

CITY of SAN DIEGO
MEMORANDUM

BINDER

FILE NO.: 83-0191
: August 4, 1983
TO : Planning Commission
FROM : Allen M. Jones, Environmental Quality Division
SUBJECT: North City West Employment Center Precise Plan Amendments

The attached Addendum to the Environmental Impact Report for the North City West Employment Center (EQD No. 80-05-35) constitutes environmental review for the proposed precise plan amendments, as listed and described in the Addendum. Based upon the contents of this Addendum, the Environmental Quality Division has concluded that, pursuant to Section 15162 of the amended CEQA Guidelines, the proposed project changes do not warrant the preparation of an additional EIR. Hence, discretionary review may proceed without a new EIR or revised Findings pursuant to CEQA Guidelines Section 15091.

Two environmental review categories (traffic and archaeology) would be affected, though not significantly, by the proposed amendments while all other categories previously discussed in the original Employment Center EIR would remain unaffected. The project changes which relate to traffic (see Addendum text) have been reviewed and analyzed by the City Transportation and Traffic Engineering Division and found not to cause significant impacts on trip generation (memo dated June 24, 1983). Secondly, a previously unstudied archaeological site would be affected by the new project boundaries; however, this site (SDM-W-19) has subsequently been investigated and found to be non-unique, requiring no further consideration.



Allen M. Jones, Deputy Director
City Planning Department

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SUMMARY OF THE ADDENDUM TO THE
ENVIRONMENTAL IMPACT REPORT
FOR THE
NORTH CITY WEST EMPLOYMENT CENTER
(EQD No. 80-05-35)

I. INTRODUCTION

This addendum has been prepared in accordance with Section 15164 of the amended CEQA Guidelines to provide supplemental information on the proposed amendment to the North City West Employment Center Precise Plan. Since the proposed precise plan amendment would not result in any significant environmental impacts which were not already addressed in the certified environmental impact report for the Employment Center, Section 15162 of the amended CEQA Guidelines states that the preparation of an additional EIR is not necessary.

II. PROJECT DESCRIPTION

The proposed project consists of several amendments to the North City West Employment Center Precise Plan and the North City West Planned District Ordinance. The major features of the project include amending the boundaries of the Employment Center Precise Plan to include two "islands," (totalling 47.9 acres), which will be created by the proposed realignment of El Camino Real and Carmel Valley Road; designating this area for development with employment center and visitor-commercial uses; revising the property development regulations for the Employment Center (EC) zone (which includes increasing the floor area ratio (FAR) from 0.3 to 0.5); and amending the Planned District Ordinance to change the zoning from A-1-5 and A-1-1 to EC and Visitor-Commercial (VC).

III. ENVIRONMENTAL ISSUE ANALYSIS

Traffic. The proposed changes in land use would result in an overall net increase of 480 ADT. Since this represents a change of only one percent, the proposed changes in land use would not result in a significant increase in traffic generation nor in significant traffic impacts which were previously unidentified.

All of the previous traffic studies prepared for developments within North City West utilized a trip generation rate of 200 trips per acre for the Employment Center. This rate of 200 trips per acre was intended to be a conservative trip generation rate that would accommodate a range of intensities of industrial development and was not based on a maximum floor area ratio of 0.3. The EC zone for North City West is essentially a more restrictive version of the city's M-IP zone which allows a maximum floor area ratio of 2.0. The city's accepted trip generation rate for the M-IP zone is 200 trips per acre. Since the proposed increase in floor area ratio from 0.3 to 0.5 is well below the maximum floor area ratio of 2.0 for the M-IP zone, then the "actual" increase in trips resulting from the increase in floor area ratio falls within the range of intensities of development anticipated for the trip generation rate of 200 trips per acre.

Urban Systems Associates (1983) performed an additional analysis of traffic generation assuming that there was a relationship between the 200 trips per acre used in previous studies and the original floor area ratio of 0.3. This analysis confirmed that the proposed change in floor area ratio from 0.3 to 0.5 would not alter trip generation projections. The USA (1983) analysis was reviewed by the city Engineering and Development Department who prepared a memo confirming that the proposed increase in floor area ratio would not, by itself, have a significant impact on trip generation for the employment center.

Archaeology. Impacts to all archaeological sites within the project area, except SDM-W-19, were mitigated prior to January 1, 1983. In accordance with Section 21083 of the CEQA Guidelines, an excavation program was undertaken at SDM-W-19 to determine if the site was a unique resource. This site was found to be non-unique and no further consideration of the site is required per CEQA Section 21083.2(h).

ADDENDUM TO THE
ENVIRONMENTAL IMPACT REPORT
FOR THE
NORTH CITY WEST EMPLOYMENT CENTER
PRECISE PLAN DEVELOPMENT UNIT NUMBER 2
(EQD No. 80-05-35)

I. INTRODUCTION

This addendum has been prepared to provide supplemental information on the proposed amendment to the North City West Employment Center Precise Plan. Environmental impacts resulting from development of the project area have been addressed in three previous environmental impact reports (EIRs). These are the EIR for the North City West Employment Center (EQD No. 80-05-35), the EIR for Carmel Valley - The First Neighborhood of North City West (EQD No. 76-05-25P), and the supplemental EIR for Carmel Valley - The First Neighborhood of North City West (EQD No. 76-05-25P-S1).

Section 15162 of the amended CEQA guidelines states that where an EIR or negative declaration has been prepared, no additional EIR need be prepared unless the proposed changes in the project or new information related to the project would result in new significant environmental impacts not considered in a previous EIR on the project. As discussed in this addendum, the proposed amendment to the Employment Center Precise Plan would not result in any significant environmental impacts which were previously unidentified. Consequently, the preparation of a subsequent EIR is not necessary. This addendum has been prepared in accordance with Section 15164 of the amended CEQA guidelines, which states that the lead agency or responsible agency shall prepare an addendum to an EIR if:

1. None of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred;
2. Only minor technical changes or additions are necessary to make the EIR under consideration adequate under CEQA; and
3. The changes to the EIR made by the addendum do not raise important new issues about the significant effects on the environment.

This addendum provides a description of the proposed project and supplemental information related to the issues of traffic and archaeology. Since none of the other issues addressed in the previous EIRs would be affected by the proposed project, the discussion in this addendum is limited to only two issues.

II. PROJECT DESCRIPTION

- ALSO INCLUDES T.M. 83-0191

The proposed project consists of several amendments to the North City West Employment Center Precise Plan and the North City West Planned

District Ordinance. As part of the proposed project, the boundaries of the Employment Center Precise Plan would be revised to include two "islands," which will be created by the proposed realignment of El Camino Real and Carmel Valley Road. As shown in Figure 1, this boundary adjustment would add a total of 47.9 acres (including streets) to the Employment Center Precise Plan, so that all of the property west of the proposed realignment of El Camino Real and north of the proposed realignment of Carmel Valley Road would be included in the Employment Center Precise Plan. The northerly island which is located adjacent to the south side of Del Mar Heights Road between the existing and proposed realignment of El Camino Real consists of eight acres, and the southerly island which is located north of the proposed realignment of El Camino Real between the existing and proposed realignment of El Camino Real consists of 29.9 acres. The proposed land uses include designating 15.1 acres as visitor-commercial in conformance with the North City West Community Plan, 18.3 acres as employment center, 4.5 acres as open space, and 10 acres as street rights-of-way. The easterly realignment of El Camino Real south of Del Mar Heights Road and north of Carmel Valley Road is being proposed to provide intersections which satisfy the city's intersection design criteria. The realignment of Carmel Valley Road is a condition of approval of Baldwin's Carmel Valley Neighborhood 6 tentative map.

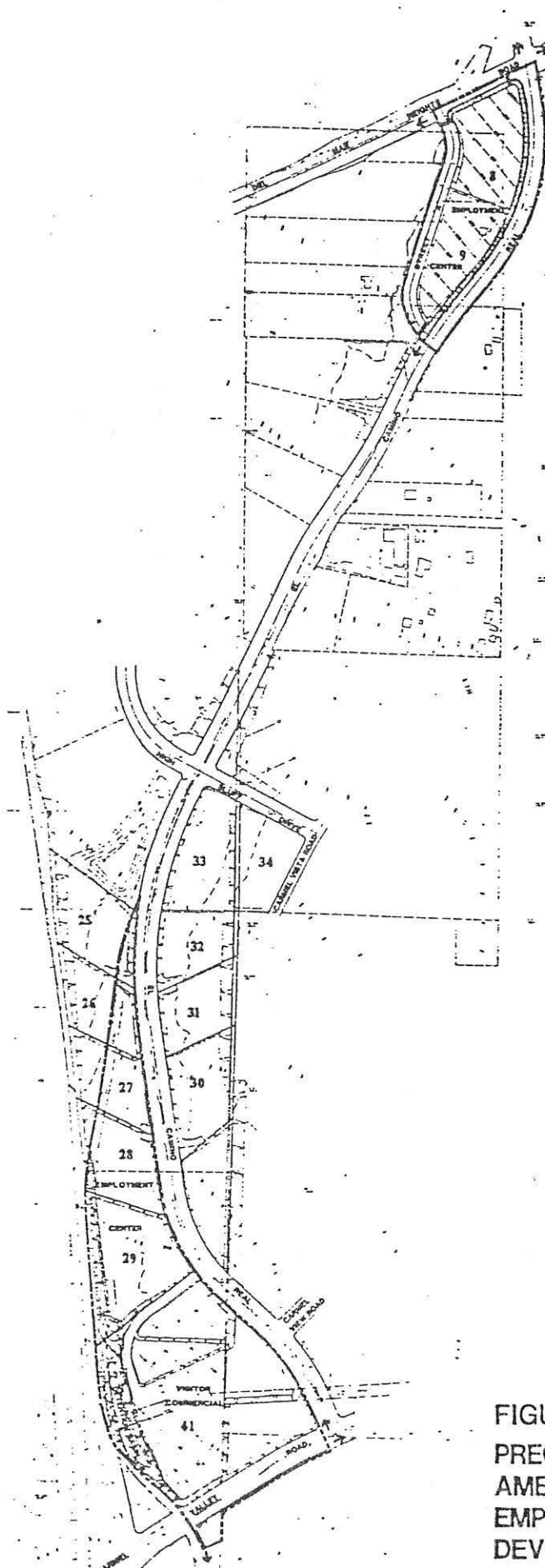
The other amendments to the Employment Center Precise Plan and the Planned District Ordinance are briefly described below.

Amending the Planned District Ordinance to change the zoning from A-1-5 and A-1-1 to Employment Center (EC) and from A-1-1 to Visitor-Commercial (VC) for the two "island" areas being added to the Employment Center Precise Plan.

Amending the Planned District Ordinance to allow restaurants and travel bureaus on up to 25 percent of the total floor area for lots 1, 8, 9, 10, 28, and 29.

Deleting the height and area development regulations from the text of the Employment Center Precise Plan and adding revised property development regulations in the North City West Planned District Ordinance. The revisions to the property development regulations include:

- increasing the maximum floor area ratio from 0.3 to 0.5.
- increasing the maximum site coverage from 40 percent to 50 percent on interior lots and to 60 percent on corner lots.
- eliminating the height restriction for the EC zone areas located west of El Camino Real.
- allowing lots to be resubdivided to a minimum size of 20,000 square feet, after approval of a development plan.



LEGEND

- BOUNDARY
- BIKE PATH
- PEDESTRIAN PATH
- PEDESTRIAN CROSSING
- OPEN SPACE

LAND USE SUMMARY

TYPE	LOT	TOTAL ACRES
EMPLOYMENT CENTER	9	4.3 AC.
	9	3.5 AC.
25 & 29	25-29	16.3 AC. 16.3 AC.
VISITOR COMMERCIAL	41	16.1 AC.
OPEN SPACE	FOR 36, 22, & 41	4.8 AC.
MAJOR & COLLECTOR STREETS		10.8 AC.
		TOTAL 47.8 AC.

NOTE
 LOTS 30 - 34 WERE APPROVED WITH PRECISE PLAN NO. 6
 PORTIONS OF LOTS 25 - 29 WERE APPROVED WITH PRECISE
 PLAN NO. 2 AS LOTS 8 & 9.

FIGURE 1.
PRECISE PLAN OF:
AMENDMENT TO
EMPLOYMENT CENTER
DEVELOPMENT UNIT NO. 2

III. ISSUE ANALYSIS

A. TRAFFIC

Issue: Would the changes in land use associated with the amendment to the Employment Center Precise Plan result in traffic impacts which were not identified in the previous EIR?

Response: Table 1 which was prepared by Urban Systems Associates (1983) provides a comparison of the land uses, trip generation rates, and ADT resulting from development of the project area under the approved and proposed land use designations. As indicated in Table 1, land use changes are proposed for only three of the five areas shown in Figure 2, which indicates the adopted Employment Center Precise Plan area along with the areas proposed for inclusion in the Employment Center Precise Plan. No changes are proposed within Area 1 (the adopted Employment Center Precise Plan) or Area 4 (the visitor-commercial site), so the trip generation would remain the same for these areas. The proposed change in land use from town center to employment center for the eight acres included within Area 2 would result in a net decrease of 4,800 trips. Conversion of the 12 acres within Area 3 and the 32 acres within Area 5 from low-medium density residential (10 dwelling units per acre) to employment center would result in a net increase of 3,840 trips. These changes in land use result in an overall increase of 480 ADT. Since the proposed changes in land use would result in only a one percent increase in trip generation, these land use changes would not result in traffic impacts which were not identified in previous traffic studies for the area. Mitigation of the previously identified traffic impacts has been provided in the Transportation Phasing Plan for North City West.

Issue: Would the proposed increase in the floor area ratio (FAR) from 0.3 to 0.5 result in traffic impacts not previously identified?

Response: All of the previous traffic studies prepared for developments within North City West utilized a trip generation rate of 200 trips per acre for the employment center. The rate of 200 trips per acre was intended to be a conservative trip generation rate that would accommodate a range of intensities of industrial development and was not based on a maximum floor area ratio of 0.3. The employment center zone that was adopted for North City West is defined in the Planned District Ordinance as a modified M-IP zone. The EC zone allows more restrictive uses than does the M-IP zone which allows a maximum floor area ratio of 2.0. The city's accepted trip generation rate for the M-IP zone, as defined in the "Typical Trip Generation Rate by Zone" (City of San Diego Engineering and Development Department, 7/1/1983), is 200 trips per acre. Since the proposed increase in floor area ratio from 0.3 to 0.5 is well below the maximum floor area ratio of 2.0 for the M-IP zone, then the "actual" increase in trips resulting from the increase in floor area ratio falls within the range of intensities of development anticipated for the trip generation rate of 200 trips per acre.

**TABLE 1
TRIP GENERATION COMPARISON
BETWEEN THE APPROVED AND PROPOSED LAND USES**

Area*	Acreage (gross developable)	Approved Land Uses			Proposed Land Uses			Net Change
		Land Use	Trip Rate (trips/acre)	ADT	Land Use	Trip Rate (trips/acre)	ADT	
1	107	Employment Center	200	21,400	Employment Center	200	21,400	0
2	8	Town Center	800	6,400	Employment Center	200	1,600	-4,800
3	12	Low-Medium Density Residential	80**	960	Employment Center	200	2,400	+1,440
4	18	Visitor Commercial	500	9,000	Visitor Commercial	500	9,000	0
5***	32	Low-Medium Density Residential	80**	2,560	Employment Center	200	6,400	+3,840
TOTAL				40,320			40,800	+480

*Refer to Figure 2.

**Based on density of 10 du/gross area and trip rate of 8 trips per du.

***Traffic impacts from this change in land use were addressed in the certified EIR prepared for the North City West Precise Plan Development Units 4, 5, and 6 (EQD No. 81-1212).

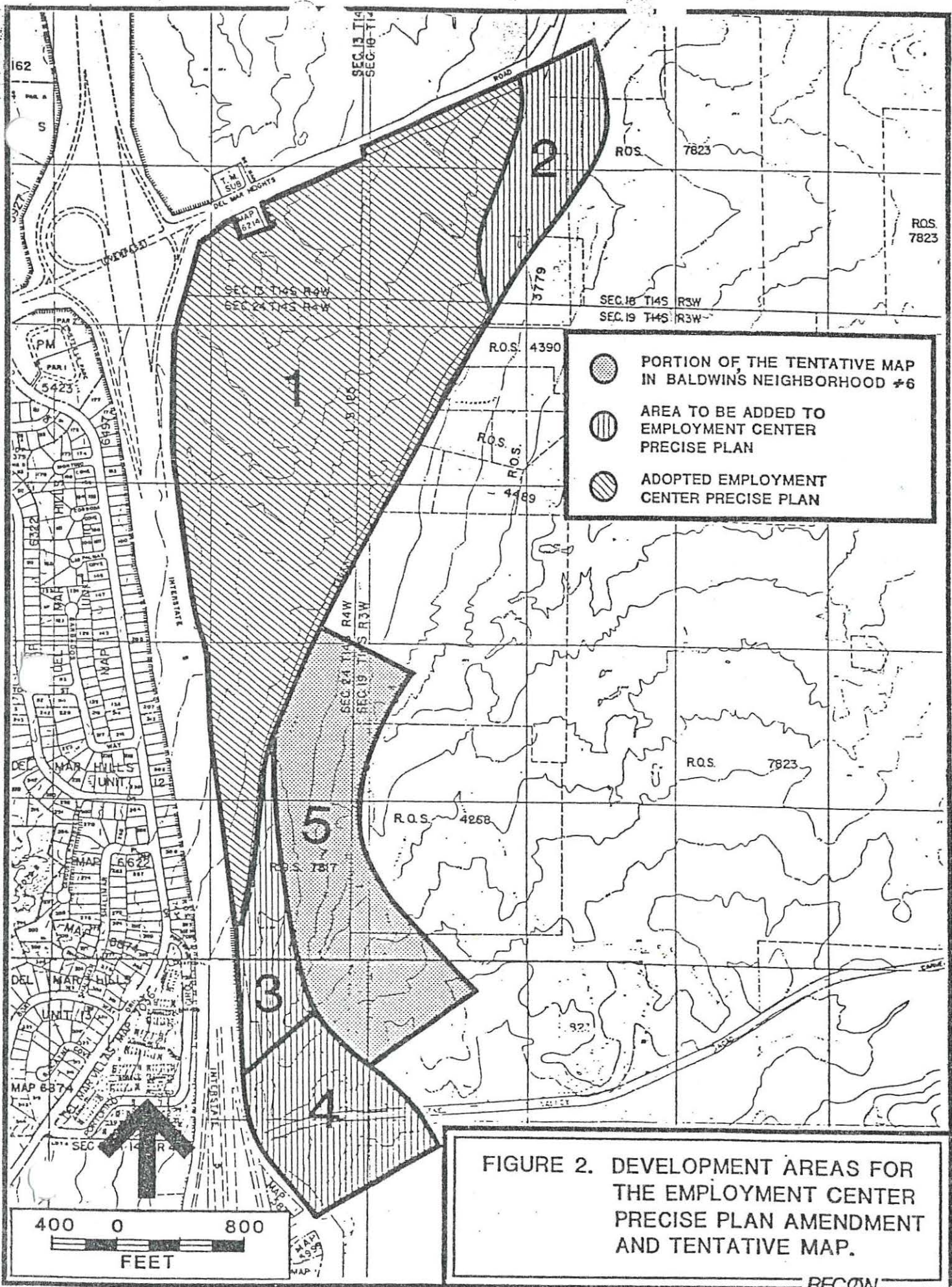


FIGURE 2. DEVELOPMENT AREAS FOR THE EMPLOYMENT CENTER PRECISE PLAN AMENDMENT AND TENTATIVE MAP.

Urban Systems Associates (1983) performed an additional analysis of traffic generation, assuming that there was a relationship between the 200 trips/acre used in prior studies and the original 0.3 FAR. This analysis confirmed that the proposed change in FAR from 0.3 to 0.5 would not alter trip generation projections. Table 2 (Urban Systems Associates, 1983) illustrates that if the trip generation rate of 200 trips per acre is to remain constant and if it is assumed that the factor of 200 trips per acre was based on a floor area ratio of 0.3, then a trip rate (per 1,000 square feet of floor space) can be calculated for different floor area ratios. It is important to note that Table 2 does not imply any cause-effect relation between the floor area ratio and the trip generation rate, but rather it indicates the necessary trip generation for different floor area ratios if the understood generation rate of 200 trips per acre is to remain constant.

Table 2 indicates that the trip rate necessary to maintain the 200 trips/acre assumption for a floor area of 0.5, which is proposed for the Employment Center, is 14 trips per 1,000 square feet. The question then becomes whether or not a trip generation rate of 14 trips per 1,000 square feet is a reasonable rate to use for the employment center zone. Table 3 illustrates the trip generation rates (per 1,000 square feet) utilized by the City of San Diego Engineering and Development Department for various industrial zones. Examination of Table 3 indicates that the rate of 14 trips per 1,000 square feet falls within the accepted range of trip rates for industrial zones. Since the trip rate of 14 trips per 1,000 square feet for a floor area of 0.5 does fall within the accepted range trip rate of the city's industrial zone, it appears that this is an appropriate rate to use for the Employment Center.

The analysis by Urban Systems Associates was reviewed by the Engineering and Development Department, which responded in a memo from William Schempers to Tom Murphy dated June 24, 1983. This memo states that it is the opinion of the City of San Diego Engineering and Development Department that an increase in floor area ratio from 0.3 to 0.5 will not, by itself, have a significant impact on the trip generation rate for the Employment Center. However, the memo also notes that because the transportation phasing plan only addresses a maximum Employment Center size of 104 acres, building permits for more than 104 acres of the Employment Center cannot be approved before a new phasing plan is adopted.

Issue: Would allowing lots to be resubdivided to a minimum size of 20,000 square feet after approval of a development plan have a significant effect on traffic generation?

Response: Since a minimum lot size of 20,000 square feet would only be permissible after a development plan has been approved for lots conforming with the 40,000-square-foot minimum lot size regulation, the resubdivision of a lot to 20,000 square feet would not result in any changes in trip generation.

TABLE 2
CORRELATION OF TRIP RATE AND FLOOR AREA RATIOS
(assuming a constant of 200 trips per acre)

Trip Rate (per 1,000 sq ft)	Building Area*	FAR	Trip Rate Per Acre
20	1,000,000	0.34	200
16	1,250,000	0.43	200
14	1,430,000	0.50	200
12	1,667,000	0.57	200
8	2,500,000	0.86	200

*Based on a theoretical subdivision of 100 acres and other assumptions outlined by Urban Systems Associates (1983).

TABLE 3
TRIP GENERATION RATES
BY ZONE CLASSIFICATION

Zone	Trip Rate (per 1,000 sq ft)
MLI	8-14
MIP	12-18
M1B	8-20
SR	12

SOURCE: Typical Trip Generation By
Zoning, City of San Diego Engineering
and Development Department, 7/1/81

B. ARCHAEOLOGY

Issue: Would the proposed project result in impacts to any unique archaeological resources?

Response: Figure 3 shows the location of archaeological sites recorded during surveys of the project site and surrounding area. As a result of previous archaeological investigations, impacts to all sites shown in Figure 3, except SDM-W-19, were mitigated prior to January 1, 1983. Site SDM-W-19 was located in an area excluded from previous studies. Implemented on January 1, 1983, CEQA Section 21083 requires impact mitigation for unique cultural resources. To determine whether site SDM-W-19 constituted a unique resource, an excavation program was undertaken at the site. As a result of the investigation, the site was found to be non-unique, and no further consideration of the site is required per CEQA Section 21083.2(h). A report describing the excavation program for SDM-W-19 is on file at the Environmental Quality Division of the City of San Diego.

