

CARROLL CANYON MASTER PLAN

An Amendment to the Mira Mesa Community Plan

FENTON PROPERTIES

Carroll Canyon Master Plan

An Amendment to the Mira Mesa Community Plan

Prepared for:

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and

FENTON WESTERN PROPERTIES

7220 Trade Street, Suite 300
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Approved by:

THE CITY OF SAN DIEGO PLANNING COMMISSION

August 11, 1994
Resolution Number 2124

and

CITY COUNCIL

December 6, 1994
Resolution Numbers 285096 and 285097

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I. INTRODUCTION

This Amendment to the Mira Mesa Community Plan provides a comprehensive development program for a portion of the Carroll Canyon Master Plan area owned by the H.G. Fenton Materials Company. This Master Plan defines suitable land uses, design guidelines, development standards, and an implementation program for development of the property phased with completion of resource extraction operations currently taking place. It establishes a comprehensive framework (master plan) to facilitate the property owner's and the City's preparation and analysis of subsequent industrial, commercial and residential planned development permits required for implementation of this portion of the Carroll Canyon Master Plan as well as incorporating pertinent goals and objectives of the Mira Mesa Community Plan.

This Master Plan proposes an ultimate standard for reclamation of the site. Using the Conditional Use Permit (CUP) as a foundation, the Master Plan provides a site design for a mixed use development suited to the new terrain created by the mining processes. The future development will necessitate only minor refinements in the grading as a result of the CUP. Implementation of the Master Plan will provide a productive end use for the site with beneficial land uses for the community as well as recreational and open space amenities.

The landform which results from ongoing resources extraction operations provides the physical parameters for development under this Master Plan. Some portions of the site will become available for development prior to the final completion of the mining operations and dismantling of the plant. As those portions become available for development, planned development permits will be processed consistent with the guidelines in this Plan. Mining operations will continue on portions of the property for the next 20-25 years. A major goal of this Master Plan is to provide guidelines for future development as mining operations are completed and, due to the long term of the existing use, to allow for maximum flexibility within this framework to respond to market demand without major modifications to the Plan.

II. PLANNING CONTEXT

A. PROJECT BACKGROUND

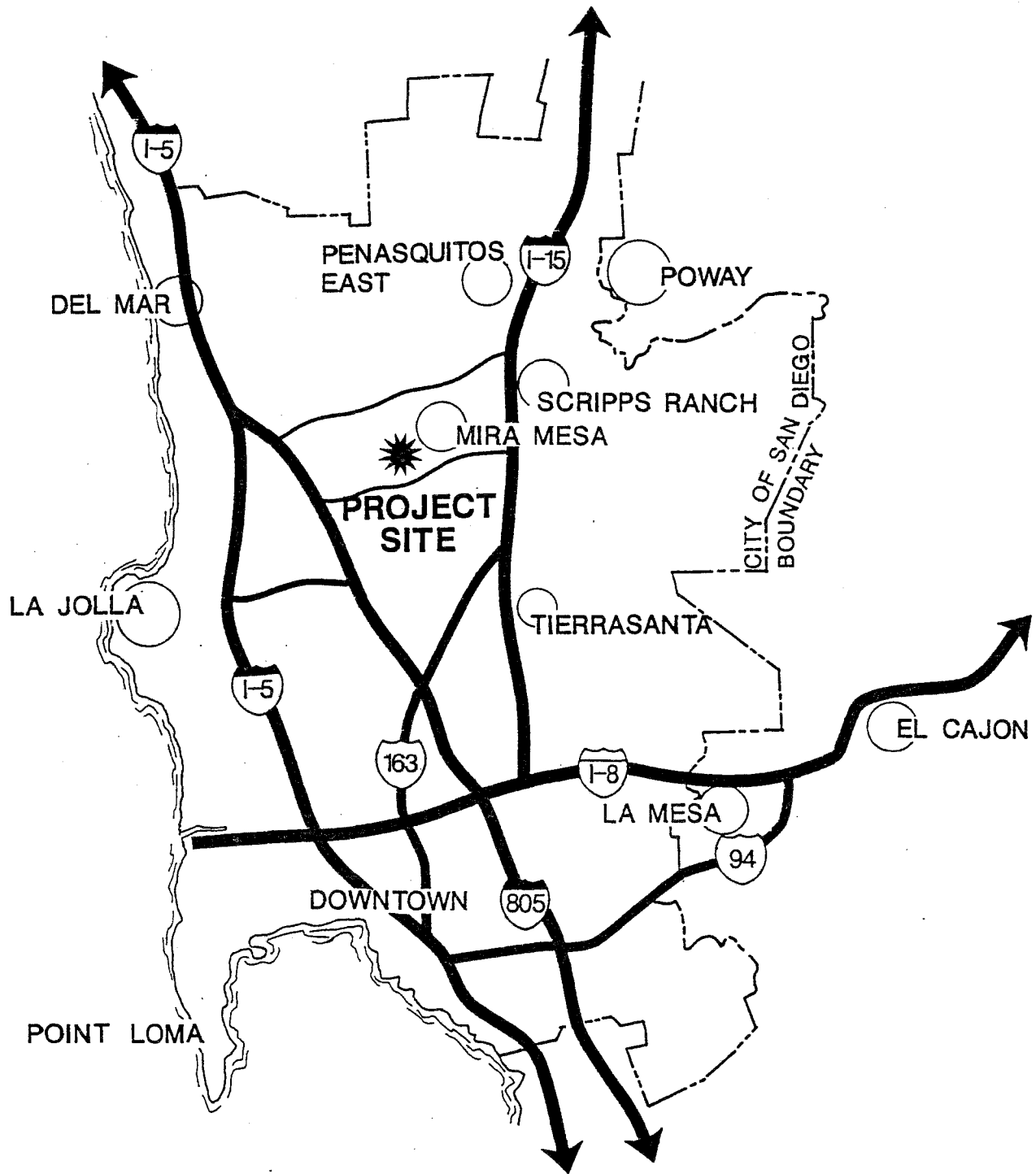
The Carroll Canyon site is currently being used for rock extraction and processing in accordance with the Carroll Canyon Conditional Use Permit (CUP No. 89-0585) approved September 13, 1990. With the approval of CUP No. 89-0585, areas of fill and extraction were modified to avoid impacts to adjacent residences and to expand into areas of greater resource potential; minor adjustments were made to utility and road alignments; and hours of operation were revised to accommodate emergency requests and off-hour operations for governmental contracts. Prior to approval of CUP No. 89-0585, active mining activities occurred on-site from 1953 to 1975. Between 1975 and 1978, mining activities were inactive; however, in 1979, resource extraction activities were reactivated through approval of the original Conditional Use Permit (CUP No. 571-PC). Amendments to the original Conditional Use Permit (CUP No's. 82-003, 82-003.1 and 86-0803 approved in 1982, 1985 and 1987, respectively) resulted in deleting peripheral portions of land which were either found to be unsuitable for mining operations, or were completed in early mining operations and thus were ready to be reclaimed and developed. Additionally, CUP Amendment No. 82-003.1 revised the expiration date of the original CUP from Year 2009 to Year 2015.

Active uses on the property include surface mining: on-site processing and distribution of sand, soil and gravel products; as well as the production and distribution of premixed Portland Cement concrete and asphaltic concrete. The existing CUP and Reclamation Plan direct the mining activities on the site. The CUP provides a grading plan for the extraction process, while the Reclamation Plan provides a landscape concept for screening and ultimate revegetation of disturbed areas. The Reclamation Plan may be implemented in several phases and essentially represents the minimum standard for rehabilitation of the site once mining operations have ceased on all or a portion of the project site. The Reclamation Plan involves backfilling and recontouring mined areas to soften the new topography and create pads suitable for development. The manufactured slopes that are created by implementation of the Reclamation Plan will be revegetated with native and drought-tolerant ornamental species.

B. SETTING

■ LOCATION

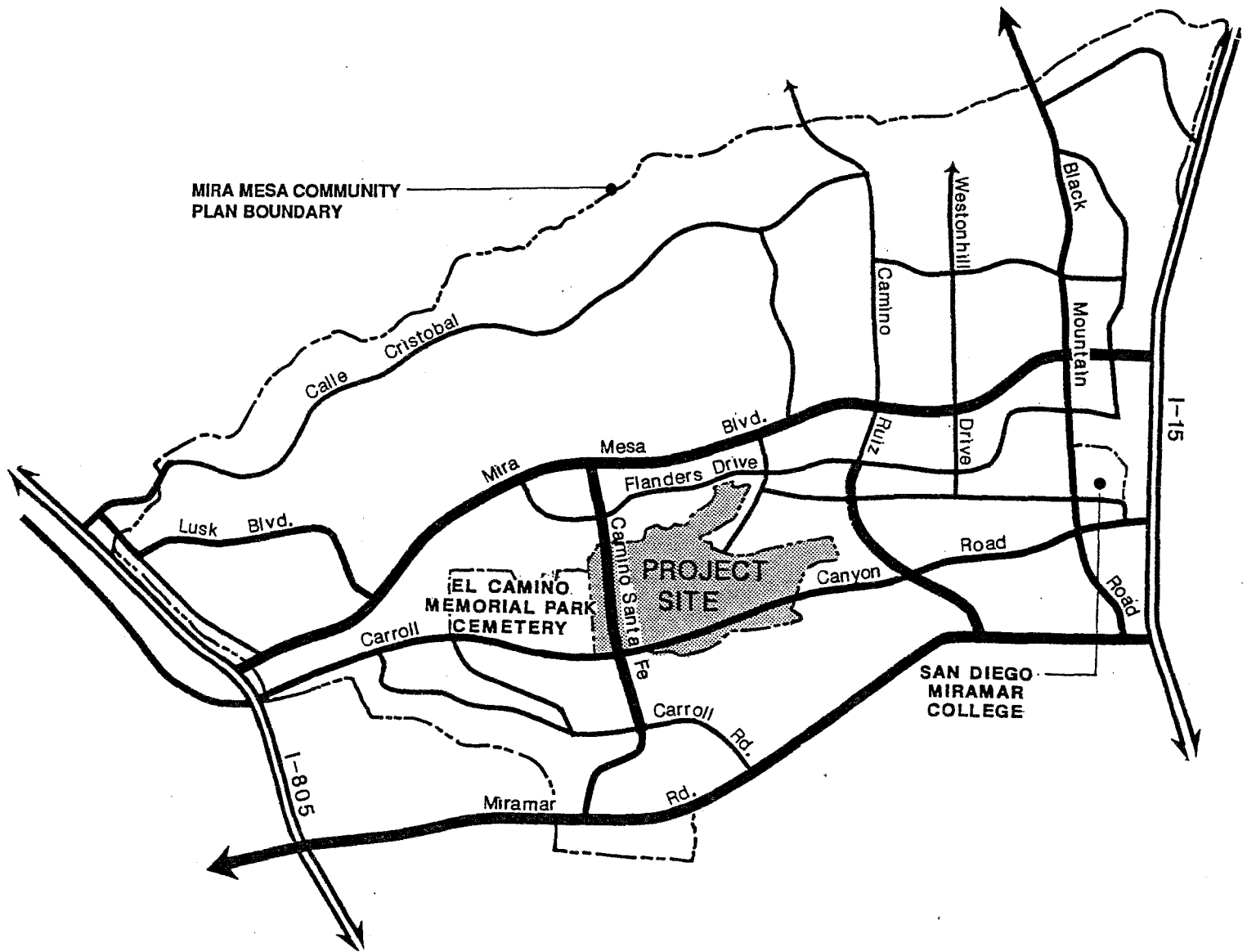
The Carroll Canyon Master Plan area is located in the central portion of the Mira Mesa community (see Figure 1, *Regional Map*). The 573-acre site is situated between Interstate 805 on the west and Interstate 15 on the east, and between Mira Mesa Boulevard on the north and Miramar Road on the south. Ultimately planned as 6-lane primary arterial streets, Camino Santa Fe and Carroll Canyon Road will be extended through the property. Camino Santa Fe currently terminates at the northern and southern boundaries of the property (see Figure 2, *Vicinity Map*).



REGIONAL MAP CARROLL CANYON

FIGURE 1





VICINITY MAP CARROLL CANYON

FIGURE 2



■ MIRA MESA COMMUNITY PLAN

The Master Plan is located within the Mira Mesa community planning area. The Mira Mesa Community Plan shows the majority of the site as industrial and further defines the Carroll Canyon area as a Mixed Use "Master Plan Area". These designations recognize the existing mining operations occurring on the site and require a comprehensive planning effort as these activities are completed. In the north and extreme west portions of Carroll Canyon, the Community Plan shows a band of open space which would connect the Carroll Canyon open space system on the south with Rattlesnake Canyon located in the northern part of the site.

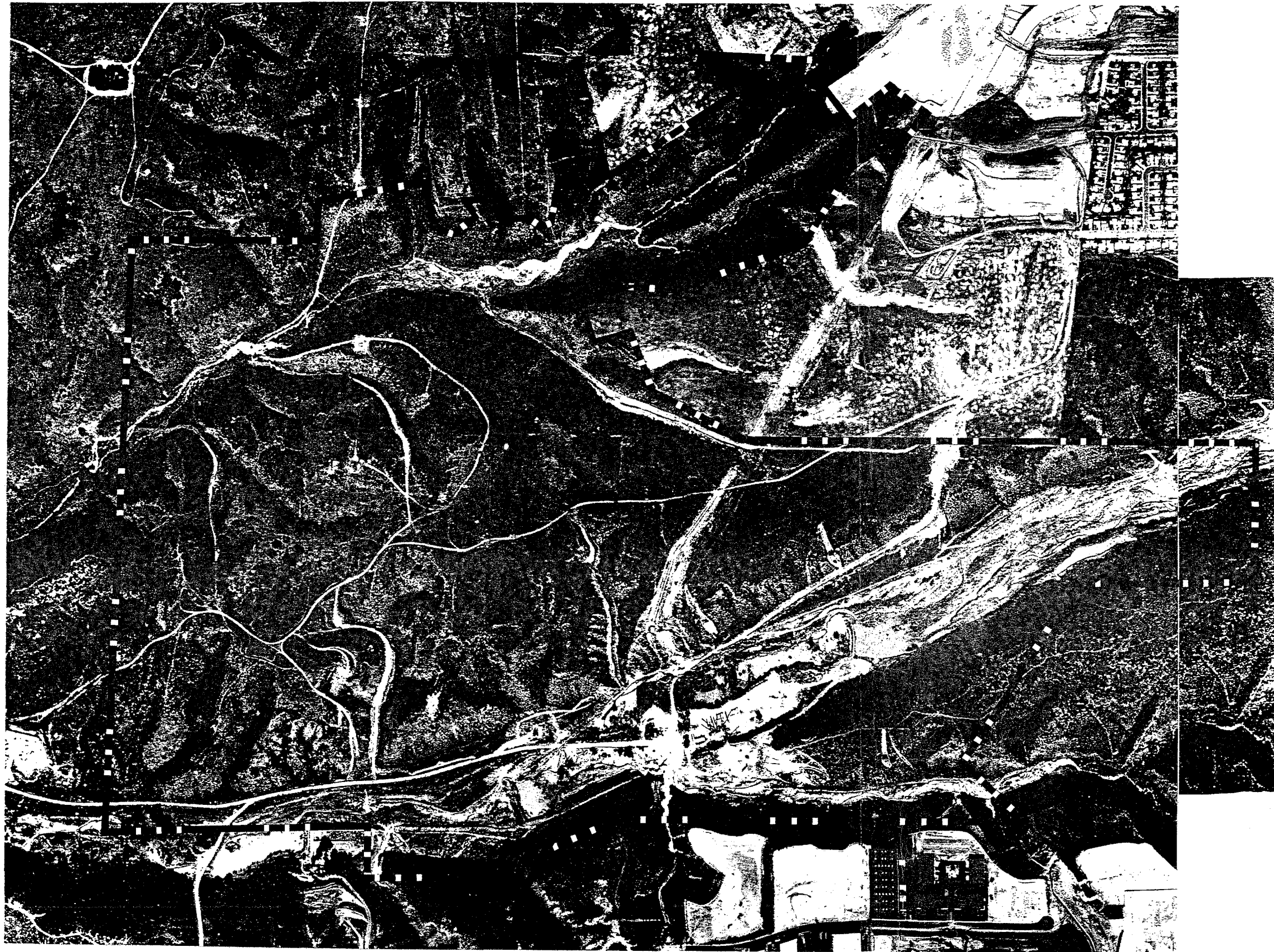
■ NATURAL FEATURES

Carroll Canyon is a natural landform which traverses the Mira Mesa community in an east-west direction. Carroll Creek is an intermittent drainage flowing through the base of Carroll Canyon, and eventually feeds into Los Penasquitos Lagoon located west of the Master Plan area. Flanking Carroll Canyon to the south and north are relatively flat mesa tops. The fringe areas of these mesas have been incised by intermittent drainages creating less prominent canyon features tributary to the main Carroll Canyon. It is on these flat mesa top areas where urban development has for the most part occurred.

Prior to mining, the natural topography of the Carroll Canyon site reflected the topography of the area with two large canyons and smaller tributaries projecting into a flat central mesa (see Figure 3, *Aerial Photograph - Prior to Mining Operations*, and Figure 4, *Existing Site Topography - Prior to Mining Operations*). Under the approved extraction operations, the mesa is being lowered in elevation and several of the tributary canyons are being filled resulting in a new landform characteristic of a valley (see Figure 5, *Landform*). It is this new landform which becomes the existing topography upon which the Land Use Plan for this portion of Carroll Canyon will develop. The northern canyon within the property (Rattlesnake Canyon) will be retained largely intact, although the mid-section of the canyon will be partially graded as part of the mining process. Large quantities of fill material resulting as a by-product of the processing operations will be used to recontour the extracted terrain to enhance the development potential, visual quality of the site, and the canyon's natural and cultural resources.

Natural drainage occurs in the northern portion of the property along Rattlesnake Canyon, a tributary of Carroll Canyon. The southern portion of the site is drained by Carroll Canyon Creek and an unnamed southern tributary. Carroll Canyon Creek has been disturbed by sand and gravel mining. As mining operations near completion, the flood channel will be restored to accommodate the 100-year flood flow as shown in the Reclamation Plan. Future development of the reclaimed site is constrained by the creek and its 100-year floodplain. However, the flood channel will be designed to create a significant open space feature for the future development as well as the surrounding community.

A vernal pool preserve is located off-site adjacent to the northeast boundary of the Master Plan area. Acquired through the City's vernal pool acquisition program, this area is City-owned open space for the preservation of the vernal pools. The Master Plan provides for buffer, passive park and interpretive center adjacent to the off-site vernal pool preserve.



AERIAL PHOTOGRAPH
(PRIOR TO MINING OPERATIONS)

CARROLL CANYON

Prepared for: H.G.FENTON MATERIAL CO. 7220 TRADE ST STE. 300 SAN DIEGO, CA 92121

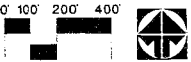


FIGURE 3



T&B Planning Consultants
3242 HALLADAY, SUITE 100
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5879 CHERLIN DRIVE, SUITE 200
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EXISTING SITE TOPOGRAPHY (PRIOR TO MINING OPERATIONS)



CARROLL CANYON

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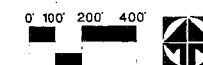


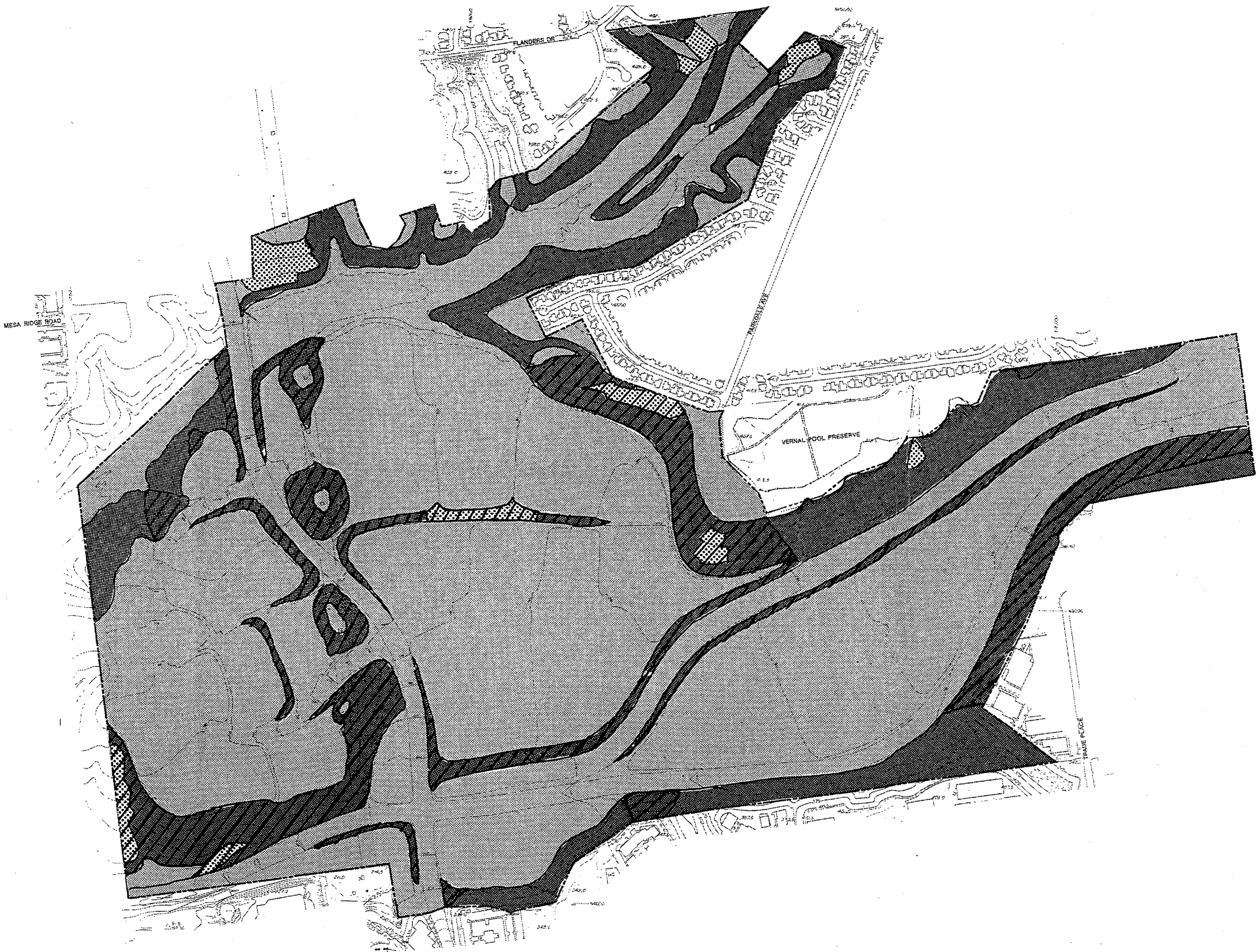
FIGURE 4

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LANDFORM (AFTER RECLAMATION)

LEGEND

- 0 - 10% SLOPES
- 11 - 25% SLOPES
- OVER 25% SLOPES
- MANUFACTURED SLOPES CREATED BY EXTRACTION



CARROLL CANYON

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FIGURE 5



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■ THE BUILT ENVIRONMENT

The Carroll Canyon Master Plan area is located in an urbanizing area of Mira Mesa. Approved or existing surrounding developments include light industrial to the south, southeast and southwest, and residential to the north and northeast. El Camino Memorial Park and Mortuary adjoins the property to the west. Undeveloped land east of the property is planned for mixed use development. Figure 6, *Existing & Surrounding Land Uses*, provides a graphic representation of surrounding land uses.

Vehicular access to the site is currently provided by private roads extending from the western terminus of Carroll Canyon Road and the northern and southern termini of Camino Santa Fe. Implementation of the Mira Mesa Community Plan's proposal to extend Carroll Canyon Road and Camino Santa Fe will provide major north-south and east-west access routes beneficial to the project development and the community.

Existing utility easements present a development constraint, but they also provide accessibility to utilities for future development. Infrastructure on-site includes a 100-foot wide San Diego Gas & Electric (SDG&E) powerline easement which runs north and south through the western part of the site, a 20-foot wide SDG&E easement running east and west through the southern portion of the site and an SDG&E electrical substation located in the southeastern corner of the site. A 20-foot wide trunk sewer line easement also runs east and west through the southern part of the site and a 20-foot wide sewer easement runs diagonally through the northwestern portion of the site. A portion of an existing sewer line crossing through the central portion of the site is to be abandoned. Any development adjacent to SDG&E facilities will require the developer to work closely with SDG&E to minimize development conflicts.

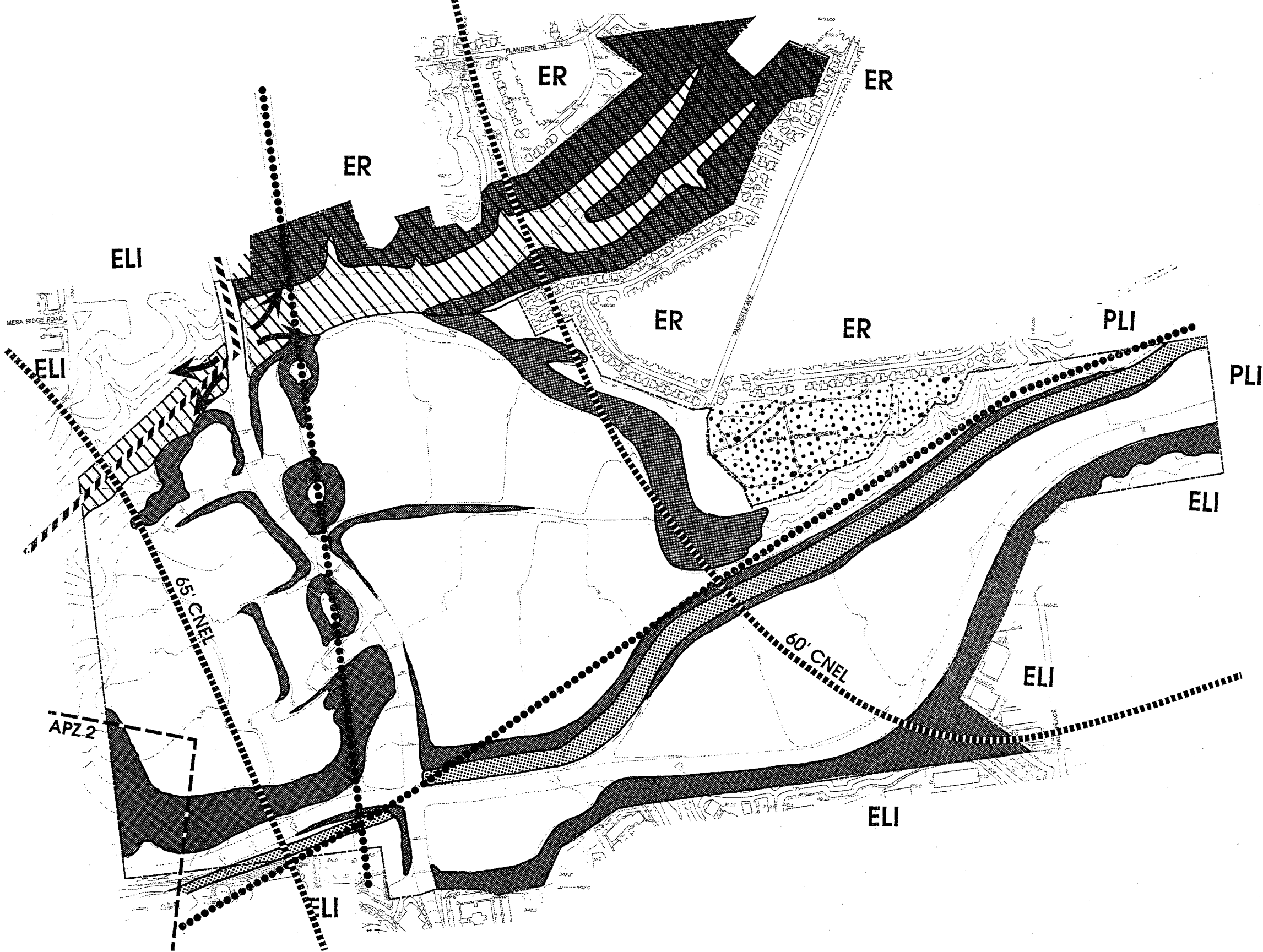
External influences which affect development of the Master Plan area include noise generated from Miramar Naval Air Station (NAS Miramar) and circulation element roadways. The Carroll Canyon site is located just north of NAS Miramar and is subject to noise generated by aircraft from that facility. Noise from this facility originates in basically two fashions: 1) from direct overflights, and 2) from single event noise impacts. The noise level in the eastern portion of the site is less than 60 CNEL (Community Noise Equivalent Level). The western fringe of the property lies within the 65-70 CNEL contour generated by aircraft operations out of NAS Miramar. The remaining portions of the site lie within the 60-65 CNEL contour. According to the Comprehensive Land Use Plan for NAS Miramar, land uses planned for the Master Plan area are considered "Normally Compatible" with this noise environment. Nevertheless, the disclosure of potential noise impacts to buyers by the developer is encouraged.

Camino Santa Fe Road and Carroll Canyon Road are anticipated to carry substantial traffic volumes, generating additional noise in the community. The noise compatibility matrix included in the Mira Mesa Community Plan indicates that residential, office, commercial and industrial land uses are suitable for development adjacent to these roadways, although residential uses may require additional construction standards.

EXISTING & SURROUNDING LAND USES

LEGEND

- ER** EXISTING RESIDENTIAL
- ELI** EXISTING LIGHT INDUSTRIAL
- PLI** PROPOSED LIGHT INDUSTRIAL
- VIEW TO OPEN SPACE CORRIDOR
- EXISTING SLOPES OVER 25%
- 100 YEAR FLOOD PLAIN
- MIRAMAR NAVAL AIR STATION NOISE CONTOURS
- NATURAL OPEN SPACE FEATURES
- SDG&E EASEMENT
- SEWER EASEMENT
- VERNAL POOL RESERVE
- ACCIDENT POTENTIAL ZONE (APZ)



CARROLL CANYON

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FIGURE 6

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■ ZONING

The Carroll Canyon Master Plan area is currently zoned A-1-10. The City's Hillside Review Overlay Zone has been applied to areas of the site where natural slopes greater than a gradient of 25% occur. However, the mining operations, as approved by the CUP, will change the existing landform by recontouring and decreasing the height of most of these hillsides. As such, the Hillside Review Overlay Zone will be reconfigured for the project site and applied to natural hillside areas with a slope gradient exceeding 25% which remain following completion of resource extraction (see Figure 7, *Existing Zoning*). The Hillside Review Overlay Zone will not apply to remanufactured slope areas. However, remanufactured slopes with an elevational difference greater than 50 feet and a slope gradient of 25% or more shall be designated as Open Space. Conformance to the City's Hillside Review Guidelines will be required for future projects which encroach into this reconfigured Hillside Review Overlay Zone.

C. RELATIONSHIP TO APPLICABLE PLANS

Supporting documents which apply to this Master Plan discussion include the City of San Diego *Progress Guide and General Plan*, the Mira Mesa Community Plan and the Resource Protection Ordinance. The consistency of the Master Plan and these documents is assessed in the following discussion.

■ PROGRESS GUIDE AND GENERAL PLAN

The *Progress Guide and General Plan* of the City of San Diego serves as a comprehensive, long term plan addressing the growth and physical development of the City. The two elements of the Plan most applicable to the Carroll Canyon Master Plan include the Land Use Element and the Conservation Element.

1. LAND USE ELEMENT

The General Plan Land Use Map delineates overall development priority and land uses within the City. This General Plan Land Use Map is supported by many community plans which provide specific land use and development criteria applicable to individual communities and properties.



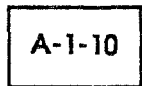
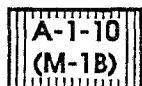

The General Plan Land Use Map designates the site for mixed use development and open space preservation. The General Plan also divides the City of San Diego into three planning areas for the purpose of addressing development phasing. The Mira Mesa community is located within the *Planned Urbanizing Area* phase.

The project is consistent with the intent of the General Plan Land Use Element. The property is being planned for mixed use development with the northern canyon preserved as open space. The preparation of this Master Plan outlining a development program for future land uses and supporting public facilities, conforms with the intent of the Planned Urbanizing category which allows for the orderly development of a community served by capital facilities.

EXISTING ZONING



LEGEND

	R-1-5000	LOW DENSITY RESIDENTIAL
	M-1B	LIGHT INDUSTRIAL
	A-1-10	AGRICULTURAL
	A-1-10 (M-1B)	PROPOSED LIGHT INDUSTRIAL
		HILLSIDE REVIEW ZONE

CARROLL CANYON

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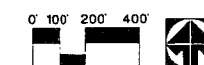


FIGURE 7

TURRINI & BRINK
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2. CONSERVATION ELEMENT

The CUP and Reclamation Plan for the sand and gravel extraction operation is guided by the Conservation Element of the City's General Plan. The goals for sand and gravel resource areas mandate conservation of resources and rehabilitation of mined land, as follows:

- Conservation of construction material resources to provide for the City's growth and development needs now and in the near and distant future.
- Planned rehabilitation of depleted mineral areas to facilitate desirable reuses compatible with local development objectives.
- Production of sand and gravel with minimal harm and disturbance to adjacent persons and properties.

The Conservation Element also addresses sensitive biological resources including vegetation, wildlife and major habitats such as wetlands and vernal pools. Carroll Canyon Creek is a tributary of the Los Penasquitos Creek and Lagoon, which is designated as a natural resource preservation area in the General Plan. The Master Plan recommends that Carroll Canyon Creek be revegetated and enhanced. The creek channel design will incorporate measures to control erosion, pollutants from urban runoff, and downstream sedimentation.

■ MIRA MESA COMMUNITY PLAN

The Carroll Canyon Master Plan is located in the south central portion of the Mira Mesa Community Plan area. The Mira Mesa Community Plan contains land use policies in addition to those contained within the General Plan. Included within the Community Plan is a discussion of the Carroll Canyon Master Plan area and general criteria for its development. In particular, the Community Plan recommends the development of a mixed use community through a master plan process. Specifically, the Community Plan states:

The Carroll Canyon master plan area shall be developed with a mix of uses. The predominant use shall be industrial/business parks oriented around Carroll Canyon Creek, which shall be revegetated and enhanced as an east-west link in the community's open space system. Commercial uses that provide convenience services to area employees shall also be provided. In an effort to reduce traffic congestion related to home-to-work trips, residential uses may be provided if located and designed to promote walking, bicycling or transit ridership to work. An analysis of the public facilities needed to support residential development, particularly schools, parks and libraries must be conducted by the developer if residential uses are proposed. If existing public facilities are not able to support residential development, the needed facilities must be provided on-site in order for residential development to proceed.

This Master Plan implements the *Carroll Canyon Master Plan Area Development* criteria as presented in the Community Plan. Specifically, the Master Plan accomplishes the following:

- Provides for a mix of land uses with medium and medium-high residential uses, commercial uses, industrial/business parks, and open space as key components.
- Commercial uses are provided to support the residential and employee-base land uses.

- A residential component is included to provide housing opportunities for employees of the business/industrial parks thereby promoting alternative forms of transportation and reducing work commute via automobile.
- Carroll Canyon Creek is a major amenity to the development and will be revegetated as a riparian habitat. This restored natural feature will provide an east-west link for pedestrian use and bicycle travel, as depicted in this Master Plan.
- Disturbed areas in Rattlesnake Canyon will be revegetated; natural areas will be preserved.
- The Camino Santa Fe crossing of Rattlesnake Canyon shall be designed as a bridge, elevated causeway or other method determined to be appropriate for the safe passage of wildlife by the Planning Director.
- Natural undisturbed slopes and a neighborhood park provide for additional open space and habitat preservation proximate to the off-site vernal pool preserve.
- An integrated system of pedestrian/bicycle trails link land uses within the Master Plan area and provide a connection to off-site pedestrian/bicycle facilities.
- A comprehensive tree-lined and fully landscaped streetscene has been developed for the entire Master Plan area. Future PRD's and PID's will incorporate the landscape design to ensure a coherent landscape theme throughout the project.
- The design of Carroll Canyon Road includes a landscape median and non-contiguous sidewalks.
- The development will be phased as on-going resource extraction operations are completed in areas of the project. The integration of public facilities and the financing of public improvements will be phased to coincide with their need as the project develops.

In addition, the Community Plan states that the Fenton property (and others) should be developed with a mix of uses. The mix of uses will take one of two forms: 1) Conventional development scenario of industrial/business parks with supporting commercial and residential uses; or 2) a Transit Oriented Development (TOD) scenario with intensive mix of land uses relying heavily on the LRT or other transit forms to reduce automobile use.

This Master Plan proposes a design for development that is consistent with the City of San Diego's TOD Design Guidelines but encompasses the conventional land uses of mixed use, residential, industrial and business park. This proposed development design will, therefore, accommodate a TOD project on the property should the LRT become a part of the development plan in the future.

■ RESOURCE PROTECTION ORDINANCE

On February 19, 1991, the City of San Diego adopted amendments to the Resources Protection Ordinance (RPO). The purpose and intent of RPO is "*to protect, preserve and, where damaged, restore environmentally sensitive lands of San Diego.*" "Environmentally sensitive lands" include wetlands, wetland buffers, floodplains, hillsides, biologically sensitive

lands and significant prehistoric and historic resources. The Planning Director has the authority to approve RPO permit applications where findings of fact can be made which generally ensure protection, avoidance and/or mitigation of significant resources.

The approved, on-going resource extraction operations are exempt from RPO in accordance with Section 101.0462.J.9. Development proposals including Planned Development Permits and Tentative Map(s) would be subject to review under the City's Resource Protection Ordinance. However, since the approved Reclamation Plan addressed all the natural resources that will remain on-site subsequent to the completion of mining operations, the Planning Director has the authority to exempt future development projects from RPO by making findings of consistency with the approved Reclamation Plan and the Mira Mesa Community Plan.

III. LAND USE ELEMENT

A. OVERVIEW

The development program and land use plan presented in this Master Plan establish the ultimate reclamation of the mining site, including restoration plans for Carroll Canyon Creek, suitable land uses, guidelines for future development intensity, development standards, and a phasing and implementation program. The Master Plan will be used in the preparation and evaluation of future tentative maps, rezone permits, and planned development permits.

The Master Plan is intended to support MTDB's plans for a potential trolley alignment in Carroll Canyon that would link two other LRT lines, which are also in the planning stage, along the I-5 and I-15 corridors. The Master Plan Land Use Plan (see Figure 8) provides a strong connection between transit and land use by reflecting the Transit-Oriented Development (TOD) design scenario recommended in the Mira Mesa Community Plan. The land use concept provides for the mix of uses and pattern of interconnected streets around a transit stop intended to encourage alternatives to automobile travel. It is intended that the design guidelines established in the City's TOD ordinance be incorporated into subsequent designs for individual development projects within the Master Plan area.

By providing a mix of uses and a circulation system conducive to pedestrian and bicycle travel, the land use plan should provide a reduction in automobile trips regardless of whether the Carroll Canyon trolley alignment is implemented. Because MTDB's transit plans and the completion of future mining operations may not be realized for 20 years, the Master Plan policies are designed to be flexible in response to changes in public policy or market demands.

Development of the property as envisioned by this Master Plan will not only provide a suitable end use for existing mining operations, but will conform with the Reclamation Plan and complement surrounding land uses.

Development of the project will include extension of Camino Santa Fe Road and Carroll Canyon Road to complete the major street system recommended in the Mira Mesa Community Plan. A series of local streets will be provided to carry the project's internal traffic. In order to achieve a reduction in automobile trips consistent with the City's TOD policy, the local street pattern will be designed in a grid or modified grid pattern with connections converging at the transit stop, core commercial area and public spaces. The Land Use Plan (see Figure 8, *Land Use Plan*) provides a concept for these internal streets. However, future Tentative Map or Planned Development Permits may propose to deviate from this internal street system (without the need for a community plan amendment) provided that a pattern of interconnected streets is maintained.

The Carroll Canyon Master Plan will create a multi-use community consisting of a combination of compatible land uses including office, light industrial/business parks, residential and retail commercial uses. The intent of this land use plan is to provide support retail uses along portions of Camino Santa Fe Road, near the planned mixed use, office, and light industrial/business park uses, in order to reduce the demand for automobile trips which are typically necessary during the course of the day. Residential land uses will complement this employment-serving land use base. Having retail conveniences such as restaurants, dry

Legend

MU	MIXED USE	40 AC
O-IND	OFFICE / INDUSTRIAL	113 AC
SUB TOTAL		153AC

SUB TOTAL	332 AC
<hr/>	
GRAND TOTAL	554.0 AC



0' 100' 200' 400'

1992 NATIONAL WETLANDS INVENTORY

db

-17-

cleaners, shoe repair, office supplies or banking facilities on-site, within the same building or within bicycle or reasonable walking distance of the work force provides an efficiency not typically found in smaller independent developments. Land uses have been selected which not only complement one another but also provide the surrounding Mira Mesa community with necessary support functions such as parks and open space.

The Land Use Summary (see Table 1, shown below) provides a statistical summary of the project including land uses, acreage figures and gross floor area (or dwelling unit) allotments. A description of each of the land uses follows the Land Use Summary table.

The intensity of future development in the Master Plan will be determined at the project level with the review of future Tentative Map, Rezone, and Planned Development Permits (along with any required traffic studies) for conformance with this plan. The recommended development intensity in this Master Plan relates to the proposed Transit Oriented Development design and an anticipated transit line in Carroll Canyon, (light rail transit, bus service, etc.). If a transit line is not realized in Carroll Canyon the development intensity for this master plan shall be re-evaluated, and the plan may incorporate lesser intensity. Adjustments (density transfers) among lots and/or parcels within each land use designation may be permitted without an amendment to the community plan so long as the total entitlement with that land use category is not exceeded and any increase in peak hour traffic volume is adequately mitigated.

**TABLE 1
LAND USE SUMMARY**

LAND USE COMPONENT	LAND USE DESIGNATION	ACRES
CONVENTIONAL LAND USE DEVELOPMENT		
Mixed Use	Industrial/Commercial/Business Park/Residential	40.0
Industrial	Light Industrial (No Commercial)	47.0
Industrial/Business Park	Industrial/Business Park	66.0
Residential	Residential	69.0
Parks	Parks	20.0
TOTAL		242.0

B. MIXED USE DEVELOPMENT

The City's TOD Design Guidelines define the TOD site area as the area within a 2,000 foot radius or 10 minute walking distance, of a transit stop. The transit stop may be located along either a trunk transit line, a high-frequency bus corridor (15 minute headways) or on a feeder bus line within 10 minutes travel time from a stop on the trunk line. The TOD site area must contain a minimum of 10% public, 30% core commercial, and 20% residential uses.

The TOD site area must also include a mixed use core commercial area containing ground floor retail and commercial space that occupies at least 10 percent of the TOD site area adjacent to an anticipated transit stop. A minimum of 10,000 square feet of retail space must be provided within 1/8 mile of the transit stop.

The Master Plan proposes approximately 40 acres of mixed use designated land suitable for the development of a core commercial area. The mix of uses will include employment generating uses (such as office and light industrial), retail (a minimum of 10,000 square feet), and residential. To allow for proximity to the proposed transit stop, 100 out of the 1,800 multi-family dwellings total proposed by the Master Plan will be located within the mixed use core area.

The CA zone is appropriate for this core area because it will permit office, retail, and residential uses. A Planned Commercial Development permit shall be required in order to implement the minimum uses described above. The PCD will also implement the development criteria contained in this Master Plan.

C. INDUSTRIAL LAND USE

The Master Plan designates 113 acres for the development of two industrial parks: approximately 61 acres west of Camino Santa Fe, and approximately 52 acres south of Carroll Canyon Creek. The Industrial Park land use designation is intended to accommodate a mixture of research and development, office, and manufacturing uses. The proposed zones for these areas should be M-1B, M-LI, or a similar industrial zone developed through the City's zoning code update. Development shall occur in concert with Planned Industrial Development Permits. Further, industrial uses that create significant unmitigated direct impacts in the areas of noise and air quality (as identified in a project specific environmental analysis) should not be located in Carroll Canyon.

D. RESIDENTIAL LAND USE

Residential land uses are identified for the central portion of this Master Plan area, surrounded on the north and west by open space areas. This Master Plan provides for residential uses in order to encourage a balance between housing and employment opportunities within the Master Plan area. Residential developments are planned at the **medium density** (15-30 dwelling units per acre) and **medium high density** (30-45 dwelling units per acre) residential land use intensities. It is anticipated that a total of 1,800 units will be provided (including 100 units in the mixed use core area).

-
- **MEDIUM DENSITY: 15-30 DWELLING UNITS PER ACRE.** The Master Plan provides for approximately 41 acres of medium density residential development. This development is planned adjacent to the neighborhood park and open space areas. The R-1500 zone is proposed to implement this development intensity which will occur through the Planned Residential Development permit process.
 - **MEDIUM-HIGH DENSITY: 30-45 DWELLING UNITS PER ACRE.** Approximately 25 acres of the Carroll Canyon Master Plan area are designated for medium-high density residential development. Located adjacent to the "core" of the Master Plan area, this designation will provide for a higher density project adjacent to the area's employment base and support commercial developments. The R-1000 zone is proposed to implement this development intensity which also will occur through the Planned Residential Development permit process.

Additional residential development also can occur in the Mixed Use core area. This residential development can occur as secondary uses above the primary retail or commercial office development or as separate structures. Development of additional residential units in conjunction with the Mixed Use core is not included in the 1,800 dwelling units anticipated by the medium and medium-high density land use categories. Development of residential uses in the Mixed Use core would occur through the Planned Commercial Development permit process. The CA zone is proposed for this area in order to accommodate residential land uses as well as the other types of uses planned for this Mixed Use core.

E. PARKS, OPEN SPACE AND RECREATION

■ **PARKS**

The Mira Mesa Community Plan at build-out will contain an excess of population-based park acreage based upon City's standards. This Master Plan proposes population-based park acreage in accordance with City standards. Therefore, with the development of this project, the Mira Mesa community will contain an excess of usable parkland with this development meeting its requirement.

The Master Plan provides three park sites as benefits to the residents of the development and surrounding community. A public 10-acre active neighborhood park site will be located near Rattlesnake Canyon. This park will offer active sports facilities and a trail connection to Maddox Park to the east. A neighborhood park site of approximately 5 acres also will be provided within the project, adjacent to the off-site vernal pool habitat at the terminus of Parkdale Avenue. A second 5-acre neighborhood park site will be constructed near the pedestrian bridge on the north side of Carroll Canyon Creek. This second 5-acre park will be a private facility and will be passive in nature with turf and picnic facilities. Together these parks will provide 20 acres of recreational open space. Funding and construction of all of the parks is further discussed in Chapter IV, Plan Implementation.

1. ACTIVE NEIGHBORHOOD PARK

A 10 useable acre neighborhood park site, situated near Rattlesnake Canyon, will be developed as an active recreation area (see Figure 9, *Active Neighborhood Park Concept Plan*). The park design will include the following:

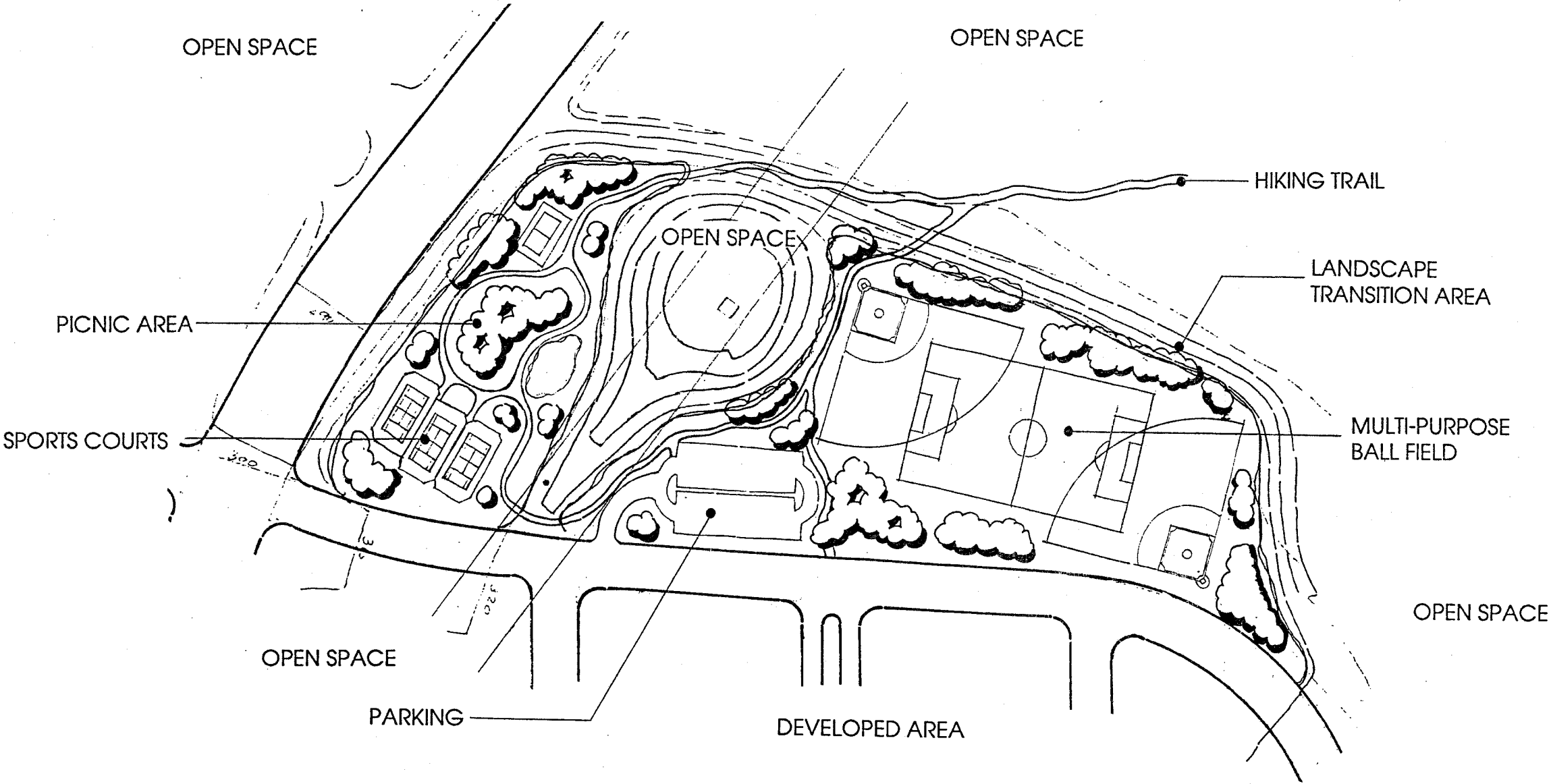
- A variety of sports fields and courts, as well as picnic facilities and passive use areas.
- Naturalized plant species to complement the character of the native canyon area.
- Non-invasive plant species shall be used in the parks to avoid introducing new species into the adjacent native habitats.
- A 100 foot wide buffer of adjoining upland habitat adjacent to Rattlesnake Canyon. This buffer should start at the outside edge of the defined riparian habitat, or at the outside edge of the 100-year FEMA floodplain, whichever is wider or outermost.
- Measures to avoid erosion and water quality impacts to Rattlesnake Canyon.
- Turf shall be used only in areas of multi-sport usage.
- Maintenance will be the responsibility of the City of San Diego.
- Approval of the appropriate park and recreation committee in a public forum.

2. PASSIVE NEIGHBORHOOD PARKS

Two passive neighborhood parks will be provided in the Carroll Canyon Master Plan area. One neighborhood park site of 5 useable acres will be situated adjacent to the off-site vernal pool habitat at the terminus of Parkdale Avenue (see Figure 10, *Passive Neighborhood Park Concept Plan*). The other approximately 5-acre neighborhood park site will be located near the pedestrian bridge which crosses Carroll Canyon Creek. These parks will be used for passive recreational uses. Design considerations include the following:

- Develop the site with turf and picnic facilities.
- Provide a small interpretive display addressing vernal pools at the passive neighborhood park located adjacent to the vernal pool habitat area. The vernal pools should remain fenced. However, the fencing may need to be enhanced to provide an appealing viewing experience for the interpretive area.
- Direct park runoff away from the vernal pool habitat.
- Development and landscaping of the Passive Neighborhood Parks, especially the more isolated site adjacent to the vernal pool habitat, should ensure adequate visibility throughout the area, for surveillance from the public right-of-way, for security purposes.

ACTIVE NEIGHBORHOOD PARK CONCEPT PLAN



Drainage in Rattlesnake Canyon will occur north of the neighborhood park and will flow east to west

NOTE: THIS PARK CONCEPT PLAN IS PROVIDED FOR ILLUSTRATIVE PURPOSES ONLY.

CARROLL CANYON

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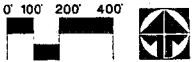


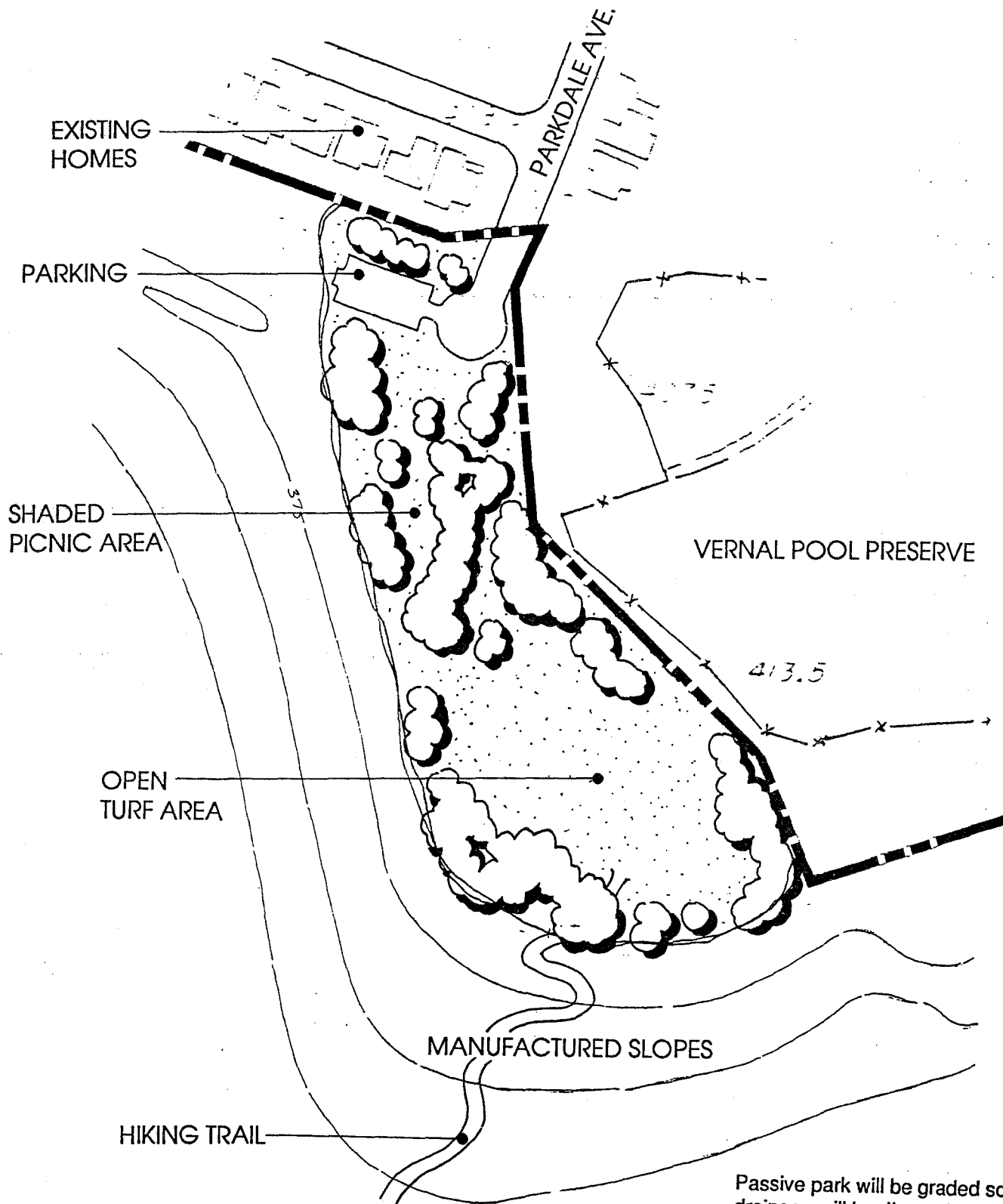
FIGURE 9



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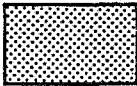



Passive park will be graded so that no drainage will be directed toward the vernal pool preserve.

PASSIVE NEIGHBORHOOD PARK CONCEPT PLAN CARROLL CANYON

FIGURE 10

OPEN SPACE PLAN

LEGEND

-  CARROLL CANYON CREEK
-  BICYCLE / PEDESTRIAN TRAIL
-  OPEN SPACE
-  ACTIVE NEIGHBORHOOD PARK
-  PASSIVE NEIGHBORHOOD PARK
-  PEDESTRIAN BRIDGE



NOTE: LOCATION & DESIGN OF BICYCLE / PEDESTRIAN TRAIL WEST OF CAMINO SANTA FE ROAD WILL BE DETERMINED WHEN CARROLL CANYON ROAD IS DESIGNED.

CARROLL CANYON

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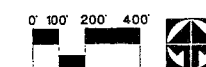


FIGURE 11

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-
- Non-invasive plant species shall be used in the parks to avoid introducing new species into the adjacent native habitats.
 - The City of San Diego shall have the responsibility of owning and maintaining the 5-acre neighborhood park located adjacent to the vernal pool habitat area. The 5-acre park site located adjacent to Carroll Canyon Creek will be privately owned and maintained by a community association, or by a maintenance district.

■ OPEN SPACE

A comprehensive open space system will extend throughout the project creating a unique character for the Carroll Canyon Master Plan area (see Figure 11, *Open Space Plan*). The primary elements comprising the open space system will consist of Carroll Canyon Creek, an interior trail system, Rattlesnake Canyon, vegetated slopes and landscaped streetscenes. Design concepts and guidelines are presented below for each of these open space elements.

1. CARROLL CANYON CREEK

This intermittent stream course extends east-west through the southern portion of the site. As part of the Carroll Canyon CUP Reclamation Plan, Carroll Canyon Creek will be widened and revegetated to improve flood control protection and to recreate a riparian habitat. Improvements to the channel bottom will control potential flood waters in a natural, vegetated channel rather than a concrete-lined channel.

As land use elements are implemented in conjunction with this Master Plan, a linear open space system will be created along the bottom of Carroll Canyon. Riparian vegetation will dominate the urban open space landscape. Planned pedestrian and bicycle trails will provide linkages to residential areas rimming the canyon and to the mix of land uses planned in the canyon. Provisions also will be made to link with the LRT station, if it is constructed in Carroll Canyon.

Design goals for Carroll Canyon Creek are defined in the following guidelines and illustrated in Figure 12, *Carroll Canyon Creek Concept Plan*. As illustrated in Figure 12, the creek will be designed and revegetated in a natural manner. Representative of dry creek beds, the channel bottom will consist of gravel and rock with groupings of riparian trees and other plant materials native to San Diego's coastal canyons. Groups of willows should be planted along the lower banks of the creek with groups of large riparian trees (e.g., trees such as sycamores and cottonwoods) planted with an understory of riparian shrubs and ground covers along the higher portions of the slope banks.

The design for the creek channel should be coordinated with adjacent projects and property owners to the east and west and should include the following elements:

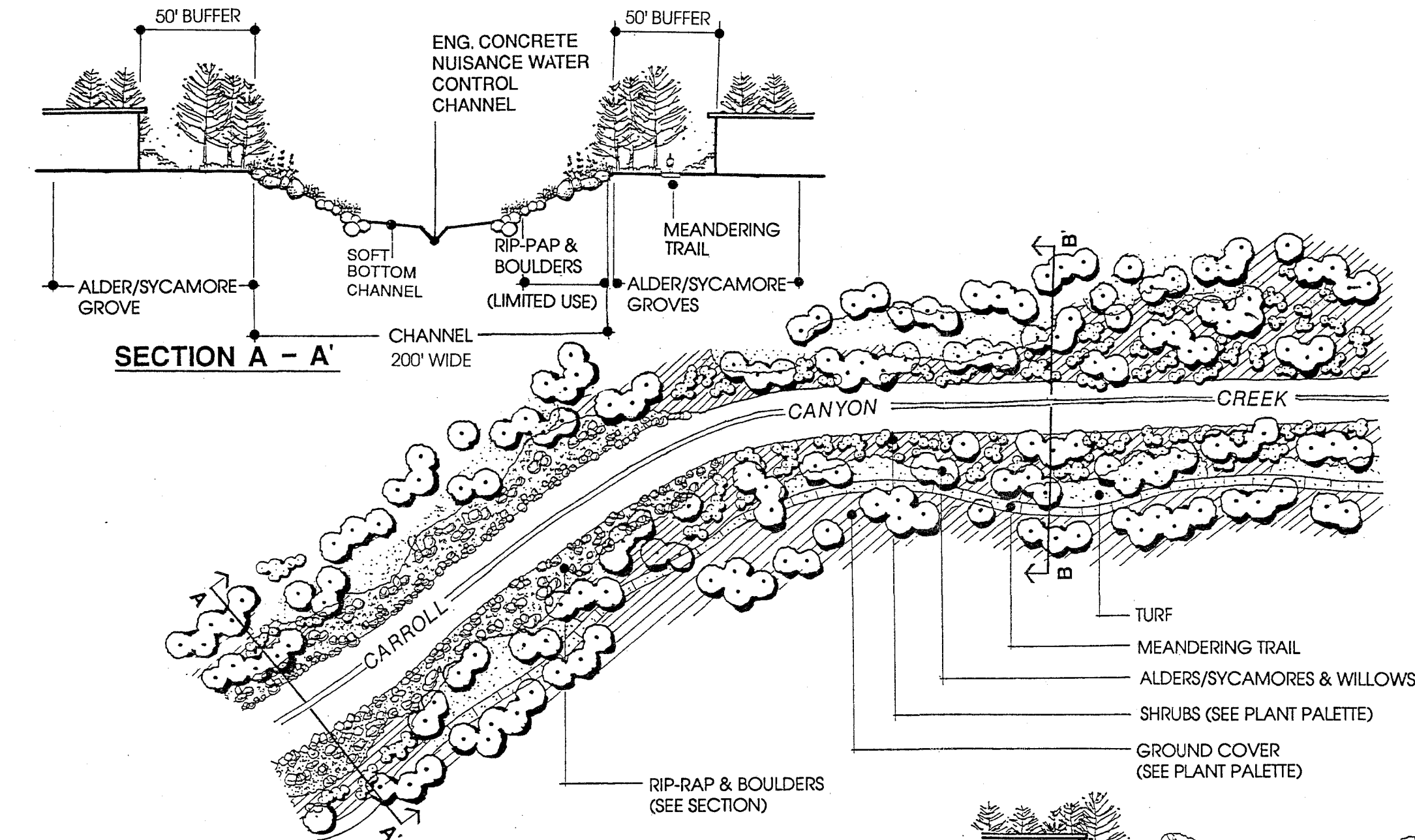
- A creek channel minimum dimension of 200 feet with a 50 foot landscape buffer on each side (see Figure 12). A channel width less than 200 feet is permitted if the Planning Director determines that future right-of-way widths required to construct Carroll Canyon road and a transit line make the 200 foot minimum infeasible.

CARROLL CANYON CREEK CONCEPT PLAN

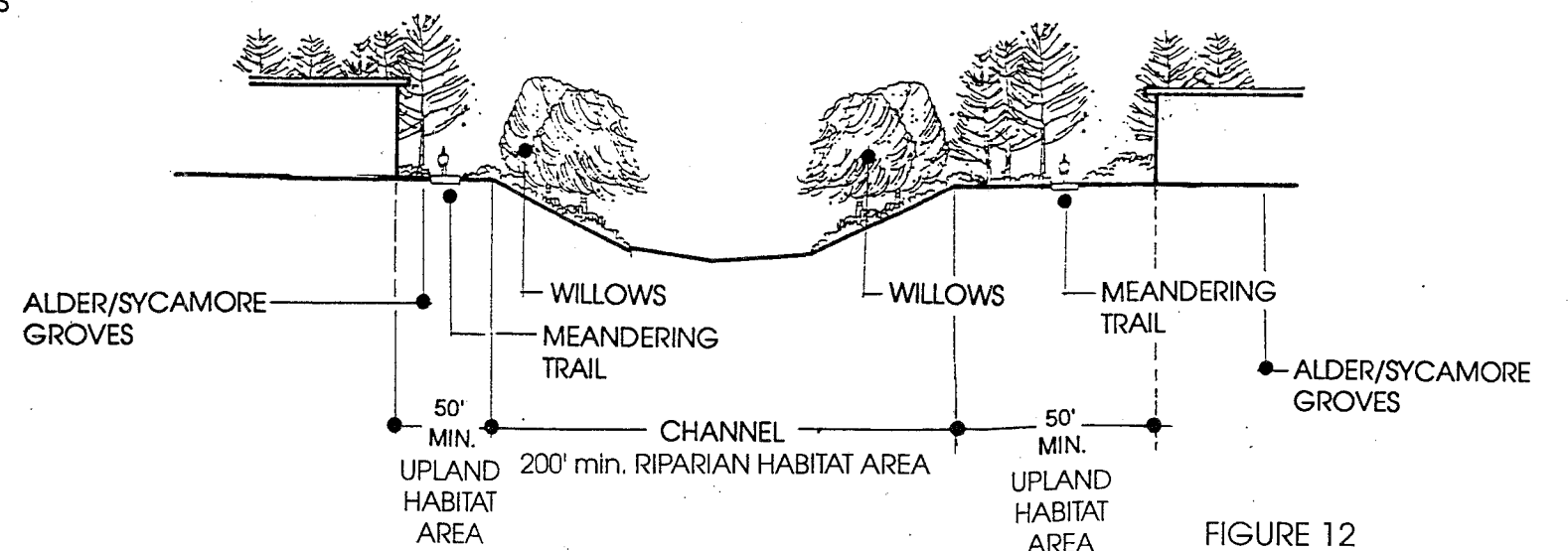
- The creek channel shall vary in width using 200 feet as a minimum standard. Portions of Carroll Canyon may be less than 200 feet if the Planning Director determines, through the master plan process, that future right-of-way widths required to construct Carroll Canyon Road and the trolley line make the 200-foot minimum infeasible.

- ① A 50-foot minimum buffer shall be provided on each side of the creek channel. The buffer may include the bicycle and pedestrian trail on one side of the creek. This will ensure compatibility for both pedestrian activities and wildlife movement.

- ① Soft channel bottom will be analysed for friction



- | | |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>RIPARIAN CREEK PLANT PALETTE</p> <ul style="list-style-type: none"> ● large shrubs (1 gal)
salix lasiolepis
sambucus mexicanus ● hydroseed mix
ambrosia psilostachya
artemisia douglasiana
baccharis salicifolia
baccharis sarothroides
iva hayesiana | <p>UPLAND TRANSITION PLANT PALETTE</p> <ul style="list-style-type: none"> ● trees (10 gal)
oak
alder
sycamore ● large shrubs (1 gal)
artemisia californica
quercus dumosa
rhus integrifolia
rhus laurina
stipa lerida
rhamnus crocea |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|



SECTION B - B'

FIGURE 12

CARROLL CANYON

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-
- A creek channel bottom planted with groupings of riparian trees native to San Diego's coastal canyons including willow, sycamore, and cottonwood trees.
 - Creek channel banks planted with native riparian trees and shrubs. Rip-rap and boulders will be placed only where necessary to prevent scouring by flood waters.
 - A linear open space park with a bicycle and pedestrian trail within the 50 foot buffer along the south side of the creek (see Figure 12). The trail should be designed to pass under Carroll Canyon Road and Camino Santa Fe. Turf will be limited to picnic and rest areas. Large riparian trees such as sycamores, cottonwoods, and alders will be grouped near turf areas where irrigation will be provided. Drought resistant native trees, shrubs, and ground covers will be used to landscape the remainder of the park.
 - A 50 foot habitat buffer on the north side of the creek transitioning to a passive use park as the buffer meets the edge of the mixed use development area. The habitat buffer will be planted with native species that will provide a transition between the riparian vegetation and the upland slope.
 - Channel banks designed with varying slope ratios to appear as natural as feasible. Channel banks will be terraced in several locations to accommodate the movement of wildlife and people.
 - Revegetate and enhance the creek channel with a riparian landscape theme.
 - Provide passive recreational facilities such as walkways, bicycle paths and seating areas along the creek edge or at the top of the creek bank. The pedestrian and bicycle paths will connect with pathways linking to other areas within the site and the surrounding community.
 - Orient project buildings toward the creek, as feasible, to maximize views and pedestrian access.
 - Screen parking, industrial loading and storage areas, or other unsightly features sited within the viewshed of the creek and associated open space.
 - Provide a sensitive transition of plant materials from the native species in the creek channel and buffer areas to the ornamental species along the top of the slopes and adjoining open space.
 - Provide a supplemental irrigation system along the slope banks and buffer areas to facilitate establishment of the plant materials.
 - Maintenance will be the responsibility of the City of San Diego or a community assessment district.

2. INTERIOR TRAIL SYSTEM

An interior trail system will weave through the project development, connecting various uses and providing visual and recreational amenities (see Figure 14 on page 33). When designing the interior trail system in conjunction with Planned Development proposals, the following should be considered:

- Provide a comprehensive pedestrian and bicycle trail system which connects land uses and the transit station via a separate facility or along internal streets.
- Elements of this trail system should provide access to and through open space areas.
- Maintenance will be the responsibility of the developer or a maintenance association.
- Design the trail to minimize impacts to sensitive biology.

3. RATTLESNAKE CANYON

As part of this Master Plan, the canyon will serve as a passive open space area. This area will be retained primarily as a native-vegetated open space for perpetuity. Following mining operations, disturbed areas of the canyon will be recontoured and revegetated with native species as part of the mining reclamation process. The following should be considered in re-establishing native vegetation:

- Avoid planting invasive plant species adjacent to the canyon.
- After establishment, no irrigation is required for the vegetation. Also avoid excessive runoff of irrigation water into the canyon from adjacent development.
- Maintenance will be the responsibility of the City of San Diego.
- Hydroseeding and landscaping, as well as regrading activities, can result in sediments, dust and storm water runoff containing oil, gasoline, diesel fuel, grease and lubricants. To minimize undesirable effects caused by project construction and development activities on the project site, a soil erosion control plan shall be required during the erosion rainy season. In addition, erosion control devices shall be repaired immediately following a storm, and storm drain inlets shall be protected with sandbags or by diverting runoff as necessary.
- Prior to acceptance of the revegetated areas of Rattlesnake Canyon, an acceptable maintenance period, approved by Park and Recreation, would need to be established.

A 10.0 useable acre active neighborhood park will be constructed near Rattlesnake Canyon, on the east side of Camino Santa Fe Road. The following guidelines are recommended for the integration of the active neighborhood park and other recreational facilities in the native canyon area:

- Provide transitional landscape plantings along the edge of the park to subtly blend the ornamental plant materials into the native vegetation.
- Provide a pedestrian and bicycle trail through the bottom of the canyon parallel to the intermittent drainage course.
- Align the eastern end of the hiking trail to connect to Maddox Park and the future elementary school site located off-site near the northeast property line.
- Provide a rest stop along the hiking trail within the east and west arms of the canyon.
- Align the intermittent canyon drainage course along the northern perimeter of the active neighborhood park to extend the creekside theme into the area.
- Screen parking and loading areas in the adjacent development from the view of the canyon floor.

F. TRANSPORTATION

The Carroll Canyon property is situated in a rapidly developing area of the City of San Diego. The project vicinity is served by a well developed regional transportation system, but currently has an incomplete local street network and experiences poor levels of service at several intersections throughout the community. Ultimate development of the Carroll Canyon property will complete major north-south and east-west streets needed by the community. The project development also will expand bicycle and pedestrian access within the area. The following sections describe the existing transportation system, proposed project circulation, traffic generation, public transit, pedestrian circulation and bikeways.

■ TRAFFIC STUDY

A comprehensive traffic study shall be conducted prior to the approval of the first discretionary permit or tentative map associated with Phase I of the Carroll Canyon Master Plan. The study shall adhere to the requirements of the City Congestion Management Plan (CMP). The study shall be required to address the following issues: 1) the short and long term direct impacts of the development; 2) evaluation of the street and intersection capacity conditions at buildout of the Community Plan with the proposed increase in traffic that would result from the proposed land uses, 3) identification of any and all street or traffic control improvements that may be necessary to accommodate project construction as it relates to the phased construction throughout the Master Plan area, 4) a detailed phasing plan, and 5) identification of regional transportation opportunities such as the LRT or State Route 56 that must be available at a particular phase of development associated with the total amount of ADT generated by the project.

■ VEHICULAR CIRCULATION

The major street network serving the project area consists of Mira Mesa Boulevard to the north, Camino Ruiz to the east and Miramar Road to the south. Portions of Camino Santa Fe terminate at the north and south boundaries of the property. In the vicinity of the Master

Plan area, Miramar Road and Mira Mesa Boulevard are improved as six-lane major streets. Camino Ruiz is a four-lane major road with the alignment south of Flanders Road proposed for expansion to a six-lane major. The southern portion of Camino Santa Fe Road is constructed as a four-lane primary arterial while the portion directly to the north of the property is a six-lane major road that narrows to a four-lane major road north of Mira Mesa Boulevard.

Circulation will include a direct connection to Camino Santa Fe Road and an internal street pattern providing easy vehicular and pedestrian access to the adjacent neighborhood park and open space areas. The internal street pattern shown on the Land Use Plan is conceptual and intended to represent a typical circulation pattern which connects uses within the Master Plan area. The actual design and configuration may vary from this concept as specific developments are proposed. Pedestrian trails will connect the residential and open space uses on-site with the commercial and office uses, and to the transit station if a LRT line is constructed through the project.

The future development of the Carroll Canyon Master Plan area will include several street improvements that will provide efficient vehicular circulation for the project and adjoining community. The proposed street improvements will consist of the extension of Camino Santa Fe and Carroll Canyon Road through the project site, and construction of interior project streets (see Figure 13, *Circulation Plan*).






1. CAMINO SANTA FE

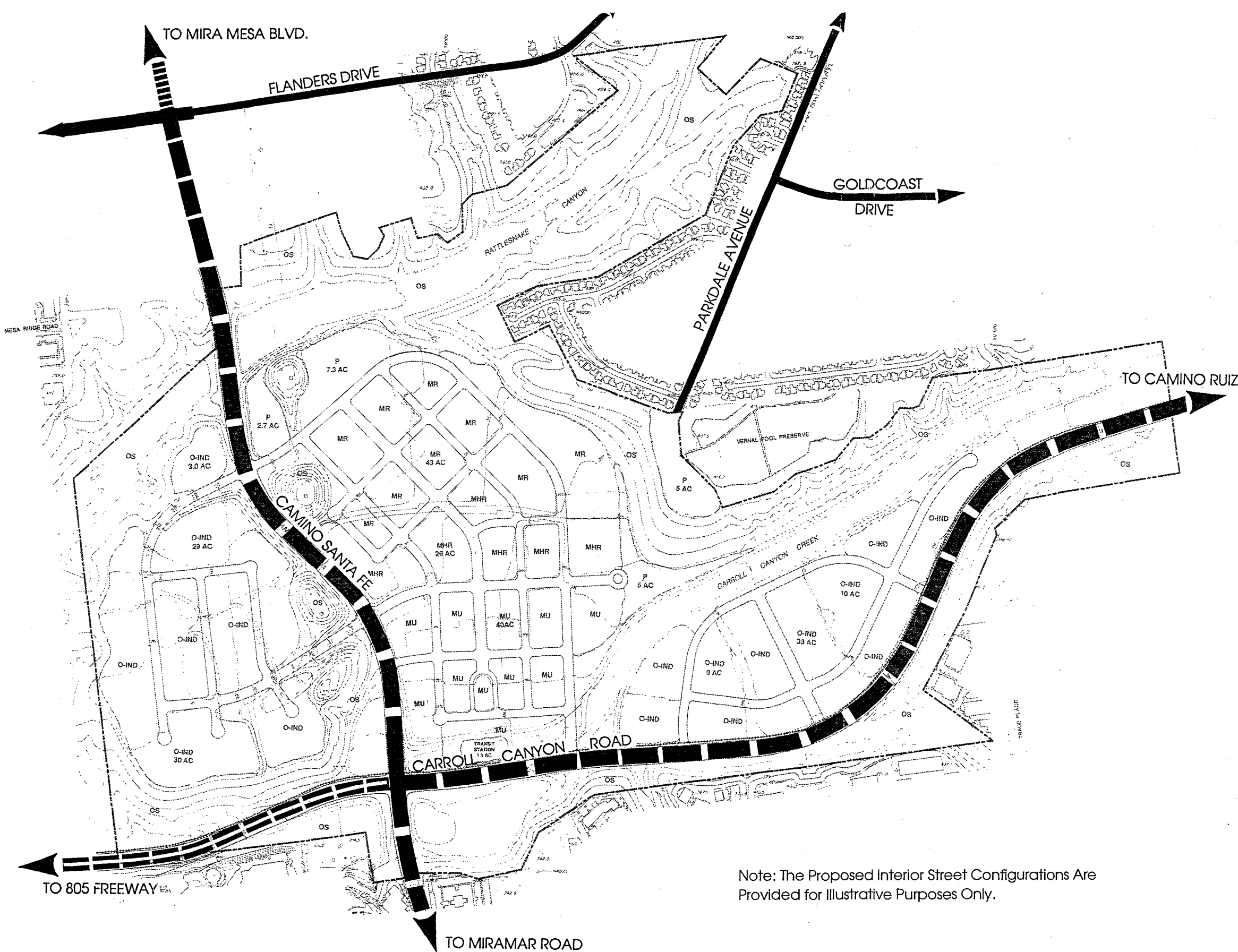
Camino Santa Fe will be constructed as a six-lane primary arterial with a 122-foot right-of-way. It will complete the link between the existing portions of the road, which currently terminate at the north and south project boundaries. This road will provide major north-south access for the project, as well as the surrounding portions of the Mira Mesa community. Camino Santa Fe through Rattlesnake Canyon will be designed as a bridge, elevated causeway or other method determined by the Planning Director to be appropriate for safe passage of wildlife.

2. CARROLL CANYON ROAD

Carroll Canyon Road will be constructed as a six-lane primary arterial with a 122-foot right-of-way on the east side of Camino Santa Fe, and a four-lane major with a 98-foot right-of-way on the west side of Camino Santa Fe. The intersection of Carroll Canyon Road and Camino Santa Fe will be constructed at-grade. Construction of this portion of Carroll Canyon Road will add an important link in this east-west street which is planned to ultimately extend from I-15 to I-805. The design of Carroll Canyon Road and Camino Santa Fe should provide for the bicycle and pedestrian trail along Carroll Canyon Creek to pass under the roadway.

LEGEND

- | | |
|-------------------------------------------------------------------------------------|----------------------------------|
|  | EXISTING 2 LANE COLLECTOR |
|  | EXISTING 4 LANE COLLECTOR |
|  | EXISTING 6 LANE MAJOR |
|  | PROPOSED 4 LANE MAJOR |
|  | PROPOSED 6 LANE PRIMARY ARTERIAL |

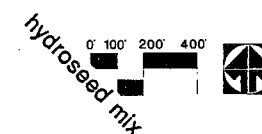


Note: The Proposed Interior Street Configurations Are Provided for Illustrative Purposes Only.

FIGURE 13

CARROLL CANYON




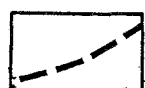
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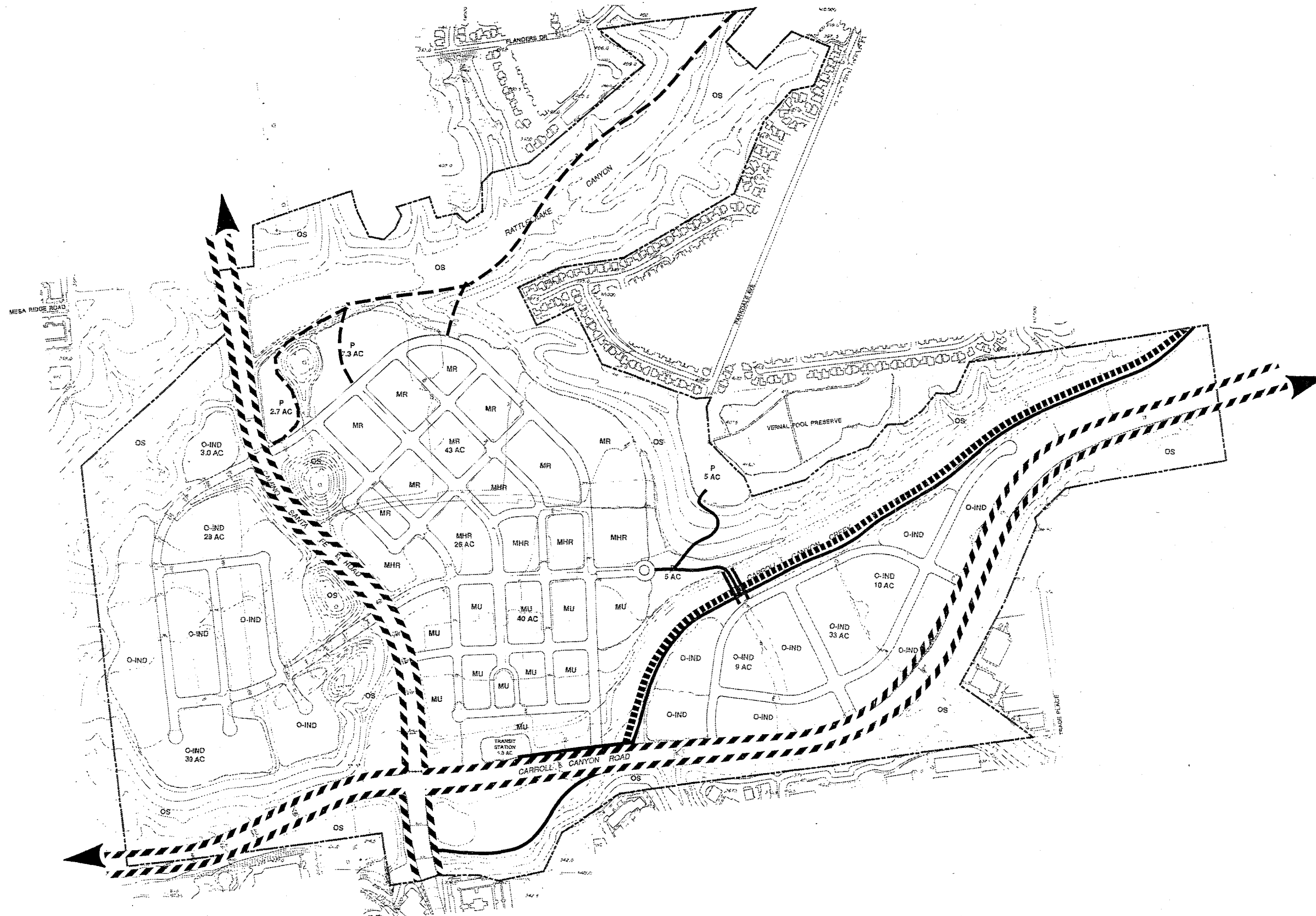
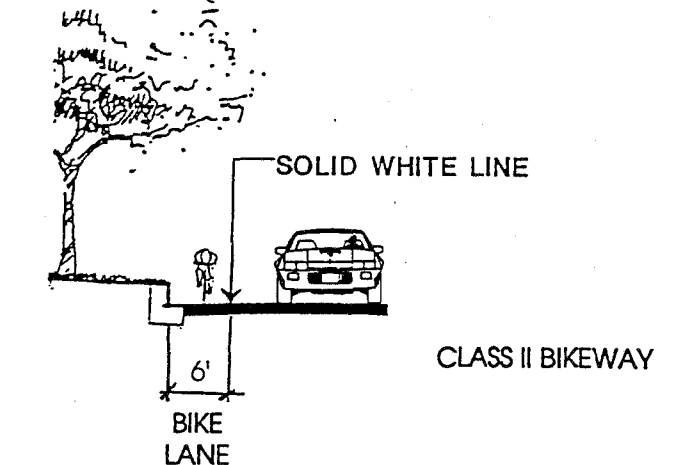
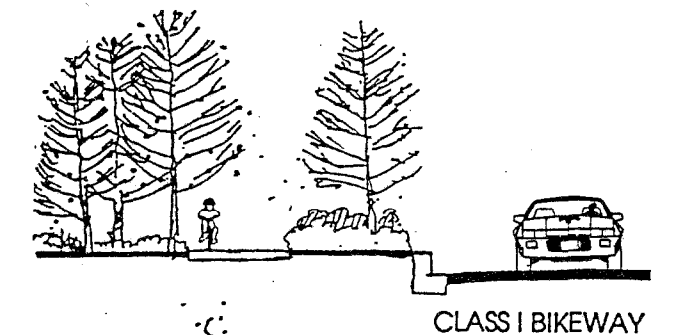
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PROPOSED TRAIL SYSTEM

LEGEND

-  CLASS I BIKEWAY OFF STREET (TYPICAL)
-  CLASS II BIKEWAY (TYPICAL)
-  BICYCLE / PEDESTRIAN
-  MULTI-USE BICYCLE / PEDESTRIAN



CARROLL CANYON

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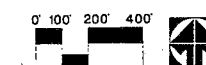


FIGURE 14



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3. INTERIOR STREETS

The Circulation Plan for the Master Plan provides a *backbone* structure for an ultimate interior street system. With the exception of Camino Santa Fe and Carroll Canyon Road, this Circulation Plan is conceptual in nature. Actual design and configurations of interior streets will be reviewed in conjunction with TM(s) and Planned Development permits for the Master Plan area and may vary from those shown on the Circulation Plan.

The project street system has been designed to provide vehicular circulation throughout the site in a direct, simple and pleasurable manner. This objective will be reinforced by implementing the following design standards:

- Provide separation between vehicular and pedestrian circulation by placing parkways between streets and sidewalks on all major roads and collector streets.
- Provide non-contiguous sidewalks within the 10 foot right-of-way along all collector streets providing primary access from Carroll Canyon Road and Camino Santa Fe Road or the future transit stop. Sidewalks on the remaining interior streets shall be located and constructed in accordance with the City's Street Design Manual and to the satisfaction of the City Engineer; provided, however, that local streets may use a contiguous sidewalk with street trees provided within a landscape setback required with development.
- Provide street trees and landscaped parkways, medians, or setbacks along all project roads. Street trees and turf will be provided in the planting strips except for the higher-intensity mixed use area where tree grates within the sidewalk are more appropriate.
- Coordinate potential transit stops along major streets with the Metropolitan Transit Development Board (MTDB). If transit stops are included in project, provide a widened sidewalk area to accommodate bus shelters.
- Provide a reduction in required parking for mixed use projects where the parking can be shared by two or more uses, as allowed in the City's Municipal Code.
- Allow curb-return access onto private property only at signalized intersections. In all other instances project access (i.e., public right-of-way to private right-of-way) shall be provided by standard City driveways.

■ TRANSIT

1. LIGHT RAIL TRANSIT

The Metropolitan Transit Development Board (MTDB) has identified Carroll Canyon as a potential location for a Light Rail Transit (LRT). The "*University City - Carroll Canyon - I-15*" LRT alignment begins at the intersection of Towne Centre Drive and Executive Drive. Heading east, the LRT would follow Carroll Canyon Road through Carroll Canyon up to Black Mountain Road. The alignment continues north on Black Mountain Road, and at Mira

Mesa Boulevard, it turns east to intersect with I-15. To serve this alignment, MTDB proposes one LRT station in the Master Plan area should the LRT be constructed.

2. BUS

The Mira Mesa community is presently served by two bus routes. Route 20A is an express route to downtown San Diego via Interstate 15, which originates at Mira Mesa Boulevard and Black Mountain Road. Route 30 provides local service along Mira Mesa Boulevard, connecting to Miramar Road via Camino Ruiz. New routes along Camino Santa Fe and Carroll Canyon Road could reduce traffic generation from the project; however, expansion of routes is dependent upon demand and availability of funding. The provision of mixed use development in Carroll Canyon should increase the viability of future express bus service in the area.

■ BICYCLE CIRCULATION

A City-wide program is under way to establish bikeways and link all community bikeways into one City-wide system. Bikeways have been established in the Mira Mesa community with an extensive system expected to be in operation by 1995. The existing bikeways are Class II bike lanes (a painted lane at the edge of the roadway along Mira Mesa Boulevard west of Parkdale Drive and Class III bike routes (bike route signing only) along Mira Mesa Boulevard east of Parkdale Drive, Miramar Road between Eastgate Mall and I-15, and Gold Coast Drive between Parkdale Drive and Maya Linda Drive.

Class I bike paths (a right-of-way physically separated from motor vehicles) are proposed along Carroll Canyon Creek and Rattlesnake Canyon. Class II bicycle lanes are proposed along Camino Ruiz, Camino Santa Fe, Carroll Canyon Road, and along Miramar Road between Eastgate Mall and I-15. See Figure 14, *Proposed Trail System*, for the location and types of the trails on-site. Design considerations include the following:

- Design and construct bikeways in compliance with City standards.
- For Class I bikeways, one wide trail for a combination of pedestrian and bicycle uses may be permitted if the trail has a minimum width of 15 feet and includes a stripe or other demarcation to identify bicycle and pedestrian lanes. However, it is better to provide separate pathways for bicyclists and pedestrians that are physically separated from each other when major bicycle/pedestrian conflicts are anticipated.
- Provide secure bike racks and other facilities in commercial and industrial areas to encourage bicycle use.

■ PEDESTRIAN CIRCULATION

A sidewalk and trail system is proposed which will provide pedestrian circulation throughout the project (see Figure 14). The system will connect various land uses via sidewalks along streets and trail systems along Carroll Canyon Creek, the interior trail system and the northern canyon. The system will encourage walking as an alternative to interior vehicular trips.

The project design proposes a pedestrian trail system to extend through all portions of the site. In addition to sidewalks along all streets, walkways and trails will be provided along Carroll Canyon Creek, the interior trail system, and Rattlesnake Canyon. The following design guidelines are recommended to provide safe and pleasurable pedestrian circulation:

- Provide sidewalks or clearly demarcated crossings from the public right-of-way and parking areas to buildings.
- Provide barrier free access.
- Provide pedestrian amenities in commercial and industrial areas such as: courtyards, seating areas, vest-pocket parks, restaurants, outdoor dining areas, etc.
- Provide pedestrian conveniences such as rest stops and seating areas, trash bins, drinking fountains, directional signage and shade trees where appropriate along sidewalks and trails.
- The site design, where feasible, of the individual projects should place buildings at the sidewalk edge, and should include pedestrian entrances and display windows.
- Pedestrian oriented lighting and street furniture should be consistent with the character of the Master Plan. Street furniture could include seating areas, kiosks, planters, directional signage, sculptures and fountains.

G. PUBLIC FACILITIES

Utility infrastructure and public services are established within the project vicinity and will be available to serve the Master Plan area as it is developed (see Figure 15, *Existing Utilities & Easements*). School service will be provided by existing or planned facilities in the Mira Mesa Community. This section provides a discussion of utility infrastructure, public facilities and schools.

1. WATER FACILITIES

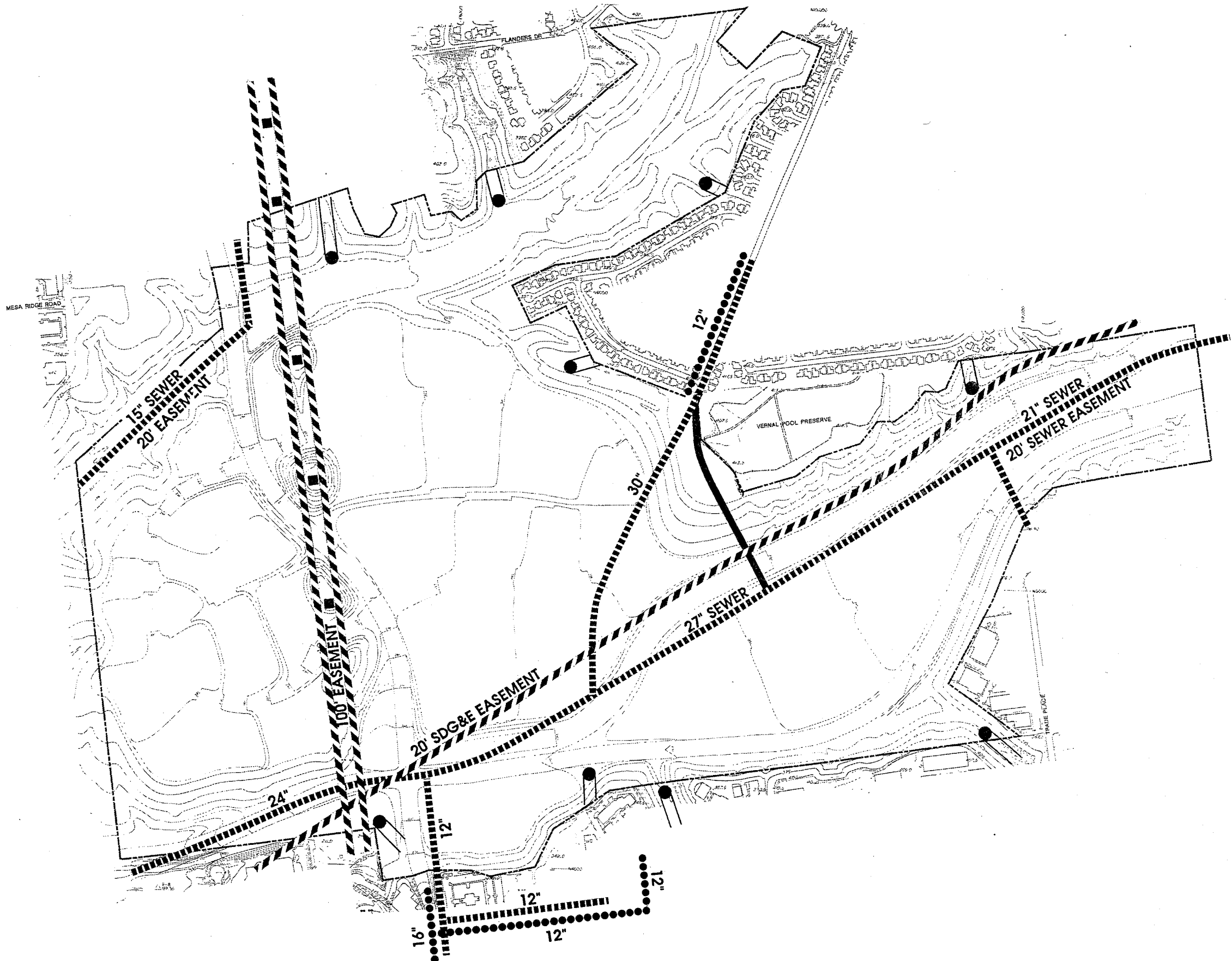
Water is supplied to the site by the City of San Diego via existing infrastructure located on the north and south sides of the property. A 12-inch water line is located along Parkdale Avenue to the north; a 16-inch line runs under Camino Santa Fe to the south; and a 12-inch line exists beneath Trade Street. The future development of this project will require extension of the water line from Camino Santa Fe and the addition of a new line along the portion of Carroll Canyon Road within the project site. Lateral lines will extend from these two major lines to serve all portions of the site. All improvements will adhere to the requirements of the City Engineering and Development Department.

EXISTING UTILITIES
& EASEMENTS

LEGEND

- EXISTING SDG&E EASEMENTS
- DESIGNATES TOWERS
- EXISTING SEWER LINES
- PROPOSED SEWER LINE
- EXISTING WATER LINE
- EXISTING STORM DRAIN

NOTE: THERE WILL BE A POTENTIAL
RELOCATION OF UTILITY EASEMENTS
DUE TO THE EXTRACTION OPERATIONS



CARROLL CANYON

Prepared for: H.G.FENTON MATERIAL CO. 7220 TRADE ST STE. 300 SAN DIEGO, CA 92121

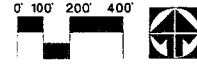


FIGURE 15

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2. WASTEWATER FACILITIES

Existing wastewater infrastructure is located on or adjacent to the project site. A 21-inch to 27-inch trunk sewer line runs from east to west through the southern portion of the property. Several lateral lines flow into the trunk sewer from Recho Road, Camino Santa Fe Road, Trade Street, Trade Place and Arjons Road to the south. An existing 30-inch sewer line enters the site off Parkdale Avenue and also connects to the trunk sewer line. The approved Carroll Canyon CUP amendment relocates this sewer line to the east of its present location to facilitate mining operations. An existing 18-inch sewer line on the western boundary of the site extends into the property via a 20-foot sewer easement which traverses diagonally across the northwest corner of the property. A 12-inch to 15-inch sewer line is located within the easement and then extends north under the future alignment of Camino Santa Fe Road.

Sewer facilities can be extended from the existing infrastructure to serve future project development. These improvements will adhere to the requirements of the City Engineering and Development Department.

3. STORM DRAINAGE

Storm drain outlets are located on the northern and southern portions of the site. These outlets empty into Carroll Canyon Creek and Rattlesnake Canyon within the property. Upon development of the Master Plan area, the storm drain system will be expanded throughout the project, and will collect runoff to be emptied into Rattlesnake Canyon and Carroll Canyon Creek. As part of the future development of the site, Carroll Canyon Creek will be improved to carry the 100-year flood.

The impact of items such as public utilities on the Carroll Canyon Creek channel hydrology shall be required to be evaluated at the time that tentative map level plans are proposed. Runoff from development discharging into the creek may potentially cause erosion of the channel banks resulting in sedimentation impacts to areas downstream of the project site. To ensure that significant sedimentation and erosion impacts to Carroll Canyon Creek from planned future development do not occur and that future development adjacent to the creek is not subject to flooding hazards, a detailed hydrologic study shall be conducted with the master tentative map in Phase I of the Carroll Canyon development. Modifications to the final design of the creek channel shall be permitted after completion of the hydrologic study to ensure that the channel can adequately handle the 100-year flood event. Simultaneously with construction of the creek channel, the revegetation plan for the creek shall be implemented and the creek shall be constructed as a vegetated channel.

Although significant alteration of on-site drainage patterns in Rattlesnake Canyon is not anticipated due to Carroll Canyon development, potential impacts to future residents could occur from flooding and bank erosion. Sedimentation impacts to Rattlesnake Canyon could also occur if the adjacent land uses are not properly designed. Therefore, detailed hydrologic studies for development adjacent to Rattlesnake Canyon shall be conducted at the time that the master tentative map for Carroll Canyon is processed. In addition, drainage plans shall be developed that include specific measures to avoid sedimentation and erosion impacts from

planned development located adjacent to Carroll Canyon Creek. The hydrologic studies shall determine the exact water surface elevation of the 100-year flood levels in Rattlesnake Canyon and also recommend measures to ensure protection of planned future development from flooding impacts.

4. POLICE PROTECTION

Police protection is provided by the City of San Diego Police Department from their Northeastern Division, located on 13396 Salmon River Road. One unit currently mans the service area with a response time of three to fifteen minutes to the proposed project site. No increase in facilities or staff requirements would be required to maintain existing levels of service in the area should the proposed project be implemented.

5. FIRE PROTECTION

Fire protection to the proposed project site is provided by the San Diego Fire Department through their Station 38, located at 8441 New Salem Street in Mira Mesa. Response time is approximately six minutes. Station 35, located at 4285 Eastgate Mall, also serves the project site area with a response time of approximately seven minutes. A newly constructed station, located at 4914 Carroll Canyon Road at Scranton south of Mira Mesa Boulevard, has reduced the response time to approximately two minutes. The Mira Mesa Community Plan recommends an additional fire station to serve the Miramar industrial area.

6. SCHOOL FACILITIES

Students generated from the residential development within the Master Plan area will attend schools within the San Diego Unified School District. Schools which serve the area include: Mason Elementary, Challenger and Wangenheim Junior Highs, and Mira Mesa High. The school district estimates that the Carroll Canyon project would yield 180 to 270 school-aged children (i.e., grades K-12), primarily at the lower grades, assuming 0.1 to 0.15 students per dwelling unit. Therefore, the build-out of this Master Plan area will not require the construction of any schools on-site.

H. DEVELOPMENT CRITERIA

This section establishes the basic criteria which will direct development within the Master Plan area. Due to the long duration of the development period (20-25 years) the design theme and guidelines presented in this section are broad in scope to provide design parameters flexible enough to meet changing market demands as phases of the project proceed. Planned development permits will be required for development within the Master Plan area. These subsequent actions will provide a more detailed level of design to implement the concepts defined in this section. The Mira Mesa Community Plan and the City's Transit Oriented Development Design Guidelines contain development criteria that will also be used to evaluate future projects, where applicable.

The intent of the major design concept employed in the project is to create a park-like setting by using extensive landscaping, undefined lot perimeters, exterior public spaces, a strong pedestrian orientation, & attractive streetscenes. The project will include 274.5 acres of open

space including Carroll Canyon Creek, Rattlesnake Canyon, an interior trail system, three parks, vegetated slopes, and landscaped parkways along the major streets. These features will provide visual amenities and recreational opportunities for development within the Master Plan area as well as the adjacent community residents.

Implementation of the project theme will occur through careful design of each element of the development. Design guidelines and standards are defined in the following sections for each of the major elements of the project. These elements consist of Landform and Grading, Open Space, Vehicular Circulation, Pedestrian Circulation, Site Design, Architecture, Landscape Architecture, Signage and Exterior Lighting.

■ LANDFORM AND GRADING

The natural landform of Carroll Canyon has been, and will continue to be, modified by mining operations prior to development of the property. The new landform resulting from the mining will consist generally of a broad canyon floor surrounded by slope banks. As part of the reclamation process to prepare the site for development, mined areas will be backfilled and recontoured to soften the new topography and create building pads. The resultant final "existing" topography for the Master Plan area is shown in Figure 5, *Landform*. It is upon this topography that development of the various land use elements will occur.

Some recontouring of the approved grading plan for the CUP will be necessary to create actual building pads to implement the land usage defined by this Master Plan. Final grading for each land use element will accomplish the following criteria:

- Graded slopes shall be contoured and rounded at the top and toe of slope to simulate natural terrain.
- Cut and fill slopes should blend into natural terrain as much as possible. Manufactured slopes which exceed 6 feet in height shall be graded and landscaped to avoid the appearance of continuous, unbroken lines of engineered slopes.
- Grading around the electrical poles and towers should comply with SDG&E standards.
- Graded slope faces should be serrated to provide a more suitable surface for revegetation.
- All graded slopes shall be revegetated and permanently irrigated (temporary irrigation if native species are used) to ensure slope stability, reduce erosion and enhance their visual appearance.
- Grading procedures should utilize measures to minimize erosion and siltation problems during construction.
- Surface water crossing slope banks shall be reduced by terracing and providing drainage swales above the bank.

Slopes graded as part of the mining and future development processes are being created now and will continue to be created throughout the CUP process. These slopes will be revegetated with native and drought-tolerant ornamental species. Design guidelines include the following:

- Revegetate the slopes with native and/or drought tolerant plant species that are similar in form and function and approved by the Park and Recreation Department.
- Plant slopes with an informal, natural pattern of plant materials.
- Plant trees at the lower portion of tall manufactured slopes to de-emphasize the scale.
- Irrigation systems will be required for establishing and maintaining the vegetation on graded slopes. Temporary systems may be used on slopes revegetated totally with native species, and may be shut off after vegetation is established.

■ **LANDSCAPE ARCHITECTURE**

Landscaping will be a dominant element of the campus business park and residential development. It will create a distinct character for the development and provide a unifying theme throughout the project. The following concepts and design guidelines illustrate the intent of the project landscape theme.

- Creation of selected overall landscape design themes for streetscenes, parks, and open space to establish a sense of cohesion and continuity within the Master Plan.
- A riparian theme will be used for Carroll Canyon. An upland theme will be used on manufactured slopes and for Camino Santa Fe Road.
- The selection and placement of plants should take into consideration sight distance criteria for motorists, particularly at neighborhood and project entries.
- A master landscape plan will be a component of future Planned Development Permits.
- The interface between the edges of development and Carroll Canyon Creek, Rattlesnake Canyon, and areas of high public visibility should provide a minimum 10 foot wide landscaped buffer. Plant materials should be non-invasive and should replicate the adjacent landscape theme.

1. **PLANT SELECTION CRITERIA**

The following criteria should be used in determining appropriate plant selections for Carroll Canyon.

The increasing restrictions on the availability of water and periodic droughts in Southern California underscore the need for landscaping with plants that can survive with only seasonal rainfall or with only occasional irrigation. Drought tolerance principles shall be employed in the design of landscaped areas and the selection of plants within Carroll Canyon.

Plants that conform to these principles may be natives or imports, provided the species are adaptable to drought conditions and offer reduced maintenance requirements.

Specific plant species shall be selected from Park and Recreation Department lists of acceptable plant materials or with the approval of the Park and Recreation and Planning Departments. Plant materials must be:

- Drought tolerant.
- Adaptable to the climatic and soil conditions of Carroll Canyon.
- Aesthetically compatible with each other.
- Relatively maintenance free.

2. LANDSCAPE DESIGN

Functional and aesthetic qualities of plant material should be related to their role in the plan. The following categories of plant materials should be used as a guide in the landscape selection and design process:

- Accent Trees function to highlight focal points in the plan such as entries, medians, accent pockets, public facilities, view overlooks, or other special design features. Accent trees must be distinctive in form, color, or some other feature. They should provide a contrast to the selected street tree.
- Buffer/Screen Trees should be dense trees to screen undesirable views.
- Street Trees should reflect the function and scale of the street. Shade trees which form a broad canopy should be used to give a feeling of enclosure from the street level. The form and habit of street trees selected should be related to streetscene treatment. Trees with invasive roots that will crack pavement should be prohibited. Street trees should be located in accordance with City policy. Turf shall not be allowed in landscaped street medians.
- Slope Plantings function to control erosion and retain banks. Slope plantings should provide color and form on slopes. Selective native or indigenous plants to be used on slopes should be drought tolerant and require minimal maintenance.
- Transitional/Native Trees provide a transition between manufactured pads, slopes, and natural open space areas. Emphasis should be on native or indigenous planting. Native trees, shrubs, and ground covers selected should be drought resistant, effective in erosion control, and indigenous to the area.
- Ground Covers are used to control erosion and to provide color and texture on the ground plane level. Ground covers should be drought resistant native or indigenous

plants and require minimal maintenance. A ground cover which contrasts slope plantings should be used in accent areas.

- Shrub Massings are utilized to highlight or accent areas and to mask or soften large expanses of wall. Shrubs selected should be native or indigenous plants to minimize water requirements.

3. STREETSCENES

Tree-lined streets with landscaped parkways will be a design theme within the project. The actual design of the roadways and parkways in Carroll Canyon will conform to City standards, unless specific modifications to the standards are approved during City review of the tentative map for the project. Design elements of the streetscenes include the following:

- Landscaping within public street rights-of-way shall be maintained by a Landscape Maintenance District.
- Theme trees will be planted along all project roads.
- Provide accent trees at intersections and major focal points along the streets.
- Provide an understory of drought-tolerant shrubs and ground covers rather than turf within parkways, where feasible, to conserve water.
- Carroll Canyon Road will employ a native riparian landscape theme. Street trees in parkway strips and medians should include native sycamore, alder, or other similar riparian trees. Native shrub and ground cover plantings or non-natives that are similar in form and function should be used in parkway strips and street medians.
- Camino Santa Fe Road, including the open space area under the adjacent SDG&E utility easement will employ a native upland landscape theme. Landscape trees will include primarily native pine and oak species. Sycamores should also be used to create design unity with Carroll Canyon. The SDG&E utility poles will be screened by groupings of trees. Native shrub and ground cover plantings or non-natives that are similar in form and function will be used in parkway strips, street medians, and within the utility easement.
- The primary project entry statement will employ a native riparian landscape theme. The use of turf should be limited to the area between the entry signs and the curb.
- Secondary project entries will employ a transitional theme using native and non-native trees similar in form and function. The use of turf should be limited to areas of high visibility.
- The interior street system landscaping should provide a unifying design theme and meet the plant selection criteria listed above. Where on-street parking is allowed, parkway strips should use turf as a ground cover, except in the mixed use area where tree grates should be provided within the sidewalk.

4. PROJECT ENTRIES

Entries to the project development should be emphasized with a special landscape treatment. Special project entry statements should be made at the primary access points to the project at the intersection of Camino Santa Fe Road and Carroll Canyon Road (see Figure 16, *Primary Project Entry Statement*). Secondary access points occur at the two intersections of the interior loop road and Camino Santa Fe, as well as the intersections of the interior loop road and Carroll Canyon Road, and at the entrance to each building lot of the business park (see Figures 17, *Secondary Entry Statement*, and 18, *Building Lot Entry*). Entry statements to the residential development shall contain the same design elements as shown for the business park, but can differ in architectural style to differentiate the land use. The entry statements will contain similar elements to provide a unifying theme, but will be used in different ways at each location to create a separate identity and differentiate the hierarchy of the entry. Design guidelines include:

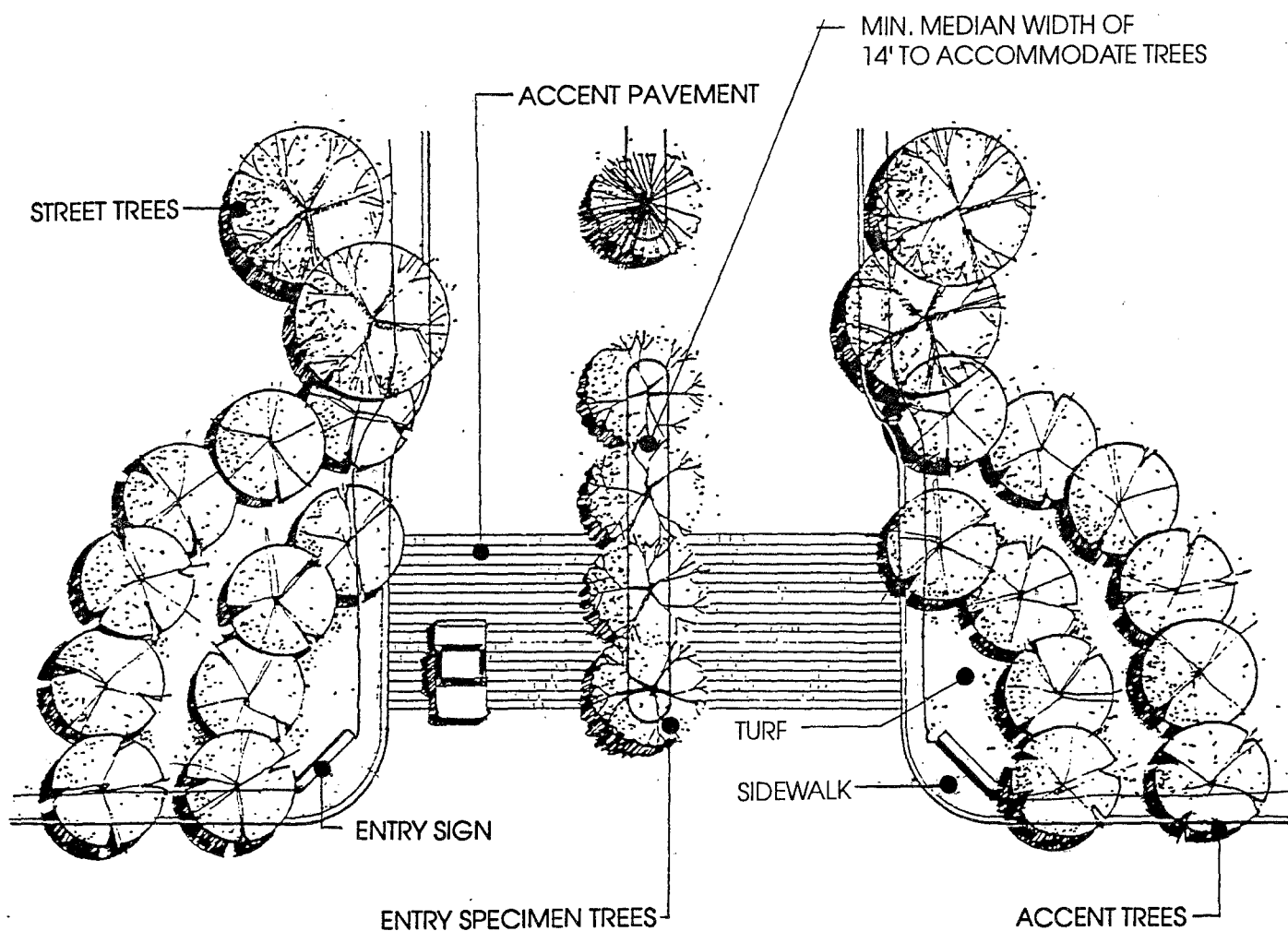
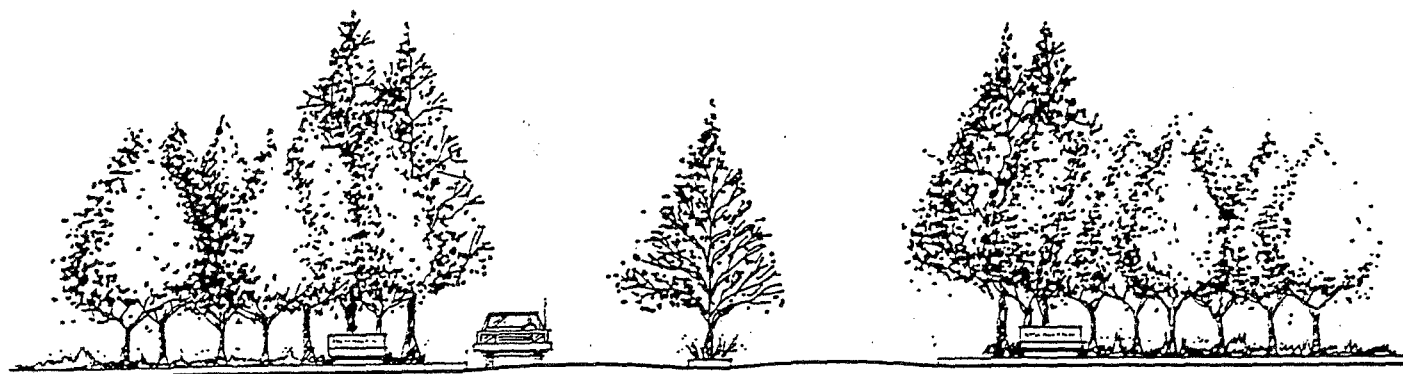
- Provide accent trees, shrubs, ground covers and color accents at all entries. Primary entries should also include a backdrop of theme trees.
- Provide project signage and enriched paving at each project entry.
- Provide a permanent irrigation system for all entries.
- Sidewalks should be provided along all driveway entrances from the public right-of-way to building entrances.
- The placement of special pavement should conform to the City's *Street Design Manual*.
- Maintenance will be the responsibility of the developer or private maintenance association.

■ SIGNAGE AND EXTERIOR LIGHTING

Project signage and exterior lighting will be important project elements for future convenience and safety of employees and visitors to the business park and residents. Signage and lighting also can provide a unifying thread throughout a project if a uniform design is used for these elements. Recommended guidelines include:

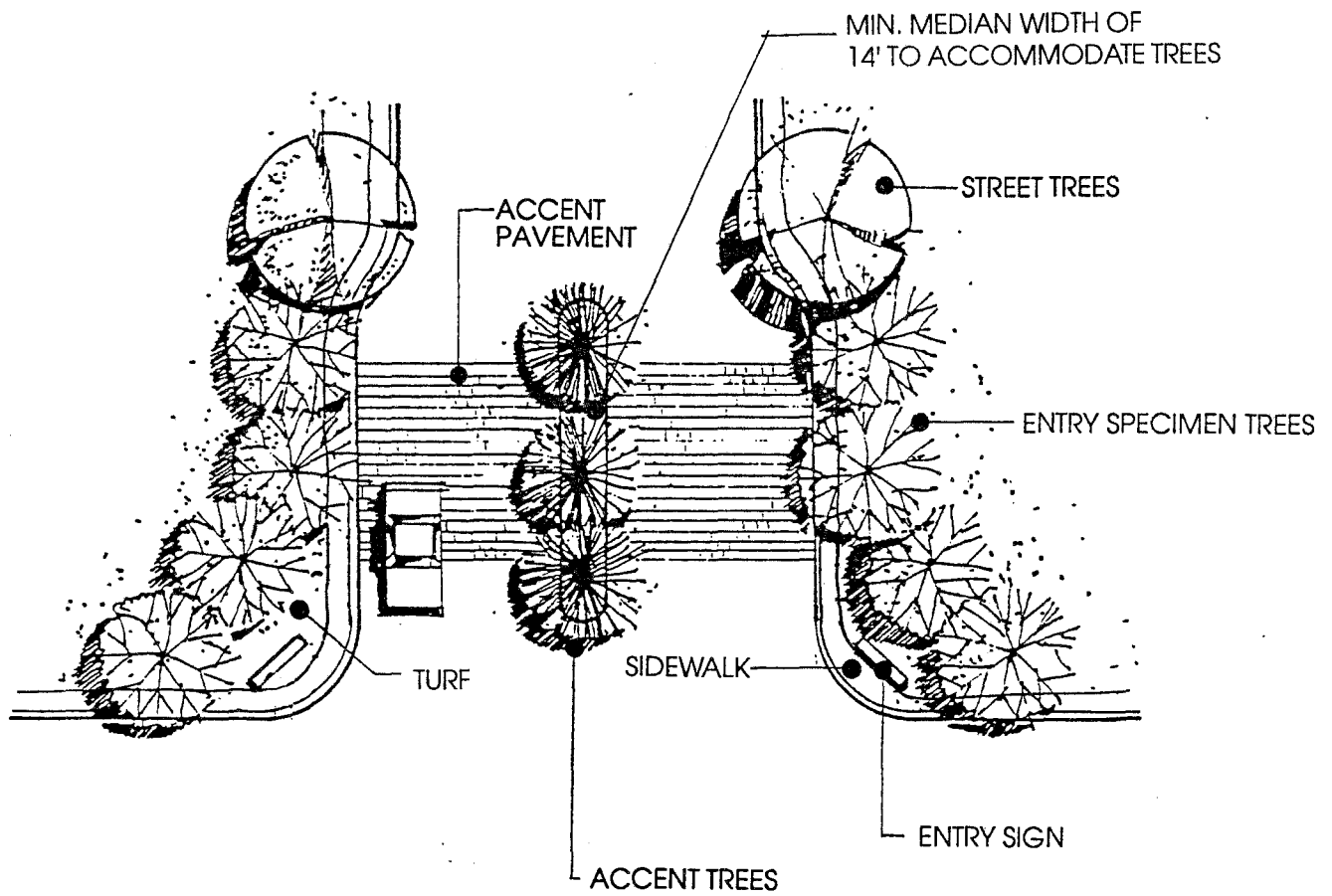
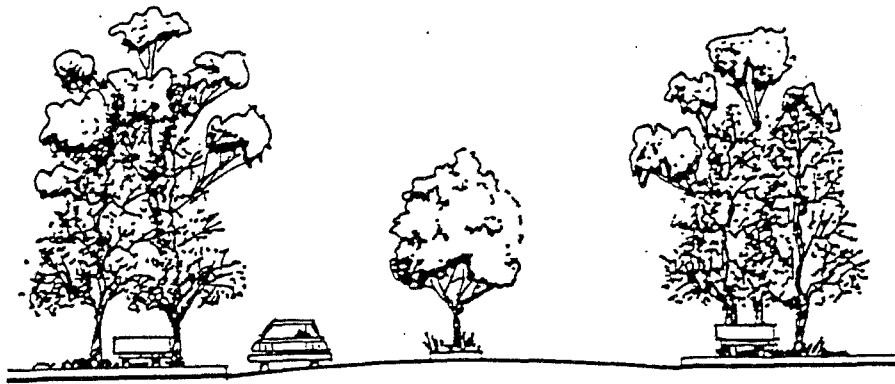
1. SIGNAGE

- Provide a comprehensive system of signs to direct people through the project. Representative signs include: project entry monuments, individual building signs, directional signs, street signs, addresses and marketing signs.
- Use a uniform design in terms of size, materials, color and lettering style.
- Restrict the use of roof and pole mounted signs.



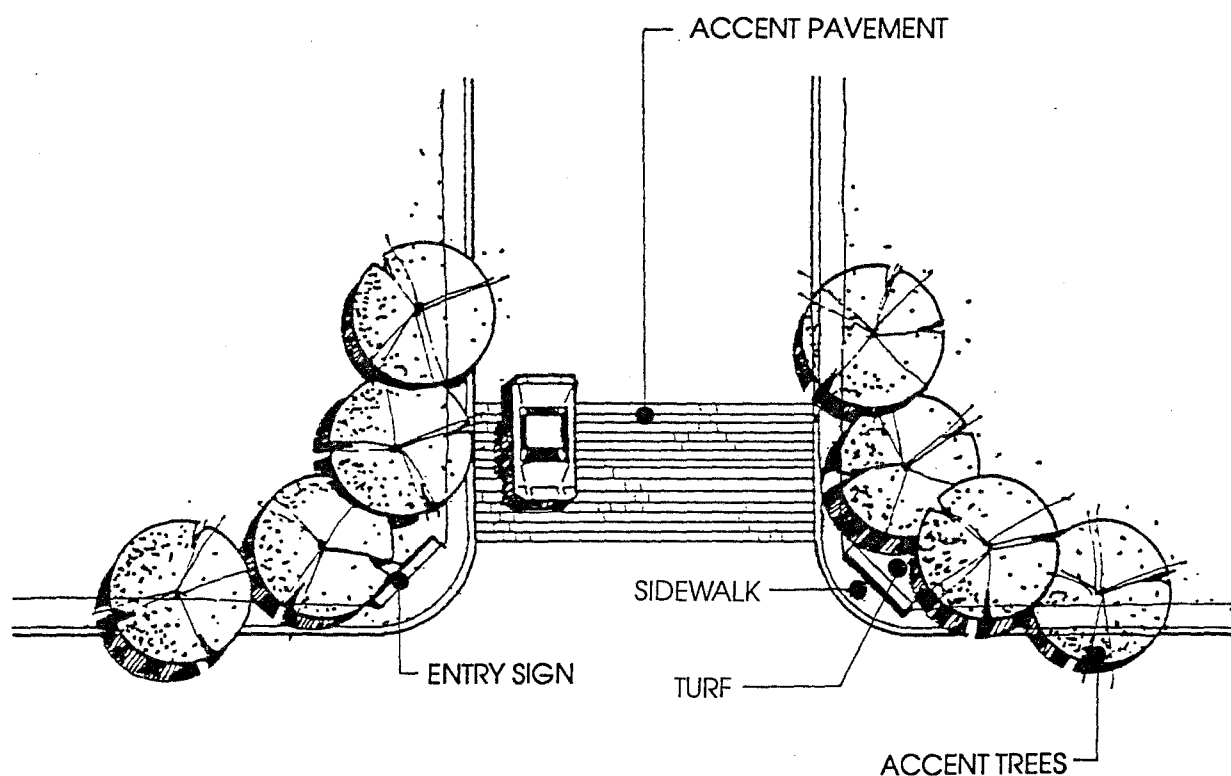
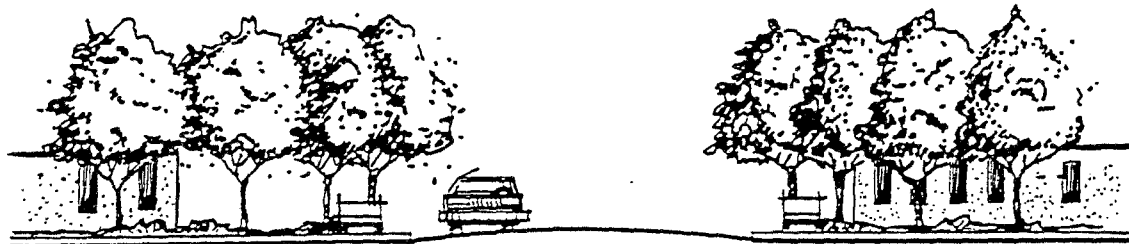
PRIMARY PROJECT ENTRY STATEMENT CARROLL CANYON

FIGURE 16



SECONDARY ENTRY STATEMENT CARROLL CANYON

FIGURE 17



NOTE: PROJECT ACCESS WILL UTILIZE STANDARD CITY DRIVEWAYS.

BUILDING LOT ENTRY CARROLL CANYON

FIGURE 18

2. EXTERIOR LIGHTING

- Install lighting along pedestrian trails and near buildings for safety and security.
- Provide indirect and subtle lighting either with overhead pole mounted down lights or bollard lighting.
- Use a uniform style of light standards along all project streets, within the interior trail system, and within building lots.
- Direct lighting should be oriented away from sensitive biological resources and wildlife areas.

IV. PLAN IMPLEMENTATION

The Carroll Canyon property is currently being used for surface mining and processing operations under a Conditional Use Permit Amendment No. 89.0585. The mining and processing operations are expected to continue over a 20-25 year period. When portions of the site become available for development, site specific development plans requiring Planned Development permits must be approved by the City. The purpose of this section is to ensure that the overall intent of this Plan Amendment is satisfied and implemented in an orderly manner.

A. GENERAL POLICIES

1. The Carroll Canyon Plan Amendment shall constitute municipal policy. The land use designations of this Plan are more specific than the land use concept identified in the Mira Mesa Community Plan which recommends a mixed use development through a master plan process.
2. All open space areas shall be owned and maintained by an entity approved by the City Council. This may include a special maintenance district for medians and parkways, a special open space district, commercial/industrial association(s), or other entity in singular or combination. Maintenance responsibilities are discussed in Section "E."
3. Development projects within the Carroll Canyon Plan Amendment area shall be implemented according to the M-1B and CA zoning regulations (or other citywide zones that result from the Zoning Code update) modified by the development guidelines contained within this Plan Amendment. The residential projects shall be implemented according to the R-1500 and R-1000 zoning regulations modified by the Plan Amendment guidelines. The property will be rezoned with the adoption of the subsequent Tentative Map(s) and Rezone.
4. Pursuant to Council Policy 600-28, the future development of the Carroll Canyon Plan Amendment will be in compliance with the Mira Mesa Public Facilities Financing Plan and Facilities Benefit Assessment (FBA).

B. PROCESSING AND REVIEW

Implementation of the Carroll Canyon Master Plan shall be in accordance with the techniques indicated in the City's *Progress Guide and General Plan* (February 1979) and applicable adopted Council Policies. Plans for the development of any property within the Plan Amendment area must be approved by the City in accordance with the following procedure:

- A Tentative Map and Rezone shall be processed for the Plan Amendment area prior to implementation of specific land uses designated by this Plan Amendment.
- Applications for planned development permits and tentative maps shall be submitted to the Planning Department in accordance with their respective submittal requirements and procedures.

-
- The City shall consider permits for all planned developments based on conformance to this Master Plan as well as conformance to City regulations, policies, guidelines and standards.
 - Additional environmental review for subsequent discretionary permits.

C. PHASING OF DEVELOPMENT

The mining operations are expected to continue over a period of 20-25 years. During that time, the site will be systematically mined and then developed. Some portions of the site will, therefore, become available for development prior to the completion of the entire mining operations and dismantling of the plant. Figure 19, *Phasing Plan*, shows the proposed development phases for the project which will coincide with the proposed mining phases of the site. Each of the primary development phases depicted on the Phasing Plan may include smaller subphases. Because a significant amount of time may lapse between the completion of extraction activities and the commencement of redevelopment within any phases or subphases, it is important that a reclamation plan as approved by conditional use permit proceed as anticipated.

■ PHASE I

Phase I will consist of developing the industrial and office/industrial uses in the western portion of the site, west of Camino Santa Fe Road and south of the open space corridor with access provided by Camino Santa Fe Road. Mining will be concentrated on the east side of Camino Santa Fe Road after the west side is completed. Phase I will include construction of the entire alignment of Camino Santa Fe Road.

■ PHASE II

This phase encompasses residential and mixed use development areas. The area will be developed with industrial, residential, commercial retail, and office uses. Access to this development will be provided by Camino Santa Fe. A sub-phase, Phase IIA, will include the construction of the 10-acre active neighborhood park located immediately to the south of Rattlesnake Canyon. The active park shall be constructed and operational by the occupancy of the 900th multi-family unit constructed as a part of Phase II development so that the park will be available for use by future residents before the entire Master Plan area is developed.

■ PHASE III

During this phase, the processing plant and related uses in the eastern portion of Phase III will be dismantled and replaced with industrial and office/industrial development. Carroll Canyon Road will be fully constructed to expand access for the industrial/office development and the surrounding community. In addition, a portion of Carroll Canyon Creek will be revegetated and developed as an open space feature. Also in this phase, the 5-acre passive park adjacent to Carroll Canyon Creek shall be constructed.

A sub-phase, Phase IIIA, will include the construction of the 5-acre park located at the terminus of Parkdale Avenue. The phasing for the Parkdale park site is determined by the Public Facilities Financing Plan which is updated annually.

PHASING PLAN

LEGEND



PHASE I



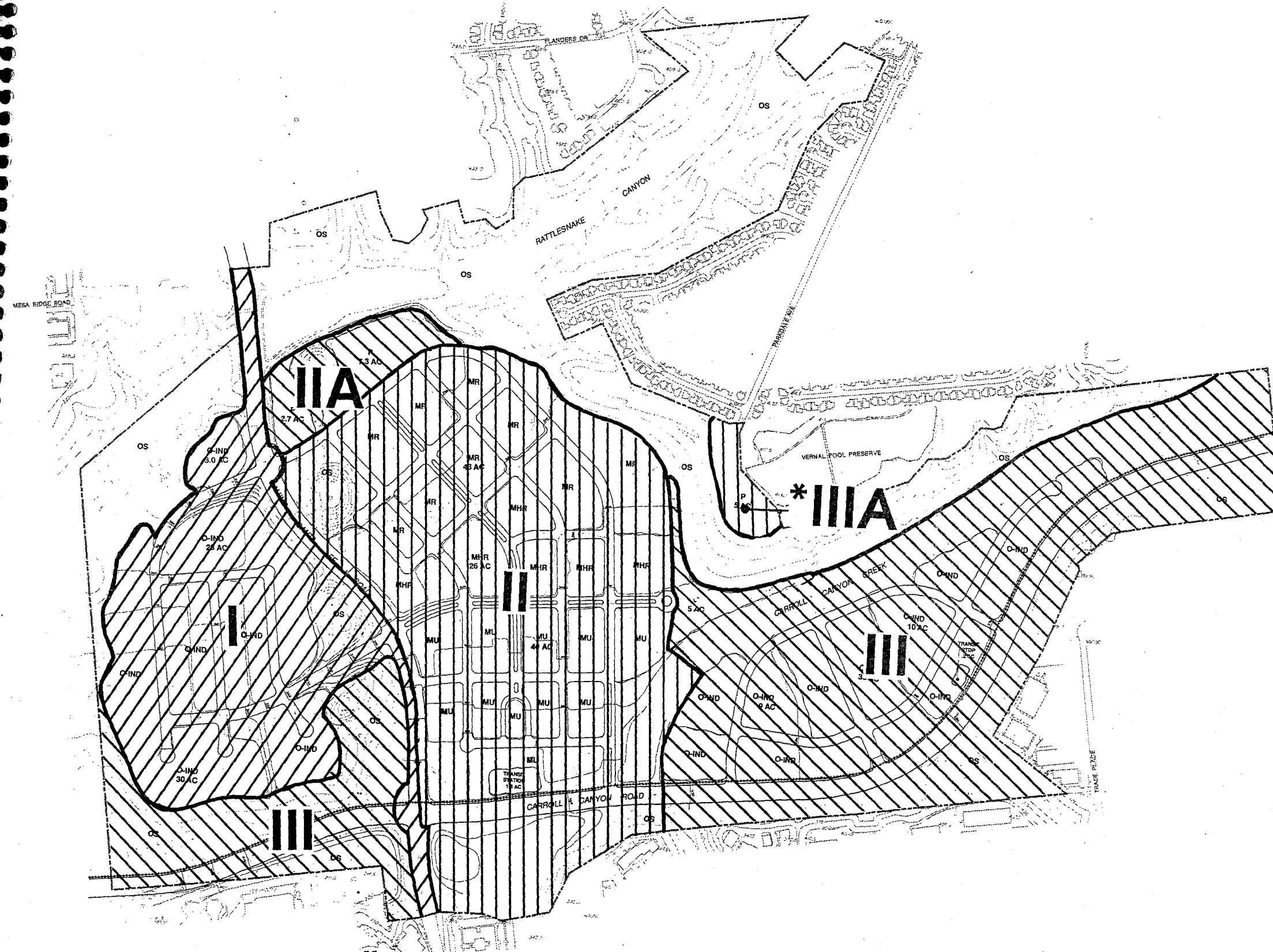
PHASE II
(II A: DEVELOPMENT AT END OF PHASE)



PHASE III
(*IIIA)

NOTE: THERE MAY BE SUB-PHASES WITHIN EACH OF THE PRIMARY PHASE AREAS DEPICTED ON THIS EXHIBIT.

* PHASING FOR THE PARKDALE PARK IS DETERMINED BY THE PUBLIC FACILITIES FINANCING PLAN WHICH IS UPDATED ANNUALLY.



CARROLL CANYON

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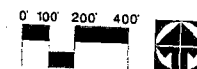


FIGURE 19



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D. TRANSPORTATION MANAGEMENT ASSOCIATIONS (TMA'S)

The City of San Diego Transportation Demand Management Ordinance (TDM) has been adopted to aid in the reduction of peak-hour trips. In April 1989, the Sorrento Mesa Business Council received a grant from the State of California (CalTrans) for the development of a private sector driven transportation management association to address the critical congestion problems that currently face the Sorrento Mesa and Sorrento Valley areas in North City, San Diego.

The Sorrento TMA was initially formed in partnership with the Greater San Diego Chamber of Commerce, but has since become an autonomous member of the North City TMA Network. Membership is open, although the TMA services are geared toward companies with 50 or more employees and buildings of 25,000 square feet or more, housing at least 100 individuals.

The Sorrento TMA is most concerned with introducing public transit service into the area, and reducing the number of daily single occupant vehicles. The primary goal of the Sorrento TMA is to reduce congestion on the limited points of access and egress in and out of Sorrento Mesa and Sorrento Valley, and insure the achievement of any trip reduction standards set by the pending trip reduction legislation by the City of San Diego. The Sorrento TMA will work hand in hand with the North City TMA to develop and implement effective TDM programs among area companies on an economy of scale and shared services. Services include alternative commute programs, ride-home programs, employee matchlists, etc. The Carroll Canyon Plan Amendment developments will participate in the Sorrento Valley TMA in order to mitigate future traffic impacts to the Mira Mesa community transportation system.

E. MAINTENANCE RESPONSIBILITIES





The public improvements and development within the Carroll Canyon Plan Amendment area will be maintained by a variety of entities, as illustrated on Figure 20, *Maintenance Areas*. After improvement of Carroll Canyon Road, Camino Santa Fe and Carroll Canyon Creek, the facilities will be dedicated to the City for future maintenance. The City also will be responsible for maintenance of the two public parks. The 100-foot utility easement will be maintained by SDG&E. All open space areas and public street rights-of-way for streets with rights-of-way of 98 feet and greater shall be maintained by a Lighting and Landscape Maintenance District, or through a similar mechanism for maintenance acceptable to the Park and Recreation Department. The City will not take into fee ownership any open space that requires brush management and is also adjacent to the existing development outside the project area.

F. FINANCING

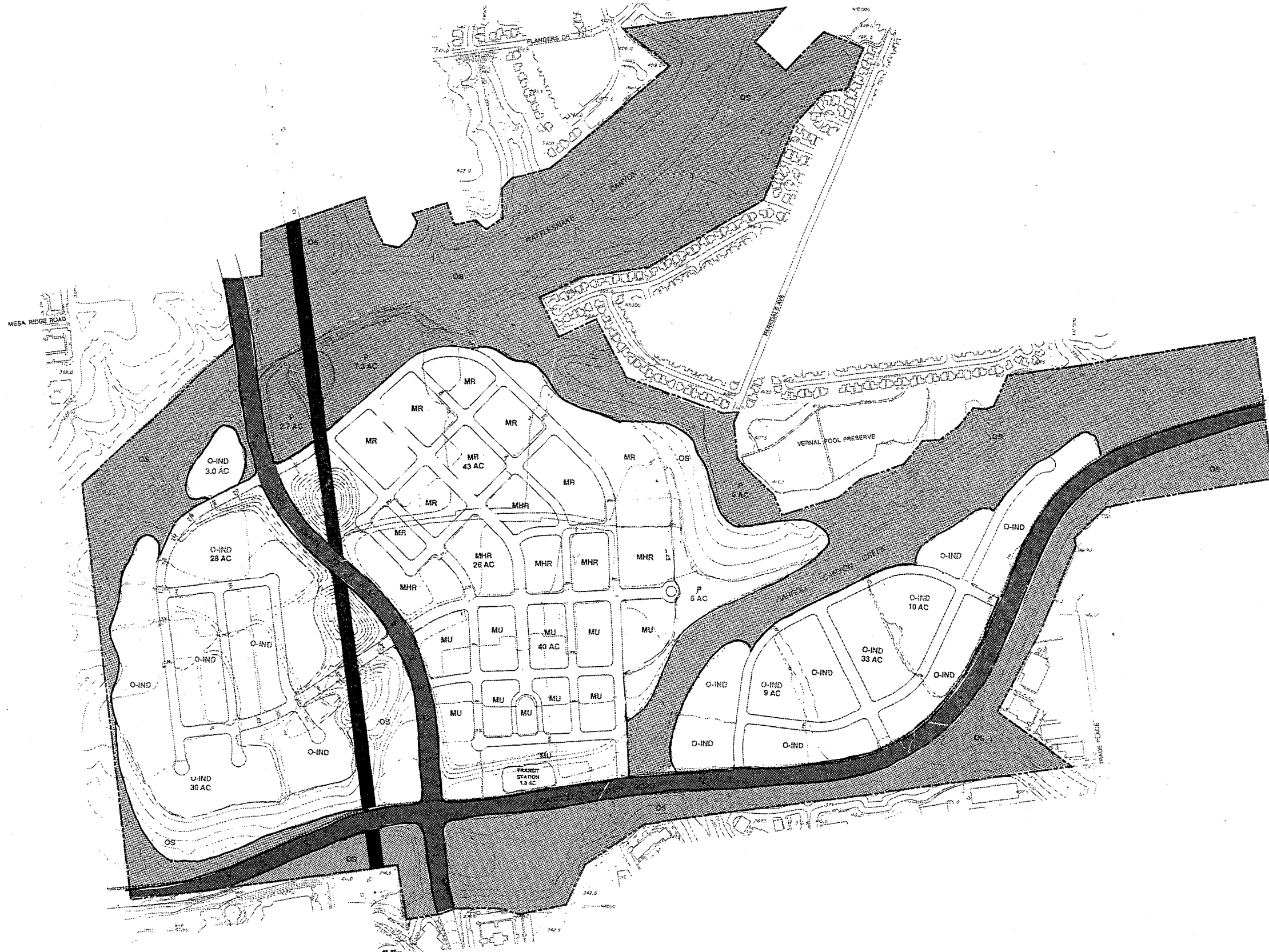
The developer shall be responsible for the construction of Carroll Canyon Road and Camino Santa Fe within the project boundary as well as the improvements to Carroll Canyon Creek, all utilities and interior streets. These facilities and improvements will be financed through conventional subdivision financing.

MAINTENANCE AREAS

LEGEND

-  CITY MAINTAINED AND/OR MAINTENANCE DISTRICT OPEN SPACE & PARKS
-  CITY MAINTAINED ROADS*
-  SGD&E MAINTAINED EASEMENT
-  DEVELOPER MAINTAINED AREAS

* ANY ADDITIONAL INTERIOR PUBLIC STREETS IDENTIFIED ON SUBSEQUENT TENTATIVE MAPS WILL BE CITY MAINTAINED



CARROLL CANYON

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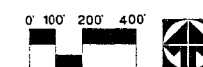


FIGURE 20

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The three parks proposed within the project will be developed under the following process:

- The Parkdale Avenue Park is a 5-acre neighborhood park, and is included in the Facilities Benefit Assessment (FBA) as Project #73 (1992 edition) for acquisition, design and construction through the FBA. The park site will be owned and maintained by the City.
- The 5-acre private park located north of Carroll Canyon Creek shall be developed and financed by the developer, and maintained by a private association.
- The 10-acre neighborhood park situated south of Rattlesnake Canyon shall be developed and financed by the developer. This park shall be dedicated to the City of San Diego for ownership. Maintenance of the park shall be performed by the City.

G. MITIGATION MEASURES AND MONITORING REPORTING PROGRAM

The following text includes a list of mitigation measures identified in the environmental impact report, and the monitoring efforts necessary to ensure that the mitigation measures are properly implemented. As specified below, mitigation measures, monitoring and reporting requirements shall be further detailed prior to construction and, as required, following project implementation.

1. LAND USE

- a. Measures necessary to reduce potential visual quality impacts associated with future development of residential, active park and office/industrial uses adjacent to the Rattlesnake Canyon open space are listed below under *Visual Quality*.
- b. The following requirements have been incorporated into the proposed Carroll Canyon Community Plan Amendment (CPA) to avoid potential impacts from development of the proposed land uses adjacent to ongoing mining operations.
 - (1) Upon submittal of Phase II PRDs, the status of the mining operation shall be evaluated.
 - (2) If mining operations are to continue that could adversely affect future residents, the following measures shall be incorporated in the PRDs and in ongoing mining operations:
 - Visual screening and buffers shall be required; these may include but shall not be limited to setbacks, berms, walls and landscaping.
 - Restrictions on mining operation shall be considered, these may include but shall not be limited to restricting hours of operation, reducing the number of truck trips, increased dust and particle control, reducing extent of operations (for example: limiting operations to a batch plant operation or reducing operating hours).
- c. Interior noise levels shall be attenuated to 45 dB for proposed residential uses and 50 dB for industrial, office/industrial and commercial uses. The Mitigation and

Monitoring and Reporting Program listed below under *Noise* shall be implemented with the Planned Development permits to attenuate interior noise to the level specified by the CLUP.

2. **TRAFFIC CIRCULATION**

A comprehensive traffic study shall be conducted prior to the approval of the first discretionary permit or tentative map associated with Phase 1 of the CPA. The study shall adhere to the requirements of the City's Congestion Management Plan (CMP). The study shall be required to address the following issues: the short and long term direct impacts of the development, evaluate the street and intersection capacity conditions at buildout of the Community Plan with the proposed increase in traffic that would result from the proposed land uses, identify any street or traffic control improvements that may be necessary to accommodate project construction as it relates to the phased construction throughout the CPA area, a detailed phasing plan and identification of regional transportation opportunities, such as the LRT or State Route 56, that must be available at a particular phase of development associated with the total amount of ADT generated by the project.

3. **VISUAL QUALITY**

The following measures have been incorporated into the CPA to mitigate visual impacts:

- a. Design for the creek channel shall be coordinated with adjacent projects and property owners to the east and west.
- b. Revegetate and enhance the creek channel with a riparian landscape theme.
- c. Provide passive recreational facilities such as walkways, bicycle paths and seating areas along the creek edge or at the top of the creek bank. The pedestrian and bicycle paths shall connect with pathways linking to other areas within the site and the surrounding community.
- d. Orient project buildings toward the creek, as feasible, to maximize views and pedestrian access.
- e. Screen parking, industrial loading and storage areas, or other unsightly features sited within the viewshed of the creek and associated open space.
- f. Provide a sensitive transition of plant materials from the native species in the creek channel to the ornamental species along the top of the slopes and adjoining open space.
- g. Provide a supplemental irrigation system along the slope banks to facilitate establishment of the plant materials.
- h. Graded slopes shall be rounded at the top and toe of slope to simulate natural terrain.
- i. Cut and fill slopes shall blend into natural terrain as much as possible. Manufactured slopes which exceed six feet in height shall be graded and landscaped to avoid the appearance of continuous, unbroken lines of engineered slopes.

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- j. Graded slope faces shall be serrated to provide a more suitable surface for revegetation.
 - k. All graded slopes shall be revegetated and permanently irrigated (temporary irrigation if native species are used) to ensure slope stability, reduce erosion and enhance their visual appearance.
 - l. Grading procedures shall utilize measures to minimize erosion and siltation problems during construction.
 - m. Surface water crossing slope banks shall be reduced by terracing and providing drainage swales above the bank.
 - n. Revegetate the slopes with native and/or drought tolerant plant species.
 - o. Plant slopes with an informal, natural pattern of plant materials.
 - p. Plant trees at the lower portion of tall manufactured slopes to de-emphasize the scale.
 - q. Irrigation systems will be required for establishing and maintaining the vegetation on graded slopes. Temporary systems may be used on slopes revegetated totally with native species, and may be shut off after vegetation is established.
 - r. Provide a comprehensive system of signs to direct people through the project. Representative signs include: project entry monuments, individual building signs, directional signs, street signs, addresses and marketing signs.
 - s. Use a uniform design in terms of size, materials, color and lettering style.
 - t. Restrict the use of roof and pole mounted signs.
 - u. Rooftops should be designed to minimize visual impacts by the following: use low angle and varying size, style and material to reduce visual monotony.
 - v. Transitional landscaping in accordance with the approved reclamation plan palette in the yards bordering Rattlesnake Canyon shall be planted to screen views of residential structures.
 - w. Although the CPA does not propose block walls, vines shall be required on any block walls proposed to border the canyon as a part of future planned developments.

In conjunction with future planned development permits, the following shall be implemented:

- a. All outdoor storage areas, refuse collection areas and loading areas should be located in interior side or rear yards only and should be screened with a similar material and color as the primary building.
- b. Roof-mounted equipment should be avoided. If roof-mounted equipment must be provided, all equipment and appurtenances shall be designed so that they appear to be an integral part of the overall architectural design of the building.

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- c. The rear elevations of building should be as well detailed and visually interesting as the front elevations if they will be visible from a public street or from any of the five major canyon systems that form the core of the open space system for the community.
 - d. No single treatment of a building wall or fence bordering the pedestrian network should exceed 50 linear feet without some form of architectural variation. For example, the building or fence should protrude, recess or change in color, height or texture every 50 feet. Similarly, the basic landscape theme should introduce a new element (such as a new plant form or material) every 100 feet. This is not intended to discourage a uniform street tree theme, but to add interest to the streetscape and enhance the pedestrian experience.
 - e. All buildings should have shadow relief - where pop-outs, offsetting planes, overhangs and recessed doorways are used to provide visual interest at the street level.

4. HYDROLOGY/WATER QUALITY

Municipalities in the San Diego Region including the City of San Diego, must comply with the California Region Water Quality Control Board NPDES Permit No. CA 0108758 which consists of wastewater discharge requirements for stormwater and urban runoff. To comply with Permit No. CA 0108758, the City of San Diego has completed a Best Management Practices (BMP) for Stormwater Pollution Control in March 1993. The BMP will detail water quality control measures to be implemented on a city-wide basis.

The CPA requires that Best Management Practices be incorporated into future planned developments. They include placement of rip-rap dissipators and rock sand fillers at all stormdrain discharge points to reduce flow velocities, use of temporary erosion control measures during construction (e.g., sandbagging, sediment basins, silt traps, desilting or debris basins) and immediate landscaping of manufactured slope after construction. Prior to issuance of grading plans associated with any Planned Development Permit or Tentative Map, the applicant shall consult with the City Engineering and Development Department and establish a Stormwater Pollution Prevention Plan (SWPPP). Establishment of a SWPPP will be a condition of the tentative map and planned development permits and shall be shown on the grading plans.

5. NOISE

Noise analyses shall be conducted in conjunction with the planned development permit to ensure that interior and exterior noise levels do not exceed City standards. Measures to mitigate adverse exterior noise levels may include the following:

- a. **Setbacks:** Locating residential usable open space areas beyond the 65 dB CNEL noise contour. Commercial and industrial buildings should be setback a minimum of 25 feet from the LRT tracks.
- b. **Building Orientation:** By orienting the building so that the patio areas face away from Camino Santa Fe Road and the usable open space areas are shielded by the buildings.

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- c. **Noise Barriers:** Constructing berms or noise walls. Generally, a noise barrier (berm or combination berm/wall) six-feet in height with an approximately 160-foot setback from the center line of Camino Santa Fe Road would mitigate the cumulative traffic and aircraft noise on exterior usable open space.
 - d. **Combination Noise Barrier and Building Operation:** By orienting the buildings so that the patio or other usable open space areas are partially shielded by the buildings from Camino Santa Fe Road (a 90 degree or less view of the road), a six-foot high wall with a 90-foot setback from the center line of Camino Santa Fe Road would mitigate the noise on exterior usable open space.

All of the multi-family units would be exposed to exterior noise levels greater than a CNEL of 60 dB and would require an interior acoustical study to ensure that the interior noise levels would not exceed a CNEL of 45 dB. To achieve the interior noise standard would require that the windows be in the closed position. Therefore, air conditioning and/or mechanical ventilation would be required. In addition, sound-rated windows may be necessary for the multi-family residences adjacent to Camino Santa Fe Road.

Prior to issuance of a Planned Residential Development (PRD) permit, an acoustical report prepared by a qualified acoustician would be required to ensure that appropriate mitigation measures for the multi-family buildings and usable open space and park areas have been incorporated into the project design. Prior to issuance of building permits for the residential units, the Noise Abatement office shall review building plans to ensure interior noise levels shall not exceed a CNEL of 45 dB based on future roadway volumes and NAS Miramar aircraft operations.

Potential noise impacts and mitigation measures associated with the ongoing quarry activities shall be evaluated prior to the issuance of Planned Development permits. Potential mitigation measures could include locating quarry activities further away from the residences, constructing intervening barriers or reducing the number of pieces of equipment at the site.

6. AIR QUALITY

Transportation control measures identified in the Regional Air Quality Strategy (RAQS) have been incorporated into the proposed CPA. Additionally, the CPA incorporates measures that promote mass transit and alternative modes of transportation. A pedestrian and bicycle system is proposed throughout the CPA area. It is anticipated that an LRT line will be extended along Carroll Canyon Road through the southern portion of the project site. A transit station and parking as well as an additional transit stop are included in the CPA. In addition, the land use plan associated with the project provides a mix of commercial/industrial uses and residential uses that are designed to internalize trips generated by the project thus reducing congestion on local roadways.