



Addendum
to an
Environmental Impact Report

EQD No. 84-0213
Addendum to EIR No. 80-05-35

SUBJECT: Visitor Center Development Plan. DEVELOPMENT PLAN for the construction of a 500-room, 12-story hotel with a three- and four-level parking structure, three separate restaurants, and an auto center on a 15-acre site. Located within the Employment Center Precise Plan area of the North City West Community, north of the realignment of Carmel Valley Road and east of I-5 (Lot Nos. 41-45 of the Tentative Subdivision Map of Amendment to Employment Center Development Unit No. 2 and Portions of Carmel Valley Neighborhood No. 6). Applicant: Pardee Construction Company.

SUMMARY AND DETERMINATION

The City of San Diego has previously prepared several EIRs which addressed potential impacts associated with development of the project site and surrounding area. These documents include the Final Environmental Impact Report and Supplement for the proposed Carmel Valley Precise Plan and Planned District Ordinance (Carmel Valley--The First Neighborhood of North City West) (EQD Nos. 76-02-25P and 76-02-25P-S1), which addressed impacts from development throughout the community plan area; the Final EIR for the North City West Employment Center (EQD No. 80-05-35), which addressed impacts from the 118-acre Employment Center development in accordance with the EC zone; the Final EIR for North City West Neighborhoods 4, 5, and 6 (EQD No. 81-1212), which addressed the precise plan impacts east of the site. The project covered by this last EIR presented the original definition of the VC zone and equated it to the City's preexisting CR zone. All of these EIRs were subject to public review and comment, and all concluded that there are certain significant and unmitigated impacts associated with the developments proposed. In addition to these EIRs, staff-level review resulted in the preparation of an Addendum (EQD No. 83-0191) to the EIR for the North City West Employment Center which considered several amendments to this precise plan, one of which was to include the visitor center within its boundaries.

Based upon a review of the current project, it has been determined that:

1. There are no new significant environmental impacts not considered in the previous EIR;
2. No substantial changes have occurred with respect to the circumstances under which the project is undertaken; and
3. There is no new information of substantial importance to the project which allows the identification of new impacts.

Therefore, in accordance with Section 15164 of the State CEQA Guidelines, an addendum has been prepared.

Although there are no new significant impacts identified for the current project, the final EIRs for the previously cited projects identified significant unmitigated impacts related to landform alteration/visual quality and regional traffic circulation which are applicable to the visitor center. Consequently, the City is requiring that mitigation measures listed in Section VI of this addendum be made conditions of project approval in order to reduce the impacts to the visual environment and to improve local and regional traffic circulation. The mitigation of cumulative impacts on regional traffic circulation facilities (1-5) is the responsibility of other public agencies and is beyond the scope of the proposed project. However, those reports concluded that the unmitigated impacts identified cannot be avoided with the project as proposed or with any other project in general conformance with the land uses identified in the North City West Community Plan.

Because there are still significant unmitigated impacts associated with landform alteration/visual quality and regional traffic circulation, project approval will require the decision-maker to make specific and substantiated CEQA Findings which state that (a) specific economic, social, or other considerations make infeasible the mitigation measures or project alternatives identified in the final EIRs (EQD Nos. 76-02-25P, 76-02-25P-S1, 80-05-35, and 81-1212) and (b) these impacts have been found acceptable because of specific overriding considerations.

13019 Long Boat Way
Del Mar, California 92014
August 14, 1984

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AUG 16 1984

ENVIRONMENTAL QUALITY

Allen M. Jones, Deputy Director
City Planning Department
City of San Diego
202 C Street
San Diego, California 92101

Dear Mr. Jones:

Thank you for sending the Addendum to Environmental Impact Report #84-0213 pertaining to the Pardee Construction Company plan for a 12 story, 500 room hotel located east of Interstate 5 and north of Carmel Valley Road.

Considering the discussion at the July 17, 1984 meeting of the San Diego City Council I was surprised by the complete lack of tables and specific information in the material sent August 2, 1984. As I understood the City Council directive the Planning Department was to prepare an "Expanded Addendum" which was to cover the material in an EIR without the expense of preparation of those specific documents. Frankly the "Expanded Addendum" appears to be a restatement of previous reports with no new material and no answers to the specific issues raised by the City Council.

2 Several references were made to Table 1 of Trip Generation Comparison figures and the mixing of generation factors. No new table appears in the Expanded Addendum.

3 At the City Council meeting it was determined that a specific Environmental Impact Report had never been done on the hotel site. Many references are made to EIR's in the Expanded Addendum but no new information has been provided to address the issues in an EIR.

4 This project will have "SIGNIFICANT UNMITIGATED IMPACTS RELATED TO LANDFORM ALTERATIONS/VISUAL QUALITY AND REGIONAL TRAFFIC CIRCULATION." These are the some of the issues we wanted address-

5 sed. What alternatives are there to this project? What impact
6 will this project have on resources in the area such as the state beach and parks? Certainly a hotel with 500 rooms will generate more people in the area than three restaurants will provide services for the community. The logic of the Expanded Addendum escapes me. Rather than a cost saving measure this seems to be an expensive addition to the paper load.

Sincerely,
Dorothy "Muffie" Knox
Dorothy "Muffie" Knox

RESPONSES TO COMMENTS

1 Much of the information in the addendum is indeed a restatement of impacts which have previously been identified. Review of this project by city staff in several noticed public hearings, and as presented in the addendum, has not led to the identification of any new environmental impacts not previously identified.

2 As explained in the addendum, the questions regarding trip generation factors are all related to past actions involving the Employment Center and do not involve the Visitor Center. The various reports, letters, and memos which are the original sources for this information are summarized and referenced in the addendum and are available for review at the Environmental Quality Division.

3 This statement is correct. The visitor center site was included within the overall community plan EIR and its supplement (EQD Nos. 76-05-25P and 76-05-25P-S1). Site-specific resources were identified in reports prepared in conjunction with the Neighborhood 4, 5, and 6 EIR (EQD No. 81-1212). City staff's review of the impacts of the visitor center was and is documented in this EIR addendum. No new environmental impacts associated with this project have been identified.

4 These impacts are clearly identified in the EIR addendum.

5 The addendum has been revised to include a discussion of possible alternatives capable of reducing environmental effects.

6 The cumulative effects related to increased beach use were discussed in past reports. The addendum has been revised to summarize and reference these discussions.

CITY of SAN DIEGO
MEMORANDUM

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AUG 29 1984
RECON

RESPONSES TO COMMENTS

FILE NO.:

DATE : August 24, 1984

TO : Allen Jones, Deputy Director, Planning Department

FROM : Deputy Director, Engineering and Development Department

SUBJECT: VISITOR CENTER DEVELOPMENT PLAN, EQD #84-0213

7

We are writing in response to the Notice of Proposed Addendum to Environmental Impact Report regarding the North City West Visitor Center Development Plan. As mentioned in our June 24, 1983 memo, a need was identified to revise the transportation phasing plan for North City West. This phasing plan has been tentatively revised, but is not yet approved by Council. It is expected to be presented to Council within 90 days.

The proposed phasing plan specifies that before a building permit for all 16 acres of Visitor Center development can be issued, the transportation improvements listed below should be under construction or in progress. The number in parentheses following each improvement represents the number of total acres of Visitor Commercial which can be permitted without the improvement being in progress. Thus, a partial implementation of the plan may warrant consideration. The specific improvements are:

- a) Widen existing El Camino Real to four lanes from Carmel Valley Road (east) to Carmel Valley Road (west). (under construction) (0)
- b) Install two traffic signals on Carmel Valley Road at the Interstate Route 5 ramp intersections and install a traffic signal at Del Mar Heights Road/Interstate Route 5 southbound off-ramp. (0)
- c) Award construction contract to widen on-ramps and off-ramps at Interstate Route 5/Carmel Valley Road interchange. (4)
- d) Realign El Camino Real from southern end of Employment Center to Carmel Valley Road (west) and realign Carmel Valley Road (east) to eliminate offset intersections. (0)
- e) Widen Carmel Valley Road to six lanes from I-5 to El Camino Real and construct four lanes from El Camino Real to Carmel Creek Road. (4)
- f) Install traffic signals at El Camino Real/Carmel Valley Road and at El Camino Real/Development Unit 3 southern access road. (0)
- g) Perform revised computerized travel forecast for North City West community, including all approved land uses for North City West and adjoining areas, to the satisfaction of the City Engineer. (12)
- h) Construct direct freeway ramp connections (northbound off-ramp and southbound on-ramp) between I-5 and Carmel Valley Road OR (12)

Construct four-lane road from North City West boundary to Interstate Route 15. (Regional transportation improvement.)

- 7 The June 24 memo was referenced in the draft addendum, and the final addendum has been revised to include the conditions proposed in this memo. These conditions are needed to mitigate cumulative impacts from development of the North City West community.

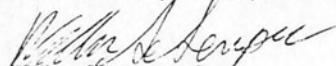
Allen Jones
Page 2
August 24, 1984

RESPONSES TO COMMENTS

No response is necessary.

- i) Realign Carmel Valley Road and construct six lanes from Carmel Country Road to North City West boundary. (12)

If you have any questions, please contact Walt Huffman at x7882.


William Schempers, Jr.

WS:JL:lg

cc: Allen Holden, Jr.
Jim McLaughlin
Tom Elder
Kris Kouba

CITY of SAN DIEGO
MEMORANDUM

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SEP 4 1984

ENVIRONMENTAL QUALITY

RESPONSES TO COMMENTS

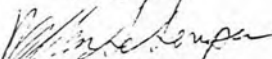
FILE NO.: 338.8
DATE : September 4, 1984
TO : Allen Jones, Deputy Director, Planning Department
FROM : Deputy Director, Engineering and Development Department
SUBJECT: VISITOR CENTER DEVELOPMENT PLAN, EQD #84-0213

No response is necessary.

We are writing to clarify the requirements listed for the subject project in our August 24, 1984 memo. The proposed phasing plan is pertinent to the development of all the Visitor Commercial areas within the North City West community. Therefore, the exact requirements for the development of the 16 acres (or any portion thereof) as proposed will be dependent on the number of acres of Visitor Commercial which have previously received building permits. For example, if 3 acres on Site A have been previously granted building permits, and 10 acres of development on Site B are proposed, all the requirements required for 13 acres of development must be met prior to granting building permits for the 10 acre project proposed for Site B. Also, for your information, there is a requirement proposed for development of more than a total of 23 acres of Visitor Commercial which was not listed in our August 24 memo. It is:

Construct a continuous four-lane road from North City West boundary, east to I-15 AND

Construct direct freeway ramp connections (northbound off-ramp and southbound on-ramp) between Interstate Route 5 and Carmel Valley Road.


William Schempers, Jr.

WS:JL:lg

cc: George Simpson
Allen Holden, Jr.
Jim McLaughlin
Tom Elder
Kris Kouba

DONALD M RAY
ATTORNEY

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AUG 31 1984

ENV. - 84-0213

140 MARINE VIEW DR., SUITE 103
SOLANA BEACH, CA 92075
(619) 275-4224
(619) 755-0330

August 31, 1984

Mr. Allen M. Jones
Deputy Director
Planning Department
City of San Diego
202 "C" Street
San Diego, California 92101

Ref: EQD #84-0213 Addendum to EIR #80-05-35

Dear Mr. Jones

The Land Use Subcommittee of the Sierra Club and the Torrey Pines Community Planning Group have reviewed the referenced addendum to an environmental impact report and has prepared the following comments to substantiate the Committee's position that an addendum to an EIR is inadequate in this circumstance, and that a full EIR should be prepared so that decision making authorities and the public have all of the information possible to review this project. None of the documents referenced in the Addendum Notice address issues that are specific to this project or the project site.

9 The visitor's center development plan for a five hundred (500) room hotel can not be investigated adequately as an addendum to an environmental impact report. The original EIR prepared for the employment center did not include the visitor's center, so it is difficult to comprehend how the addition of a 500 room hotel is only a minor technical change allowed in an addendum to make the EIR adequate under CEQA. The addition of a hotel to the EIR that will be made by this addendum raises important new issues about the effects of the project on the environment. There is substantial body of opinion in the community that considers the impact of the project to be adverse.

11 The guidelines for implementation of the California Environmental Quality Act, Section 15206, state that a hotel/motel development of more than 500 rooms is a project of

RESPONSES TO COMMENTS

8 This addendum addresses the specific impacts relating to visual and design aspects of the proposal. Other impacts associated with the use of the site were addressed in previous environmental reports. The EIR for Neighborhoods 4, 5, and 6 (EQD No. 81-1212) defined the VC zone, allowable uses, and development regulations in it. This report also included technical studies covering the biological and archaeological resources on the Pardee visitor center site. The EIR addendum prepared for the Employment Center Precise Plan amendments of 1983 (EQD No. 83-0191) included discussions of traffic and cultural resources which related to the visitor center site.

9 The addendum has been revised to more fully explain the conclusions of previous EIRs and how the visitor center project relates to them.

10 The EIR addendum concludes and reiterates that the impacts of the project with respect to visual aesthetics and cumulative traffic effects are indeed adverse.

11 The referenced section of the CEQA Guidelines is contained in Article 13, Review and Evaluation of EIRs and Negative Declarations. Since no new impacts have been identified, a new EIR was not prepared for this project and, therefore, there was no clearinghouse distribution.

RESPONSES TO COMMENTS

state wide, regional, or area wide significance. The guidelines specify the projects that meet the criteria of Section 15206 shall be deemed to be of area wide significance and that a draft environmental impact report must be submitted to the State Clearing House and should also be submitted to the appropriate metropolitan area council of governments for review and comment.

- 12 It is difficult to believe that a project that falls into the crack between 500, and more than 500 rooms, can be considered a technical change to an EIR, especially when that EIR gave no consideration to a hotel project. This is a case where an environmental impact report was prepared, then the visitor's center project was added to the EIR by addendum, and now we have a third addendum that proposes a 500 unit hotel, that according to the guidelines, is of area wide significance. The Notice of the Addendum traces the background of the project through environmental impact reports, supplements, and amendments. However, none of the documents deal specifically with a large hotel complex.
- 13 The Addendum does not and cannot deal in enough detail with mitigation. The mitigation suggestions in the notice deal with cosmetic changes such as landscaping, color, and lighting. The mitigation section of the notice give no consideration to reducing the density of the project, or reducing the project scope, or providing any buffers between the project and its surroundings. The amendment accepts the project as a given, and then proposes insignificant alterations without considering changing the project so that it adapts to its environment in a less drastic fashion.
- 14 The Notice of Addendum gives no consideration to project alternatives. It certainly makes no attempt to discuss the possibility that "no project" is as appropriate an alternative as any other. An EIR must give considerations to these alternatives.
- 15 The report should also discuss the cumulative effect of this project. The cumulative effect does have region wide significance. For example, the hotel is located in an area where recreational facilities are already crowded at best. Beaches and parks located near the site of the hotel will be influenced by the visitors to the hotel who will want to take advantage of these attractions. Traffic over a large area may be influenced by automobiles entering and leaving the hotel. Public transportation will also be influenced. The Addendum to the EIR glosses over these possibilities and says in essence that, since the North City West development is
- 12 Refer to responses 8 and 9 above.
- 13 The addendum has been revised to include a discussion of possible alternatives and to include more specific information related to the mitigation of traffic impacts. Nonetheless, the project is still considered to have significant and not mitigated impacts on visual quality and traffic.
- 14 Refer to response 13 above.
- 15 Cumulative impacts were discussed extensively in the community plan EIRs (EQD Nos. 76-05-25P and 76-05-25P-S1). Traffic entering and leaving the project would affect the intersection of Carmel Valley Road and El Camino Real and the interchange at Carmel Valley Road and Interstate 5. Given the extent of development occurring and planned in North City West and considering the traffic mitigation measures incorporated into the Transportation Phasing Plan, the effects of the visitor center development on the local transportation system are considered mitigated to an acceptable level. The project, however, will contribute to cumulative traffic impacts anticipated on Interstate 5. A park-and-ride facility is planned in the vicinity, on the south side of Carmel Valley Road, and would not be affected by this project. Since the hotel and other visitor uses would serve businesses in the area and travelers on Interstate 5, it is unlikely that the project would have any affect on public transit. The addendum has been revised to summarize and reference the specific cumulative impacts related to use of area beaches.

RESPONSES TO COMMENTS

so large one more thing will not make any difference. No facts to substantiate that claim are contained in the addendum. The addendum eludes to other environmental impact reports to support the argument that there is little difference, but none of these environmental reports consider the possibility of a 500 room hotel with three (3) restaurants and a large automobile service facility.

The Land Use Subcommittee of the Sierra Club and the Torrey Pines Community Planning Group are convinced that any one of these factors are sufficient to require an indepth EIR. The Sierra Club originally requested a comprehensive EIR during the planning process. The EIR was not developed. Now, specific project by project environmental impact reports are necessary.

- 16 The original appeal filed July 14, 1984 by the Torrey Pines Community Planning Group, appealed the entire addendum while the expanded addendum was concerned only with the development plan for the hotel. I have enclosed a copy of that appeal and request that Items 1-5 concerned with the increased average, increased floor area ratio, the light limit, ground splits and earth work be addressed. None of these issues can be covered adequately and must be subject to a complete environmental review.

Please recommend to the City Council that a new environmental impact report for the visitor center/hotel is necessary, and that an addendum to the existing EIR will not review all the issues adequately. If the Addendum is approved the Committees will find it necessary to obtain legal counsel to appeal the courts to see that this project receives an adequate review. Please provide any notices of hearings or reviews to my office.

Sincerely,

Donald Murray
Donald Murray

DM:sn

Enclosure

cc: Honorable Mayor Hedgecock
Councilman Bill Mitchell
Ms. Lynn Benn, Chairman Torrey Pines Community Planning Group

- 16 The original appeal of the Visitor Center Development Plan approval was filed on June 12, 1984. Certain issues raised in the original appeal, and following letter, relate not to the visitor center but to the other amendments to the Employment Center Precise Plan and to the Planned District Ordinance in 1983. The appeal period for these actions has been over for some time.

Torrey Pines Community Planning Group
14 July 1984

RESPONSES TO COMMENTS

To: The Honorable Mayor Hedgecock and members of the City Council

Subject: Appeal of the Visitor Center Development Plan, North City West

Issue: Should a 12 story, 500 room hotel with a floor area of 355,000 square feet plus 3 detached restaurants (10,000 sq. ft., 11,500 sq. ft. and 9,000 sq. ft.) with 1305 parking spaces, parkade and auto center (no floor area given) be approved by an addendum to an EIR?

CEQA title 14-15164, defines an addendum as: "Only minor technical changes or additions are necessary to make the EIR under consideration adequate under CEQA." and that changes to the EIR made by the addendum do not raise important new issues."

17 The addenda, which must be considered in making a decision on this project:

1. Added 47.9 acres to the 107 acre Employment Center an increase of 45%
2. Changed the floor area ratio from 0.3 to 0.5, an increase of 67% adding over a million square feet of allowable floor area
3. Removed the 50 foot height limit and approved a 130 foot structure, a 264% increase in height
4. Laid the ground work for lot splits from 40,000 square foot lots to 20,000 square foot lots
5. Added 170,000 cubic yards of cut and 170,000 cubic yards of fill to 750,000 cubic yards (tentative map), an increase of 45.4% in earth work.

The community plan identified a site for a visitor serving center. It is doubtful that a 12 story hotel with 20,000 ~~30,000~~ square foot convention facilities (see design guidelines attachment 5) was envisioned for the site at the time community plan hearings were held. The area is in the coastal zone (State legislation later limited consideration of coastal review to traffic and hydrology)

17 These items relate to the amendments to the Employment Center Precise Plan and to the Planned District Ordinance, which were approved in 1983. Items 2, 3, and 4 pertain to the Employment Center (EC) zone and not the Visitor Center (VC) zone. The visitor center site and associated grading were handled through items 1 and 5. The background section of the addendum has been revised to clarify the purpose and nature of these amendments.

RESPONSES TO COMMENTS

- 18 This would be one of the largest hotels in San Diego and with convention facilities will be an attraction in and of itself. The impacts on local beaches, parks and neighboring communities has not been addressed nor have the growth inducing impacts of such a facility.
- 19 The public was denied input to the EIR process through use of the addendum. Notice of public hearings on individual projects is to property owners within 300 feet and to a selective mailing list. Since the addenda must be considered with final project approval, the appropriateness of using addenda to make such sweeping changes should also be addressed. We suggest that the changes to the project are substantial and that a full EIR be ~~required~~.
request required.

Maralyn J. Benn

Chairman

- 18 Refer to responses 6 and 15 above.

- 19 All approvals of projects in North City West have occurred at noticed public hearings of the Planning Commission and/or City Council, after public workshops and other meetings. The Council directed that this EIR addendum be circulated for public review and comment to increase the opportunity for public input.

AUGUST 29, 1984

MAYOR ROGER HEDGELOCK
CITY ADMINISTRATION BUILDING
202 C STREET
SAN DIEGO, CAL. 92101

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RESPONSES TO COMMENTS

The 50-foot height limit referenced applies to portions of the Employment Center or EC zone and has never applied to the Visitor Center or VC zone. Nonetheless, the argument is accurate in concluding that the visual impact of the project would be significant. This was the conclusion of the EIR addendum.

DEAR MAYOR HEDGELOCK:

WE ARE WRITING THIS LETTER TO EXPRESS OUR EXTREME CONCERN OVER THE PROPOSED 12 STORY, 500 ROOM HOTEL TO BE BUILT BY PARDEE CONSTRUCTION COMPANY JUST NORTH OF CARMEL VALLEY ROAD IN THE NORTH CITY WEST (NCW) AREA.

FIRST, THIS PROJECT IS SUBSTANTIALLY BEYOND THE ORIGINAL PLANS FOR NCW DEVELOPMENT.

20 THIS IS PERHAPS BEST EXPRESSED BY THE FACT THAT THE PROPOSED HOTEL WOULD BE 130 FEET TALL, THAT IS 260% HIGHER THAN THE MAXIMUM 50 FOOT HEIGHT SPECIFIED IN THE EIR: EQD 80-05-35. THAT REPORT STATED THAT EVEN THE 50 FOOT BUILDING LIMITATION WOULD BE "CONSIDERED A SIGNIFICANT, ADVERSE IMPACT." THIS, TO MITIGATE, SEVERAL MEASURES WERE DEMANDED "TO LESSEN VISUAL QUALITY IMPACTS".

21 CERTAINLY IF 50 FOOT BUILDINGS ARE AN ADVERSE IMPACT, THEN 130 FOOT BUILDINGS ARE SUBSTANTIALLY AND ALMOST IMMEASURABLY WORSE. SUCH A BUILDING NOT ONLY DOES NOT FIT WITHIN THE ORIGINAL INTENTIONS OF NCW BUT ALSO DOES NOT FIT THE ENVIRONMENTAL AND AESTHETIC ATTITUDE OF THE AREA.

21 The addendum has been revised to discuss the references in the original community plan to the visitor center uses. The visitor center is intended to serve the needs of the nearby industrial development in Sorrento Valley as well as the local community.

22 See response 19 above.

NCW WAS "SOLD" TO AREA RESIDENTS AS A PLANNED RESIDENTIAL COMMUNITY, NOT A HIGH-RISE, HIGH POPULATION DENSITY BUSINESS VENTURE!

22 IN THE INTEREST OF BREVITY I WILL NOT LIST IN DETAIL ALL THE OTHER CONCERNS WE HAVE INCLUDING THE WAY THE PROJECT HAS SEEMED TO "SLIP" THROUGH VARIOUS GOVERNMENT AGENCIES WITHOUT REGARD TO OPENLY INFORMING AREA RESIDENTS, WITHOUT FOLLOWING NORMALLY REQUIRED PROCEDURES FOR PREPARING EIR'S AND WITHOUT REGARD FOR THE PEOPLE WHO TRUSTED THE LEADERS OF OUR FINE CITY WHEN NCW WAS FINALLY APPROVED.

RESPONSES TO COMMENTS

WE EARNESTLY REQUEST YOUR SUPPORT
AND HOPE YOU TAKE THE INITIATIVE TO STOP
THIS ATTEMPT TO GROSSLY CHANGE THE
PUBLISHED INTENTIONS FOR NORTH CITY
WEST.

No response is necessary.

SINCERELY,
Gary H. Kayne / Mary L. Kayne
GARY H. KAYNE / MARY L. KAYNE
13135 SHALIMAR PL.
DEL MAR*, CAL 92014

* WE ARE RESIDENTS OF
THE CITY OF SAN DIEGO!
E HAVE BEEN AT THIS ADDRESS
11 YEARS.

COPY TO:
ALLEN M. JONES, DEPUTY DIRECTOR
CITY PLANNING DEPT.
CITY OF SAN DIEGO
202 C STREET
SAN DIEGO, CAL 92101

ADDENDUM TO AN ENVIRONMENTAL IMPACT REPORT
FOR THE NORTH CITY WEST
VISITOR CENTER DEVELOPMENT PLAN

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I. INTRODUCTION

On June 7, 1984, the Visitor Center Development Plan (Permit Nos. 83-0191 and 83-0191.1) was approved by the City of San Diego Planning Commission. In addition, the Planning Commission certified the addendum to the Employment Center Precise Plan EIR, which was prepared for the Visitor Center Development Plan, and adopted findings of overriding social and economic considerations.

An appeal of the Planning Commission's decisions was filed because of concerns with the potential environmental impacts and the environmental processing of the Visitor Center Development Plan.

On July 17, 1984, the City of San Diego City Council, in reviewing the appeal, voted to have this expanded addendum prepared which would provide more detailed documentation of the environmental concerns raised by the appellants. In addition, it was the direction of the City Council that this expanded addendum be distributed for public review to allow the public an opportunity to review and comment on the proposed project and its potential environmental impacts.

II. BACKGROUND

The 15.25 acres included in the Visitor Center Development Plan were designated for visitor-commercial uses in the 1975 North City West Community Plan. References in the community plan indicate that the visitor center was intended to include at least one major hotel to serve the needs of the community and of the nearby industrial and office uses in Sorrento Valley (City of San Diego 1975:52, 86). The location of the visitor center was determined through consideration of "location requirements," presumably a reference to the access and visibility provided by nearby Interstate 5 and Carmel Valley Road (City of San Diego 1975:34, 86).

The community plan required the preparation of precise plans to accompany development in the various neighborhoods. The precise plans were intended to set forth the precise density and design of development, road alignments, and the location of community facilities (City of San Diego 1975:132). The visitor center was located in the southwest corner of a defined precise plan area which has come to be known as Neighborhood 6 (City of San Diego 1975:133). Because of differences in ownership (the Baldwin Company owns Neighborhood 6 and the Pardee Company owns most of the visitor center site) and because of the realignment of El Camino Real eastward, which accompanied approval of the Employment Center Precise Plan and tentative map, the Pardee visitor center was left as an "island" not included in any precise planned area.

The existence of the Pardee visitor center site as an "island" not included in any precise plan area created an awkward situation from a regulatory planning viewpoint. The community plan clearly required that development be accompanied by a precise plan, yet the visitor center involved

only a single land use type and was too small to warrant its own precise plan. In 1983, the City Planning Department decided to remedy this situation through two steps: first, the Pardee visitor center was to be included in the Employment Center Precise Plan boundaries; second, a separate development plan approval would be required for the visitor center to insure that the design of the center would be acceptable to the City and consistent with the goals of the community plan.

The VC zone applied to the Visitor Center had been previously defined as part of the Planned District Ordinance amendments covering Neighborhoods 4, 5, and 6. Allowable uses and development regulations for the VC zone, as defined in the Planned District Ordinance, are the same as those allowed by the City's CR (Commercial Recreation) zone (Section 101.0421 of the Municipal Code). The 1983 amendments to the Employment Center Precise Plan and the Planned District Ordinance did not modify any of the property development regulations for the VC zone.

Environmental review of the visitor center site and potential impacts associated with its development for visitor commercial uses has been documented in several EIRs and addendums to EIRs. These documents include:

EIR for Carmel Valley - The First Neighborhood of North City West (EQD No. 76-05-25P), which evaluates environmental impacts associated with development of the Carmel Valley Precise Plan, as well as cumulative impacts associated with implementation of the entire North City West Community Plan. This report concluded that there were several significant and unmitigated impacts associated with development in accordance with the community plan. A summary of these impacts is as follows:

- The project would initiate urbanization resulting in irreversible and unavoidable changes in the total range of the environment.
- The natural habitat available to native wildlife would be greatly reduced.
- Natural scenic values would be degraded.
- The project would incrementally degrade surface and ground waters.
- The project would lead to a variety of impacts to utilities and community services, including sewer service, gas and electricity, and schools.
- The project would extend peripheral urban growth.
- The project would result in a short-term increase in automobile trip lengths and numbers, leading to an increase in air pollution emissions which would significantly contribute to the degradation of regional air quality.

Several alternatives were discussed in the community plan EIR. These included the no project alternative, deferring action on the community plan, and an alternative design involving a lower density rural community.

Supplemental EIR for Carmel Valley - The First Neighborhood of North City West (EQD No. 76-05-25P-S1), which updates the original EIR for Carmel Valley, in conformance with amendments to the CEQA Guidelines, and further addresses the potential environmental consequences of the North City West Planned District Ordinance and the Financing Plan. Issues which were discussed in this report included land use; growth inducement; urban support services including schools, water and sewer service, solid waste, transportation, and fire and police services; water quality; biology; energy consumption; landform modification; agricultural potential; archaeology; visual quality; noise; and air quality. Alternatives discussed in the report include no project, a delayed project, reduced scope of development, reduced density, higher density, concentrated density, airport and other nonresidential development.

Although not a part of the EIR itself, the report also includes over 40 pages of environmental findings which accompanied the approval of the Planned District Ordinance and Financing Plan as the implementation of the first development in North City West. These findings discuss all of the environmental issues mentioned above and include information related to cumulative impacts to coastal resources and services provided by nearby jurisdictions.

EIR for the North City West Employment Center Precise Plan Development Unit Number 2 (EQD No. 80-05-35), which addresses development of the 118-acre Employment Center Precise Plan, amendments to the North City West Planned District Ordinance, and a tentative subdivision map (TM 02-037) for the Employment Center.

Direct impacts from the Employment Center development that were considered significant and not mitigated included the loss of biological habitat and the adverse effects on topography and visual aesthetics. When added to the effects of other projects in the area, the Employment Center was identified as contributing to several cumulative impacts which were significant. These included increased traffic on Interstate 5, growth inducement in and adjacent to the North City West community, degradation of surface and groundwater quality, and long-term energy consumption throughout the region. Certain impacts were considered either not significant or mitigated through aspects of the project design or conditions. These included air quality impacts (not significant due to the project's contribution to community self-containment), archaeological resources, and geology and soils conditions.

Alternatives discussed in this EIR included no project, a delayed project, a reduced intensity project, and nonindustrial uses.

EIR for North City West Neighborhoods 4, 5, and 6 (EQD No. 81-1212), which addresses impacts resulting from development of 840 acres for residential, commercial, employment center, and visitor center uses, in accordance with the precise plan for Neighborhoods 4, 5, and 6. This EIR concluded that development in Neighborhoods 4, 5, and 6 would have several significant and not mitigated impacts. These included land use (encroachment into the Carmel Valley floodplain and open space areas), adverse effects on visual quality of the area, and loss of biological habitat. Impacts to air quality, although not reduced to insignificance, were found to be mitigated to an acceptable level by the development design. Impacts to hydrology and water quality, cultural resources, transportation, and the noise environment were considered mitigated. Impacts related to water and energy consumption were not considered significant. Alternatives discussed in the report include no project, a generalized reduced scope project, and specific design alternatives in the various neighborhoods. The biological and cultural resource studies undertaken in conjunction with this EIR covered the area included in the Pardee visitor center.

In addition to the previously cited EIRs, an addendum was prepared for the Amendments to the Employment Center Precise Plan and the Planned District Ordinance (EQD No. 83-0191). This project consisted of several amendments to the Employment Center Precise Plan and the North City West Planned District Ordinance. The features of this project that pertain to the visitor center site include amending the boundaries of the precise plan area to include the visitor center site, and amending the Planned District Ordinance to change the zoning from A-1-1 to Visitor-Commercial (VC). As discussed above, the visitor center site was added to the Employment Center Precise Plan since it was not previously included within a precise plan area and since the realignment of Carmel Valley Road and El Camino Real to form the eastern and southern boundaries of the property made it logical to include the area within the Employment Center Precise Plan.

Several other amendments to the Employment Center Precise Plan and Planned District Ordinance were approved at this time, which were unrelated to the visitor center. These were:

1. Inclusion of a separate "island" of eight acres created by the realignment of the northerly segment of El Camino Real, just south of Del Mar Heights Road.
2. Transfer of the floor area ratio restriction in the EC zone from the text of the Precise Plan to the Planned District Ordinance and increasing the FAR from 0.3 to 0.5.
3. Other amendments to the property development regulations governing the EC zone in the Planned District Ordinance:
 - a. Allowing restaurants and travel bureaus on up to 25 percent of the total floor area on lots 1, 8, 9, 10, 28, and 29.

- b. Increasing the maximum site coverage from 40 percent to 50 percent on interior lots and to 60 percent on corner lots.
- c. Eliminating the height restriction for EC lots located west of El Camino Real.
- d. Allowing lots to be split to a minimum size of 20,000 square feet, only after approval of a development plan over the original lots as defined in the approved precise plan and tentative map.

These changes were part of the amendment package which was approved in 1983, and had no effect on the visitor center uses or development regulations.

It was determined by the Environmental Quality Division that the proposed amendments to the Precise Plan and the Planned District Ordinance would not result in any significant environmental impacts which were not already addressed in the certified EIR for the Employment Center Precise Plan. Although the addendum was assigned to the Employment Center EIR (EQD No. 80-05-35) for filing purposes, it clearly referenced other EIRs and reports which contained information related to the impacts of development in the area. The addendum also provided a complete description of the Precise Plan and Planned District Ordinance amendments and additional information related to the issues of traffic and archaeology.

Pursuant to Section 15162 of the CEQA Guidelines, the Environmental Quality Division concluded that the project (the amendments to the Employment Center Precise Plan and Planned District Ordinance) did not warrant the preparation of an additional EIR. Section 15162 of the 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.

The aspects of the amendments to the Precise Plan and the Planned District Ordinance which related to traffic were reviewed and analyzed by the city's Transportation and Traffic Engineering Division and were found not to cause significant impacts on trip generation. In conjunction with preparation of the addendum, an excavation program was undertaken at archaeological site SDM-W-19 in accordance with Section 21083 of the CEQA Guidelines. The results of the investigation found the site to be nonunique and no further consideration of the site was required per CEQA Section 21083.2(h).

Shortly after approval of the Employment Center Precise Plan amendments, a tentative map to subdivide 100.4 acres into 18 lots for multi-family residential use, visitor-commercial, and employment center uses pursuant to the approved precise plans for the Employment Center and Carmel Valley Neighborhood 6 was processed. This map was found to be

consistent with the applicable precise plans and with the Planned District Ordinance. Upon review of the map, the Environmental Quality Division placed a brief memo (called an Adequate Prior Review) into the file (No. 83-191) noting that impacts for the map had been previously considered. This tentative map subdivided the visitor center site into five lots (lots 41-45 of TM 83-0191).

III. PROJECT DESCRIPTION

The current project under consideration consists of a development plan for lots 41-45 of TM 83-0191 (the visitor center site designated in the southern portion of the Employment Center Precise Plan of North City West). The location of the project site is illustrated in Figures 1 and 2 and the proposed development plan is shown in Figure 3. The development plan proposes construction of a 500-room hotel with a three- and four-level parking structure, three separate restaurants with surface parking, and an auto center on a 15.25-acre site. The 500-room hotel would consist of 12 stories with a floor area of 355,000 square feet. A total of 1,305 parking spaces would be provided at ground level and in the parking structure. The three restaurants would all be one-story structures and would include one 10,000-square-foot building, one 11,500-square-foot building, and one 9,000-square-foot building. The auto center would include a gas station and an automobile service center.

The property development regulations in the VC zone are equivalent to the CR zone. The maximum floor area ratio allowed in this zone is 1.0. The supplemental application data included in the development plan (Figure 3) indicates that the project would have a floor area ratio of 0.61.

The hotel and connected parking structure would be located on the northern portion of the site. The hotel would consist of seven stories on the easterly portion of the site with the 12-story height occurring adjacent to the freeway (Figures 4 and 5). The hotel would include a conference center consisting of approximately 26,000 square feet. The three one-story restaurants, ranging up to 40 feet in height, would be connected visually and functionally by a central esplanade, surrounded by trees and designed for both pedestrian and vehicular access. The auto service station would be located south of the access road off of El Camino Real. A detention basin would be located on the west side of the development, adjacent to Interstate 5.

Earthwork for the project includes approximately 170,000 cubic yards of cut and approximately 170,000 cubic yards of fill. The maximum height of manufactured slopes would be 35 feet, and manufactured slopes would not exceed a ratio of 2:1.

The development plan for the visitor center site consists of a site plan, building elevations, and a landscaping plan, as well as detailed urban design guidelines, all of which will be used by the Planning Director in the future review of detailed building plans. The urban design guidelines are included as Attachment 1 of this Addendum.

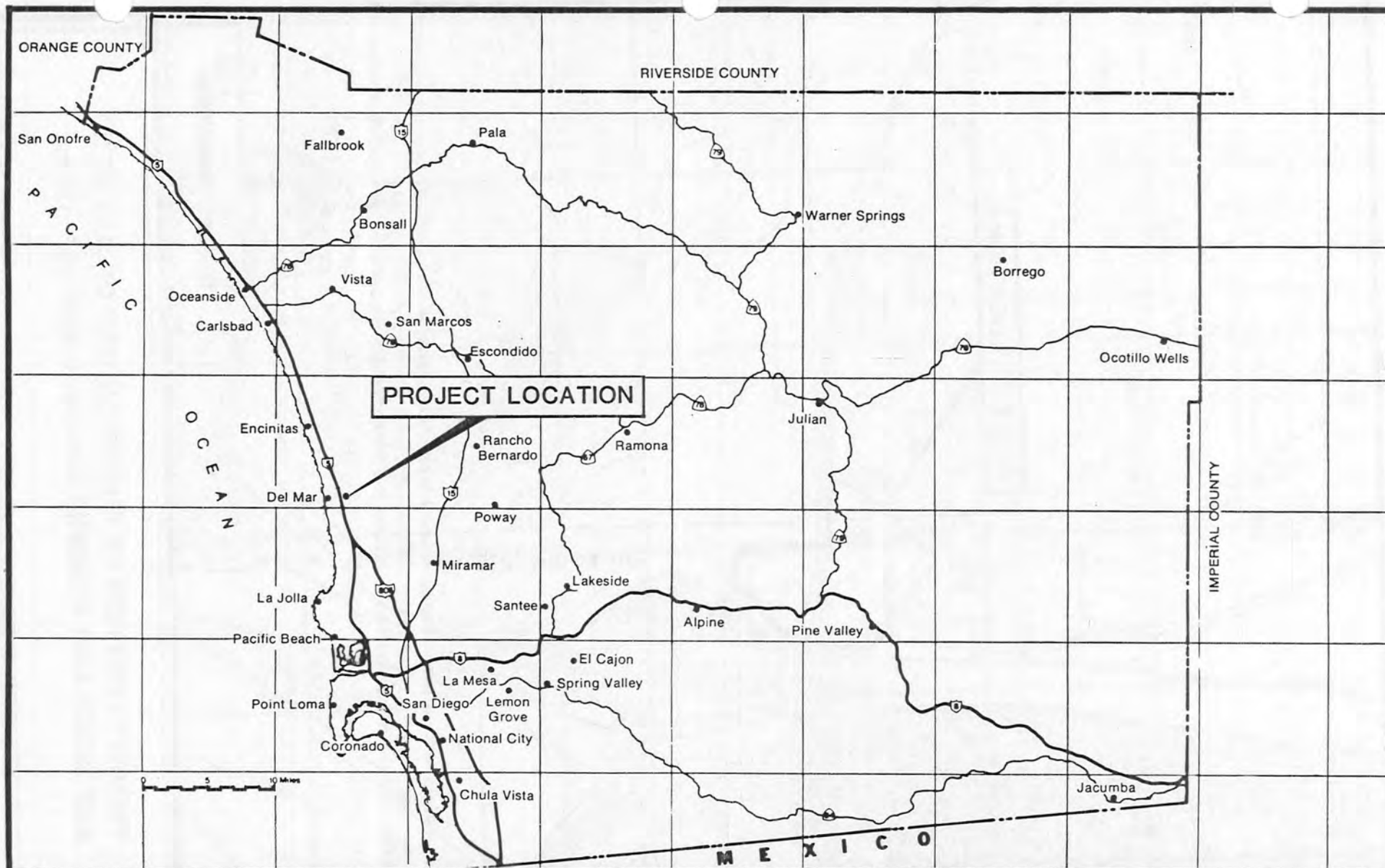


FIGURE 1. THE LOCATION OF THE PROPOSED PROJECT RELATIVE TO THE COUNTY OF SAN DIEGO.

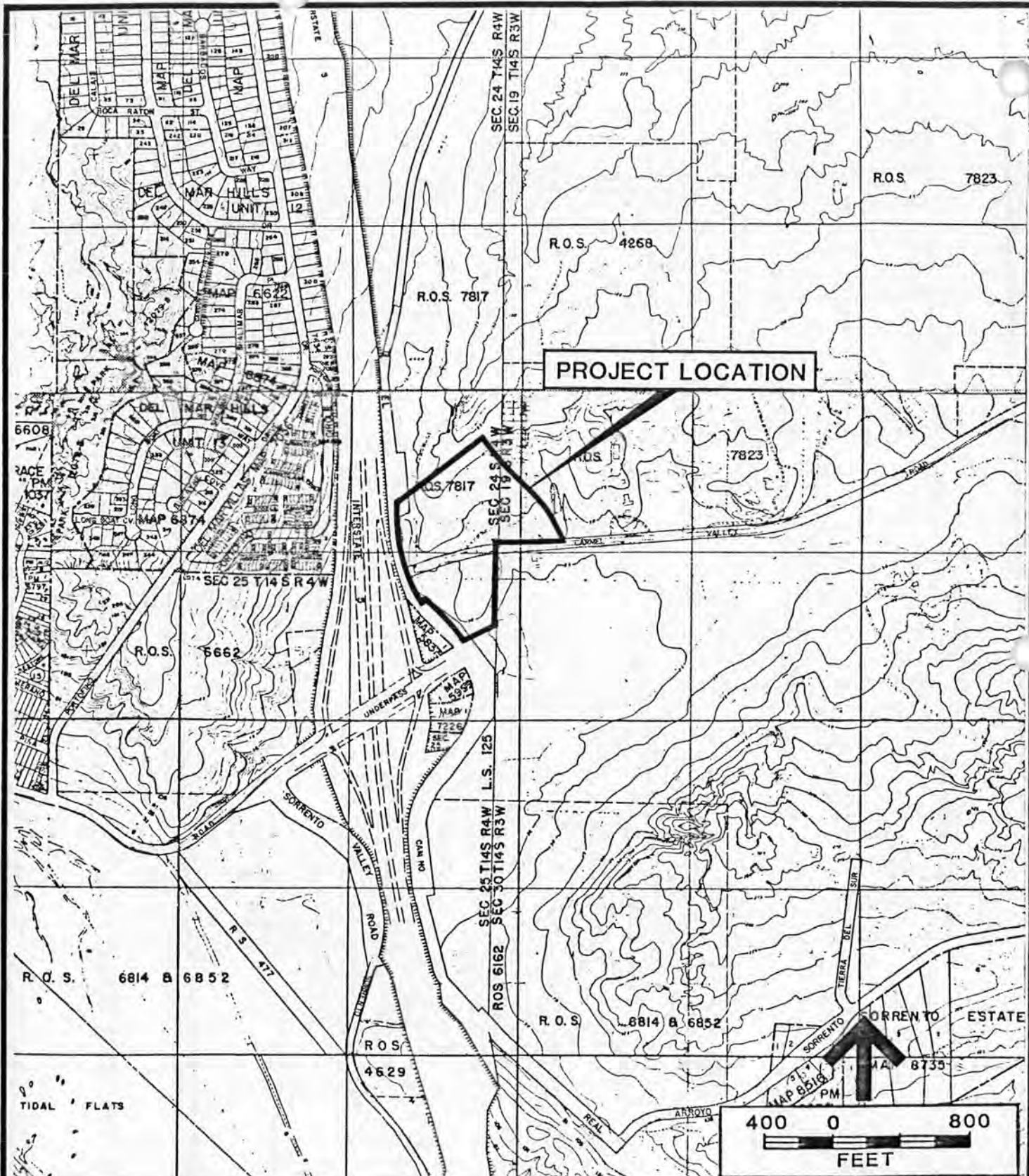


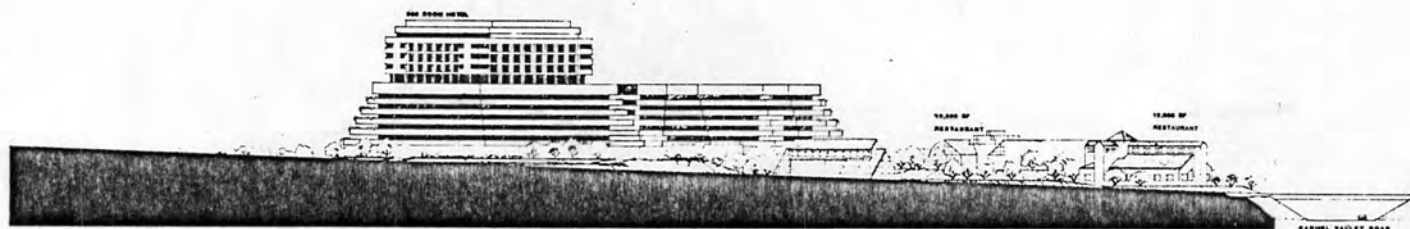
FIGURE 2. PROJECT LOCATION AS SHOWN ON CITY OF SAN DIEGO
800' SCALE MAP NUMBERS 274-1689 AND 282-1689.



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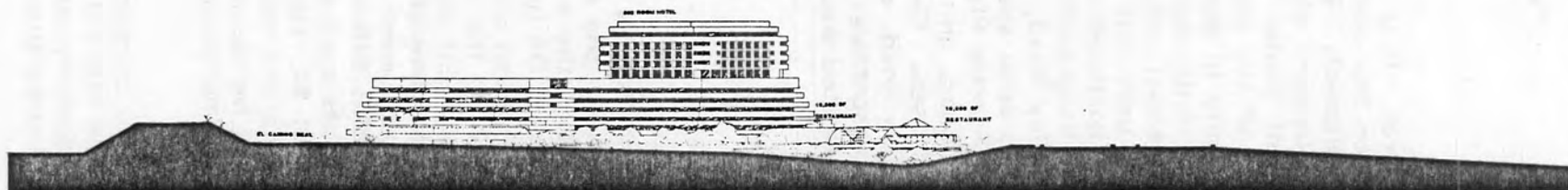


NORTHEAST ELEVATION (FROM EL CAMINO REAL)

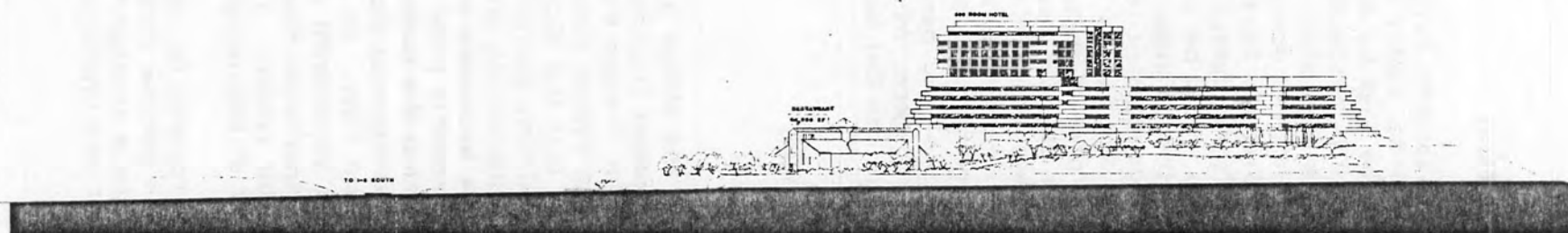


SOUTHWEST ELEVATION (FROM INTERSTATE-5)

FIGURE 4. ELEVATIONS OF THE VISITOR CENTER



NORTHWEST ELEVATION (FROM ADJACENT LOT)



SOUTHEAST ELEVATION (FROM CARMEL VALLEY ROAD)

FIGURE 5. ELEVATIONS OF THE VISITOR CENTER

IV. ENVIRONMENTAL SETTING

The project site is a 15.25-acre irregularly shaped parcel. It is bounded on the south by Carmel Valley Road (realigned), on the west by Interstate 5 (I-5), and on the east by El Camino Real (realigned). The area north of the project site is presently undergoing development with employment center office uses consistent with the Employment Center Precise Plan, although development has not occurred directly north of the visitor center site. Neighborhood 6 of the North City West community is located to the east where multi-family residential development is currently taking place. The proposed project would be separated from residential units within North City West by other planned employment center uses and a planned visitor commercial development to be located at the northeast intersection of El Camino Real and Carmel Valley Road within Neighborhood Six. The land south of the project area, across Carmel Valley Road, is designated by the community plan for residential, floodplain, open space, and park-and-ride facility land uses. The Neighborhood 8 Precise Plan was recently approved for property south of Carmel Valley Road, and this plan consists primarily of a golf course and residential land uses. Carmel Creek, which is located south of and parallel to Carmel Valley Road, discharges into Los Penasquitos Lagoon, located 0.3 mile to the southwest. Residential development within the Del Mar Heights area is located west of the project area across I-5.

V. ENVIRONMENTAL ANALYSIS

1. Traffic

Traffic impacts from the visitor center have been reviewed by the City Engineering and Development Department on two occasions: the amendment to the Employment Center Precise Plan, which incorporated the visitor center, and the review of the Visitor Center Development Plan. On both occasions, it was determined that the Visitor Center trip generation could be accommodated in the circulation system being developed within the community. As explained in the Engineering and Development Department memo of June 24, 1983, however, it is necessary to revise the exact phasing of construction of traffic improvements prior to the complete development of the Employment Center. During the public review period of this EIR addendum, the Engineering and Development Department completed its review of the Visitor Center Development Plan. In a memo dated August 24, 1984, the Engineering and Development Department outlined the additions and revisions to the North City West Transportation Phasing Plan which will be required with development of the visitor center. These transportation improvements are summarized in Section VI of this addendum.

The previous EIRs prepared for development within the community as a whole, and the approved precise plans concluded that the cumulative impacts of traffic on the regional transportation system, particularly on Interstate 5, were significant and unmitigated and, thus, required that the

City Council adopt findings of overriding social and economic considerations. Although the proposed development plan for the visitor center site would not result in any new significant impacts of traffic circulation, it would contribute to previously identified cumulatively significant and unmitigated impacts on the regional transportation system. Consequently, project approval will require the decision maker to make specific and substantiated CEQA Findings.

Traffic impacts from the variety of land uses developed and proposed within North City West have been analyzed in several reports dating from the early 1980s. The unifying element in most of these studies is the North City West Transportation Phasing Plan, which was originally defined by Federhart & Associates through a series of letter reports to the Engineering and Development Department and incorporated into the North City West Public Facilities Financing Plan (Rick Engineering et al. 1982). The earliest report which specifically assigned a trip generation to the area designated as the Visitor Center in the 1975 community plan was the Interstate 15 Corridor Travel Forecast Technical Report, prepared by the City of San Diego and published in 1982.

In conjunction with the Employment Center Precise Plan amendments which were approved in 1983, USA Inc. (1983) explained the current trip generation assigned to the visitor center and compared the total generation from the Employment Center after the amendments with the previous assumptions. In this analysis, 9,000 trips per day were estimated for the visitor center site, based on a trip generation rate of 500 trips per acre and a total of 18 acres for visitor center uses. This analysis concluded that the changes in land use proposed in the Employment Center Precise Plan amendments would lead to an additional 480 trips per day, or approximately one percent of the 40,800 daily trips from the area in question. In addition, as part of the USA Inc. analysis (1983), the effect of increasing the floor area ratio from 0.3 to 0.5 for the Employment Center (EC) zone was evaluated and it was concluded that the proposed floor area ratio of 0.5 for the EC zone would not result in significant adverse trip generation impacts not already anticipated and accounted for. The Engineering and Development Department reviewed the information provided by USA Inc. (1983) and concurred that the changes represented in the Employment Center Precise Plan amendments would not result in any new traffic impacts.

In March, 1984, the Engineering and Development Department reviewed the proposed development plan for the visitor center site and determined that the associated trip generation would be consistent with the previous assumptions described above. Therefore, it was concluded that the proposed Visitor Center Development Plan would not result in any new significant traffic impacts.

At the July 17, 1984, City Council hearing regarding the Visitor Center Development Plan, several questions were raised which related to the floor area ratio restriction covering the Employment Center and its effect

on traffic generation. While this matter concerns a previous action regarding Employment Center uses, rather than the Visitor Center Development Plan under consideration, it does relate to the overall traffic issue and is included in this discussion.

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 floor area. 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 increase in trips resulting from the increase in floor area ratio falls within the range of anticipated traffic generation based on the 200-trip-per-acre rate.

2. Visual Aesthetics

The project site is situated in a visually prominent location, at the northeast corner of I-5 and Carmel Valley Road. The proposed visitor center development would be visible to regional traffic on I-5, to people entering the North City West community via Carmel Valley Road, and to residents within North City West and Del Mar Heights.

The EIRs prepared for the Carmel Valley Precise Plan (EQD Nos. 76-05-25P and 76-05-25P-S1) concluded that development in conformance with the North City West Community Plan would result in irreversible and unavoidable alteration of the natural topographic features and the conversion of rural, natural land to an urban landscape. The identification of significant and unmitigated visual and topographic impacts required that the City Council adopted findings of overriding social and economic considerations in accordance with Sections 15091 and 15093 of CEQA. Since the visitor center was a designated land use in the community plan, its ultimate development was identified as resulting in significant unmitigable visual and topographic impacts.

The major issue associated with the Visitor Center Development Plan project is the visual effect of the proposed hotel. The visual prominence of the proposed 12-story hotel will be reduced to some extent by the topography of the project site in relationship to the surrounding area. The subject property is located just north of Carmel Valley, which is topographically the lowest point in the southern portion of the North City West Community Plan. The proposed 12-story hotel, when viewed from northbound traffic on I-5, will be backdropped by the stair-stepped development within the Employment Center to the north. When viewed from southbound traffic on I-5, the hotel will be backdropped by the bluffs located south of Carmel

Valley Road. The backdropping effect provided by the surrounding topography and proposed development will serve to reduce the visual prominence of the hotel, since the hotel will not protrude into the skyline when viewed from vehicles traveling on I-5. A cross-sectional view of the hotel, as seen from I-5, is shown in Figure 6.

The proposed hotel would also have an impact on the views of residences within Del Mar Heights, located to the west across I-5. As shown in Figure 6, most of the residences within Del Mar Heights would be viewing the side of the hotel structure rather than looking down on the rooftop of the hotel. In addition, views of the proposed hotel from residences within Del Mar Heights are masked to a large extent by the existing residences and landscaping within Del Mar Heights. The closest residence within Del Mar Heights is located 800 feet from the proposed hotel. As stated in the subsequent paragraphs, landscaping requirements and restrictions on rooftop equipment apparatus have been provided for in the Visitor Center Development Plan.

As a result of the visual concerns associated with development of a 12-story hotel on the project site, the Planning Department staff requested that detailed urban design guidelines be prepared for the Visitor Center Development Plan. These guidelines, which are included as Attachment 1, regulate the massing, height, architectural style, materials, colors, landscaping, signage, and lighting of the visitor center. The major intent of the guidelines is to minimize the visual dominance of the hotel structure. To achieve this, the guidelines require that:

- a. the massing of the structure(s) be arranged to limit the height to 7 stories on the easterly portion of the site, with the 12-story height occurring adjacent to the freeway;
- b. the overall design of the building should establish the maximum 7-story portion of the building as the predominant form, with the remaining 5 upper stories being secondary to the whole; and
- c. the lower 7 stories be developed as a system of horizontal stepped floors with integrated planters which would reduce the apparent height and soften the effect of the building.

The urban design guidelines included in Attachment 1 will be utilized by the Planning Director to evaluate the final architectural style and detail of the final building plans. A condition of approval of the Visitor Center Development Plan will require that the Planning Director review and approve the final building plans, including exterior lighting, building materials, and colors; signage; and plant materials. These guidelines are supplemented by conditions of project approval regarding specific landscaping requirements and treatment of rooftops, which are listed in Section VI of this addendum. These conditions included providing extensive landscaping along the western border of the project site to mask views of



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the parking structure and soften views of the development; providing planter boxes with cascading plant type species around the perimeter of the parking structure; providing landscaping islands and planter boxes on the top level of the parking structure; and enclosing all rooftop equipment apparatus within attractive facades.

The visual impact of future development in accordance with the proposed Visitor Center Development Plan will be mitigated to the extent feasible by the urban design guidelines prepared for the Visitor Center Development Plan, and the conditions of project approval listed in Section VII of this addendum, which require specific landscaping treatment and future review and approval of detailed building plans by the Planning Director. However, even with these provisions, the change in the visual character of the site as a result of its development with visitor commercial uses in conformance with the proposed development plan would still result in significant and unmitigated visual impacts, as identified in the EIRs for the Carmel Valley and Employment Center Precise Plans (EQD Nos. 76-05-25P and 80-05-35). Since there are still significant unmitigated visual impacts associated with the proposed development, project approval will require the decisionmaker to make specific and substantiated CEQA Findings.

3. Water Quality/Hydrology

The cumulative effects of urbanization of North City West on the Penasquitos watershed were evaluated in the EIRs prepared for the Carmel Valley and Employment Center Precise Plans. The supplemental EIR for the Carmel Valley Precise Plan (EQD No. 76-05-25P-S1) concluded that in order to mitigate the potential for water quality impacts on Los Penasquitos Lagoon, a comprehensive drainage plan should be prepared prior to the approval of any tentative maps.

In February 1980, Leeds, Hill and Jewett, Inc. (Leeds-Hill) completed the North City West Drainage Plan. The Leeds-Hill drainage plan (1980) describes methods by which storm-water runoff would be controlled both under ultimate development of the North City West community and with the development of individual precise plan units. Generally, the drainage plan provides a detention basin in each precise plan development unit to allow independent development of each unit. The detention basins and outlets are sized to meet the state Coastal Commission's requirement to reduce the rate of storm-water runoff having a 10-year frequency or 25-year frequency under ultimate development conditions to the rate of runoff that exists under present conditions with the same storm events.

The detention basin included within the proposed Visitor Center Development Plan was included in the Leeds-Hill plan. This detention basin has a capacity of approximately 4 acre-feet and an outlet size of 42 inches. In addition to the on-site surface runoff, this basin will accommodate runoff from lots 25-29 and 30-40 of the Employment Center

(TM 83-019), which are located south and east of the detention basin within lot 7 of the Employment Center. Runoff will flow out of the detention basin into an existing triple box culvert under Carmel Valley Road, which empties into a lined trapezoidal channel that outlets into Carmel Creek. Carmel Creek passes under I-5 through a triple 10- by 12-foot box culvert which empties into Penasquitos Lagoon west of I-5.

According to floodplain mapping provided by Federal Emergency Management Agency, the water surface elevation of Carmel Creek during a 100-year flood is 26 feet. The realignment of Carmel Valley Road south of the visitor center site (as an off-site improvement for Neighborhood 6) is being constructed at an elevation of 34 to 38 feet to mitigate potential flooding impacts to this portion of the roadway which is within the 100-year floodplain. Since the lowest pad elevation within the Visitor Center Development Plan is 50 feet, the proposed project would not be subject to potential flooding impacts.

4. Archaeology

An archaeological site (SDM-W-19) is located in the extreme southwest corner of the project site. In conjunction with the addendum prepared for the Employment Center Precise Plan and Planned District Ordinance Amendments in 1983 (EQD No. 83-0191), an excavation program was undertaken at site SDM-W-19 in accordance with Section 21083.2 of CEQA in order to determine whether the site constituted a unique resource. The results of the investigation found the site to be nonunique and requires no further consideration per Section 21083(h) of CEQA.

5. Biology

Biological information for the proposed visitor center site was reviewed in the EIR for the North City West Precise Plan Neighborhoods 4, 5, and 6 (EQD No. 81-1212). Although the subject property was not included within the precise plan for Neighborhoods 4, 5, and 6, it was included within the boundaries of the biological survey. The EIR for Neighborhoods 4, 5, and 6 concluded that development in accordance with the precise plan would result in significant, nonmitigable impacts to biological resources, particularly with respect to the loss of coastal mixed chaparral habitat.

The potential for biological impacts to the visitor center site was also reviewed as part of the initial study for the amendments to the Employment Center Precise Plan and the Planned District Ordinance (EQD No. 83-0191). It was determined that the proposed project would not produce impacts different from those considered in the precise plan for Neighborhoods 4, 5, and 6.

Development in accordance with the proposed Visitor Center Development Plan would result in the loss of approximately two acres of coastal mixed chaparral, four acres of coastal sage scrub, and one acre of riparian

scrub. No species listed as rare, threatened, or endangered, by state or federal agencies were found or considered likely to occur on the property. No significant populations of other sensitive species would be affected by the impacts to this area.

Because of the small area involved in the visitor center site and the disturbed nature of much of the site, the impact of the loss of biological resources would not be significant relative to losses from adjacent activities.

6. Air Quality

The proposed visitor center development is in conformance with the land uses designated in the North City West Community Plan. Since the North City West Community Plan has been included in the Series IVb and V forecasts, upon which the Regional Air Quality Strategies (RAQS) tactics were based, development of the proposed visitor center does not constitute a significant impact on the strategies set forth in the RAQS for the attainment of air quality standards. The EIR for the Carmel Valley Precise Plan (EQD No. 76-05-25P-S1) concluded that development of the North City West Community Plan would result in significant short-term impacts on air quality until such time that a self-contained community is created. The EIR also concluded that completion of the community with a full range of support services will, in the long run, reduce air quality impacts. To the extent that the proposed visitor center would provide hotel and restaurant services supportive of the residential and employment center uses within North City West, as well as the surrounding communities, the proposed project would help to reduce air quality impacts by reducing vehicle emitted air pollutants.

7. Growth Inducement

The EIRs for the Carmel Valley and Employment Center Precise Plans concluded that the growth inducement from projects in North City West would be a significant stimulus to the cumulative growth of adjacent areas and that this impact is unmitigable with any project implementing the adopted North City West Community Plan.

The potential for growth-inducing impacts from development of the proposed visitor center is not considered to be significant in and of itself given (a) the proposed project's conformance with the North City West Community Plan, (b) the ongoing residential and employment center development in North City West to the north and east of the visitor center site, (c) the recent approval of the Precise Plan for Neighborhood 8 of North City West located south of Carmel Valley Road, and (d) that the proposed visitor center will provide supportive services for North City West and surrounding communities.

8. Geology and Soils

The potential for geological hazards has been addressed in the EIRs for the Carmel Valley and the Employment Center Precise Plan (EQD Nos. 76-05-25P, 76-05-25P-S1, and 80-05-35). The geology of the visitor center site is similar to that of the rest of the Employment Center Precise Plan area. The geologic formations underlying the project site include Del Mar Formation, Torrey Sandstone, and Bay Point Formation. No faults or landslides have been identified within the visitor center site and no significant, unmitigable geologic impacts have been identified. In conjunction with the preparation of grading plans and final subdivision maps, detailed geotechnical investigations will be conducted to determine the necessary site-specific grading recommendations.

9. Noise

Anticipated noise levels assuming full buildout of North City West were calculated in the EIR for the Employment Center Precise Plan (EQD No. 80-05-35). Based on projected noise levels and the noise standards defined in the city's Progress Guide and General Plan for commercial development, development in accordance with the proposed Visitor Center Development Plan would not be subject to significant noise impacts.

10. Urban Support Services

Impacts to urban support services have been addressed in the EIRs for the Carmel Valley and the Employment Center Precise Plans (EQD Nos. 76-05-25P, 76-05-25P-S1, and 80-05-35). In order to provide for adequate levels of service due to the increased demands upon community facilities and services resulting from development of North City West, a financing plan was developed for North City West.

In most respects, the increased need for various utilities and community services can be accommodated within North City West through the provision of a planned balanced community and the requisite public financing plan which is accompanying development in the community. As the community grows, the necessary commercial, school, recreational, and public transit facilities will be provided within the community itself, and residents will not have to rely on surrounding communities for these services. In one major respect, however, the development in North City West will affect surrounding recreational centers--the nearby beaches. This issue was discussed thoroughly in the Supplemental EIR for Carmel Valley (EQD No. 76-05-25P-S1:53; Appendix D, p. 54; Findings, pp. 12, 18, 32, and 41). This report concludes that while most other public facilities can be provided within North City West, the unique recreational opportunities offered by nearby beaches would attract residents from the community. In the context of a planned community with an anticipated population of 40,000, the contribution of the transient lodging provided by the visitor center to this impact on local beaches and coastal recreation opportunities would be relatively minor.

VI. MITIGATION MEASURES INCORPORATED INTO THE PROJECT

In order to minimize impacts to the visual environment, the following measures have been incorporated into the conditions for approval for the development plan:

1. Extensive landscaping shall be incorporated into the project, as shown on the proposed landscape plans. In addition, dense landscaping with trees and shrubs shall occur on the western border of the project site which, when mature, will mask views of the parking structure and soften views of the development. This landscaping should conform to Section E-E, "Parking Structure Edge Treatment," of Exhibit A11 (dated April 24, 1984) (Figure 7).
2. Planter boxes shall be constructed around the perimeter of the parking structure at each aboveground level. Cascading-type plant species shall be planted in these boxes in order to further shield the parking structure.
3. Construction of the top level of the parking structure shall include landscaped islands and planter boxes. Large canopy-type trees shall be planted in the landscaped islands and/or planter boxes. Landscaped islands shall also include dense plantings with lower-growing shrubs and ground cover.
4. Special care shall be taken to ensure that tops of buildings are visually appealing. To the extent possible, air conditioning and heating apparatus shall be enclosed within buildings. Vents and any other apparatus which necessitate placement on top of buildings shall be enclosed within attractive facades.
5. Prior to the issuance of any building permits, complete building plans and site plans shall be submitted to the Planning Director for approval. Specifically, the Planning Director shall review and approve detailed building elevations, building materials and colors, exterior lighting, and specific plant materials. A signage program shall also be approved by the Planning Director before the issuance of building permits, which will serve as the sign regulations for the site. These plans shall be approved by the Planning Director only if they are in substantial conformity to Exhibit A, dated June 7, 1984. In addition to a site plan, landscape plan, and building elevations, Exhibit A includes design guidelines and photographs of a model of the Development Plan, which are included as part of this permit.

The Engineering and Development Department has reviewed the Visitor Center Development Plan and the North City West Transportation Phasing Plan. The following measures will be incorporated into the Transportation Phasing Plan and will be required improvements with the Visitor Center.

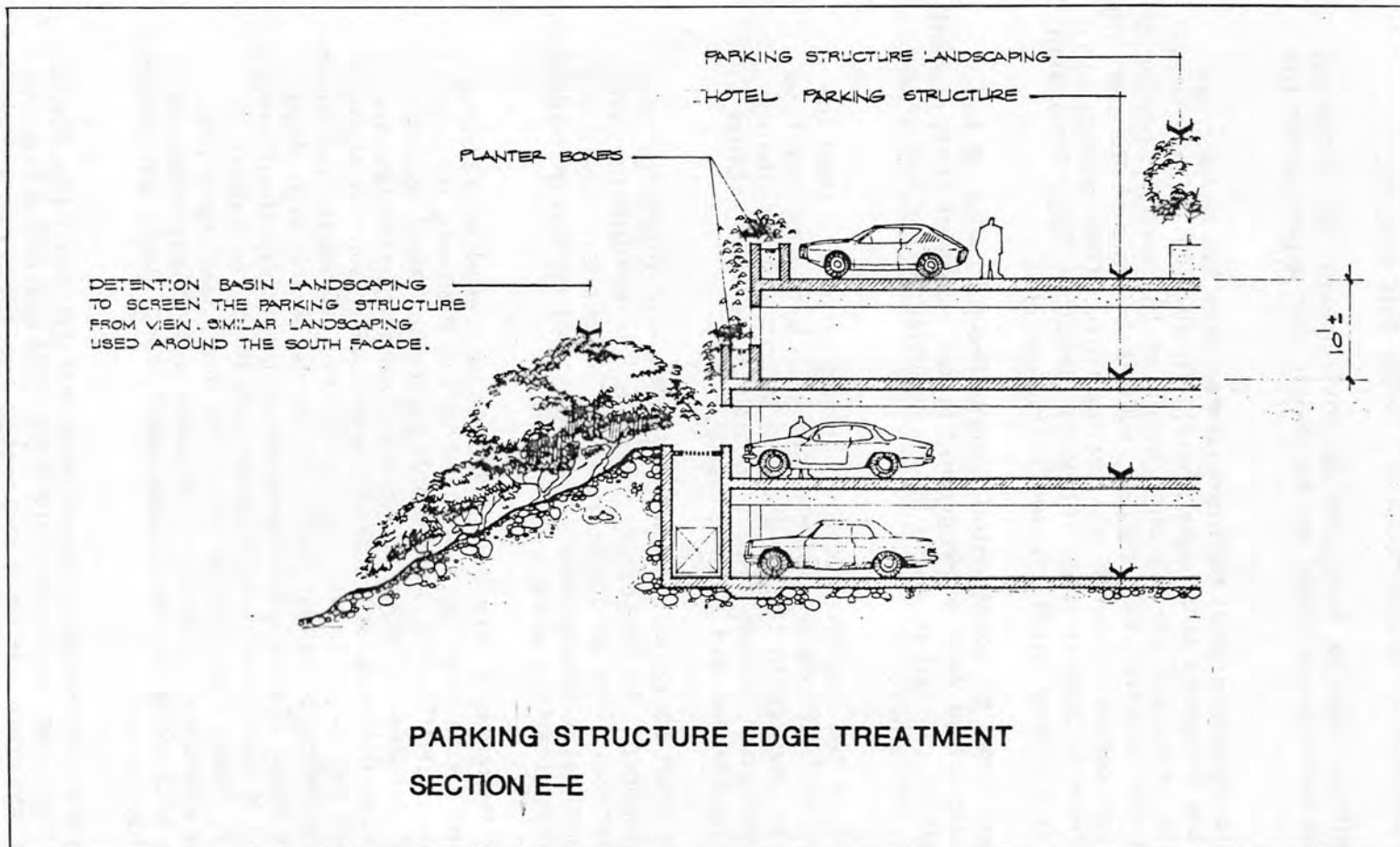


FIGURE 7. PARKING STRUCTURE EDGE TREATMENT

(Note: The numbers in parentheses indicate the number of total acres of Visitor Commercial which can be permitted prior to the listed improvement.)

1. Widen existing El Camino Real to four lanes from Carmel Valley Road (east) to Carmel Valley Road (west). (under construction) (0)
2. Install two traffic signals on Carmel Valley Road at the Interstate 5 (I-5) ramp intersections and install a traffic signal at Del Mar Heights Road/I-5 southbound off-ramp. (0)
3. Award construction contract to widen on-ramps and off-ramps at I-5/Carmel Valley Road interchange. (4)
4. Realign El Camino Real from southern end of Employment Center to Carmel Valley Road (west) and realign Carmel Valley Road (east) to eliminate offset intersections. (0)
5. Widen Carmel Valley Road to six lanes from I-5 to El Camino Real and construct four lanes from El Camino Real to Carmel Creek Road. (4)
6. Install traffic signals at El Camino Real/Carmel Valley Road and at El Camino Real/Development Unit 3 southern access road. (0)
7. Perform revised computerized travel forecast for North City West community, including all approved land uses for North City West and adjoining areas, to the satisfaction of the City Engineer. (12)
8. Construct direct freeway ramp connections (northbound off-ramp and southbound on-ramp) between I-5 and Carmel Valley Road OR (12)

Construct four-lane road from North City West boundary to I-15.
(regional transportation improvement)
9. Realign Carmel Valley Road and construct six lanes from Carmel Country Road to North City West boundary. (12)
10. Construct a continuous four-lane road from the North City West boundary east to I-15 and construct direct freeway ramp connections (northbound off-ramp and southbound on-ramp) between I-5 and Carmel Valley Road (23).

These measures notwithstanding, project implementation would result in previously identified significant impacts associated with landform alteration/visual quality and regional traffic circulation. Consequently, project approval will require the decision-maker to make specific and substantial CEQA findings of overriding economic and social considerations.

VII. ALTERNATIVES

1. No Project

If the site of the proposed visitor center were to remain undeveloped, the contribution of this project towards the impacts identified in previous EIRs and this addendum would not occur. Although there would still be significant visual impacts associated with surrounding development, the maintenance of this site as vacant land would provide some diversity and relief in the view from I-5 and the surrounding areas. Cumulative impacts related to occupation by people, such as traffic, utility, and service impacts, would be reduced by a small degree.

Over the long term, this alternative would reduce the balance of uses within the North City West community and reduce the extent of self-containment envisioned by the community plan. Since this alternative is not consistent with the community plan, it is likely that it would only be an interim use. As development in the surrounding area and ultimately on this site occurs, the impacts identified in previous reports and in this addendum would occur.

2. Reduced Height

One aspect of the project which has led to community concern is the proposed 12-story height of the hotel. This alternative would reduce the height of the hotel and, thus, reduce its visual impact. If the hotel were developed to a smaller height, perhaps to 7 stories as the major portion of the hotel is proposed, then it would not present such a dominant view to travelers on I-5 and nearby residents. A 7-story structure would be more in scale with nearby buildings in the Employment Center and its top would be somewhat lower than these other buildings due to the topography of the site (refer to Figure 6).

If the size of the hotel--500 rooms--were to be maintained as proposed, then the length and width of the building would be increased. A development of this nature would present a greater horizontal bulk to motorists and residents and setbacks from the property boundaries may not be as great as proposed. It is likely that there would not be as much area devoted to landscape buffers as proposed. Because of the natural appearance and high visibility of the site and for the design reasons outlined above, the visual impacts of this alternative would still be considered significant.

The applicant has not proposed this alternative because of the intent to serve businesses and travelers outside the immediate North City West community. The scale and architectural treatment of the proposed 12-story hotel is intended to attract travelers on I-5 and people doing business in Sorrento Valley and other nearby industrial/office areas.

3. Reduced Number of Rooms

The community plan is not specific regarding the intensity of development designated within the visitor center area; it only discusses the types of uses and services which should be provided. It would be possible to develop a project with the same mix of uses--hotel, restaurant, and auto service station--but with a reduced overall intensity. For example, the hotel could be developed with only 250 or some other number of rooms and there could be only one or two instead of three restaurants. Other combinations are easily imagined.

The principal benefit of this alternative would be a reduction in the population-related impacts of the project. Less traffic would be generated, and the project would contribute a smaller increment to the cumulative impacts of development in the community. These impacts would still occur from development in accordance with the approved community and precise plans. Depending on the specific design of the project, it may have a different appearance than the proposed hotel/restaurant complex. While the degree of community acceptance may be affected by altered architectural treatments, visual impacts related to the change in character of the site from a vacant seminatural area to a clearly urban use would remain. Because of the high visibility of the site from I-5 and surrounding areas, this change in aesthetic character would still be considered a significant visual impact.

The applicant believes the extent of development proposed in the visitor center, including the 500-room hotel, is matched to the existing and future market for this type of use. Therefore, the applicant has not proposed this alternative.

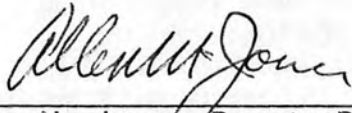
4. Alternate Visitor Center Uses

It would be possible to develop the visitor center with uses other than the major hotel proposed. Other permitted uses in the VC zone (equivalent to the CR zone) include apartments; private clubs, lodges, and fraternal organizations; restaurants and bars with incidental entertainment and dancing; and theaters (indoor only). In addition, various incidental uses are permitted, including newspaper and magazine sales; tobacco and packaged liquor sales; barber and beauty shops; florist and gift shops; agencies for laundering, dry cleaning, and pressing; and agencies for tickets, travel, and car rentals.

If development of the visitor center were limited to these uses, it is likely that the scale and bulk of the buildings would be smaller than the proposed 12-story hotel. In respect to height, the visual impacts of the development would, thus, be reduced by this alternative. Depending on the exact nature and design of the center, it is also possible that the population-related impacts could be reduced. These include trip generation and the need for various utility and service provisions. Regardless of the

design of the project, however, the character of the site would change from the existing seminatural and highly visible vacant land to urban-intensity development.

The North City West Community Plan specifically mentions hotel or motel uses for the visitor center, and the applicant believes that the market for this type of use is and will continue to be large. For these reasons, the applicant has not proposed this alternative.



Allen M. Jones, Deputy Director
City Planning Department

August 1, 1984

Date of Draft Report

September 6, 1984

Date of Final Report

Analyst: HERDES:llc

REFERENCES

City of San Diego, Engineering and Development Department, Transportation and Traffic Engineering Division, Interstate 15 Corridor Travel Forecast, December 1982.

City of San Diego, Planning Department, North City West Community Plan, February 27, 1975.

City of San Diego, Planning Department, Environmental Quality Division, Environmental Impact Report for Carmel Valley--The First Neighborhood of North City West, EQD No. 76-05-25P, December 22, 1977.

Supplemental Environmental Impact Report for Carmel Valley--The First Neighborhood of North City West, EQD No. 76-05-25P-S1, September 20, 1979.

Environmental Impact Report for the North City West Employment Center, EQD No. 80-05-35, September 18, 1981.

Environmental Impact Report for North City West Neighborhoods 4, 5, and 6, EQD No. 81-1212, October 28, 1982.

Addendum to the Environmental Impact Report for the North City West Employment Center, EQD No. 83-0191, July 22, 1983.

Urban Systems Associates (USA) Inc., letter to Walt Huffman, City Engineering and Development Department, June 22, 1983.

Rick Engineering Company, Criterion West Inc., Willdan Associates, Gregory T. Smith, North City West Public Facilities Financing Plan, April 1982.

Donald Frischer and Associates, North City West Cumulative Traffic Impact Study and Transportation Phasing Plan, April 1982.

Donald Frischer and Associates, Traffic Engineering Study of North City West Employment Center, May 21, 1981.

ATTACHMENT 1
DESIGN GUIDELINES
FOR THE
VISITOR CENTER DEVELOPMENT PLAN
(EQD No. 84-0213)

ADDENDUM TO EIR NO. 80-05-35

Hotel Design Guidelines

MASSING AND HEIGHT: The hotel structure should not exceed 12 stories in height above grade including the conventions and support facilities. As the accompanying sketches illustrate, the massing of the structure(s) should be arranged so as to limit the height to 7 stories on the easterly portion of the site with the 12 story height occurring adjacent to the freeway.

The overall design of the building should establish the maximum 7 story portion of the building as the predominant form with the remaining 5 upper stories being secondary to the whole.

Various large scale articulations should occur in the massing at important interest or functional locations so as to subdivide the form into smaller more easily comprehended elements. Further small scale articulations in form to provide human scale and visual interest are encouraged.

ARCHITECTURAL STYLE: There is no absolute style suggested or mandated. Form, fenestration, embellishment and character should all be developed with the goal of creating a well scaled attractive building that fits well into the surrounding natural and man-made environment. The design concept should be developed or chosen which best softens the large bulk of the building and creates a residentially oriented character.

The fenestration, embellishment and structural expression of the lower 7 stories developed as a system of horizontal stepped floors with integrated planters would reduce the apparent height and soften the effect of the building. The upper 5 stories expressed as a cellular design with deep definite set backs would help to create an overall scale and texture reminiscent of a residential building. The inclusion of balconies on all floors is encouraged. An interesting and varied roofline can be architecturally achieved through stepping of portions of the building which will help reduce the apparant mass and bulk. If well integrated into the design of the building, a varied roofline can serve a useful purpose in achieving the goals of human scale relationship.

Equal attention should be paid to the impact of the design on the residents west of Interstate 5. Concern for the roofscape and service elements that might be visible from those residential areas should be foremost. All mechanical equipment including that on the various roofs of the complex should be well organized and contained within enclosures or design features on the roof and elsewhere.

MATERIALS AND COLOR: Honesty and simplicity in the use of materials will result in the most enduring architectural statement. Honesty in the use of materials refers to the sensitive use of materials installed in their most natural form and with their structural characteristics respected. Any attempt to use imitation materials or lend the characteristics on one material to another is not allowed. Simplicity of materials refers to the limiting of the palate of materials to a minimum avoiding the use of accent materials that have not integral part in the overall design.

While natural concrete, brick or similar materials are preferred, cement plaster in one of its many forms will be allowed provided the forms created are simple and direct and the colors employed do not call undue attention to the structure. Paving materials for motor courts, pedestrian plazas, etc. should be coordinated with the paving patterns and materials of the main concourse of the Visitor Center.

LANDSCAPE ARCHITECTURE: The landscape design should be an integral part of the architectural design insofar as this complex will be in close proximity to the overwhelming natural environment of the Penasquitos Lagoon. The edges of the parking structure should incorporate a linear planter at each floor. The top of the parking structure should be designed with large trees in planter boxes. The linear stepped floors of the lower 7 floors of the building should also incorporate linear planters at each floor. These systems must have integral automatic irrigation and drainage.

The landscape palate and criteria of the Employment Center should be employed to result in continuity of this adjacent development. Refer to the Employment Center Design Guidelines for plant materials and suggested design treatments.

SIGNAGE AND LIGHTING: Regardless of the commercial nature of this planned development, lighting and signage should be well organized, consistent and coordinated throughout the entire Visitor Center. Lighting of parking areas will be limited to 14' high standards producing minimum lighting required for safety. Lighting of the buildings will be minimal and for identification purposes only. Lighting of the grounds other than primary entry ways will be minimal for safety purposes only. A signage program for the Visitor Center will be approved by the Planning Director before the issuance of building permits.

City of San Diego
Planning Department



Environmental
Quality
Division

236-5775

Addendum
to an
Environmental Impact Report

EQD No. 84-0213
Addendum to EIR No. 80-05-35

SUBJECT: Visitor Center Development Plan. DEVELOPMENT PLAN for the construction of a 500-room, 12-story hotel with a three- and four-level parking structure, three separate restaurants, and an auto center on a 16-acre site. Located within the Employment Center Precise Plan area of the North City West Community, north of the realignment of Carmel Valley Road and west of I-5 (Lot Nos. 41-45 of the Tentative Subdivision Map of Amendment to Employment Center Development Unit No. 2 and Portions of Carmel Valley Neighborhood No. 6). Applicant: Pardee Construction Company.

I. PROJECT DESCRIPTION:

The project consists of a development plan for lots 41-45 of TM 83-0191 (the Visitor Center site designated in the southern portion of the Employment Center Precise Plan of North City West). The development plan proposes construction of 500-room hotel with a three- and four-level parking structure, three separate restaurants with surface parking, and an auto center on a 16-acre site. The 500-room hotel would consist of 12 stories with a floor area of 355,000 square feet. A total of 1,305 parking spaces would be provided at ground level and in the parking structure. The three restaurants would all be one-story structures and would include one 10,000-square-foot building, one 11,500-square-foot building, and one 9,000-square-foot building. The auto center would include a gas station and an automobile service center.

Earthwork for the project includes approximately 170,000 cubic yards of cut and approximately 170,000 cubic yards of fill. The maximum height of manufactured slopes would be 35 feet, and manufactured slopes would not exceed a ratio of 2:1.

II. PROJECT BACKGROUND:

The proposed project has been preceded by several proposals and subsequent environmental reviews. In 1981, an Environmental Impact Report (EIR) was prepared for the Employment Center Precise Plan, Amendments to the Planned District Ordinance, and a Tentative Subdivision Map (TM No. 02-037, EQD No. 80-05-35). That project proposed a maximum of 1,542,000 square feet of floor area in industrial uses on 24 lots. The tentative map created 19 lots on 103 acres and required 750,000 cubic yards of earthwork.

In 1983, an addendum to EIR No. 80-05-35 was prepared for a project which consisted of several amendments to the Employment Center Precise Plan and Planned District Ordinance. The major features of that proposal included amending the boundaries of the Precise Plan area to include two "islands" (one of which is the currently proposed project site) created by the planned realignment of El Camino Real and Carmel Valley Road, designating that area for development with employment center and visitor commercial uses, revising the property development regulations for the Employment Center (EC) Zone (which included 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 SETTING:

The project site is a 16-acre irregularly shaped parcel. It is bounded on the south by Carmel Valley Road (realigned) and on the west by Interstate 5. The area directly north of the project site is presently undeveloped but is planned for industrial uses consistent with the Employment Center Precise Plan. Neighborhood Six of the North City West community forms the site's eastern border. Currently, multi-family residential development is taking place in Neighborhood Six. The proposed project would be separated from residential units by other planned Employment Center uses and a planned visitor commercial development to be located at the northeast intersection of El Camino Real and Carmel Valley Road.

An archaeological site (SDM-W-19) is located in the extreme southwest corner of the project site. In conjunction with the addendum prepared for the Employment Center Precise Plan and Plan District Ordinance Amendments in 1983 (EQD No. 83-0191), an excavation program was undertaken at site SDM-W-19, in order to determine whether the site constituted an unique resource. The results of the investigation found the site to be non-unique and requires no further consideration.

IV. DETERMINATION:

The City of San Diego previously prepared an Environmental Impact Report for the project described in the subject block of the attached EIR conclusions.

Based upon a review of the current project, it has been determined that:

- a. There are no new significant environmental impacts not considered in the previous EIR;

- b. No substantial changes have occurred with respect to the circumstances under which the project is undertaken; and
- c. There is no new information of substantial importance to the project.

Therefore, in accordance with Section 15164 of the State CEQA Guidelines an addendum shall be prepared. No public review of the addendum is required.

V. MITIGATION MEASURES INCORPORATED INTO THE PROJECT:

In order to minimize impacts to the visual environment, the following conditions will be incorporated into the development plan:

1. In order to minimize impacts to the visual environment, the following measures have been incorporated into the conditions for approval for the development plan:
 - a. Extensive landscaping shall be incorporated into the project, as shown on the proposed landscape plans. In addition, dense landscaping with trees and shrubs shall occur on the western border of the project site which, when mature, will mask views of the parking structure and soften views of the development. This landscaping should conform to Section E-E, "Parking Structure Edge Treatment", of Exhibit A11 (dated April 24, 1984).
 - b. Planter boxes shall be constructed around the perimeter of the parking structure at each above ground level. Cascading type plant species shall be planted in these boxes in order to further shield the parking structure.
 - c. Construction of the top level of the parking structure shall include landscaped islands and planter boxes. Large canopy type trees shall be planted in the landscaped islands and/or planter boxes. Landscaped islands shall also include dense plantings with lower growing shrubs and groundcover.
 - d. Special care shall be taken to ensure that tops of buildings are visually appealing. To the extent possible, air conditioning and heating apparatus shall be enclosed within buildings. Vents and any other apparatus which necessitate placement on top of buildings shall be enclosed within attractive facades.

There are no new significant impacts identified for the current project. The final EIR for the original project identified several significant

unmitigated impacts. However, that report concluded that "the unmitigated impacts identified cannot be avoided with the project as proposed or with any other project in general conformance with the "employment center" land use identified in the North City West Community Plan".

Because there are still significant unmitigated impacts associated with landform alteration and visual quality, project approval will require the decisionmaker to make specific and substantiated CEQA Findings which state that: a) specific, economic, social or other considerations make infeasible the mitigation measures or project alternatives identified in the final EIR, and b) these impacts have been found acceptable because of specific overriding considerations.

Allen M. Jones

for

Allen M. Jones, Deputy Director
City Planning Department

May 29, 1984

Date

Analyst: Ruggels

KR:vg/ef

CITY of SAN DIEGO
MEMORANDUM

FILE NO.: 83-0191
DATE: July 22, 1983
TO: Subdivision Review Board
FROM: Allen 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 15067 (a) of the 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 15088.

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

for Allen M. Jones, Deputy Director
City Planning Department

BS:AMJ:mt

**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

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.

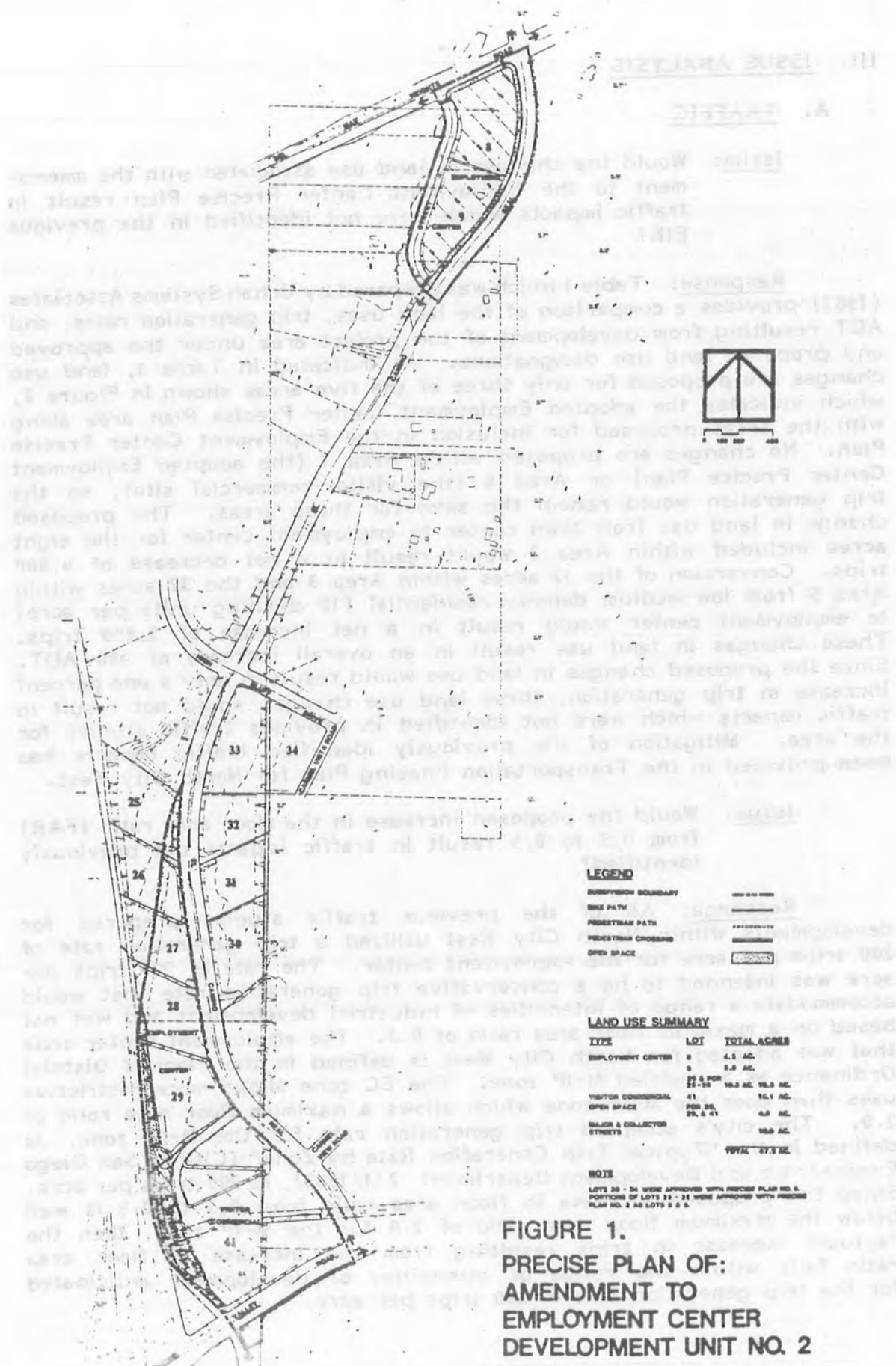
The other amendments to the Employment Center Precise Plan and the Planned District Ordinance are briefly described below.

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.



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).

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 maintain 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 trips 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)
ML I	8-14
MIP	12-18
MIB	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.







Environmental Impact Report

EQD No. 80-05-35

SUBJECT: North City West Employment Center. PRECISE PLAN, PLANNED DISTRICT ORDINANCE AMENDMENTS, and TENTATIVE SUBDIVISION MAP (02-037) to prepare a 118-acre site for industrial development under a modified M-IP zone. The Precise Plan permits a maximum of 1,542,000 square feet of industrial floor area on 24 lots. The tentative map would create 19 lots on 103 acres and would require 750,000 cubic yards of grading. Located on the south side of Del Mar Heights Road between Interstate 5 and El Camino Real (SE $\frac{1}{4}$ of Sec. 13, T14S, R4W; SW $\frac{1}{4}$ of Sec. 18, T14S, R3W; NW $\frac{1}{4}$ of Sec. 19, T14S, R3W; E $\frac{1}{2}$ of Sec. 24, T14S, R4W). Applicant: Pardee Construction Co.

CONCLUSIONS:

The project would have significant impacts associated with traffic circulation, biological resources, growth inducement, visual quality, and topographic alteration. The unmitigated impacts identified cannot be avoided with the project as proposed or with any project in general conformance with the "employment center" land use identified in the North City West Community Plan. The Precise Plan has been revised to include design suggestions for energy conservation and to clarify the maintenance responsibilities for the open space areas.

Unless mitigation measures or project alternatives are adapted to substantially reduce all significant, unmitigated impacts, it will be necessary to adopt findings which substantiate that either: a) mitigation measures or project alternatives are infeasible, or b) these impacts have been found acceptable because of specific overriding considerations.

Mitigation measures incorporated into the project are discussed in the summary below and in the text of the EIR.

SUMMARY

The project would rezone a 118-acre site from A-1-10 to M-IP and prepare the site for development. The Precise Plan permits a maximum of 1,542,000 square feet of industrial floor area and provides guidelines for grading, architecture, and landscaping. The Planned District Ordinance (PDO) amendments modify the PDO to apply to an industrial development and limit the type of land uses permitted. The proposed tentative map creates 19 lots on 103 acres, requiring 750,000 cubic yards of grading for the pads and off-site improvements. Complete development of the site will require subdivision of the remaining 15 acres and M-IP permits for all lots. Many of the impacts described below are the unavoidable result of any project, regardless of design, developed in accordance with the community plan.

Traffic Circulation

Impacts: Total traffic generated by the Precise Plan area is estimated to be 20,800 ADT, based on 200 ADT per gross developable acre. The project could have a significant, adverse impact on traffic circulation both within the North City West community and outside the community. In particular, substantial congestion could occur on the Del Mar Heights bridge over I-5 and on associated off-ramps. Traffic congestion could also occur on Del Mar Heights Road, El Camino Real, Carmel Valley Road, and on streets within the Del Mar vicinity.

Mitigation: A "Transportation Phasing Plan for North City West" has been developed jointly by the City Engineering and Development Department and private consultants (dated 3-25-81). This improvement plan, funded by developers, will ensure that streets in the community will be operating at a level of service of "C" or better by requiring certain improvements prior to development. However, traffic conditions on the Del Mar Heights bridge over I-5 are expected to deteriorate to a "D" level of service prior to widening of the bridge.

The employment center project will be required to provide a number of street improvements during the early stages of development rather than participating in the Transportation Phasing Plan. These improvements will be made conditions of the proposed tentative map and include improvements to Del Mar Heights Road and El Camino Real. In addition, streets "A" and "B" on the project site would be constructed as a 4-lane collector and a 50-foot-wide local street, respectively. Traffic signals would be required at El Camino Real and streets "A" and "B", and at Del Mar Heights Road and Street "A". Bike lanes are proposed along street "A". Although traffic impacts on-site and in the community would be mitigated with the proposed improvements, cumulative impacts to traffic congestion outside of the North City West community are not mitigated with the proposed project.

Biological Resources

Impacts: The project would have a significant, adverse biological impact by removing 87 acres of coastal mixed chaparral and a large population of Del Mar Manzanita, both of which are very limited in distribution. The project would also remove populations of four other regionally sensitive plant species (Del Mar Sand Aster, Torrey Pine, Coast White Lilac, Mesa Clubmoss) and possibly three sensitive bird species (Yellow Warbler, Willow Flycatcher, Warbling Vireo), which is considered significantly adverse on a cumulative basis. The project could also contribute incrementally to an increase in urban pollutants entering Penasquitos Lagoon, including petroleum products, pesticides, fertilizers, and industrial wastes. The project could also increase siltation rates in the lagoon.

Mitigation: Given the nature and scope of the proposed land use, no measure is available which would fully mitigate anticipated impacts to biological resources. The potential for increased siltation into Penasquitos Lagoon would be reduced to an insignificant level with proposed drainage and landscape plans (see Hydrology). Existing controls

on industrial wastes would lessen impacts caused by dissolved pollutants. A reduced project alternative, limiting development to disturbed areas along El Camino Real, would reduce biological impacts, but probably not to a level of insignificance. This type of reduced project would probably require an amendment to the community plan.

Growth Inducement

Impacts: The development of the employment center will encourage the more intensive settling of North City West, and would contribute a significant stimulus to the cumulative growth of adjacent areas. The growth inducement from this and other projects in North City West is considered to be significant.

Mitigation: This impact is unmitigable with the proposed project or with any project implementing the adopted North City West Community Plan (1975).

Air Quality

Impacts: The emissions associated with the project would be a result of vehicle emissions from 20,800 ADT, power generation and space heating. The project would contribute much less than one percent of the emissions in the San Diego Air Basin. This air basin is a non-attainment area for both the state and federal air quality standards. However, the project's impact on air quality is not considered to be significant because the project conforms with the Series IVb population forecasts and provides mitigation measures to aid in the implementation of the Regional Air Quality Strategies.

Mitigation: The employment center would include bicycle paths along El Camino Real, Del Mar Heights Road and "A" Street in conformance with the North City West Community Plan. The unnamed "A" street through the central portion of the project would be broad enough to accommodate bus stops. The developer would provide improvements to the surrounding street system. The project also would provide employment for planned residential areas, thus contributing to the goal of creating self-contained communities.

Visual Aesthetics and Topographic Modification

Impacts: The subject property is characterized by a combination of landforms including low knolls, badland erosional features, sandstone terraces, arroyos, and gently sloping hillsides. Most of the site contains relatively undisturbed native vegetation, including thirteen mature Torrey pine trees. The proposed grading would significantly alter existing landforms and remove vegetation, and this impact would be irreversible. The buildings in the employment center could be as high as 50 feet, and the buildings, streets, and parking areas would be visible from surrounding residential development, streets and I-5. This change in visual quality and topography is considered a significant, adverse impact.

Mitigation: Several measures are contained in the Precise Plan to lessen visual quality impacts. Terraced grading is proposed to reduce the height of cut slopes and to reduce grading requirements, and the Precise Plan controls the height and scale of buildings beyond the regulations in the M-IP Zone. An open space strip along I-5 would be landscaped by future owners to partially screen the buildings. The two open space areas along I-5 and the power line would be maintained by a property-owners association.

Archaeological Resources

Impacts: The project would have a potentially significant, adverse impact on archaeological resources by removing two archaeological sites and five isolated finds. A sandstone face with petroglyphs and a shell midden deposit occur on the site.

Mitigation: The sandstone face with petroglyphs has been photo-documented and recorded, and a latex cast and technical report will be prepared. The midden site has been evaluated through a posthole test and excavation, and a report will be prepared. The isolated finds have been recorded. These measures reduce impacts to a level of insignificance.

Hydrology and Water Quality

Impacts: The proposed tentative map would remove vegetation from 103 of the site's 118 acres at one time, and the 750,000 cubic yards of grading would create level pads and manufactured slopes. Ultimately, the volume and rate of rainfall runoff would increase due to impervious surfaces of pavement and buildings. The project would not result in a significant increase in erosion and sedimentation downstream because of the following proposed mitigation measures. The project would also contribute incrementally to the increase in dissolved urban pollutants, and the impact of these pollutants on the lagoon would be significant on a cumulative basis.

Mitigation: Impacts associated with erosion and siltation would be reduced to an insignificant level with the proposed mitigation measures. A drainage plan, based on the North City West Drainage Study, would include a detention basin, energy dissipators, permanent underground drainage facilities, and temporary berms and ditches. Grading would not occur between October 15 and March 15 and exposed, graded slopes would be planted before November 1. These mitigation measures should be made a condition of the Tentative Map. Cumulative impacts associated with the long-term introduction of pollutants such as fertilizers, pesticides, petroleum products, and industrial wastes would not be reduced to an insignificant level.

Geology and Soils

Impacts: The proposed project would significantly alter existing landforms and necessitate removal of native vegetation. The project would require 750,000 cubic yards of grading. Cut and fill banks would be a

maximum of 45 feet high with a maximum slope ratio of 1.5:1. No landslides or active faults were identified on the site. The major geotechnical concern is the high erodibility of the Torrey Sandstone. A severe erosion potential would exist after grading and prior to development of the individual lots. Impacts could also occur from the settlement of soils.

Mitigation: The compaction of soils during grading and other common engineering practices would reduce any impacts associated with settlement to insignificance. Measures proposed to control erosion have been discussed under Hydrology.

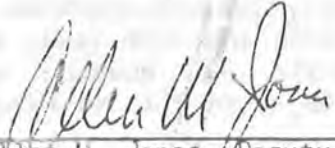
Energy

Impacts: The long-term availability of energy to San Diego is a significant concern. The development of the employment center together with the total build-out of the North City West community would contribute a long-term significant impact on energy resources.

Mitigation: The Precise Plan has been revised to include design suggestions for energy conservation. These measures include skylighting, fluorescent lighting, openable windows, increased insulation, building orientation for natural heating and cooling, and use of solar energy.

ALTERNATIVES

Several project alternatives are discussed including the no project, delayed project, reduced project and nonindustrial zoning alternatives. Under the "no project" alternative, agriculture or large lot residential uses could occur which would have significant impacts on biological and archaeological resources. Impacts associated with water quality, energy consumption, and traffic would be reduced with a no project alternative. A reduced project alternative could reduce almost all of the impacts identified, although not necessarily to a level of insignificance. The reduction of these impacts could be substantial depending on the extent of project reduction. Residential development of the site could reduce impacts associated with visual quality, topographic alteration and biology, depending on the extent and manner of development, but would increase traffic impacts. Most project alternatives would require an amendment to the North City West Community Plan.


Allen M. Jones, Deputy Director
City Planning Department

July 13, 1981
Date of Draft Report

Sept. 18, 1981
Date of Final Report

Analyst: Balko/dh/meb

FINDINGS FOR THE
NORTH CITY WEST EMPLOYMENT CENTER
VISITOR CENTER DEVELOPMENT PLAN

The following findings are made relative to the conclusions regarding impacts associated with development of a visitor-commercial center in the North City West Community Plan area as identified in the Final Environmental Impact Report (EIR) and Supplement for the proposed Carmel Valley Precise Plan and Planned District Ordinance (Carmel Valley--The First Neighborhood of North City West) (EQD Nos. 76-02-25P and 76-02-25P, S-1); the final EIR for the North City West Employment Center (EQD No. 80-05-35); and the Addendums to the EIR for the North City West Employment Center which addressed (1) the Employment Center Precise Plan amendment (EQD No. 83-0191) and (2) the Visitor Center Development Plan (EQD No. 84-0213). These findings have been prepared pursuant to Sections 15091 and 15093 of Title 14 of the California Administrative Code and Section 21081 of the California Public Resources Code.

FINDINGS

A. The San Diego City Council, having reviewed and considered the information contained in the previously cited EIRs and Addendums and information contained in the record, finds that specific economic, social, or other considerations make infeasible the project alternatives identified in the final EIRs. Specifically:

1. Visual Quality/Landform Alteration

Impact. The development of the visitor-commercial site in North City West would contribute to the irreversible and unavoidable alteration of natural topographic features and to the conversion of the rural, natural land to an urban landscape.

Alternative. Visual impacts will be reduced to the extent feasible through the enforcement of the community plan, precise plan, and development plan guidelines, including the use of sensitive building designs and landscaping. The basic conversion of land uses from rural to urban, however, is essentially unmitigable. The adoption of the No Project alternative would avoid the visual and topographic impacts associated with implementation of the proposed project.

Finding. The No Project alternative is found to be infeasible since the adoption of such an alternative would be inconsistent with previous City of San Diego decisions regarding the accommodation of growth in the North City West Community Plan area and with goals and findings set forth during previous public hearings. The economic and social factors which weighed against a decision to adopt the No Project alternative are:

- a. North City West affords a unique opportunity to design a self-sufficient community adjacent to coastal areas along a major transportation corridor.

- b. North City West will provide a level of development which will support desired public facilities and reduce pressure to develop more remote areas.
- c. The approval of the proposed Carmel Valley Precise Plan and Planned District Ordinance constituted a commitment to the first phase of a project planned to occur over the next 20-year period. Subsequent to these early approvals of development in North City West, the City Council approved the North City West Employment Center Precise Plan and amendments to the Employment Center Precise Plan and Planned District Ordinance to provide more specific guidelines for development of the visitor center. Alteration of these previously approved development plans, whether by reduced density or reduced project scope, would result in undesirable economic and social impacts.

B. Statement of Overriding Considerations. The San Diego City Council, having reviewed and considered the information contained in the previously cited EIRs and Addendums and the information contained in the record, makes the following statement of overriding considerations:

Although the development of visitor-commercial uses in North City West would contribute towards significant visual and topographic impacts within the community, the finding has been made that specific social and economic benefits would result from development of visitor-commercial uses which outweigh its unavoidable environmental effects. Specifically, the City of San Diego, in adopting the North City West Community Plan, the Carmel Valley Precise Plan, and the Employment Center Precise Plan, made findings that despite the impact of the project on topographic alteration and visual quality, the broader necessity for a self-contained community overrides the limited impacts from the visitor-commercial development in North City West.

5/21/84
llc/vcp