct and Rancho Bernardo pipeline which cross the property and the elevation of the surrounding terrain to provide water pressure to users. The reservoir would be partially below ground to reduce its apparent mass and bulk and would be built under a shared participation agreement with the City. In addition to the reservoir, the only water transmission pipeline necessary will be constructed along Carmel Valley Road.

TABLE 4L-4
ESTIMATED DOMESTIC WATER DEMAND

Portion of Subarea	Land Use	Amount	Unit Water Demand*	Estimated Water Demand (mgd)
Approved Black Mountain Ranch TM	Residential low	127 units	1000 gpd/unit	0.13
	Residential medium	815	525 gpd/unit	0.43
	Residential medium	119 units*	525 gpd/unit	0.06
	Community facility	11.9 acres	5,000 gpd/acre	0.06
	Schools	35 acres	5,000 gpd/acre	0.18
	Golf course	605 acres	3,000 gpd/acre	1.82
	Parks	55 acres	4,000 gpd/acre	0.22
				2.90
Northern Village	Residential medium	560 units	525 gpd/unit	0.29
	Residential high	1,801 units	450 gpd/unit	0.81
	Commercial	68 acres	5,000 gpd/acre	0.34
	Schools	70 acres	5,000 gpd/acre	0.35
	Employment center	32.2 acres	5,000 gpd/acre	0.16
	Parks	5 acres	4,000 gpd/acre	0.02
				1.97
Southern Village	Residential medium	140 units	525 gpd/unit	0.07
	Residential high	120 units	450 gpd/unit	0.05
	Commercial	2 acres	5,000 gpd/acre	0.01
				0.13
Resort	Resort	19 acres	5,000 gpd/acre	0.095
Residential Clusters	Residential medium	463 units	525 gpd/unit	0.24
	Residential high	200 units	450 gpd/unit	0.09
				0.33
SW Perimeter	Residential medium	330 units	525 gpd/unit	0.17

TABLE 4L-4
ESTIMATED DOMESTIC WATER DEMAND
(continued)

Portion of Subarea	Land Use	Amount	Unit Water Demand*	Estimated Water Demand (mgd)
SE Perimeter	Residential medium	425 units	525 gpd/unit	0.22
NE Perimeter	Residential high	300 units	450 gpd/unit	0.14
TOTAL				5.96

gpd = gallons per day
SW = southwest; SE = southeast; NE = northeast
*Generation rates obtained from the City of San Diego Water Department Planning and Design Guide.

b) Wastewater Generation

The City of San Diego Water Department has calculated sewage generation at 280 gallons/day/dwelling unit, 3,180 gallons/acre/day for commercial and industrial uses, and 2,500 gallons/acre/day for schools, public facilities (town green), and employment centers. Table 4L-5 shows the estimated wastewater generation for the different areas of Subarea I. The approved Black Mountain Ranch II Tentative Map would generate about 0.42 mgd of wastewater. The remaining areas of Subarea I would generate an additional 1.75 mgd of wastewater. It is anticipated that wastewater flows generated by development in the subarea would be pumped to the City of San Diego's Carmel Valley trunk sewer (Figure 4L-3). These flows were anticipated in the designs for the Carmel Valley trunk sewer and Pump Station 64 improvements and can be accommodated.

On-site sewer facilities, including trunk sewers, trunk laterals, and lift stations, would need to be constructed to serve development in Subarea I. On-site sewer facilities which are a part of the approved Black Mountain Ranch II project could accommodate Black Mountain Ranch and also the southern village, the resort area, and 1,250 dwelling units in the northern village. Additional, or expanded, on-site sewer facilities would be required for development of the remaining portions of Subarea I. Each subsequent project in Subarea I would be required to design sewer facilities adequate to accommodate the proposed development.

The City would stipulate the maximum flows that can be discharged from Subarea I into the City's Carmel Valley trunk sewer, which would prevent the trunk sewer from exceeding its capacity downstream. Wet well storage capacity of on-site lift stations will be sized to provide flow equalization, if necessary, so that wastewater flows from Subarea I would not exceed the maximum flow limitations established by the City.

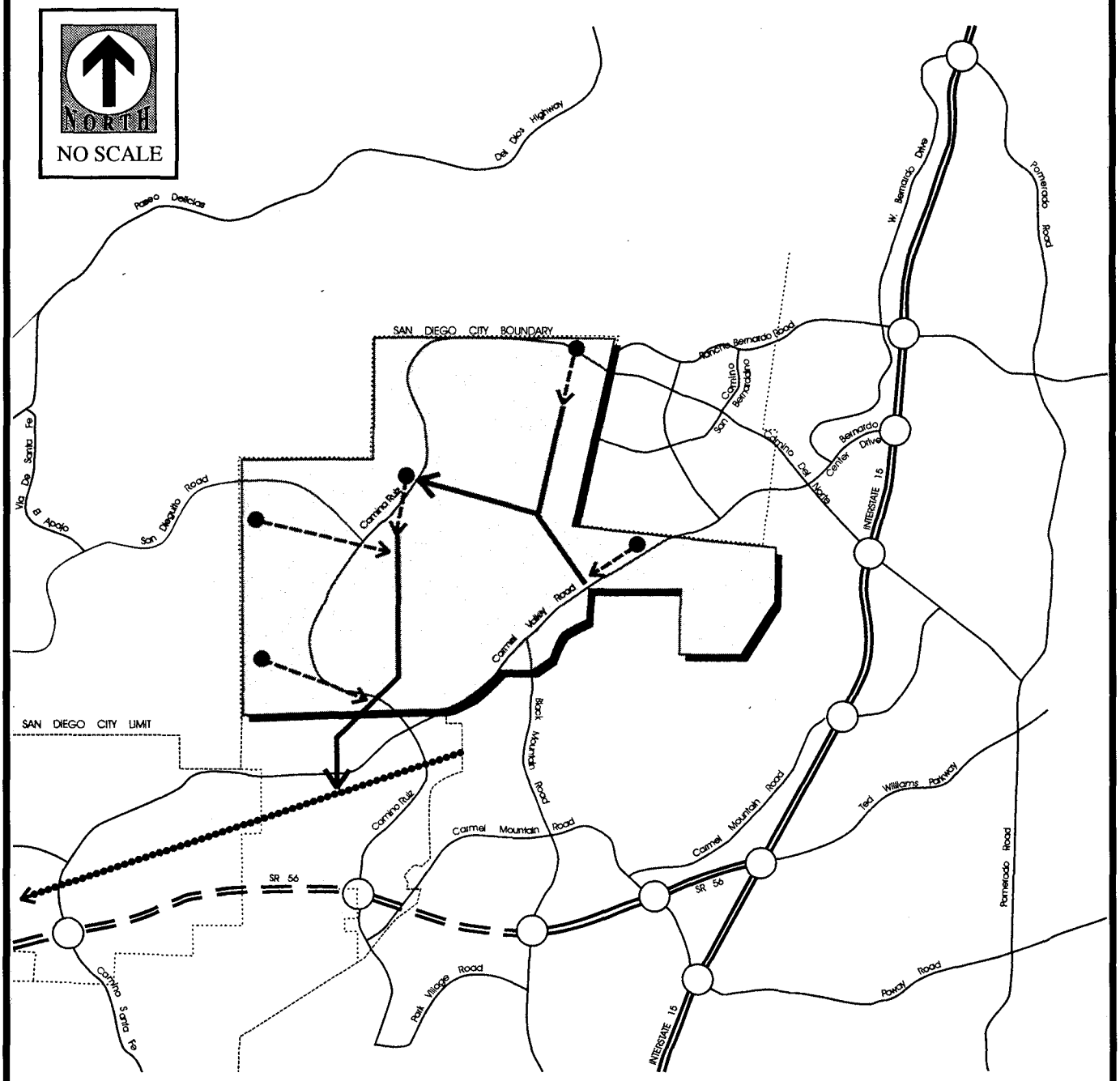
The proposed means of accommodating wastewater generated within Subarea I would be to transport it to the City of San Diego's Carmel Valley trunk sewer. This trunk sewer ranges in diameter from 18 inches to 33 inches in size. Based upon past flow projections and current City planning efforts, the Carmel Valley trunk sewer may or may not have sufficient capacity to accommodate both current and future phases of proposed project. If not, sections of the existing 18-inch and 21-inch sewer would need to be upgraded.

Connection to the trunk sewer would require off-site extension of a sewer line south through the Fairbanks Highlands property. The impacts of this sewer line were addressed in the FEIR for Black Mountain Ranch II (95-0173). Crossing of a riparian area would impact 0.6 acre of mule fat scrub. A streambed alteration permit from the CDFG would be required. These impacts would be mitigated through revegetation of riparian habitat following construction (see Biology section).

TABLE 4L-5
ESTIMATED WASTEWATER GENERATION

Portion of Subarea	Land Use	Amount	Unit Wastewater Generation*	Estimated Wastewater Generation (mgd)
Approved Black Mountain Ranch TM	Residential	1,061 units	280 gpd/unit	0.30
	Community facility	11.9 acres	2,500 gpd/acre	0.03
	Schools	35.0 acres	2,500 gpd/acre	0.09
				0.42
Northern Village	Residential	2,361 units	280 gpd/unit	0.66
	Commercial	68 acres	3,180 gpd/acre	0.22
	Schools	70 acres	2,500 gpd/acre	0.18
	Employment center	32.2 acres	2,500 gpd/acre	0.08
				1.14
Southern Village	Residential	260 units	280 gpd/unit	0.07
	Commercial	2 acres	3,180 gpd/acre	0.006
				0.076
Resort	Resort	19 acres	3,180 gpd/acre	0.06
Residential Clusters	Residential	663 units	280 gpd/unit	0.18
SW Perimeter	Residential	330 units	280 gpd/unit	0.09
SE Perimeter	Residential	425 units	280 gpd/unit	0.12
NE Perimeter	Residential	300 units	280 gpd/unit	0.08
TOTAL				2.16

gpd = gallons per day; mgd = millon gallons per day.
SW = southwest; SE = southeast; NE = northeast
*Generation rates obtained from the City of San Diego Water Department.



Legend

- Existing Carmel Valley Trunk Sewer
- Proposed BMR Trunk (gravity)
- Proposed Pump Station Sites
- Proposed Forced Mains

FIGURE 4L-3

Wastewater Collection Facilities

Source: Rick Engineering 1992

Natural drainage in the subarea is westerly, primarily along Lusardi Creek and La Zanja Canyon, with intervening small swales. Hardscape runoff from streets, roads, and other development would be captured by a storm drain system into a series of detention/ desiltation basins and discharged into the major natural drainages. At each point of discharge, sedimentation and detention basins would be provided to capture pollutant loadings and sediments and maintain acceptable flow rates in the downstream areas. "Best Management Practices," as discussed in the Hydrology and Water Quality section, would be provided to minimize pollutants in the runoff.

c) Waste Management Services

The proposed development will generate different kinds of solid waste. Using the City of San Diego's Environmental Services Department's waste generation factors, the project's waste stream would be divided as follows: (1) construction waste; (2) residential waste constituting about 40 ~~8~~ percent of the total project's waste; and (3) commercial waste constituting about 60 ~~92~~ percent of the total project waste stream.

Construction Waste

Although the proposed project would generate construction waste intermittently over several years, it is likely that the proposed project would exceed the City's Environmental Services Division's recommended construction threshold for construction projects involving more than 10,000 square feet of building area. The preparation and implementation of a waste management plan for construction would be necessary.

Ongoing Residential/Commercial Waste

As explained above, the project would produce residential waste amounting to only about 8 percent of the total project's waste stream. Based on research conducted on the quantity and the types of solid waste generated by the residential sector in the city of San Diego, the primary components of the waste stream are paper (29.6 percent) such as newspaper and mixed paper, yard waste (13.4 percent), plastic (7.2 percent), wood waste (6.2 percent), and glass (5.3 percent). In addition to residential use, the project consists of commercial development. Because the specific types of commercial uses are not known at this time, the types of solid waste produced by this development are also not known. Although the types of materials in the commercial waste stream vary considerably depending on the type of use, in general, paper, plastic, food, and metal are typically the most significant constituents.

The current waste generation rate for city residents is 2.0 tons/dwelling unit for single-family residential and 1.2 tons/dwelling unit/year for multi-family residential. (Tirandazi, City of San Diego, Environmental Services Department, 1997b). The Subarea I Plan proposes 2,860 single-family residential units, 2,361 multi-family units, and 179 affordable housing units. Using Environmental Services Division's waste generation

factors, annual waste generation associated with the proposed residential uses would be approximately 9,000 tons per year. The other uses associated with project development (e.g., commercial/retail/office, golf courses, schools, churches, and parks) would generate additional amounts of municipal solid waste.

In evaluating the impacts of development on waste management services~~solid waste disposal~~, three issues should be considered: present and future landfill capacity; impacts to recycling programs; and the impacts to refuse collection services ~~crews~~.

The amount of solid waste expected to be generated by the proposed development of Subarea I represents 1.4 ~~0.75~~ percent of the solid waste the Miramar landfill accepts per year. This increment is not of itself, significant. More important is the potential to reduce the future solid waste generation per household in the region.

Increased development would also increase the amount of recyclable material diverted from the landfills. These recyclable materials would be handled through existing and future recycling programs. Additional staff, facilities, and equipment may be required to process these additional materials. The marketing of additional recyclables is also a consideration. The Condition, Covenants, and Restrictions (CC&Rs) approved by the Black Mountain Ranch homeowners' association would require homeowners to incorporate bins or containers to facilitate curbside recycling programs such as the City currently has in place. If the City is not able to provide curbside pick up of recycled waste, the homeowners' association may contract with a private recycler.

The City estimates that for every 500 additional homes, an additional collection truck and crew of two would be required. A total of 5,400 residential units in Subarea I would require 11 new collection crews to handle the solid waste collection ~~disposal~~ needs. As described above, the uses proposed for other parts of the subarea would also generate municipal solid waste. Additional trucks and crew would be required to serve refuse disposal needs of these uses.

Future development of Subarea I would ~~may~~ result in a substantial increase of solid waste generation. The proposed uses including residential would generate an estimated total of approximately 18,000 ~~10,000~~ tons of solid waste per year. Given that new landfills have not been sited, this waste stream, along with other future development, may result in a future solid waste disposal impact.

d) Electrical Utilities

A new electrical substation would be built on-site at its northern boundary adjacent to the transmission lines for regional distribution including the development.

Telephone lines may be extended along the northern boundary of the site from Rancho Bernardo and from Rancho Santa Fe. The project may require an additional switching relay in Peñasquitos and a new hub receiver for cable television service.

New gas lines would be extended from the south within existing ducting along developed portions of Black Mountain Road and northward within undeveloped right-of-way. Natural gas service may require upsizing of the transmission pipelines and pressure valves off-site.

The construction of new on-site facilities and the extension of off-site utilities to serve the subarea would not result in additional impacts. The additional utilities would be constructed in existing rights-of-way.

Significance of Impacts

The proposed Subarea I project (not including the previously approved Black Mountain Ranch II) would incrementally increase the demand for domestic water service by 3.06 mgd. This relatively small increase is not considered a significant impact, particularly since recycled water would be used for landscaping irrigation and conservation measures such as low-flow shower heads and toilets would be incorporated into the developments in Subarea I. The residential consumption estimates for domestic use would be reduced by about 15 percent from the estimate provided with these reduction strategies.

Off-site sewer facilities (i.e., the approved connection from Black Mountain Ranch to the Carmel Valley Trunk sewer) are anticipated to be able to handle wastewater generated from the initial development of Subarea I. New or expanded on-site sewer facilities may be required for development of the northern village beyond 1,250 dwelling units and development of the perimeter properties.

The project would result in the generation of significant amount of solid waste affecting waste management services such as landfill disposal, refuse collection, recycling programs, as well as the City's ability to comply with the state 50 percent waste reduction mandate unless a waste reduction recycling plan is prepared specifying measures that would be incorporated in project design to minimize waste generation and divert waste from disposal. ~~affect City waste management programs and services; however, impacts could be minimized by incorporation of recycling and waste-reduction measures in project design.~~ Services that will not be affected by the proposed project include ~~recyclables and yard waste collection, and multi-family, and~~ commercial sectors refuse collection since these services would be provided by the private sector and not by City forces. This is considered a less than significant impact to the City's waste management services.

The amount of solid waste generated by the project represents a small increase of the solid waste disposed at Miramar Landfill. Implementation of the Subarea I plan would only incrementally shorten the life of the Miramar Landfill and would not affect the year 2011~~2006~~ closure schedule. These impacts are not considered significant. However, until additional landfills are sited, the approved Black Mountain Ranch II project, the Black Mountain Ranch future development areas and perimeter properties within Subarea I, and the rest of the Future Urbanizing area, as well as in other parts of the city, would contribute to a cumulative impact to solid waste disposal facilities.

Utilities and infrastructure are available to the subarea. New on-site facilities would be constructed and off-site connections to existing facilities would be necessary in some cases and some of the existing off-site facilities may require improvements or upgrades to accommodate the increased demand caused by subarea development. No major new systems or substantial alterations would be required to serve the subarea. No significant adverse impacts to dry or wet utility systems or service would result.

Mitigation, Monitoring, and Reporting

The necessary improvements to facilities and infrastructure to support Subarea I development are proposed as part of the Subarea I Plan. These improvements would be sited and designed in consultation with the utility providers, City of San Diego, and County Water Authority.

Additional capacity may be required for the Carmel Valley trunk sewer for future buildout. As a condition of the future maps, future applicants would submit a sewer capacity analysis to the City Water Department. If additional capacity is needed, the applicant would provide for the needed improvements to the satisfaction of the Water Department Manager.

For solid waste reduction, future single-family residential development within Subarea I would comply with the City's recycling program. If the City curbside recycling has not been established for the project development, the homeowners association would provide recycling containers and enter into an agreement with a recycling contractor to handle recyclable materials. The requirement for recycling bins or containers would be included in the Design Review Guidelines for all projects and the Conditions, Covenants, and Restrictions (CC&Rs). Refuse collection services for the commercial/industrial development, and multi-family residences would be provided by the private sector, thereby not affecting City refuse collection forces. The City offers commercial/industrial waste reduction programs.

Future development will be required to develop a waste reduction/recycling plan addressing both construction phase as well as ongoing project impacts and specifying

waste reduction measures that would be incorporated in project design to minimize solid waste impacts. Waste reduction and recycling measures to consider include:

a) Source reduction (on-site reuse of products);

b) Source separation and recycling (particularly during the construction phase of the project);

c) Provision of interior spaces for the storage of recyclable;

d) Landscaping with drought tolerant, preferable native species to minimize generation of yard waste; and

e) Use of recycled-content products in the construction of the proposed developments.

Additionally, the plan must describe the location of exterior and interior storage areas for the collection of recyclables in multi-family residential and non-residential areas as required per Municipal Code Section 101.2001. The storage areas should be located in areas convenient for use by residents/tenants and service providers.

M. Water Conservation

Existing Conditions

a) Water Supply and Distribution

Most of San Diego's water is imported from the Colorado River via the Colorado River Aqueduct or from northern California via the California Aqueduct, which is part of the State Water Project. The San Diego County Water Authority (CWA) acquires the imported water from the Metropolitan Water District of Southern California. The CWA sells water to 23 member agencies, including the City of San Diego.

Prior to transport south to San Diego, raw water is stored and treated at Lake Skinner in southern Riverside County. From Lake Skinner, the water is transported to San Diego County via the First and Second San Diego Aqueducts. The existing City of San Diego reservoir system is not designed to capture storm runoff to take effective advantage of local rainfall, but stores imported water, the supply of which fluctuates based on snowpack in northern California.

Currently, Subarea I is used for grazing and does not require significant amounts of irrigation water.

b) Water Conservation

The CWA and the City have reacted to the drought conditions that characterized southern California in the late 1980s and early 1990s. As a result of these conditions, the policy position of the CWA and City has been to implement water conservation measures to reduce potable water uses. Overall, water conservation measures in the city have been effective. A city-wide conservation goal of 20 percent from 1991-1995 was achieved, and since then a 10 percent goal has been achieved annually (Generoso, pers. com. 1997). Although no longer in a severe drought condition, San Diego is still in a "drought watch." In addition, the City can experience "structural drought," a condition in which potable water supplies are restricted due to drain-off of available water for other required uses, such as native species preservation.

For the past several years, the City has been conditioning qualifying development projects within the city to install facilities for the use of recycled water to offset the demands of potable water of new planned uses. In 1992, the City completed a recycled water distribution master plan for the City's northern service area. As a requirement of the 1992 plan, new developments were required to design and install recycled water distribution systems which would irrigate all common areas and open space. The irrigation systems would initially be supplied from the City's potable water supply;

however, when recycled water becomes available the systems would be converted to recycled water service.

In September 1994 the City's Metropolitan Wastewater Department implemented an "optimized" recycled water distribution system for recycled water use in the City's northern service area, which would be served by the North City Water Reclamation Plant, located at Miramar Road and Eastgate Mall. This reclamation plant began to treat wastewater on April 24, 1997. The North City Water Reclamation Plant is designed to treat up to 30 million gallons of wastewater per day. Recycled water will be pumped to customers through a 45-mile-long distribution system stretching from Torrey Pines in the west to Scripps Ranch in the east.

Subarea I which had previously been conditioned to install recycled water facilities, was determined to be located outside of the optimized system service area. Therefore, the condition requiring the installation of recycled water facilities was waived for the subarea (Dillon, pers. com. 1997).

In an effort to conserve water, the City of San Diego became one of the original signatories to the Memorandum of Understanding (MOU) Regarding Urban Water Conservation in California during 1991. This MOU consists of 16 Best Management Practices proven to be long-term, cost effective water conservation measures. Other water conservation efforts include the City's establishment of the City Manager's Water Conservation Advisory Committee in 1990. The Advisory Committee reviews water policies and issues affecting water supply and discusses the value of various water conservation programs (City of San Diego 1995b).

1) Issue

Would the project result in the use of excessive amounts of water, resulting in the depletion of domestic water supplies or the generation of excessive amounts of wastewater?

Impacts

a) Water Consumption

Table 4L-4 lists the estimated average water demand for different parts of Subarea I (Powell 1998). The northern and southern villages, the resort, and residential clusters would consume about 2.52 mgd and the perimeter properties would consume about 0.53 mgd. The total domestic water consumption for Subarea I (including the approved Black Mountain Ranch II) would be 5.96 mgd.

The domestic water use projection is based upon the City of San Diego Water Department Planning and Design Guide. This is a preliminary estimate and is probably higher than the actual use, since current conservation practices are not taken into account. These conservation practices include low-flow faucets, shower heads, and toilets in residences; use of native drought-tolerant plantings; and use of water-conserving irrigation systems and recycled water. The residential consumption estimates for domestic use could potentially be reduced by about 15 percent from the estimate provided with these reduction strategies.

In addition to using all new housing water consumption reducing facilities, all landscaping would comply with City of San Diego's Water Department Planning and Design Guide and the City's Landscape Technical Manual to require plants considered appropriate for the development with fire-retardant and drought-resistant qualities. Similar guidelines would be required for all future development in the subarea:

- Plantings on all manufactured and existing slopes that abut areas of natural vegetation shall include annuals, perennials, woody ground covers, and shrubs capable of surviving without supplemental water and shall be predominantly indigenous native species appropriate to the specific site conditions.

- All slopes steeper than 6:1 and greater than five feet in height shall be planted with herbaceous or prostrate shrubby ground covers. All internal slopes greater than 15 feet in height shall be planted with a combination of trees, shrubs, and ground covers (minimum one-gallon size) at an average rate of one tree or shrub per 100 square feet of slope area. A minimum of 50 percent of shrubs and ground covers shall be a deep root variety (root depth of five feet or greater).

- Turf shall not be installed as a ground cover within parkways since it requires intensive watering and maintenance.

- All shrubs, ground covers, manufactured and disturbed slope plantings, and lawn areas shall be permanently irrigated. Irrigation systems shall be fully automatic. Low-precipitation sprinkler heads and other water conservation devices will enable the system to distribute water efficiently while maintaining adequate coverage and health of plant materials.

- Design of irrigation systems for Subarea I shall conform with the requirements set forth in the City's Landscape Technical Manual and shall be installed in accordance with San Diego Area Regional Standard Drawings. Each circuit within the landscape irrigation system shall be capable of meeting the minimum needs of the mature plant material during peak demands within a weekly irrigation schedule. When selecting plant materials, species of similar moisture needs should be grouped together to minimize the need for redundant or highly complex irrigation systems. In addition,

the landscape irrigation system shall be designed and operated to minimize runoff and discharge or irrigation water onto adjacent property, nonirrigated areas, walks, roadways, or structures. The use of water-conserving equipment and techniques is highly encouraged.

b) Recycled Water

Recognizing the City of San Diego's desire to reduce dependency on imported water and the significant need of this development for irrigation water, development in Subarea I would use recycled water to the fullest extent feasible. Two sources of recycled water supplies are potentially available to the subarea, the North City Water Reclamation Plant (WRP) and a facility at 4S Ranch.

The Metropolitan Wastewater Department's (MWWD's) North City WRP went on-line in April 1997. It is the first recycled water supply for the North City recycled water distribution system. The current recycled water facilities are shown in Figure 4M-1. MWWD has extended the piping system to I-15 and Mercy Road, which is the northern boundary of the optimal system. A five-mile pipeline would need to be constructed from I-15 and Mercy Road to Black Mountain Ranch.

The OMWD is planning a regional recycled water distribution project throughout its service area. Although the concept of a regional 3-million-gallons-per-day (mgd) water reclamation plant to be operated by OMWD has been studied, the primary source of recycled water for Olivenhain's system, as currently planned, would be satellite reclamation plants at 4S Ranch, Santa Fe Valley, and Rancho Cielo. A recycled water study for OMWD identified an existing demand of 1,760 ac-ft/yr and a projected future demand totaling 5,050 ac-ft/yr. Of the future demand, 1,340 ac-ft/yr (with a peak demand of 3 mgd) was earmarked for the approved Black Mountain Ranch project within Subarea I. Olivenhain is currently supplying existing irrigation demand by importing untreated water from a connection to the County Water Authority Aqueduct and Extension 153.

Recycled water to be supplied to the subarea would meet the strictest of quality standards as set forth in the California Administrative Code (Title 22). These standards, enforced by the California Department of Health Services and the Regional Water Quality Control Boards (RWQCB), are based upon public health concerns associated with the use of recycled water.

In addition to public health concerns, the RWQCB stipulates that the on-site use of recycled water not degrade local groundwaters. In the vicinity of the subarea, the water quality objective for total dissolved solids is 1,500 milligrams per liter. The projected TDS from the MWWD or OMWD is expected to be less than 1,000 milligrams per liter; therefore, no supplemental treatment is required to meet the groundwater basin objective. Higher concentrations of TDS, due to concentration effects resulting from spray irrigation

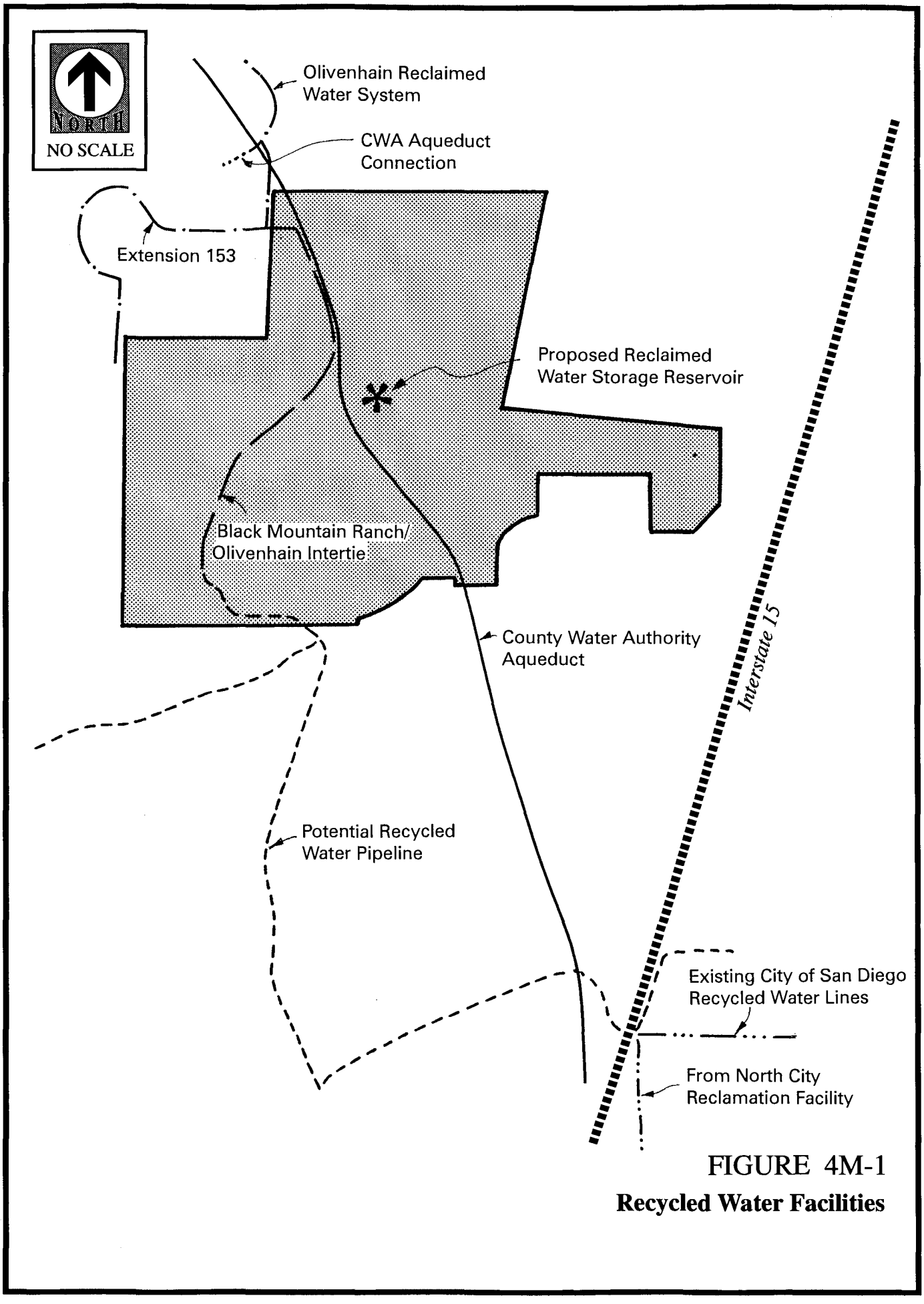


FIGURE 4M-1

Recycled Water Facilities

or percolation into the groundwater regime, would require implementation of mitigation measures, such as a reduction in the mineral content of the recycled water through demineralization or participation in the Regional San Dieguito Basin Management Plan.

Another operational water quality consideration is the nutrient level of the recycled water. By its nature, recycled water has a relatively high nutrient (nitrogen and phosphorus) level. Although this typically does not pose a threat to public health, high nutrient recycled water may not be conducive to seasonal storage as currently proposed at Black Mountain Ranch. Long-term retention of high nutrient recycled water could cause operational and aesthetic problems such as algal blooms, eutrophication (oxygen depletion), and odors. It is anticipated that the recycled water from the OMWD would incorporate nutrient removal, and that operational practices such as aeration, circulation, and occasional use of chemical additives could mitigate any seasonal problems with stored recycled water.

Use of the recycled water would be primarily for irrigation of landscaped areas within Subarea I and irrigation of the golf courses. Based on timing, location, and proposed level of treatment, it was determined that the OMWD could supply a temporary, short-term connection to the CWA Aqueduct at Extension 153. Although Olivenhain anticipates that Extension 153 capacity will be fully utilized by existing customers during the summer months, the project could take advantage of its 1,000 acre-foot reservoir to store untreated imported water diverted through Extension 153 during the non-peak months, then using this stored water during the summer months for irrigation.

The RWQCB, in conjunction with the DOHS, issues waste discharge requirements which contain the water quality and operational guidelines for use of the recycled water. Proposed projects within Subarea I would be responsible for implementing those use area requirements and restrictions applicable to the recycled water used within each project. These requirements usually stipulate design considerations and operational procedures which minimize direct body contact with recycled water. These requirements would provide adequate health protection against the public's contact with recycled water.

c) Wastewater Generation

A detailed discussion of the estimated wastewater generation for the different areas of Subarea I is included in Chapter 4L of this EIR. By using all the potential water conservation techniques available to the project including low flow toilets and shower heads, drought-resistant landscaping and recycled water for landscape and golf course irrigation, excess wastewater will not be generated by the project.

Significance of Impacts

The proposed Subarea I project, not including the previously approved Black Mountain Ranch II, would incrementally increase the demand for domestic water service by 3.06 mgd. This relatively small increase is not considered a significant impact, particularly since recycled water may be used for landscaping irrigation and conservation measures such as low-flow shower heads and toilets would be incorporated into the developments in Subarea I. The residential consumption estimates for domestic use would be reduced by about 15 percent from the estimate provided with these reduction strategies. At an average residential density of approximately 1 du/acre over the entire subarea, and over one-half the subarea proposed for natural open space that would not require irrigation, the proposed development would require substantially less domestic water than development in adjoining areas of the City, such as Rancho Peñasquitos or Rancho Bernardo.

The proposed project would utilize recycled water from the existing North City WRP owned by the Metropolitan Wastewater Department. If recycled water is not available at the time of a development in Subarea I, potable water would be needed for irrigation. This would be a short-term impact. It is not considered significant, as the temporary irrigation requirements can readily be met by existing supply and with the construction of the 15-20 mg Black Mountain Ranch reservoir.

The project's contribution to the cumulative impact associated with water supplies would be reduced to a nominal level by the mitigation measures outlined below.

Mitigation, Monitoring, and Reporting

The following mitigation measures would be incorporated into future development project design guidelines to address cumulative water usage concerns.

1. Limit grading in areas where no construction is proposed; thereby reducing the need for planting and irrigation of graded areas.

2. Provide lifts of low-clay content soil in landscaped areas to improve infiltration.

3. Reduce runoff potential from landscaped areas by using berming, raised planters, and drip irrigation systems.

4. Install soil moisture override systems in all common irrigation areas to avoid sprinkling when the ground is already saturated.

5. Identify in the plant materials list in the project design guidelines whether or not plants are native or naturalize easily and incorporate a list of local California sources for native plants.

6. Incorporate low-flush toilets, low-flow faucets, and timers on sprinklers (including nighttime watering) into project design.

7. Provide information regarding water conservation measures to new residents at the time of lot purchase.

The Development Coordinator would review grading, landscape, and building permits to ensure the above measures have been noted on plans.

N. Public Safety

Existing Conditions

a) Electromagnetic Fields

SDG&E currently maintains two electric transmission easement corridors across the Subarea I project site. A 200-foot-wide corridor runs approximately north-south across the center of Subarea I (Black Mountain Ranch and the northern village area) and contains one 230-kV circuit mounted on steel poles and/or towers and one 138-kV circuit with an underbuilt 12-kV line constructed on double wood poles. Ultimate buildout of a 200-foot-wide corridor could accommodate three parallel major tower lines, each with 230 kV, and two wood poles lines, each with 69 kV.

The second easement corridor is 100 feet wide and runs north-south along the western boundary of Subarea I, including portions of Black Mountain Ranch and the southwest perimeter properties. This easement corridor presently contains one 230-kV circuit and one 138-kV circuit. No additional parallel lines could be constructed in this corridor, but the existing 138-kV line could be reconstructed to provide additional capacity. Distribution voltage conductors exist only in the 200-foot easement. No distribution voltage conductors exist in this easement. Adjacent development around San Dieguito Road and St. Andrews Road along the west side of Subarea I and along Artesian Road near the northwest corner of the subarea also have distribution facilities. SDG&E also owns a small parcel in the northern village area that may be developed in the future as a substation.

Safety Issues for Electromagnetic Fields

Studies from the late 1970s have suggested a possible relationship between cancer, specifically childhood leukemia, and exposure to electric and magnetic fields or proximity to overhead transmission lines. The available scientific data do not support a conclusion that electric and/or magnetic fields cause health effects. However, due to increasing concern regarding electromagnetic (EMF) fields and health effects and the proximity of the power lines to potential development areas, this issue is addressed in this EIR. CEQA Guidelines Section 15145 states, "If, after thorough investigation, a Lead Agency finds that a particular impact is too speculative for evaluation, the agency should note its conclusion and terminate discussion of the impact." The following discussion summarizes information gathered to date on EMF effects and their possible ramifications.

High-power transmission lines (such as those described below on the project sites) generate electromagnetic fields, which consist of invisible lines of force that surround anything conducting electricity. An electrical field is created when voltage is established

on a wire (i.e., when an item is "plugged in"), while magnetic fields are created with the flow of current (i.e., if there is no current, there is no electrically induced magnetic field). These man-made electric and magnetic fields are ubiquitous in modern America and are generated by all electrical items, including many common household appliances. A small sample of common EMF sources includes refrigerators, televisions, stereos, coffee makers, broilers, electric blankets, fax machines, computers, and light bulbs.

Electromagnetic fields are created by charged particles. The electric component of the field pushes or pulls charged particles, such as ions, in the direction of the field. The magnetic component acts on moving charged particles and pushes them perpendicular to their direction of motion.

Commonly, distributed electric power is alternating current. This is in contrast to the direct current produced by batteries. An alternating current does not flow steadily in one direction, but alternates back and forth. The power used in North America alternates at 60 cycles per second (the current changes direction 120 times per second), which is known as 60 hertz (Hz). Consequently, the electric and magnetic fields produced by the electric power also oscillate at 60 Hz. Europe and some other parts of the world use a 50 Hz frequency.

The electromagnetic fields produced by 60 Hz power lines have a much lower frequency and, therefore, lower energy than microwaves or X rays, although they are all forms of electromagnetic energy. For comparison, radio waves operate at approximately 10^6 Hz (1,000,000 cycles per second); a television screen operates at approximately 10^8 Hz; visible light occurs slightly below 10^{15} Hz; ultraviolet light ranges from about 10^{15} to 10^{17} Hz; and X rays range from 10^{16} to 10^{20} Hz. The spectrum of electromagnetic wavelengths is shown in Figure 4N-1.

Because X rays have enough energy to break apart the molecules that contain genes, excessive X-ray exposure can lead to mutations and cancer. When microwave energy passes through materials containing water, the energy is absorbed by the materials and converted to heat. This is how a microwave oven works. The electromagnetic fields produced by 60 Hz transmission lines do not have enough energy to break apart molecules, and although they can cause heating in substances, this heat is barely detectable. Normally occurring temperature changes (i.e., temperature changes due to normal biological processes) in human cells are greater than the temperature changes that these electromagnetic fields can produce (Culver Company 1994). Therefore, electromagnetic fields from 60 Hz power transmission lines do not have the same effects on the human body as microwaves or X rays.

Electric fields are measured in volts per meter (V/m) and magnetic fields are measured in teslas or gauss, which equals one ten-thousandth of a tesla. Typical electric field levels within the home or workplace are 1 to 10 V/m; fields within one foot of small appliances

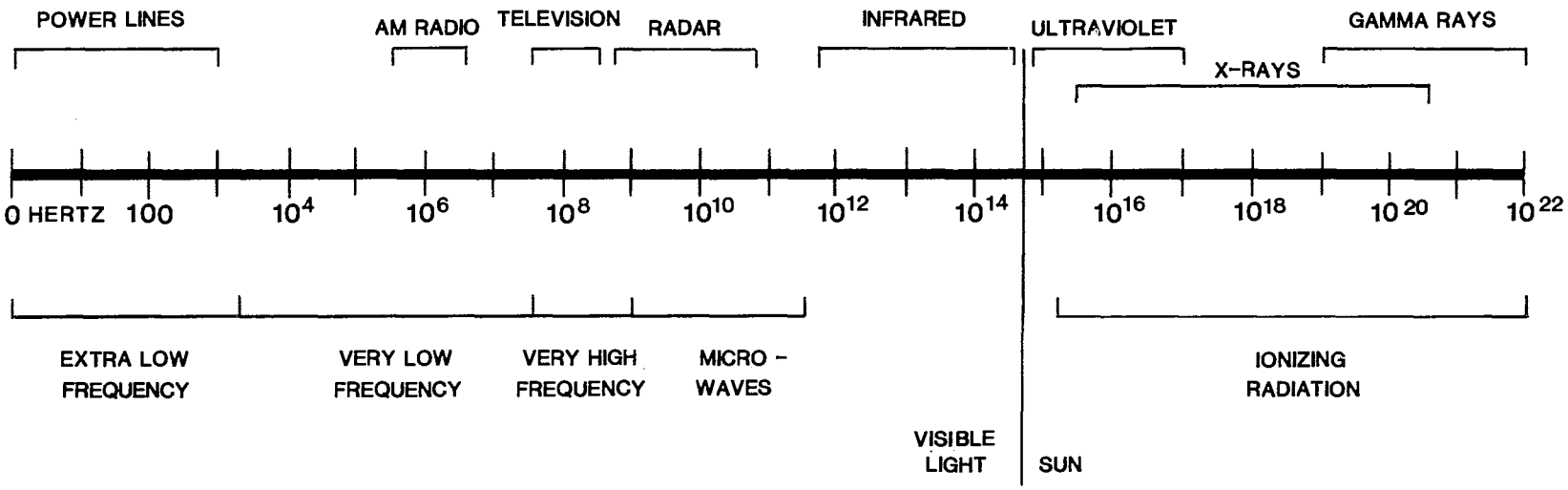


FIGURE 4N-1

Approximate Spectrum of Electromagnetic Fields

Source: EPRI 1987

reach 20 to 200 V/m; and the field strength directly next to an electric blanket can reach 10,000 V/m. Ten thousand volts per meter is approximately the maximum level directly beneath a 765 kilovolt (kV) transmission line. Electric fields weaken rapidly with increased distance from the source. An electric field with a 10,000 V/m strength at the source will decrease to less than 500 V/m at a distance of 60 meters. Electric fields are also easily blocked by vegetation and buildings. Table 4N-1 shows some common electric field values. Figure 4N-2 shows a lateral profile of an electric field at ground level for typical transmission lines. These profiles assume a flat ground with no intervening obstacles, such as vegetation or walls. The highest-voltage line in the easements in or near the project sites is 230 kV.

The maximum magnetic field value beneath a power distribution line is approximately 50 milligauss (mG), and that directly beneath a 765 kV transmission line is approximately 250 mG. The level directly below a 220 kV line is about 65 mG, which decreases to about 15 mG at a distance of 30 meters. Typical home levels are between 0.1 and 50 mG and the values within several inches of appliances can be 10 to 20 times higher. Unlike electric fields, magnetic fields are not substantially affected by vegetation and buildings. Figure 4N-3 shows a lateral profile of a magnetic field at ground level for typical transmission lines. Table 4N-2 shows some common magnetic field values.

Reports from the Soviet Union of various health complaints among utility workers in high-voltage switchyards in the early 1970s generated worldwide concern regarding the possibility of adverse health effects from exposures to electric fields. Subsequent research on electrical utility workers in Europe and North America failed to confirm the presence of such complaints, and subsequently, Soviet investigators indicated that their earlier concerns had been "overstated" (Bailey Research Associates, Inc. 1992).

In the late 1970s and throughout the 1980s, interest shifted primarily to magnetic fields because of a reported association between the apparent current-carrying capacity of power lines and childhood cancer (Wertheimer and Leeper 1979) and because electric fields from outside sources cannot penetrate building materials and enter homes.

The apparent association to date arises from epidemiological studies, which are based on a statistical association between a pattern of disease (such as cancer) and a factor (such as overhead power lines). This is in contrast to laboratory studies, which develop a cause-and-effect relationship from experimental evidence and are reproducible. Over 20 epidemiological studies have been conducted on this subject with conflicting results, but much of the debate is based on two studies in the Denver area. The first was published in 1979 by Nancy Wertheimer and Ed Leeper. It compared the home environments of childhood cancer victims and a control population to attempt to identify whether any factor related to home environment was statistically associated with the occurrence of cancer. Overhead power lines were identified as a possible factor.

TABLE 4N-1
MAGNETIC FIELDS MEASURED AT 11.8 INCHES FROM VARIOUS HOUSEHOLD APPLIANCES

Appliances	Range of Measured Fields (mG)
Ranges	3 - 50
Ovens	1 - 50
Microwaves	40 - 90
Disposals	8 - 12
Dishwashers	7 - 14
Refrigerators	<0.1 - 3
Washers	2 - 20
Dryers	0.7 - 3
Coffee Makers	0.7 - 3
Irons	1 - 4
Can openers	30 - 300
Mixers	6 - 150
Blenders	5 - 25
Vacuum cleaners	20 - 200
Portable heaters	1.5 - 40
Fans	0.2 - 40
Hair dryers	<1 - 100
Shavers	1 - 100
Televisions	0.3 - 20
Fluorescent fixtures	20 - 40
Desk lamps	5 - 20
Saws	10 - 300
Drills	25 - 40

SOURCE: IERE 1988.

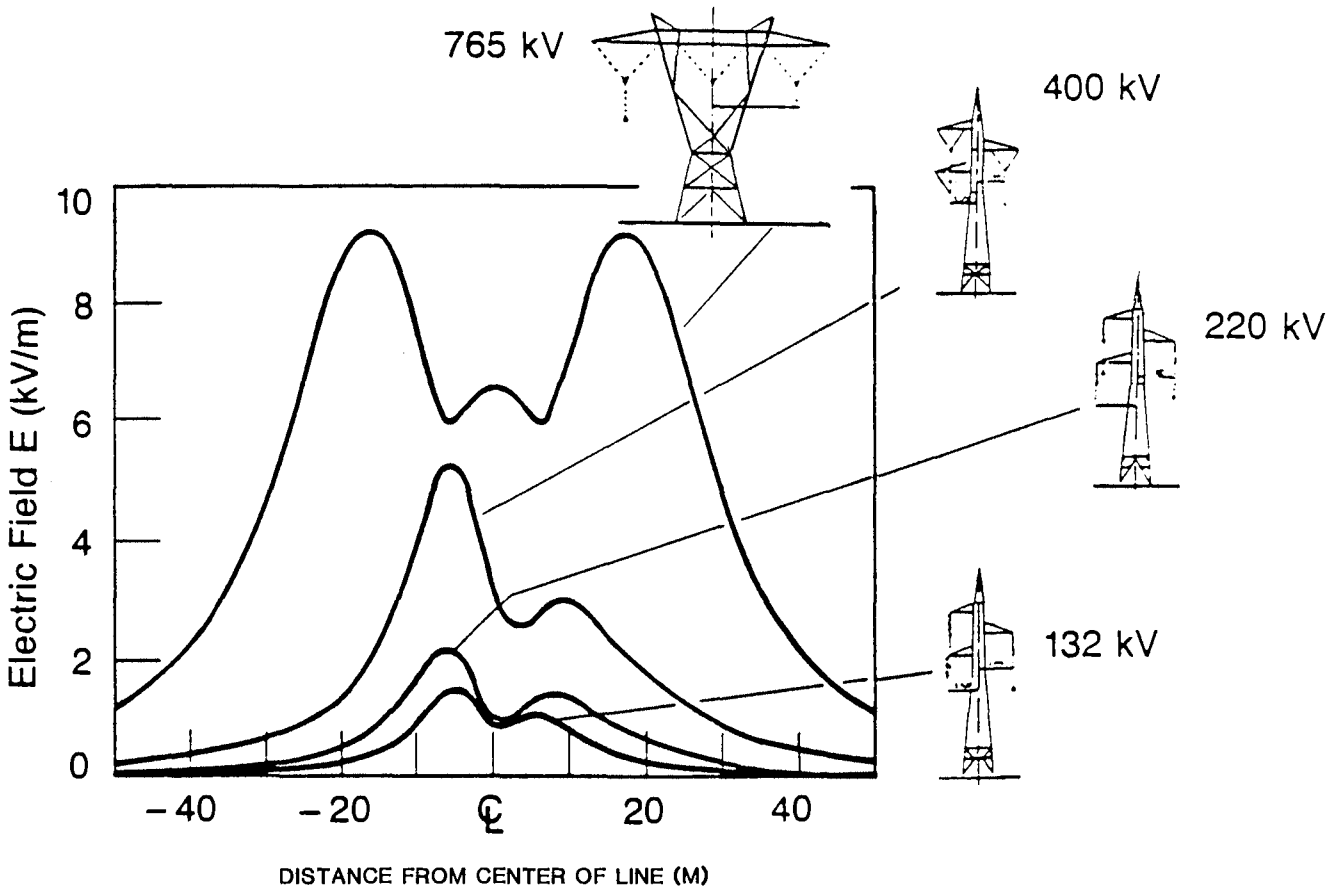


FIGURE 4N-2

Lateral Profiles of Electric Field Intensities of Typical Power Lines

Source: IERE 1988

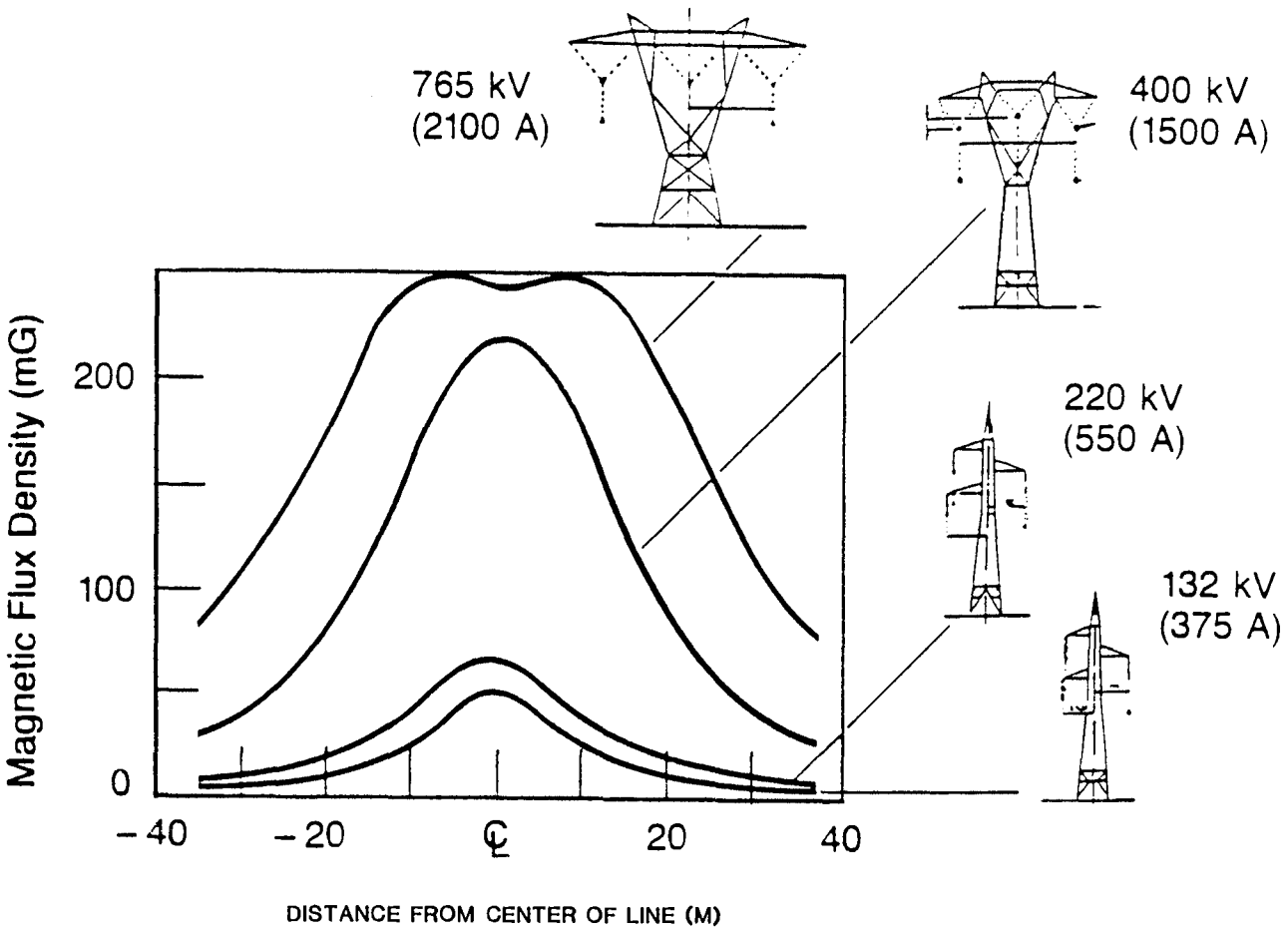


FIGURE 4N-3

Lateral Profiles of Magnetic Flux Density of Typical Power Lines

Source: IERE 1988

TABLE 4N-2
TYPICAL VALUES OF MAN-MADE POWER-FREQUENCY ELECTRIC FIELDS

Source	Electric Field (V/m) at 11.8 Inches from Source
Electric cooking	4
Toaster	40
Electric blanket	250
Iron	60
Broiler	130
Hair dryer	40
Vaporizer	40
Refrigerator	60
Color TV	30
Stereo sound equipment	90
Coffee pot	30
Vacuum cleaner	16
Hand mixer	50
Incandescent light bulb	2

SOURCE: IERE 1988.

Power delivery systems have high-tension wires which operate at high voltages (up to several hundred kilovolts) to allow power to be transported at relatively low currents. These wires deliver power to distribution substations where the voltage is stepped down, resulting in proportionately higher current in the medium-voltage primary lines. These lines carry power to a local transformer, where the voltage is stepped down again to produce the 240 volts delivered to individual residences. The current flow is greatest in the wires directly issuing from a substation or local transformer. At these points the voltage has been stepped down and "transformed" into current (Wertheimer and Leeper 1979). It was homes particularly close to these transforming points that were over-represented among cancer cases in the Wertheimer and Leeper study.

The magnetic fields produced by the currents in the power distribution lines can be canceled by balancing the supply and return currents (the magnetic field is zero between two lines with currents that are equal in magnitude but opposite in direction). This cancellation is not complete because the wires are often separated in space and because some of the return current does not flow through the wires. Some of the return current may instead go through the ground or, in many cases, through the plumbing system to which most urban electrical systems are grounded at each house. This results in a locally imbalanced current, both in the distribution wires and in the plumbing.

The Wertheimer and Leeper study states that the ground current flows not only in the street plumbing but also through the pipes in the house. Current which enters the plumbing at one house can flow through several homes before it returns to the distribution wires because the plumbing provides a continuous low-resistance path between houses. The ground current produces a magnetic field which Wertheimer and Leeper state "appears to be roughly related to the types of wiring configurations nearby. This relationship between wires and plumbing is to be expected because, other things being equal, the greatest unbalanced current tends to occur where the total current in the wires is greatest, and the unbalanced portion of the current must detour through ground paths, such as the nearby earth and plumbing."

The Wertheimer and Leeper researchers classified the houses in the study based on the proximity to high-current configuration (HCC) and low-current configuration (LCC) wires. The HCC category was further divided into three subcategories: (1) homes less than 40 meters from large-gauge primaries or an array of six or more thin primaries; (2) homes less than 20 meters from an array of three to five thin primaries or from high-tension (50-230 kV) wires; and (3) homes less than 15 meters from first span secondary (240-volt) wires. First span secondaries were redefined as those secondaries which issued directly from the transformer and had not yet lost any current through a service drop occurring beyond the transformer pole.

However, no attempt was made to measure the actual magnetic field levels present. In other words, children with cancer were reported to be more likely to have power-line

wiring outside the home apparently capable of generating higher magnetic fields than were healthy children, although actual exposures were not determined. Additionally, the studies by Wertheimer and Leeper were criticized for not eliminating confounding factors, such as maternal smoking, use of X rays, air pollution, traffic, noise, exposure to hazardous chemicals, and housing density, which might have contributed to the cancer but are unrelated to power-line fields. The classification of the wires was also considered biased because the researchers knew whether the case person of the house had contracted cancer or not. The classification itself was considered arbitrary based on visual inspection.

A second study in Denver was completed which expanded on Wertheimer and Leeper's work and improved some of the weaknesses in the previous methodology (Savitz et al. 1988). A modest statistical correlation between children with cancer and the proximity of their homes to HCC power lines was found. But the correlation between cancer and the actual measured magnetic fields in the homes was weak enough to be included in a statistical margin of error.

Another study that made field measurements of magnetic fields in the homes to estimate exposure (rather than using the crude estimations based on the type of utility wiring outside the home and the distance of the lines from the home) did not report a statistically significant association between childhood cancer and measured fields (London et al. 1991). Several other epidemiological studies conducted in community settings have not detected any association between proximity to power-line sources of magnetic fields and cancer (Fulton et al. 1980; McDowall 1986; Coleman et al. 1989; Myers et al. 1990).

Results of occupational epidemiological studies are also contradictory. Some of these studies indicate a statistical association between some types of cancer and electrical occupations while others do not (California Department of Health Services 1992; Bailey Research Associates 1992). As with the residential studies, the major limitation of the studies completed to date is the lack of data regarding actual exposure, since they use job classification/job titles to estimate exposure (Office of Technology Assessment 1989).

Most recently, a study was completed involving cancer mortality among workers at Southern California Edison Company. No consistent association was found between either work in electrical occupations or magnetic fields measured in the work environment and all cancers combined. A similar study completed in 1992 among Swedish electric utility workers provided results consistent with the Southern California Edison study (Sahl, Kelsh, and Greenland 1993).

There are still relatively little data that give experimental support for a mechanism of cancer development from magnetic fields, but there is growing recognition that these fields may have biological effects based on the fact that every cell in the body has charged particles of various kinds on the two sides of the outer membrane. Thus, cell

membranes are much like miniature storage batteries, maintaining a separation of charge across themselves. It is speculated that 60 Hz fields may alter the behavior of charged particles located in or attached to cell membranes. Most investigators agree that the findings are suggestive enough to deserve further inquiry. However, the following conclusion has been reached with regard to the laboratory evidence regarding the association between magnetic fields and cancer:

> Extensive laboratory studies of human and animal cells exposed *in vitro* to 60 Hz electromagnetic fields (EMFs) over a wide range of intensities show no indication of damage to DNA, the capacity to repair DNA damage, micronuclei formation or increased chromosomal aberrations. Therefore, the consensus among members of the scientific community is that 60 Hz EMFs are not cancer initiators (Bailey Research Associates 1992).

The epidemiological and laboratory studies conducted to date, as a whole, do not support the conclusion that exposure to magnetic fields is a cause of cancer (California Department of Health Services 1992; Bailey Research Associates 1992; U.S. Environmental Protection Agency 1992). At present, the scientific community does not support the implementation of standards since science has not identified exposure to EMFs as a health hazard nor has it provided any meaningful dose-response data on which to base standards (California Department of Health Services 1992; Bailey Research Associates 1992).

At the local level, the California Public Utilities Commission (CPUC), after investigating the EMF issue, found that available scientific research does not support a conclusion that exposure to low-frequency fields is a health risk. However, the CPUC, SDG&E, and other utilities in California recognize that some public concern and scientific uncertainty exist regarding a potential health risk associated with EMF. As a result, the CPUC issued Decision 93-11-013 on November 2, 1993. In this order, the commission directed California's utilities to standardize guidelines with other utilities where possible.

> The bottom line is that there is no established cause and effect relationship between EMF exposure and cancer or other disease. For this reason, we can't define a hazardous level of EMF exposure (EPA 1992).

Since the possible link between electromagnetic fields from power lines and deleterious health effects has not been established, no land use setback distances from power lines or easements has been recommended except for the California State Department of Education, which requires a 150-foot setback from 230 kV transmission lines for adjacent school sites.

b) Hazardous Materials

The Subarea I previous land uses include agriculture, grazing, and residential. A previous survey for sources of contamination within Black Mountain Ranch was conducted by GEOCON in 1988; contamination of soils with diesel fuels in an area within Black Mountain Ranch was the only previous discharge identified. The soils contamination was remediated in coordination with the County Department of Health Services, and is discussed in the 1995 Black Mountain Ranch FEIR (pp. 4O-13-4O-15). No other potential locations with hazardous materials have been identified within the subarea.

1) Issue

Would implementation of the Subarea I Plan expose people to potential health hazards?

Impacts

Electromagnetic Fields

Proposed land uses in Subarea I near the western SDG&E easement (230-kv and 138-kv circuits) include rural and estate residential and open space within the southeast perimeter properties. For the 200-foot-wide SDG&E easement corridor (230-kv and two 69-kv lines) which bisects north/south the approximate middle of the project site, proposed land uses include a 400 foot wide open space corridor, park and low density residential. There are no school sites proposed within 150 feet of the transmission lines. The easement extends over the residential clusters referred to as the finger ridges; the siting of residential structures within these lots is not known at this time, however. Future CEQA review would be required prior to their development, at which time potential impacts may be assessed in more detail. An electrical service substation may be built along the northern property boundary which is also surrounded by the northern village parcel.

Studies of the potential for adverse public health effects of electromagnetic fields are inconclusive at this point. A statement or conclusion of impacts would be speculative. In accordance with CEQA Section 15145, the known information about electromagnetic fields is summarized and no conclusion is reached.

Significance of Impacts

Electromagnetic Fields

In accordance with CEQA Guidelines Section 15145, the known information about electromagnetic fields is summarized above and no conclusion of significance is reached;

the existing scientific data are inconclusive and potential impacts are speculative in nature.

No significant impacts are anticipated from development of the subarea due to restrictions and approval requirements associated with encroachment into SDG&E easements.

Mitigation, Monitoring, and Reporting

No measures are necessary.

O. Population

Existing Conditions

Subarea I, with fewer than 10 residences and a population of about 30 persons, is essentially undeveloped. Buildout of Subarea I under the current A-1-10 zoning under PRD regulations would allow 1,277 dwellings. The approved Black Mountain Ranch project will account for 1,121 residential units, with an estimated population of 2,900 (assuming 2.6 persons per household).

According to the 1990 U.S. census, approximately 2.5 million people reside in the San Diego region. From 1980 to 1990, the average annual growth rate was 3.0 percent, as compared to the national rate of 1.0 percent and the state of California growth rate of 2.3 percent.

SANDAG is the regional agency responsible for preparing population, housing, and employment projections for the San Diego region. The entire NCFUA including Subarea I is located within the North City Major Statistical Area (MSA), one of seven MSAs defined by SANDAG that cover the San Diego region. The North City MSA population grew from 436,352 in 1980 to 569,992 in 1990, a 30.6-percent increase. The January 1, 1996 population estimate is 630,774, a 10.7-percent increase from 1990. As home to several large urbanizing communities, such as Carmel Valley and Sabre Springs, this MSA captured 21 percent of the region's population growth during the 1980s and 32 percent since 1990.

The SANDAG Series 8 Regional Growth Forecast (1997) projects population, housing, and employment data to the year 2015, based on 1990 census data and adopted land use plan information available at that time. Table 4O-1 is a summary of selected data from the forecast for the North City MSA. For Series 8 Forecast, a problem occurred in that the supply of land planned for urban residential development is forecast to be exhausted by the year 2005. To simulate the increase in currently planned residential densities that might occur in response to future demand for housing in the region, Series 8 residential densities were increased by assuming development at the maximum allowable density in land use plans; increasing density for some vacant low density single-family residential zoned land; converting high-density single-family residential (10 du/acre) to multi-family residential (14 du/acre) and increasing the lowest density vacant multi-family residential land to the next highest density zone.

TABLE 4O-1
SERIES 8 REGIONAL GROWTH FORECAST NORTH CITY MSA

	1990	2000	2005	2015	1990-2015 Change	Percent Change
Population	569,992	687,571	741,257	820,904	250,912	44%
Employment	387,733	401,598	436,453	482,796	95,063	24.5%
Single-family residential housing units	148,614	159,649	170,275	187,141	38,527	25.9%
Multi-family residential housing units	80,139	94,487	106,478	129,192	48,053	60%
Persons per household	2.54	2.71	2.68	2.61	+0.07	2.7%
Developed acres (all uses)	83,833	89,104	95,963	114,211	30,379	36.2%
Vacant developable acres	36,254	30,982	24,123	5,875	-30,379	-83.8%

SOURCE: SANDAG Series 8 Interim Forecast (5/95).

1) Issue

Would the proposed implementation of the Subarea I Plan alter the planned location, distribution, density, or growth rate of the population?

Impact

The final NCFUA Framework Plan EIR identified the addition of 35,000 persons to the 12,000-acre North City Future Urbanizing Area as a potentially significant, long-term impact. These residents would have lived elsewhere in the region had the NCFUA not been available for development. Although population growth itself may not be a significant adverse impact, substantial new population centers and associated activity concentration can result in other indirect impacts, including inadequate public services and facilities, traffic congestion, and land use incompatibility.

Implementation of the Subarea I Plan would attract a buildout residential population that significantly exceeds that which exists or would result with buildout under existing regulations. Current zoning is A-1-10 for the subarea, with a maximum residential density of 1 du/4 acres or 1,277 du and no employment or commercial uses. This would result in a population of 3,320 persons in the subarea. The proposed Subarea I Plan, including the approved Black Mountain Ranch II VTM/PRD calls for a total of 5,400 residential units and 640,000 square feet of commercial/employment use, with a population increase of over 14,000 persons. It is expected that development would occur over a 25-year period from 1995 to 2020, resulting in an average increase of 215 housing units and 560 people per year. However, the rate of buildout per year would be driven by market forces as well as population changes and could fluctuate considerably from year to year.

The location, distribution, and density of the resident population as proposed in the proposed Subarea I Plan would be compatible with surrounding existing and planned land uses. It would maintain a relatively low population concentration, when compared to the adjacent communities of Carmel Valley or Rancho Peñasquitos. The current overall residential density in the North City MSA is approximately 1.26 du per acre; the proposed Subarea I Plan residential density is 1.1 du per acre. Single-family residential (<10 du/acre) currently comprises about 62 percent of total housing within the North City MSA; but is projected to fall below 45 percent by the year 2015 The Subarea I Plan proposes 53 percent single-family residential.

Subarea development would in-fill the surrounding uses and would not promote "leap-frog" development. The higher intensity, mixed-use areas are sited adjacent to planned and proposed commercial, employment and high-density residential areas in 4S Ranch. In addition, approximately one-half of the subarea would be retained as open space in the

MHPA. The density of residential and commercial employment uses is comparable to or below the existing development within the North City MSA. Assuming a 25-year buildout, the average annual population increase of 560 people in the subarea would not have a significant impact on the regional growth rate. Finally, following its adoption, environmental certification, a vote of the electorate, and a phase shift, the Subarea I Plan would, itself, define what would be the planned location, distribution, density, and growth rate of the population in the area.

Significance of Impacts

The Subarea I Plan and the proposed phase shift from Future Urbanizing to Planned Urbanizing (if approved) would remove a barrier to population growth in the subarea and the rest of the North City Future Urbanizing Area. However, assuming a 25-year buildout, with an annual population increase of 560 people, no significant impacts on the planned growth rate for the region are expected. The proposed project is part of a comprehensive subarea planning program designed to anticipate and resolve indirect impacts caused by increased population.

Mitigation, Monitoring, and Reporting

No mitigation is required.

Chapter Five
Other CEQA-Required Sections

A. Growth Inducement

A project is defined as growth inducing when it directly or indirectly fosters economic growth, population growth, or additional housing; when it removes obstacles to growth; when it taxes public facilities and services; and/or when it encourages or facilitates other activities that could significantly affect the environment. Growth inducement is generally dependent on the presence or lack of existing utilities and municipal or public services. The provision of such necessities in an unserviced area can induce growth between newly serviced areas and the community from which the facilities are obtained. In addition, growth inducement can also be defined as growth that makes it more feasible to increase the density of development in surrounding areas.

Subarea I is a 5,098-acre area located within the 12,000-acre North City Future Urbanizing area of the City's Progress Guide and General Plan and adjoins areas designated as Future Urban Development Areas in the County General Plan. Generally, surrounding areas to the west and north are agricultural or developed as low-density clustered estate residential (Fairbanks Ranch). To the southeast and east, along the I-15 transportation corridor, are the urbanizing communities of Rancho Peñasquitos and Rancho Bernardo. To the northeast is the 4S Ranch Specific Plan area, an unincorporated area designated as (17) Estate proposed for Specific Plan development (Santa Fe Valley). On the southwest is vacant land designated as Future Urbanizing (Subarea IV) with an approved future development at one unit per four acres (Fairbanks Highlands).

The 1992 Final North City Future Urbanizing Area Framework Plan concludes that implementation of the plan would:

- Foster economic growth through the provision of employment opportunities and construction activities related to the development of the area;

- Foster population growth within the area through the provision of additional housing; and

- Remove obstacles to growth by providing roadways, utilities, and water and sewer service to previously unserviced areas.

The City has prepared a framework plan study to determine the future requirements for services in this area. The framework plan identifies general planning objectives, including major road alignments and open space corridors. As stated in City Council Policy 600-29, the delineation of the Future Urbanizing area is not intended to be permanent. At some future time, the Future Urbanizing designation may be changed to Planned Urbanizing. Thus, the Framework Plan is considered growth inducing.

At present, there are no paved roads within Subarea I; however, roads exist up to the project boundaries. The Subarea I Plan including the Black Mountain Ranch II project would also provide rights-of-way for future regional serving roadway improvements. In the future, Camino Ruiz would be extended from Rancho Peñasquitos north through the western portion of the project. Camino del Norte would be extended out of the 4S Ranch area along the northern boundary of the project, forming a T intersection with Camino Ruiz. Carmel Valley Road would be extended easterly to Bernardo Center Drive. These improvements would connect the I-15 and I-5 corridor.

Major regional serving water and electrical utilities are sited within the subarea. Utility and roadway extensions constructed in conjunction with the proposed Subarea I development plan would extend energy, roads, water, and sewer to the subarea, but would not facilitate their extension to other sites where they are currently unavailable. It is anticipated that some infrastructure would be built with a capacity in excess of the minimum requirements of the Black Mountain Ranch II project.

Other essential services, such as libraries, fire, and police, would be required to meet City standards. Future development within the subarea, along with other cumulative buildout in the area, would create demand for new facilities and levels of service. Subarea I would provide sites for schools, a library, and police and fire stations. The benefit of these new facilities would extend beyond the project and provide services to other future development in the surrounding area. Provision of new or expanded facilities would be growth inducing.

Future development within the subarea would provide additional housing and employment in the subarea. A portion of the Subarea I Plan would result in urban development. Specifically, the mixed-use commercial center in the northeast corner of

the subarea would contain mixed residential densities and a concentration of employment. The local mixed-use center on the western edge of the subarea would also contain urban density residential and retail commercial uses. Since the development of this subarea would include development of urban services and may induce other surrounding properties to develop under a similar scenario, the project reservation of areas for future development would be considered growth inducing.

Thus, the proposed Subarea I Plan which includes the approved Black Mountain Ranch II project as well as peripheral ownerships would remove obstacles to growth by providing infrastructure facilities in previously undisturbed areas, as described in the Framework Plan EIR and would have a growth-inducing impact on the area.

B. Significant Irreversible Environmental Changes

Section 15126 (f) of CEQA Guidelines requires that an EIR include a discussion of any significant irreversible environmental changes that would be involved with the proposed Subarea I Plan should it be implemented. Implementation of the entire Subarea I Plan would involve permanent development of up to 5,400 residential dwelling units including single-family, multi-family, and affordable housing. The entire Subarea I Plan also proposes commercial, office and retail, employment center, elementary school sites, church sites, two golf courses, a site for a recycled water reservoir, neighborhood and community park sites, resource open space, resort hotel, a fire station site, and other community/public facilities.

The 1995 Black Mountain Ranch II VTM/PRD EIR addressed the significant irreversible environmental changes associated with the development of the approved Black Mountain Ranch II VTM/PRD project (75 percent of Subarea I). This EIR addresses significant irreversible environmental changes associated with development of the remaining 1,408 acres of Subarea I (future development areas and the perimeter properties). The land uses for the future development areas and the perimeter properties include residential, commercial, office, retail, employment center, school sites, the resort hotel, and resource open space.

Development pursuant to the Subarea I Plan would require commitment of several types of limited resources for both actual and long-term operation. These include such resources as lumber and other forest products, sand and gravel, energy, asphalt, petrochemical construction material, various metals, equipment, water, and fuels. Many of these non-renewable or non-recyclable resources and their consumption represent an incremental addition to the cumulative use of such resources worldwide.

The Subarea I Plan area is characterized by diverse, high-quality visual character, including the varied topographic features, prominent ridgelines, and landforms. Grading, cut and fill slopes, and construction of structures would result in landform alteration and a reduction of visual quality. The Subarea I planning area also supports sensitive biological resources and this loss of natural open space, and its associated visual and biological resources, would represent an irreversible environmental change.

Grading, compaction, and construction of impervious surfaces would alter local drainage channels and runoff characteristics, potentially increase erosion rates, and potentially exacerbate the loss of native top soils. Losses of these undisturbed open space attributes are considered permanent within the project limits due to the effects of project-related grading, compaction, and construction of impervious surfaces. Additionally, the implementation of the project would degrade the existing cultural resources on the project site. These effects are irreversible changes.

Approximately 75 percent of the physical project area (future development areas and perimeter properties) would change from its present condition to residential, commercial, roadway, park, or related development. About 23 percent of the project site would remain as undisturbed open space, and about 2 percent would be for brush management. Most of the land designated as resource open space (1,760 acres) within Subarea I is part of the approved Black Mountain Ranch II VTM/PRD. Almost every physical aspect of the portions of the Subarea I Plan proposed for development would be changed from present conditions to accommodate the development. The change in character of the area from agricultural to open space, rural residential, residential, and some commercial would be an irreversible change to the existing community character of the area. Specific impacts associated with the changes are discussed throughout this EIR for each resource area. Significant development is contemplated. Where feasible, mMitigation measures are incorporated into this EIR that would mitigate identified impacts of the Subarea I Plan implementation.

Chapter Six
Cumulative Impacts

A. Introduction

Section 15130 of the state CEQA Guidelines requires that "cumulative impacts be discussed when they are significant." Cumulative impacts involve individual effects which may increase in scope or intensity when considered together. Such impacts typically involve a number of local projects, and can result from individually incremental effects which collectively increase in magnitude over time. The CEQA Guidelines require that an evaluation of cumulative impacts include either (1) a list of past, present, and reasonably anticipated future projects producing related or cumulative impacts or (2) a summary of projections contained in an adopted general plan or related planning document which is designed to evaluate regional or areawide conditions. Analysis of this data is required to include a summary of anticipated direct and cumulative impacts, references for additional information on individual projects, and potential options for avoiding or mitigating significant cumulative effects.

For the purposes of this cumulative analysis, impacts identified for the Black Mountain Ranch Subarea I Plan are considered with potential impacts from specific past, present, or reasonably foreseeable projects. These include changes in the other planned and existing projects in the surrounding area, including the other NCFUA Subarea Plans (II, III, IV, V), 4S Ranch Specific Plan to the east, approved Fairbanks Highlands directly adjacent to the south, approved Santa Fe Valley directly adjacent to the north, SR-56, the San Dieguito River Park Master Plan, the Multiple Species Conservation Program.

B. Cumulative Projects Considered

Table 6-1 provides a summary listing of projects considered in the cumulative analysis and the discussion below provides a brief narrative description of the selected existing and proposed projects in the defined region.

TABLE 6-1
CUMULATIVE PROJECTS

	Name of Project	Proposed Development	Status
a)	Subarea II	Estate and low density residential use and open space	No proposed plan
b)	Subarea III	Various residential densities, open space, and mixed use	Subarea Plan in process
c)	Subarea IV	Various residential densities, open space, and mixed use	Approved
d)	Subarea V	Various residential densities and open space, and school and park	Approved
e)	4S Ranch	Various residential densities, neighborhood commercial, schools, park, and open space	Approved
f)	Santa Fe Valley	Residential golf course, equestrian center, neighborhood commercial, and open space	Approved
g)	State Route 56	Connects I-5 and I-15	East and west segments built; middle segment proposed
h)	Multiple Species Conservation Program	Regional habitat conservation plan	Approved
i)	San Dieguito River Park Master Plan	Regional open space park	Approved

1) Related Development

Related development includes approved or proposed local projects which are similar in nature to the proposed Subarea I NCFUA Plan (i.e., residential in nature).

Subarea I includes 5,400 single- and multi-family residential units, 2,109 acres of MSCP open space, 102 acres of amenity open space, 188 acres for brush management, two 18-hole golf courses on 607 acres, elementary, middle, and high schools on 107 acres, 70 acres for commercial space, 32.2 acres for an employment center, other community services on 11.9 acres, a 1,000 acre-foot recycled water reservoir, 59 acres for parks.

Subarea II is located west of Subarea I and consists of a total of 830 acres that is bisected by the San Dieguito River. The Framework Plan provides for development of 219 acres for 91 condos, 94 single-family residential units, and commercial use. Approximately 580 acres would be designated as open space.

The Subarea III Plan consists of 2,650 acres located to the southwest of Subarea I, adjacent to Del Mar Highlands Estates. There are two alternative proposed plans with a maximum of 4,900 single- and multi-family dwelling units. Other proposed land uses include commercial, schools, public facilities, employment center, and fire and police facilities.

The Subarea IV Plan, Torrey Highlands, is located southwest of Black Mountain Ranch. This plan provides for a range of land uses including a maximum of 2,673 residential dwelling units, an employment center on 34 acres, a joint operations center on 57 acres, mixed-use on 42 acres, commercial on a total of 35 acres, elementary schools and a high school on a total of 83 acres, and a total of 10 acres for neighborhood parks.

Fairbanks Highlands, Subarea IVa, is an approved Planned Residential Development for approximately 400 acres within the Future Urbanizing area of the City of San Diego. It is directly south of the Black Mountain Ranch site. The plan involves 93 single-family residential lots, 25 acres for a middle school, and approximately 158 acres dedicated to open space and the San Dieguito River Valley Regional Open Space Park.

Subarea V, referred to as Del Mar Mesa, consists of 665 estate residential dwelling units, a 300-room resort hotel, four acres for an elementary school, one 18-hole golf course, and nine acres for neighborhood parks.

Santa Fe Valley Specific Plan consists of 3,163 acres located along the northern border of the City of San Diego. It is directly adjacent to Black Mountain Ranch to the north. Approximately 1,404 acres would be preserved as undisturbed permanent open space. Another 374 would be developed mainly as an 18-hole golf course to act as a buffer

between the more sensitive natural open space areas and the more intensive urban development proposed for the remainder of the site. The plan consists of 1,061 single-family residential units, 134 estate residential units, 200 acres for senior residential, a 250-room hotel, a total of 35 acres for an elementary and middle school, 5 acres for neighborhood commercial, one 9-hole golf course in addition to the previously mentioned 18-hole golf course, 12 acres for park use, and 3 acres for a fire station.

The 4S Ranch area consists of approximately 3,525 acres directly adjacent to Black Mountain Ranch on the east and continuing north. A portion of the site, 634 acres, is within the County's Current Urban Development Area, while the majority, 2,891 acres, is located within the Future Urban Development Area. An approved 4S Specific Plan provides for a total of 4,965 single- and multi-family residential units, neighborhood and community commercial, mixed-use, a fire station on one acre, a total of 110 acres for elementary, middle, and high schools, 38 acres for park, 1,612 acres for natural open space, and 195 acres managed open space.

Other proposed and or approved projects include Neighborhood 8 precise plan with 1,293 residential units, a golf course, a church site, and 10 percent open space; Neighborhood 8A precise plan with proposed 1,572 units, neighborhood commercial, school and park areas, and 34 percent open space; and Neighborhood 10 precise plan with 1,412 units, commercial, schools, parks, and open space.

Various small applications have been processed over the past 10 years in the vicinity which would have minimal contribution to cumulative impacts. These include agricultural and Resource Protection Ordinance Overlay Zone permit applications from Evergreen Nursery and some single-family residence applications.

2) Other Development

In addition to the plans described above, a number of nonresidential development projects are proposed or approved within the vicinity of Subarea I. These projects include the San Dieguito River Park Master Plan, the Multiple Species Conservation Program, and SR-56 (west, east, and middle). Descriptions of these projects are provided in Chapter 4A (land use), and Chapter 4C (Biological Resources).

Portions of Subarea I are included within the San Dieguito River Valley Regional Open Space Park Focused Planning Area (SDRP). The proposed open space system for Subarea I has been designed to retain a connection with the San Dieguito River Valley, Black Mountain Park, Gonzales Canyon, and La Zanja Canyon; to implement the regional open space system and goals of the SDRP; to provide facilities for active and passive public access and recreation; to protect and restore sensitive natural habitat; and to provide corridors for wildlife.

The City of San Diego has entered into an agreement with the U.S. Fish and Wildlife Service and the California Department of Fish and Game for a MSCP. The MSCP Plan identifies lands within a MHPA that would conserve habitat for federal and state endangered, threatened, or sensitive species, including the federally listed threatened California gnatcatcher. Subarea I is located within the MHPA boundaries, and designates natural open space for part of the MSCP preserve system.

The west end of SR-56 was completed and opened for traffic in March 1995. It is a 1.9-mile four-lane freeway from El Camino Real to 0.5 mile east of Carmel Country Road. Right-of-way has been retained to allow for six lanes in the future.

The eastern portion of SR-56 was completed in July 1993 and is in operation. This segment is 2.1 miles of a four-lane freeway from I-15 west to Black Mountain Road in the Rancho Peñasquitos community of the city of San Diego. Right-of-way has been retained for future expansion to include six mixed-flow lanes and two high occupancy vehicle lanes.

The proposed middle segment of SR-56 through the NCFUA and between the communities of Carmel Valley and Rancho Peñasquitos would be constructed in response to regional traffic needs. The construction of this segment would connect the existing segments of SR-56 west (Carmel Valley) and SR-56 east (Rancho Peñasquitos). The City of San Diego and Caltrans are currently considering four alignments as discussed in detail in the January 1998 Revised EIR for the Middle Segment of State Route 56 (SCH No. 96031039). They include the northern and central alignment and two new alternative alignments, the modified Northern "D" and Modified Northern "F."

The northern alignment would extend east from the existing SR-56 west through the slot and then turn north roughly parallel to the existing Carmel Valley Road. The alignment would then turn east (south of Black Mountain Road) and parallel Black Mountain Road. It would then cross under Rancho Santa Fe Farms Road and turn south and continue east to connect with SR-56 east. The northern alignment would cross over a wildlife corridor connecting to Gonzales Canyon and bridge the east end of McGonigle Canyon.

The central alignment would traverse the middle of the NCFUA, partially within the MSCP. This alignment would cross the tip of Santa Monica Ridge and continue east along the northern slopes of Deer Canyon eventually connecting the SR-56 east.

The Modified Northern "D" Alignment, as stated in the Revised EIR for the Middle Segment of SR-56, would extend northeast for around 2,000 feet to the Carmel Valley Road culvert, then go north for approximately 5,000 feet along the east side of Carmel Valley Road, and then northeast for approximately 6,000 feet along a ridge parallel to the south side of Black Mountain Road. The future Camino Santa Fe interchange would be located around 2,000 feet east of the existing intersection of Carmel Valley Road and

Black Mountain Road. A possible third interchange would be constructed east of the Rancho Santa Fe Farms Road overcrossing. Between the Rancho Santa Fe Farms Road overcrossing and the eastern section of SR-56, the Modified Northern "D" Alignment would then extend southeast and generally follow the original Northern Alignment.

The Modified Northern "F" freeway alternative, as stated in the Revised EIR for the Middle Segment of SR-56, would extend northeast for around 2,000 feet to the Carmel Valley Road culvert, then proceed east for approximately 5,000 feet along the north side of McGonigle Canyon, and then northeast for approximately 6,000 feet within a small canyon that parallels the west side of the existing Rancho Glens Estates subdivision. The future Camino Santa Fe interchange would be located around 2,000 feet east of Carmel Valley Road and approximately 1,000 feet north of the intersection of McGonigle and Deer Canyons. A potential third interchange would be constructed east of the Rancho Santa Fe Farms Road overcrossing. This alternative alignment would extend southeast generally following the original Northern Alignment beginning at some point between the third interchange and the SR-56 east.

In addition, there are two possible roadway configurations for the northern alternative alignments, an eight-lane freeway with six mixed-flow lanes and two HOV lanes, or a four-lane expressway. The freeway is the ultimate configuration necessary to accommodate future (2020) traffic conditions. The expressway is the interim roadway configuration.

The freeway configuration involves interchanges at (future) Camino Ruiz, (future) Camino Santa Fe, a possible third interchange at a (future) unnamed road, and completion of the existing half-diamond interchange at Black Mountain Road. Development of the Subarea Plans would fund construction of the above three future interchanges. The interim expressway would not have the above interchanges except for the completion of the existing half-diamond facility at Black Mountain Road.

C. Cumulative Impacts

The following analysis includes assessment of cumulative effects associated with implementation of the NCFUA Subarea Plans, as well as consideration of additional local projects. Table 6-2 describes the potentially significant cumulative impacts. The major issues are discussed below.

1) Land Use

The Subarea I Plan would be consistent with the environmental goals and objectives of the General Plan and of the North City Future Urbanizing Area Framework Plan. It is

TABLE 6-2
SIGNIFICANT CUMULATIVE EFFECTS

Issue Area	Occurrence of Significant Cumulative Effects		Comments
	NCFUA	NCFUA Other Local Projects	
Land Use	Yes	Yes	Potential inconsistency with the City or County's Resource Protection Ordinance.
Traffic Circulation	Yes	Yes	Short-term impacts within NCFUA until buildout of circulation system. Regional impacts to I-5, I-15, and SR-56.
Biology	Yes	Yes	Cumulative impacts to non-native grasslands and wetlands.
Hydrology/ Water Quality	Yes	Yes	Reduction of regional and local water quality associated with increased erosion and sedimentation, potential discharge of hazardous materials during construction, generation of urban pollutants, and use of reclaimed water.
Landform Alteration/Visual Quality	Yes	Yes	Alteration of existing character and visual quality through urban development, modification of landform.
Cultural Resources	Yes	Yes	Contribution to regional and statewide trend toward the loss of cultural resources due to expanding urbanization.
Air Quality	Yes	Yes	Generation of short-term (construction) and long-term vehicle emissions within a non-attainment area.
Natural Resources/ Agriculture	Yes	Yes	Loss or restriction of access to valuable agricultural or mineral resource sites.
Paleontology	Yes	Yes	Proposed grading in geologic formations with variable (including high) potential for occurrence of paleontological resources.

TABLE 6-2
SIGNIFICANT CUMULATIVE EFFECTS
(continued)

Issue Area	Occurrence of Significant Cumulative Effects		Comments
	NCFUA	NCFUA Other Local Projects	
Public Facilities and Services	Yes	Yes	Proposed residential and other uses will increase demand for public services and facilities in concert with other regional development.
Water Conservation	Yes	Yes	Additional requirements for potable water use and sewage generation associated with proposed development.

also consistent with the principles of the MSCP. Also, the Subarea I Plan would facilitate the goals and objectives of the San Dieguito River Valley Regional Park. The Subarea I Plan, however, is not consistent with the Resource Protection Ordinance encroachment into wetlands and represents a significant land use impact. Any wetlands encroachment would be mitigated consistent with the City's Biology Guidelines by restoring wetlands at appropriate ratios (2:1 or 3:1 of the area impacted).

The proposed higher density development within 4S Ranch, and potentially Subarea IV would meet the intent of the urban reserve concept but would require a phase shift to Planned Urbanizing and Current Urbanizing in the county. 4S Ranch would likely be the most intensive land uses within the area. Due to 4S Ranch's proximity to the I-15 transportation corridor and existing communities of Rancho Bernardo, Rancho Peñasquitos, and proposed urban levels of development in the future development areas of Black Mountain Ranch, this would not be a land use conflict. Santa Fe Valley would not conflict with potential future Black Mountain Ranch development in the northern village area.

Future development in Subarea I would be required to conform to or be consistent with the City or County's Resource Protection Ordinance, the Future Urbanizing area planning objectives (Framework Plan), and any other adopted environmental plans or policies for the area. Proposed projects would also be required to address consistency with the proposed San Dieguito River Valley Regional Open Space Park Plan and the MSCP. Of these policies and ordinances, it is considered unlikely that the requirements of the Resource Protection Ordinance could be met in each case, which could result in a cumulatively significant land use policy inconsistency.

2) Traffic

The traffic analysis conducted for the project identified segments of Rancho Bernardo Road, West Bernardo Drive, Black Mountain Road, Via de la Valle, El Camino Real, El Apajo, and San Dieguito Road operating at or below level of service D for future conditions without buildout of Subarea I. The mainline freeway conditions without project identified I-5 from Via de la Valle to SR-56 and Carmel Valley Road and I-15 from Pomerado Road/Highland Valley Road to SR-56 operating at LOS F and long delays and queuing at the interchanges of I-15 and Rancho Bernardo Road, Bernardo Center Drive, and West Bernardo Road (see Chapter 4B for details). The full buildout of the NCFUA would contribute to future freeway traffic, which may exceed design peak-hour volumes. This would be a cumulatively significant impact. Due to the number of sources of vehicular traffic it is not feasible to provide mitigation beyond that specified in the traffic improvements and phasing plan.

3) Biological Resources

The area in which these projects are located comprises approximately 19,000 acres of undeveloped, agricultural, or low rural density housing. This large area supports a wide variety of biological species and habitats and, by nature of its size, is an important biological resource within the City and County of San Diego.

Implementation of past, proposed, and reasonably foreseeable projects would contribute to the loss of important habitats, including wetlands and non-native grassland. Large open blocks of non-native grasslands, among other habitats, provide raptor foraging habitat. The cumulative loss of wetlands and non-native grasslands associated with these projects would be considered a cumulatively significant impact. Mitigation for impacts to wetlands would be consistent with the City's Biology Guidelines by restoring wetlands at appropriate ratios (2:1 or 3:1 of the area impacted).

4) Hydrology/Water Quality

Subarea I drains into the San Dieguito River valley. The San Dieguito Lagoon is located at the mouth of the San Dieguito River. The lagoon formed is normally blocked from tidal interaction with the ocean by a sandbar.

Increased erosion can result in a decrease of downstream water quality. The quality of runoff water from the project areas is affected by contaminants, such as pesticides, fertilizers, and petroleum products. Implementation of BMPs, as discussed in Chapter 4D, would lessen this impact. The incremental contribution of urban runoff and pollutant loading (hydrocarbons, nutrients, fertilizers, and pesticides) from impervious surfaces, golf courses, and landscaping would be a cumulatively significant impact to the San Dieguito River and Lagoon.

In addition, the use of recycled water containing high TDS and nutrient levels could cause a cumulatively significant impact to local surface and groundwater. Recycled water would need to be monitored for TDS and nutrient constituents over time and its use would need to be restricted if it exceeds Basin Plan standards for these constituents.

5) Landform Alteration/Visual Quality

The combined projects would alter the existing landforms and visual setting in the area from that of open expanses of rolling hills, valleys, and mesa typical of rural agricultural areas, to that of clustered residential areas separated by open space and connected by four- and six-lane roads. By providing circulation element roads, local access roads, residential building pads, and supporting facilities, terraced, and manufactured slopes

would be substantially increased over that resulting from prior agricultural grading and are unavoidable due to terrain. These individual and cumulative effects would be lessened by the appropriate City or County Resource Protection Ordinances, which limit disturbance to steep slopes.

The conversion of open agricultural land to developed residential areas would be a significant cumulative change in the visual and community character of the area and would impact both Black Mountain Park and the San Dieguito River Valley Regional Open Space Park. The Subarea I Plan contains Community Design Guidelines covering grading, landscaping, siting of structures, and architecture which would serve to partially mitigate these impacts.

6) Cultural Resources

The area contains significant cultural resources. The City and County Resource Protection Ordinances require the preservation of the most significant of the cultural sites. Recovery of scientific information is required at other sites. However, impacts to those sites are considered cumulatively significant. Mitigation for these impacts has been applied to the subarea through preservation or scientific data collection at significant sites or features.

7) Natural Resource and Agriculture

The area has historically been used for agriculture, taking advantage of favorable soils, surface water, and mild coastal climate. The area also has identified aggregate resources. Future development would remove farmlands and preclude future mining of aggregate resources. The cumulative effects of the loss of agricultural land from conversion and incremental loss of potential aggregate deposits is considered a significant cumulative impact. Mitigation for the loss of aggregate resources could be achieved through use of the aggregate deposit for construction within the subarea. It would not be feasible to maintain large scale agricultural use of the site due to land use conflicts.

8) Air Quality

When considered with other new residential development proposed in the North City Future Urbanizing Area, 4S Ranch, Santa Fe Valley and throughout the air basin, the cumulative effects of Subarea I development would be to add to emissions in the basin and contribute to the basin's already existing state and federal nonattainment status for ozone and state nonattainment status for particulates.

Significant air quality impacts can also occur if the project causes levels of service on the area's roadways to degrade to LOS E or F. The level of service is a measure of a roadway's ability to carry existing or projected traffic volumes (see Chapter 4B, Traffic Circulation). Slower traffic, stop-and-go traffic, and increased delays at intersections due to degraded level of service would cause individual cars to emit more pollutants for a longer period of time as they travel through the area. Development of Subarea I, together with development in the rest of the Future Urbanizing area, 4S Ranch, and Santa Fe Valley, would cumulatively create inadequate traffic flow on some area roadways and intersections. The impacted roads and intersections are detailed in the Traffic Circulation section of this EIR. Any increase in emissions from automobiles is a cumulatively significant impact.

The Air Pollution Control District is responsible for strategies to reduce air pollution in the air basin and bases its projections of future air quality and pollutant emissions on population and employment growth estimates developed by the San Diego Association of Governments. New housing typically does not have a significant adverse effect on strategies to improve air quality if the project is consistent with the assumptions used in the APCD projection model and does not increase dependency on automobile trips relative to other locations.

The area in which all of the above projects are located was assumed to be constrained from development in the SANDAG Series 8 population projection. This was based on the voter approval of Proposition A and subsequent revision of City Council Policy 600-30. Therefore, the proposals for these areas could exceed the SANDAG population and air pollutant emission forecast to the extent that the residential development would accommodate new residents to the area or increase the number of automobile trips of vehicle miles traveled. In the near term, development in these areas would be automobile dependent, as employment centers, commercial and retail services, and alternative transit services are not currently developed in the area. This development would contribute to a cumulatively significant impact. Mitigation for these impacts would include measures to increase the use of transit, alternatives to the use of motorized vehicles, and reduction in single occupant vehicles during commuting periods.

9) Public Facilities and Services

The above projects would result in approximately 22,192 single- and multi-family residences. Public services in the area of the project (e.g., schools, fire, police) would not be able to provide for the cumulative new demand with existing facilities, which would constitute a significant cumulative impact. Facilities proposed to serve these residences include sites for schools, fire stations, police stations, one library, commercial areas, community parks, and neighborhood parks. These facilities, combined with existing and

planned facilities in Rancho Peñasquitos and Carmel Valley, would adequately meet the needs of these residences and mitigate the adverse effects.

The projects would increase the solid waste generated and the need for landfill capacity. The existing landfill capacity would be used up in 2006 with an estimated increase of 6 percent per year in solid waste generation. Until additional landfill capacity is identified, increased generation is a significant cumulative impact. The City is developing facilities and programs to reduce the waste stream by recycling, source reduction, and composting. Projects that do not facilitate these strategies contribute to the significant impact.

10) Water Conservation

The area relies upon imported water supplies and storage for potable water. Increased demand may be met by new transmission and storage facilities, but should be accompanied by water conservation measures to achieve a net reduction in demand per household or business to avoid a significant cumulative impact. The City has implemented requirements for new residences to lower water consumption. Also, a new water reservoir and pipelines are proposed to provide service to the area.

All common landscaped areas in this area would be plumbed to utilize recycled water from either the OMWD or the Metropolitan Wastewater Department's North City reclamation plant, providing a use for recycled water and decreasing the domestic water demand.

11) Population

The other NCFUA subareas and the proposed phase shift from Future Urbanizing to Planned Urbanizing (if approved) would remove a barrier to population growth in the subarea and the rest of the North City Future Urbanizing Area. However, because growth will occur over an extended period of time, no significant impacts on the planned growth rate for the region are expected. In addition, the Subarea I Plan includes an effective and comprehensive development phasing program, which would preclude any significant indirect impacts to public services and facilities or traffic congestion.

12) Noise

Traffic noise from off-site extensions of Carmel Valley Road were evaluated in the Black Mountain Ranch II VTM/PRD EIR and in EIRs for Fairbanks Highlands (SCH No. 88122118) and Torrey Highlands (SCH No. 93071041). These EIRs can be reviewed at the City of San Diego Development Services Business Center. Noise impacts to San Dieguito Road from future buildout traffic with the deletion of SA-680 were addressed in

the SA-680 Deletion 1995 EIR (SCH No. 94071017) which can be reviewed at the County of San Diego Department of Planning and Land Use. However, the future buildout volumes are now forecast to be greater than previously anticipated. The current estimate for San Dieguito Road west of the subarea is to range from 15,600 to 19,900 ADT. This would result in a noise level of 68 CNEL to 72 CNEL at 50 feet from the roadway, assuming no changes to the roadway configuration.

There would be no off-site areas that would experience over a 25-percent increase in traffic from the Subarea I project; therefore, there is no significant off-site traffic noise impact.

Chapter Seven
Project Alternatives

The analysis of alternatives is focused upon the approval of the Subarea Plan for future development in the northern village, resort area, southern village, residential clusters, and perimeter properties and adoption of a General Plan Amendment to shift the land use designation from Future Urbanizing to Planned Urbanizing. Development for the approved Black Mountain Ranch II VTM/PRD is not affected by the action. No new development would result from the action, as subsequent environmental review and land use approvals would be required. No Project considers the implications of not going forward with the Subarea Plan as proposed. A second alternative evaluates the effect of delaying the approval and implementation of the Subarea Plan. A third alternative involves concentrated development. A fourth alternative is the MSCP/regional open space alternative.

A. Alternatives Considered But Rejected

Increased Density

The Future Urbanizing area is intended to be an Urban Reserve to accommodate future growth in the region. The Subarea I Plan provides an overall residential density of approximately 1.1 du/acre which is below the current density of the North City Metropolitan Statistical Area (1.4 du/acre) or the year 2015 projected density of the Series 8 growth forecast (1.7 du/acre). To accommodate future projected growth, development to an overall density of 1.7 du/acre was considered. As the open space within Subarea I is also within the MHPA and is regionally significant as habitat, corridors for wildlife and as regional public open space, expansion of the development area is not considered feasible. However, residential densities could be increased in the northern and southern village areas and northeast perimeter property to achieve the overall density of 1.7 du/acre within the subarea as a whole.

Areas west of the current compact mixed-use center, along the finger ridges of La Jolla Valley, the southern village, and in the northeast perimeter property would have increased

residential densities, converting low and low-medium density single- and multi-family development to medium and medium-high multi-family. This alternative would result in approximately 6,400 residential units rather than 3,200 within the northern portion of the subarea and a total of 8,600 dwelling units in Subarea I. Low-density single-family residential development proposed along the western boundary and development elsewhere in the subarea would remain essentially as proposed.

This alternative would provide housing for an additional 8,000 people. It would concentrate the increase in an area adjacent to an employment center, commercial services, schools, and transportation. The area of increased density would be bounded by prime arterial roads (Camino del Norte and Camino Ruiz) along its northern and western boundary and by La Jolla Valley to the south. The northern golf course would provide an additional buffer between the compact concentrated development and regional open space system to the south.

This alternative would result in an increase in traffic generation of 25,600 ADT, which in combination with other approved and reasonably foreseeable development, the future roadway network as defined in the circulation element could not accommodate with acceptable levels of service. This alternative was eliminated from further consideration.

B. No Project

Under the No Project alternative, the proposed Subarea Plan would not be approved and the properties would remain within the Future Urbanizing land use designation of the City's Progress Guide and General Plan. Black Mountain Ranch would be developed as proposed. The Black Mountain Ranch future development areas and perimeter properties would remain essentially vacant, but could also be developed under existing land use regulations for A-1-10 zoning. Existing agricultural and equestrian use, and cattle grazing could continue. The project-related identified impacts to land use, biological resources, paleontological resources, traffic, air quality, and public facilities and services would not occur. Cumulative impacts to biological habitats, sensitive species and raptors, water quality in San Dieguito Lagoon, landform alteration/visual quality, loss of agricultural lands, schools and services, and air quality from Black Mountain Ranch and the subarea's proposed land uses would be reduced.

With the No Project alternative, the site would be maintained as a Future Urbanizing urban land use reserve. The area would not be permanently removed from future development use, since at some future time the area could be developed to densities allowed under current policies or shifted to Planned Urbanizing for higher density development.

The Subarea Plan proposes to provide lands for the Environmental Tier, and public facilities to the region that extend beyond the requirements of the development within the site and are consistent with goals and policies of the City. The No Project alternative would preclude or defer the provision of these facilities, including substantial transportation improvements, public open space, biological habitat conservation and provision or contributions to future regional serving public facilities. These No Project effects are summarized below.

1) MSCP and Open Space

The Subarea Plan establishes the open space and MHPA throughout the NCFUA. The approved Black Mountain Ranch II VTM/PRD will dedicate about 1,800 acres as permanent open space for incorporation into the MHPA. The Subarea Plan extends this open space system by providing an additional 349 acres to the MHPA including open space adjoining the City's Black Mountain Park and focused planning area of the SDRVROSP in La Zanja Canyon. This additional open space also protects over 250 acres of native habitat for wildlife. The No Project alternative would not preclude the eventual dedication or acquisition of open space, trails construction, or habitat conservation, but eventual public funding might be required. If alternative funding were not available, the additional open space areas proposed by the project may not be acquired.

2) Regional Transportation Improvements

Plans for a regional transportation network in the North City area are shown in the City and County General Plan circulation element. The circulation element estimates that eight east-west corridors are required between I-5 and I-15; presently only Miramar Road, Mira Mesa Boulevard, and SR-52 are in operation. Both Miramar Road and Mira Mesa Boulevard are at or exceeding capacity. Del Dios Highway and Black Mountain Road/Carmel Valley Road are also used as east-west connecting roadways. Del Dios Highway is a winding two-lane road, and Black Mountain Road currently has an unpaved segment which is narrow, winding, and not to City standards. The east and west segments of SR-56 are completed and in operation; however, the middle segment connecting Carmel Valley to Rancho Peñasquitos is currently in the planning stages and has not been approved for development.

Camino Ruiz, Carmel Mountain Road, Black Mountain Road, San Dieguito Road, and Camino del Norte are all circulation element roads planned for the area. Funding for these roads is primarily dependent on future funding from private developments. Development of the Black Mountain Ranch project would include construction of over nine and one-quarter miles of these roadways within the project area. The Subarea Plan includes additional improvements for roadways, existing freeway interchanges with

major roads, and contributions toward construction of the middle section of SR-56, a new east-west freeway. The No Project alternative would not provide for the construction of SR-56 or the additional improvements at this time, and the current need for enhanced east-west connections would not be met.

3) Public Facilities and Services

The Subarea Plan proposes to provide additional public facilities in excess of project needs, including sites for two elementary schools, one middle school, and a high school; a fire station, police storefront. These public benefits would not be dedicated and may have to be acquired if the No Project alternative were adopted.

4) Other Issues

Impacts to landforms and visual quality, water quality, natural resources and agriculture, biology, paleontology, noise, and water conservation would be substantially reduced or avoided.

C. Development Without a Phase Shift

The 893 acres within the Black Mountain Ranch ownership and 515 acres within the perimeter properties could be developed under the existing A-1-10 zoning and Council Policy 600-30 which provides for a residential use as a Planned Residential Development at a density of 1 dwelling per 4 acres, clustered. This would allow an additional 352 dwellings to be developed. No future development rights would remain within Subarea I after this development occurs. The Black Mountain Ranch II VTM/PRD, the resort hotel and the 60,000 square feet of commercial development approved under passage of Proposition C would also be developed under this alternative.

1) Land Use

This alternative would not be consistent with the General Plan designation of Subarea I as part of the Future Urban Reserve nor with the Framework Plan. It would not allow for services and employment centers within the Subarea and would require residents to utilize services and maintain employment in other areas, contrary to Framework Plan goals. It would also not meet the anticipated future demands for housing in the city. It would provide the equivalent open space for the MHPA as defined with the boundary adjustment proposed, and would be consistent with the MSCP. It would be consistent with the General Plan and City development plans and policies, including the Interim RPO development regulations, as encroachments into wetlands and sensitive hillsides should not be necessary with the reduced development levels and clustering. It would

also be consistent with planning goals and policies for the San Dieguito River Regional Open Space Park and Black Mountain Park plan.

2) Traffic Circulation

This alternative would not provide a connection of Camino Ruiz to Camino del Norte. Major traffic infrastructure other than that provided for the Black Mountain Ranch II VTM/PRD, including Camino del Norte, Camino Ruiz connection to SR-56 or Carmel Valley Road easterly off-site to Camino del Norte would be funded and constructed by others. The alternative with the approved Black Mountain Ranch II VTM/PRD would generate a total of 32,508 trips, a reduction of 51,698 trips from the Subarea I Plan total.

This alternative was modeled in the traffic analysis (see Appendix B). Although the relative traffic generation is reduced relative to the Subarea I Plan, traffic volumes on many roadway segments outside Subarea I are increased, as both residents within the subarea and in adjoining areas make longer trips for employment commutes and shopping. With this alternative, Carmel Valley Road near Camino Santa Fe degrades from LOS C to LOS E. Other segments with LOS E or below include Black Mountain Road south of Park Village Drive (LOS F), Del Mar Heights Road from Via de Santa Fe to San Dieguito Road (LOS E), Rancho Bernardo Road from West Bernardo Road to I-15 and from I-15 to Bernardo Center Drive (LOS E), San Dieguito Road from El Camino Real eastward to the City limits and to El Apajo (LOS F), and West Bernardo Drive from I-15 to Aguamiel Road. I-15 and I-5 freeways north of SR-56 also operate at Levels of Service F. Impacts from traffic remain significant even with this alternative.

3) Other Issues

Impacts to landforms and visual quality, water quality, natural resources and agriculture, biology, paleontology, noise, and water conservation would be reduced relative to the Subarea Plan due to the reduction in the number of dwellings and the reduced area of development, but the cumulative impacts would still be considered significant. The demand on services would also be incrementally reduced, but potential project funding for improvements to regional infrastructure would also be significantly reduced. The dispersed low density developments would probably not be sufficient to support transit, and response times for fire and police services may increase relative to the Subarea Plan.

This alternative would result in the lowest level of direct impacts to the physical environment while still providing for future development for each ownership in Subarea I under existing land use regulations and would be considered the environmentally preferred alternative. It would not be consistent with the General Plan or Framework Plan, however, and would result in significant unmitigated impacts to Land Use and Population.

D. Reduce Residential and Eliminate Employment Uses in the Northern Village

This alternative has been proposed by the City of San Diego and would reduce the proposed project development by 2,000 dwelling units and eliminate the employment uses in the northern village. The proposed project would generate 20,648 daily trips for residential use and 7,200 daily trips for employment uses for the northern village. A reduction of 2,000 dwelling units would result in a decrease of 8,000 daily trips for residential and eliminating the employment uses would result in an additional decrease of 7,200 daily trips. Under this alternative total daily trips would be reduced by 15,200 for the northern village.

1) Traffic

This alternative did not result in significant improvements to levels of service on area roadways. There was a decrease in traffic volumes on roadway segments with poor levels of service with or without project traffic under buildout conditions, but not significantly. Several roadway segments increased in traffic volumes but not significantly. Carmel Valley Road between Camino Ruiz and Black Mountain Road decreased from LOS C to LOS D (see Table 23, Appendix B). Overall, this alternative did not result significant improvements to levels of service on area roadways.

No significant differences in forecast freeway segment volumes were identified under this alternative.

2) Population and Land Use

This alternative would reduce the future housing stock and employment opportunities within the NCFUA. This reduction would need to be made up in other areas of the city or other jurisdictions. It would be inconsistent with the Framework Plan goals for the subarea, in that employment and services would not be provided within the subarea and would impact areas outside of Subarea I.

3) Other Issues

Impacts to landforms and visual quality, water quality, natural resources and agriculture, biology, paleontology, and noise would be similar to the Subarea Plan, and the cumulative impacts would still be considered significant. The demand on services would also be incrementally reduced due to the reduction in the number of dwellings and the reduced area of development.

E. Replace Residential Use with a Single-Tenant Employment Use in the Northern Village

This alternative proposes replacement of almost all of the dwelling units in the northern village with approximately 400 acres of a single-tenant employment-type use. The proposed project includes 1,831 multi-family dwelling units and 600 single-family dwelling units for the northern village which would generate a total of 20,648 daily vehicle trips (residential). Replacing most of the dwelling units with 400 acres of a single-tenant employment-type use would result in 28,000 daily vehicle trips for employment use (70 trips/acre for single-tenant corporate use) for the northern village. This would be an overall increase of approximately 8,648 daily vehicle trips.

1) Traffic

This alternative did not result in significant improvements to levels of service for area roadways. Instead, several roadway segments of Rancho Bernardo Road and Via de la Valle decreased from LOS C to LOS D and Rancho Bernardo Road from West Bernardo Drive to I-15 was reduced from LOS E to LOS F (see Table 24, Appendix B). Overall, the change in land use from residential to employment use does not improve levels of service on area roadways.

No significant differences in forecast freeway segment volumes were identified under this alternative.

2) Population and Land Use

This alternative would reduce the future housing stock opportunities within the NCFUA. This reduction would need to be made up in other areas of the city or other jurisdictions.

3) Other Issues

Impacts to landforms and visual quality, water quality, natural resources and agriculture, biology, cultural resources, paleontology, and noise would be similar to the Subarea Plan, and the cumulative impacts would still be considered significant. The demand on schools, parks, and library services would also be incrementally reduced due to the reduction in the number of dwellings; however, the demands for these services would be shifted to other residential neighborhoods in the region.

Chapter Eight
EIR Preparation/Certification

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