



Environmental Impact Report

EQD No. 81-1212
SCH No. 82010619

SUBJECT: North City West Neighborhoods 4, 5 and 6. PRECISE PLAN, COMMUNITY PLAN AMENDMENT, PLANNED DISTRICT ORDINANCE AMENDMENT and three TENTATIVE SUBDIVISION MAPS to develop 4,098 dwelling units, one neighborhood commercial center, one visitor commercial center, a 34-acre employment center, two elementary schools/neighborhood park complexes and open space areas on approximately 840 acres. Located on the north side of Carmel Valley Road between El Camino Real and Black Mountain Road in the North City West community (Portions of Sections 17, 19 and 20, T14S, R3W). Applicant: The Baldwin Company

CONCLUSIONS:

The proposed project could have potentially significant environmental impacts associated with hydrology/water quality, archaeology, transportation, air quality and noise. Impacts to the region's water and energy resources would not be significant. Mitigation measures have been incorporated into the project which would reduce impacts to hydrology/water quality, archaeology, transportation and noise to a level of insignificance. Air quality impacts cannot be mitigated to insignificance on the precise plan level, but the self-containment of the precise plan area reduces air quality impacts to an acceptable level. Further mitigation of air quality impacts is the responsibility of state and regional agencies, employers, and car manufacturers.

The draft local coastal program and the North City West Community Plan recommend retention of property within the floodplain south of Carmel Valley Road as open space. The off-site construction of Carmel Valley Road would result in encroachment into the existing 100-year floodplain of Carmel Creek. The encroachment is regarded as a significant impact but is unavoidable since the connection with the existing I-5/Carmel Valley Road interchange is fixed. Construction of the Carmel Valley Road extension to avoid the 100-year floodplain and still tie into the existing interchange would be infeasible from a road design standpoint and would conflict with accepted road design standards; therefore, the impact is considered unmitigable.

The project would result in other significant unavoidable impacts to the environment. Implementation of the precise plan would change the visual character of the site from that of a rural, heavily vegetated slope to that of an urban community. Topographic features such as canyons, hills and bluffs would be largely removed. Approximately 825 acres of wildlife habitat would be lost including 12 naturally occurring Torrey pine trees. Such impacts are inherent with implementation of the community plan and

have been addressed on the community plan level during preparation and adoption of the North City West Community Plan. Although regarded as significant conflicts with environmental objectives, such impacts are unavoidable.

MITIGATION MEASURES INCORPORATED INTO THE PROJECT:

Visual Quality, Landform Alterations, and Biology (Neighborhood 4): Impacts to visual quality, landform alterations, and biology would be reduced to an acceptable level with preservation of open space areas in Neighborhood 4, as described under Alternative C-2. This Alternative would result in less grading in community plan designated open space areas, thus maintaining the visual quality of natural open space. Chaparral and scrub oak thicket habitat, as well as populations of coast barrel cactus, California adolphia and mesa club-moss, would be preserved under this alternative.

The project applicant will implement Alternative C-2 as part of the project. Revised project plans for Neighborhood 4 reflect this alternative.

Hydrology/Water Quality: In order to protect downstream areas from erosion, siltation, and flooding, a specific grading sequence would be followed for construction within the precise plan area. In addition, erosion control measures would be implemented by the applicant to ensure that sedimentation as a result of development would not exceed predevelopment conditions. The specific grading sequence and erosion control measures are outlined in the text of the EIR (pages 51-52).

Development plans for Neighborhoods 4 and 5 and Lots 2, 3, 4 and 5 in Neighborhood 6 include erosion control and landscaping plans which would further mitigate potential erosion and siltation impacts. The remainder of Neighborhood 6 would be developed in accordance with either the development plan process outlined in the PDO or with the City's planned development process. Development in accordance with these requirements would require City review of landscaping and erosion control plans in Neighborhood 6.

In order to avoid excessive disturbance of Carmel Creek, Carmel Creek would be fenced during construction to ensure that construction equipment would not encroach the creek bed.

Visual Quality: Mitigation measures proposed by the applicant would reduce impacts to the visual environment. Exposed areas would be hydroseeded immediately after grading. Adherence to the design element and development plans for the precise plan area would reduce potential adverse visual quality impacts of site development. In addition, the applicant proposes to require that Neighborhood 6 be developed via the development plan ordinance outlined in the PDO or via the City's plan development process. These measures ensure site design and landscaping review and would reduce but not eliminate adverse visual quality impacts.

Geology/Soils/Landform: A complete geologic reconnaissance would be conducted by an engineering geologist prior to recordation of the final map. This study would address landslide potential, potential for instability along the slopes of Bell Valley, and the potential for any unstable conditions within the precise plan area. An engineering geologist would be on-site during grading; all recommendations of the consultant geologist would be followed by the developer.

Biology: A reduction in impacts to biological resources would occur through the following mitigation measures which have been incorporated into the design of the precise plan and would be implemented by the applicant:

1. Permanent irrigation systems would not be introduced into the natural system. Any landscaping along the edges of natural open space areas would be accomplished with drought tolerant, native plants which would not require irrigation, once established.
2. A trail system would be provided to focus non-invasive human activities and to discourage destructive human activities.
3. Trash and litter which presently exist in open space areas would be removed.
4. Natural open space areas would be fenced, if appropriate, to prevent entry except at designated points.
5. Certain measures would be taken to encourage wildlife movement through the precise plan area. The 150-foot-wide SDG&E easement would be retained in open space and would connect with the preserved SDG&E easement to the north. Although the viability of the landscaped easement as a wildlife corridor throughout the community area has not been tested, it could provide north/south access for some wildlife species.

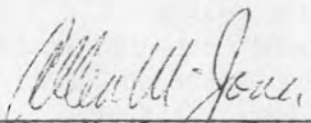
Archaeology/Paleontology: A total of 21 archaeological sites would be lost as a result of project implementation. Mitigation for the seven significant sites within the precise plan area is described in the text of the EIR (pages 96-97). The mitigation would be implemented by the applicant and would take place in phase with development. In addition, a paleontologist would be present at the pre-grade meeting and during grading activities to ensure that any paleontological resources could be salvaged.

Traffic: In addition to the implementation of transportation improvements outlined in the North City West Public Facilities Financing Plan, the applicant would implement site-specific improvements in order to improve traffic flow within and adjacent to the precise plan area. These improvements are outlined in the text of the EIR (pages 114-115).

Air Quality: Minimization of air quality impacts would occur through specific measures incorporated into the project plan. The precise plan

calls for bicycle routes on all major internal streets. Neighborhood activity centers such as schools, parks, and commercial centers would all be located on these internal streets and therefore would be accessible by bicycle. All commercial centers and neighborhoods are readily accessible by pedestrians. Walkways would be provided within open space linkages; sidewalks would be constructed along all streets. The project is also consistent with several RAQS tactics, as outlined in the body of the EIR (pages 122-123). Further mitigation of air quality impacts is the responsibility of state and regional agencies, employers and car manufacturers.

Noise: Potential noise impacts to residential dwellings along Carmel Valley Road, Soledad Valley, Carmel Country Road, MC Road, and Del Mar Heights Road would be mitigated with the construction of noise reducing barrier walls placed along the affected areas. These walls would effectively block the path of sound from the noise source to the receiver, reducing exterior noise to acceptable levels. Locations of noise walls are shown on the tentative maps, along with recommended wall heights. Potential noise impacts from commercial air conditioning units and other equipment would be mitigated by installation of only low-noise generating equipment and by shielding the equipment with appropriate rooftop insulation structures.


Allen M. Jones, Deputy Director
City Planning Department

9/3/82
Date of Draft Report

10/28/82
Date of Final Report

Analyst: RUGGELS:jm

PUBLIC REVIEW

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

City of Del Mar
City of San Diego
City Attorney
City Manager
Councilman Mitchell
Engineering and Development Department
Park and Recreation Department
Planning Department
Water Utilities Department
County of San Diego
Air Pollution Control District
Department of Planning and Land Use
Department of Sanitation and Flood Control
Del Mar Union School District
San Dieguito Union High School District
Solana Beach School District
State of California
California Coastal Commission
CALTRANS
Department of Parks and Recreation
Fish and Game Department
San Diego Coast Region Commission
San Diego Region Water Quality Control Board
State Clearinghouse
San Diego Gas and Electric
Metropolitan Transit Development Board
San Diego Building Contractor's Association
San Diego Chamber of Commerce
Construction Industry Federation
Citizens to Save Open Space
San Diego Association of Environmental Biologists
California Native Plant Society
Archaeological Fellowship of SDSU
San Diego Museum of Man
American Institute of Archaeology
Archaeological Resource Management Society
San Diego County Archaeological Society
San Diego Museum of Natural History
Citizen's Coordinate for Century III
San Diego League of Women Voters
Torrey Pines Community Planning Group
Torrey Pines Planning Group
Torrey Pines Protective Association
San Dieguito League of Women Voters
Del mar Villagers
Coalition for Responsible Planning

Dwight Worden, City Attorney, City of Del Mar
Town Council President's Association
Community Planners Committee
Del Mar Terrace Property Owners Association
Torrey Pines Wildlife Association
Torrey Pines Association
San Dieguito Citizens Planning Group
North City West Community Planning Group
Newspapers
 Daily Transcript
 Union/Tribune
San Diego City Library, Downtown Branch
Brian Smith

Copies of the draft EIR and any technical appendices may be reviewed in the office of the Environmental Quality Division, or purchased for the cost of reproduction.

RESULTS OF PUBLIC REVIEW

- () No comments were received during the public input period.
- () Comments were received but the comments do not address the accuracy or completeness of the environmental report. No response is necessary and the letters are attached at the end of the EIR.
- (X) Comments addressing the accuracy or completeness of the EIR were received during the public input period. Responses to these comments follow this section, and the letters are attached to the EIR.

Letters of Comment

Responses to Comments

State of California

RECEIVED

The Resources Agency

Memorandum

SEP 4 1982

To : 1. James W. Burns
Assistant Secretary for Resources
2. City of San Diego
202 "C" Street, 5th Floor
San Diego, CA 92101

ENVIRONMENTAL QUALITY
DIVISION

Date : SEP 29 1982

File No.:

Attention: Karen Ruggels

Subject: North City West
Neighborhoods 4, 5, 6,
SCH. 82010619

From : Department of Water Resources
Los Angeles, CA 90055

1 The Department of Water Resources' recommendations related to water conservation and flood damage prevention on the subject document are attached.

2 Consideration should also be given to a comprehensive program to use reclaimed water for irrigation purposes in order to free fresh water supplies for beneficial uses requiring high quality water.

Robert Y. D. Chun

Robert Y. D. Chun, Chief
Planning Branch
Southern District

Attachments

1 Low water use plants have been incorporated into the landscaping plan where appropriate. Erosion control measures would be taken in conformance with the Leeds, Hill, and Jewett, Inc. study, as discussed on pages 50-52 of the EIR. Flooding was considered during project planning; all structures and road improvements would be located above the 100-year flood plain of Carmel Creek (EIR pages 53-54).

2 Water reclamation planning is a regional process and cannot be completely implemented on the scale of this project. The future use of reclaimed water on the project site is not precluded by current project plans. At this time, there is no nearby source of reclaimed water.

Patricia Ellen Horkan
DISTRICT SUPERINTENDENT

September 23, 1982

Del Mar Union School District

225 NINTH STREET, DEL MAR, CA 92014

PHONE (714) 755-9301

Mr. Tom Murphy
City of San Diego
Planning Department
City Administration Building
202 "C" Street
San Diego, CA 92101

Dear Mr. Murphy,

Re: Environmental Impact Report: EQD No. 81-1212; SCH No. 82010619
North City West - Neighborhoods 4, 5 and 6

The community plan calls for a total of 13,970 dwelling units to be developed throughout North City West. This was approved by the Council of the City of San Diego on November 17, 1981. Precise plans proposed and approved since that date have tended to utilize maximum densities outlined in the community plan. It is possible that a total of 15,000 dwelling units could be constructed in North City West, exceeding the community plan by approximately 1,130 units. (Page S-10.)

3 A section should be included in this document which stipulates that, as part of its annual evaluation, the Joint Powers Association will assess the student generation factor and adjust the School Facilities Master Plan accordingly.

4 The District would also like the assurance that, as each school site is completed, the playground and park facilities will be completed simultaneously by the City.

Sincerely,

Patricia E. Horkan

Patricia E. Horkan
District Superintendent

PEH:pw

cc: The Baldwin Company
PRC Toups

3 Provisions for annual review of the School Facilities Master Plan are contained in the Master Plan and in the North City West Public Facilities Financing Plan. Any issues of concern, including assessment of student generation factors, can be considered during the annual review period.

4 The North City West Public Facilities Financing Plan contains provisions for construction of the neighborhood parks in conjunction with development of school facilities. The City Park and Recreation Department will be responsible for completing the playground and park facilities.

BOARD OF EDUCATION

MARION B. THOMPSON, President
ERIC T. LODGE, Vice President
PAMELA R. DALTON, Clerk
CLYDE A. BUNNEY, Member
SANDRA G. PARRISH, Member

RAYMOND D. TOMAS, Ed.D., Superintendent

solana beach school
district

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SEP 22 1982

ENVIRONMENTAL QUALITY
DIVISION

September 20, 1982

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

Dear Mr. Jones,

This is a letter in response to your draft Environmental Impact Report regarding neighborhoods 4, 5 and 6 in North City West precise plan. I had previously written to the Planning Commission and made two statements before the Planning Commission in workshops regarding one point that is important to the Board of Education of the Solana Beach School District. In the attached copy of page 15 I have pointed out a sentence which is highly objectionable to myself and the Board of Education.

Many months of study went into the development of the School Facilities Master Plan for North City West. Groups participating in this study were the three involved school districts, the City of San Diego staff consultants and developers. School sites were selected at that time based upon the following data: demographics and topography which included student generation factors, types of products and yield, man-made and natural barriers.

It is our position that the sentence "An optional school/park site is shown in the southwestern portion of the neighborhood; such a site could be chosen if boundary adjustments are not agreed upon by the elementary school districts affected by development of the precise plan area." must be eliminated from the plan and the optional school site taken out of any future maps. No change in the location of school sites can be the result of unilateral action by one developer in a multi-developer master planned area such as North City West where schools will be serving students residing in more than one neighborhood or developer area. This is particularly true in this specific instance where the primary site and the optional site are in different school districts. Changes in either the priority of funding, number or location of school sites can only be accomplished in accordance with the provisions of the "North City West School Facilities Master Plan" which relate to the updating of that plan. Responsibility for such updating lies with the school districts and the City, not the developer.

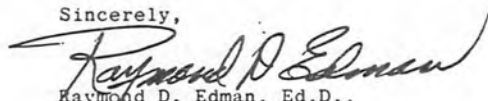
5 The North City West School Facilities Master Plan does not actually select school sites. A model site designation was undertaken using SANDAG's computers, but the locations ignored school district boundaries; those boundaries pose a major issue in school site location for North City West.

6 The designation of the optional school/park site is merely a recognition of the fact that three school sites are currently designated within the Solana Beach School District while one school site is designated within the Del Mar Union School District. Given this imbalance, and the inability of the school districts to agree upon a boundary line adjustment, the City and the applicant thought it appropriate to designate an optional school/park site within the Del Mar Union School District. Since Neighborhood 4 will develop after Neighborhoods 5 and 6, the final determination of the school site location can be made at some future date, probably after 1992. A decision regarding the location of the school site in Neighborhood 4 would be made in accordance with the North City West School Facilities Master Plan. The optional school/park site simply preserves the possibility of the school location at that site. A site location will actually be determined based upon school boundaries, growth in the districts, and an analysis of the impacts of development of North City West upon the school districts at the time Neighborhood 4 develops in the 1990's.

Allen M. Jones
9/20/82
Page 2

If a developer desires to build a school not sanctioned by the Master Plan as amended from time to time, it will do so at its own expense and without any reduction of its financial obligations to fund the schools provided for in the Master Plan in the order of priority set forth in that plan. In the light of the lack of funds available for school construction, any diversion of such funds would be at best inappropriate.

Sincerely,


Raymond D. Edman, Ed.D.,
District Superintendent

RDE/et

CITY of SAN DIEGO
MEMORANDUM

FILE NO.:
DATE : September 17, 1982
TO : Allen M. Jones, Deputy Director : City Planning Department
FROM : Jeff Collingwood, New Development, Water Utilities Department
SUBJECT: DRAFT ENVIRONMENTAL IMPACT REPORT FOR NORTH CITY WEST NEIGHBORHOODS 4, 5, & 6

RECEIVED

SEP 20 1982

ENVIRONMENTAL QUALITY
DIVISION

I have reviewed the draft report and have the following comments:

1. Water - adequately stated.

7 2. Sewer - no mention in the report.

Please contact me at 396-7111 if I can be of further assistance.

Jeff Collingwood
Jeff Collingwood
Associate Civil Engineer

JJC:gg

7 As stated in the precise plan (Appendix B), sewer service in the precise plan area will be provided by the City of San Diego. Sewer facilities will be provided through the subdivision process in conformance with the North City West Community Plan, the North City West Public Facilities Financing Plan, and subdivision requirements. An 18-inch sewer main exists in El Camino Real and the Carmel Valley trunk sewer is located in Carmel Valley Road. Those facilities are adequate to serve development needs within the precise plan area. The adequacy of sewer service for all of North City West was addressed in detail in the supplement to the Carmel Valley Precise Plan EIR (EQD No. 76-25-SP, S-1).

BRIAN F. SMITH
ARCHAEOLOGICAL/HISTORICAL CONSULTANT
10816 MACOUBA PLACE
SAN DIEGO CALIFORNIA 92124
(714) 560-8126

RECEIVED
OCT 15 1982
ENVIRONMENTAL QUALITY
DIVISION

October 11, 1982

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

Re: Environmental Impact Report, North City West Precise Plan,
Development Units 4, 5, and 6

Dear Mr. Jones:

We have reviewed the texts of both the Draft EIR for the Baldwin/North City West development (Neighborhoods 4, 5, and 6) and the Technical Appendix, with emphasis on the sections regarding cultural resources. Our interest in the project stems not only from our professional occupations as archaeologists, but also from our knowledge of La Jolla Complex sites in the immediate area, which was particularly expanded as a result of the excavations which we conducted at Site W-20, to the northwest of the intersection of I-5 and Carmel Valley Road.

Our initial reaction was that both texts were professionally and properly prepared and presented. However, our preliminary reading of the EIR (not the Technical Appendix) prompted our first criticism. The cultural resource section of the EIR was confusing and not an accurate presentation of the technical data included in Appendix E, the Archaeology Report. The information provided in Appendix E but omitted from the EIR included the determination of the need to test and surface collect all sites within the project prior to development, the description of the indirect impacts expected to result from the development process, and the discussion of the possibility of preserving the important sites.

Some clarification is required concerning the geological/paleontological interpretation of shell scatters presented in the archaeological section of the EIR. Sites W-3202, W-3203, W-3204, W-3205, and W-3242 were registered as shell scatters with no associated artifacts. M. Cottrell stated that the sites may be beach deposits and not cultural deposits. This position was supported by Dr. Steven Williams, a geologist/paleontologist who visited the site. However, the difference between a 40,000,000-year-old shell (which corresponds to the age of the soil strata underlying the project) and a 4,000-year-old shell (representing

8 The mitigation recommendations contained in the EIR (pages 96-97) were mutually agreed upon during a meeting between the archaeologist, City staff, and the environmental consultant on July 28, 1982. A letter from the archaeologist summarizing the conclusions of that meeting is reproduced below. The mitigation measures contained in the EIR conform with the City's Guidelines for the Determination of the Significance of Archaeological Sites.

Archaeological Resource Management Corp.

October 28, 1982

PRC Toups Corporation
2223 Avenida de la Playa, #200
La Jolla, California 92037

Attn: June Collins

Dear June,

As per our telephone conversation of October 27, 1982, I am writing this letter to verify a meeting between myself, representatives from PRC Toups, and the representatives from the City of San Diego regarding: Archaeological mitigation measures proposed for the Baldwin North City West Project. At this meeting, held July 28, 1982, the mitigation measures set forth in the Environmental Impact Report were agreed upon by the parties present. It was felt that the archaeological problems which still require a solution, could be investigated and probably solved through this mitigation program.

If you have any further questions regarding this matter, please contact this office.

Sincerely,

Marie Cottrell

Marie G. Cottrell
President
MGC:jh

9 All of the archaeological sites within the precise plan area would be directly affected by project implementation. No sites would be indirectly affected by development within the precise plan area. As stated in the EIR (page 96), no sites would be affected by the offsite extension of Carmel Valley Road. Utility extensions would be to Carmel Valley Road and to El Camino Real and would not indirectly affect any archaeological sites which have not already been documented in previous EIR's for North City West.

The comment regarding the geological/paleontological interpretation of the shell scatters is noted. See response to comment No. 8.

Brian F. Smith and Dr. James R. Moriarty
October 11, 1982
Page 2

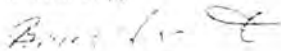
the period of the La Jolla Complex) should be readily apparent to these professionals. Although the sites probably do not offer a wealth of research potential if, in fact, they prove to have a cultural origin, that determination of provenience is very important. We do agree with the suggestion found in Appendix E, but omitted from the EIR, that a radiocarbon sample be dated to settle the question of the age and origins of the shell scatters.


10 In both the EIR and the Technical Appendix, the question of the potential historical significance of the cemetery, or the persons buried therein, was not addressed. Before the cemetery is removed or destroyed, an inventory of the gravesites should be compiled and a history of the cemetery and its relation to the Catholic Diocese of San Diego should be researched.

11 The section of the EIR which provides a discussion of the mitigation of potential adverse impacts does not reflect all of the points made in the Technical Appendix. This appendix, which describes the need for a research design, a sampling of minor sites, and other special studies, should be adopted as the mitigation plan to be implemented prior to the initiation of the development.

We thank you for the opportunity to comment on these reports.

Sincerely,


Brian F. Smith


Dr. James R. Moriarty, III

BFS, JRM:ks

10 The cemetery is located within Neighborhood 5; this neighborhood will not be developed for several years. The applicant is working with the Catholic Church to determine the appropriate method of removing the cemetery. An historical inventory will be part of the plan for cemetery removal.

11 See response to comment No. 8.



San Diego County Archaeological Society, Inc.

Environmental Impact Report Review Committee
P. O. Box A-81106 San Diego, CA 92138

October 20, 1982

To: Environmental Quality Division
Planning Department
City of San Diego
202 C Street
San Diego, California 92101

RECEIVED
OCT 22 1982
ENVIRONMENTAL QUALITY
DIVISION

Subject: Draft Environmental Impact Report
North City West Neighborhoods 4, 5 and 6
EQD No. 81-1212, SCH No. 82010619

Gentlemen:

On behalf of this committee of the San Diego County Archaeological Society, I have reviewed the cultural resources aspects of the subject Draft Environmental Impact Report.

Based on the information provided to us, including the archaeological survey report and archaeological test report, both by the Archaeological Resource Management Corporation, and the DEIR by PRC Toups Corporation, we have concluded that numerous inadequacies exist in those documents. They are discussed below, in that order.

The archaeological survey report is difficult to follow, there being no clear logic to the ordering of the discussion of the sites. Perhaps if the two maps, figures 2 and 3, had been legible in their presentation of the site numbers there would have been such difficulty, although the report does not always follow the same order in each case. The whole presentation would benefit from a tabular form of presenting summarized results of the survey and the mitigation recommendations. It would not, however, resolve the problems with various errors and omissions in the report, among them:

- 12** (1) Mitigation recommendations require impact analysis, which is absent from the report. What mitigation recommendations are made are only for direct impacts, with no consideration of indirect ones.
- 13** (2) Only archaeological resources are addressed. We believe the report needs to demonstrate that consideration has been given to historical resources. For example, is the cemetery at W-2078 historically significant? Or the old schoolhouse mentioned in connection with W-2079?
- 14** (3) No records searches are included in the report, although they were obviously done. This item is relevant especially to the consideration of indirect impacts, such as road construction, utilities extensions, and population impacts to adjacent sites.
- 15** (4) Various sites are identified as requiring subsurface testing, but without any definition of the quantity and nature of the tests.

12 See response to comment No. 8.

13 See response to comment No. 10. The schoolhouse is located in an area designated as "not a part" on the Baldwin tentative maps and will not be affected by precise plan implementation. It will be available for future historical research.

14 Records searches of the precise plan area were conducted by Mr. Brian F. Smith, archaeological/historical consultant, in December 1981 and February 1982 and are documented in the "Preliminary Report of the Results of a Cultural Resource Survey of the Baldwin: North City West Project Neighborhoods 4, 5, and 6" and in "Site Record Forms, Baldwin/North City West".

15 The nature of subsurface testing is clearly defined in the EIR (pages 96 & 97) and in the archaeology report (Appendix E, pages 72-75). Such testing will consist of excavation of 2-meter square units, radiocarbon dating, and summarization of data recovered in a technical report.

San Diego County Archaeological Society, Inc.

To: Environmental Quality Division, City of San Diego
Subject: DEIR, North City West Neighborhoods 4, 5 and 6
Date: October 20, 1982

- 16** (5) The list at the top of page 46 identifies two sites as W-4615 and W-4614. The correct identification is SDi-4615 and SDi-4614.
- 17** (6) Site W-3237 has been omitted from the list of sites to be tested, on the bottom of page 46.
- 18** (7) In the table at the bottom of page 47, W-4613 should be SDi-4613, and W-3220 and W-3227 have been omitted.
- 19** (8) The site listing on pages 48-49, of sites requiring no further investigations, includes W-3241, which is not on the property and therefore should be included in the list on page 46, and omits W-3226.
- 20** (9) Page 28 indicates that site W-3236 was not field checked but that part of the site is or may be located (the report is contradictory on this point) on the project parcel. Mitigation for this site would therefore be to determine if it is or not, and then make specific recommendations. Indeed, the report says this on page 28, but simply lists the site among those which "should be tested if they become part of the Baldwin development project", on page 46.
- 21** (10) On page 1 of the report, the western boundary is said to bisect Bell Valley. The eastern boundary is so bisected, not the western one.

The archaeological testing report repeats some of the above items, 1, 2, 4, 7 (except the mislabeling of SDi-4613), 8, 9 and 10. To clarify the latter four items:

- 22** (7) W-3220 and W-3227 have been omitted from the list of sites to be micro-mapped, collected and given subsurface testing on page 6.
- 23** (8) W-3226 has been omitted from the list on page 6 of sites requiring no further investigations, and included W-3241 there instead of on page 4 in the list of sites to be tested if they become part of the project.
- 24** (9) W-3236 is erroneously listed as being outside the project boundaries when the survey report, page 28, does not flatly make this claim but rather calls for land surveying to be done and then the site to be checked archaeologically. Note that, even if it is off the parcel, it may be subject to indirect impacts.
- 25** (10) The same misstatement is made regarding Bell Valley, again on page 1.

26 In addition to the above, the list on page 4 of off-project sites includes SDi-4616. The correct number is SDi-4614.

27 The DEIR addresses archaeological resources on pages 94-97, and perpetuates most of the problems of the two technical reports. Some of these are editorial, and can be corrected by, for example, listing W-3241 with off-project sites and removing W-2078 from the list of off-project sites (where it is also shown, apparently erroneously, in the two ARMC reports) and listing it for mitigation measures as per page 28 of the archaeological survey report.

- 16** The comment is noted. These sites are accurately represented in the EIR (page 94).
- 17** The testing for Site W-3237 is documented on page 97 of the EIR.
- 18** The comment is noted. These sites are accurately represented in the EIR (page 94).
- 19** The comment is noted. These sites are accurately represented in the EIR (page 94).
- 20** As stated on page 94 of the EIR, Site W-3236 is located on a private residence. This residence will not be disturbed as a result of precise plan implementation.
- 21** The comment is noted. The eastern boundary of the precise plan area is bisected by Bell Valley.
- 22** The comment is noted. These sites are accurately represented in the EIR (page 94).
- 23** The comment is noted. These sites are accurately represented in the EIR (page 94).
- 24** See response to comment No. 20.
- 25** The comment is noted.
- 26** The comment is noted. The site is accurately represented in the EIR (page 94).
- 27** The EIR (page 94) states that Site W-3241 is located significantly south of the project area. Site W-2078 is located on the site of the cemetery which is discussed in the response to comment No. 10.

San Diego County Archaeological Society, Inc.

To: Environmental Quality Division, City of San Diego
Subject: DEIR, North City West Neighborhoods 4, 5 and 6
Date: October 20, 1982

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30

There are, however, some fatal errors in the DEIR, which make it unacceptable in its treatment of cultural resources. These are:

- (1) Failure to address indirect impacts, as required by CEQA.
- (2) Failure to address the consulting archaeologist's recommendation that W-33 be preserved if possible. We believe W-33 could and should be put in an open space easement, and possibly capped to mask the site.
- (3) The recommendations of the consultant, who the City apparently accepts as qualified, have been changed with no contradictory professional opinions offered to justify the changes. Specifically, the following changes have been made:
 - (a) For the ten sites with surface scatters, ARMC called for micro-mapping, collection and subsurface testing. The DEIR has omitted all of these.
 - (b) For W-2079, the consultant recommended 2-3 units. The DEIR indicates only one.
 - (c) For W-3235, the recommendation was for 5-8 units, this site being unusual in having a late prehistoric component. The DEIR changed this to only two units.
 - (d) For W-3222, the consultant's recommendation of 2-3 units was changed to one.

The failure of the DEIR to require the mitigation measures which a person acknowledged by the City as qualified has recommended, means that adverse impacts have not been properly mitigated. If conflicting opinion is available and formed the basis for the changes, it should be included in the DEIR or its technical appendices. If no such opinion is in existence, the DEIR must be changed to conform with the ARMC recommendations. The existence of any City policies, developed without scientific justification, cannot justify "writing-off" sites believed to be only surface sites, especially when testing is required and recommended to verify that the sites are, indeed, only surface ones. And, certainly, the judgement of the qualified archaeologist as to the number of test units required to obtain the scientific information needed from the site should not be changed by unqualified persons, whether they be editors of DEIR's or EQD staff persons.

Sincerely,
James W. Royle, Jr.
James W. Royle, Jr.
Chairperson, EIR Review Committee

cc: Archaeological Resource Management Corp.
PRC Toups Corporation
SDCAS President
file

28 See response to comment No. 8.
29 See response to comment No. 8.
30 See response to comment No. 8.

State of California

Business and Transportation Agency

Memorandum

RECEIVED

OCT 25 1982

To : Ron Bass
Director
State Clearinghouse
Sacramento, CA 95814

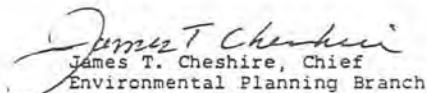
Date: October 1982 ENVIRONMENTAL QUALITY
6-3107

File: 11-SD-5
R30.4-R30.6

From : DEPARTMENT OF TRANSPORTATION - District 11

Subject: SCH # 82010619, North City West Neighborhoods 4, 5, 6

- 31** 1. One of the stated conclusions is that potentially significant traffic impacts can be mitigated to a level of insignificance. That conclusion, however, applies mainly to traffic within the proposed development. Figure 24 shows average daily traffic of 185,000 and 200,000 on Interstate 5. As pointed out in Caltrans comments of July 8, 1982, on the Baldwin Precise Plan, the congestion threshold of Interstate Route 5 in the vicinity of Del Mar Heights Road is around 130,000 ADT. Caltrans has no present plans to increase freeway capacity in that vicinity and does not have funds to carry out the regional improvements listed in Table 9.
- 32** 2. Page 117 states that Park-N-Ride facilities will be financed through the facilities benefit assessment mechanism. If fee ownership can be transferred to the State of California, Caltrans can participate by maintaining and operating the sites.


James T. Cheshire, Chief
Environmental Planning Branch

DP:jp

- 31** The I-5 volumes shown on Figure 24 (EIR, page 105) are identical to the volumes shown in the City's adopted I-15/North City Travel Forecast. Implementation of the precise plan would not cause trips to be generated onto I-5 beyond those which have already been projected and approved by the City of San Diego.
- 32** The North City West Public Facilities Financing Plan (page 50) notes that Caltrans may participate in maintaining and operating the park-and-ride facilities.

Memorandum

RECEIVED

OCT 23 1982

ENVIRONMENTAL QUALITY

Date : October 8, 1982

To : 1) Jim Burns, Project Coordinator
Resources Agency

2) Ellen Mosley
City of San Diego
202 "C" Street, 5th Floor
San Diego, CA 92101

Subject: North City West
Neighborhoods 4,5,6 Draft
Environmental Impact Report
San No. 82010619

RECEIVED
OCT 19 1982

From : Air Resources Board

State Office Building

The draft environmental impact report (DEIR) for the proposed development of North City West Neighborhoods 4,5,6 has been reviewed. The project includes a PRECISE PLAN, PLANNED DISTRICT ORDINANCE AMENDMENT, COMMUNITY PLAN AMENDMENT, REZONES, and THREE TENTATIVE MAPS for the development of 840 rural acres east of Interstate 5, at South Carmel Valley Road. Proposed land uses would include, 4,098 dwelling units, one neighborhood commercial center, one visitor commercial center, a 34 acre employment center, two school/park complexes, and open areas.

Our primary concern is the complete lack of analyses of air quality impacts of this project and identification of mitigating measures to reduce the projected impacts to the lowest feasible level. The DEIR estimates the project would generate approximately 53,000 daily vehicle trips. (page 113). Using regional figures for mode split and vehicle occupancy, our preliminary screening indicates the following vehicle emission would be generated upon buildout of the proposed project using emission factors for the year 2000: 201 tons per year of carbon monoxide, 143 tons per year of reactive hydrocarbons and 120 tons per year of oxides of nitrogen.

The following concerns need to be addressed in the final environmental impact report (FEIR) and resolved prior to a decision on this project:

33 1. Project/RAQS Consistency

We find the DEIR growth assumptions and land use proposals are inconsistent with those used in developing the 1979 Regional Air Quality Standards (RAQS) for the San Diego Air Basin (SDAB).

Guidelines for implementing the California Environmental Quality Act (CEQA) suggest a project description should include discussion of "any inconsistencies between the proposed project and applicable general plans and regional plans." (Section 15142 (b)) The Federal Clean Air Act requires State Implementation Plans (SIPs) be adopted to insure that primary (health related) national ambient air quality standards be attained as expeditiously as possible. (Clean Air Act, Section 110) An extension for attainment of ozone and carbon monoxide standards until 1987 was approved by the United States Environmental Protection Agency as part of the 1979 RAQS for the SDAB.

33

As noted in the EIR (page 122), development of the North City West Community Plan Area has been incorporated into SANDAG's regional growth projections and into the Regional Air Quality Strategies (RAQS). Development within the precise plan area would be generally consistent with the land use assumptions contained in the community plan with the exception of the 34-acre employment center designated in the western portion of Neighborhood 6. The employment center would generate approximately 3,000 more daily trips than would a similar acreage of multi-family residential development; multi-family residential development is currently shown at that location in the community plan. As stated in the EIR, mobile emissions generated by these trips would incrementally increase air pollutant levels in the San Diego Air Basin and would contribute to a region-wide air pollutant problem. The percentage increase would, however, be very small in the context of region-wide totals.

October 8, 1982

The present RAQS, adopted in 1979, did not project attainment of National Ambient Air Quality Standards (NAAQS) for ozone by 1987 unless additional control measures were adopted. The 1981 Reasonable Further Progress report (Vol. I, page 11) summarized the current projections stating: "Given the extensive stationary source controls, attainment of the smog (ozone) standards will depend upon effectively reducing the use of automobiles." It further states: "Using the 1978 data [with updated data base], reactive hydrocarbon emissions in the region must be limited to 153 tons per day by 1987 in order to attain the health standard [.12 ppm]." A shortfall of 30-38 tons per day is forecast unless additional transportation controls are implemented. Maintenance of the health standard will require that current per capita vehicle emissions be further reduced as additional population growth occurs.

The number of daily vehicle trips in the region has increased greatly over the last five years. Despite the reduction in emissions from catalytic-controlled engines, the nearby Solana Beach monitoring station reported increases in the annual number of days exceeding the .12 ppm hourly ozone standard between 1978-1981.

2. Air Quality Analysis

Air quality impacts of this project are not discussed in the DEIR. Identification of all significant environmental impacts of a proposed project are required under law. (Section 21002, Public Resources Code)

34 Two rezoning proposals are included in the DEIR which would result in generated emissions not included in the RAQS assumptions. The present project would add 1,000 dwelling units (9,000 daily trips) beyond the 3,098 dwelling units anticipated in the North City West Community Plan. In addition, the proposed rezoning of 34 acres as an employment center would generate an additional 3,000 trips per day more than the residential zoning currently included in the adopted Plan. Together, they would generate 12,000 trips per day more than has been assumed in the development of the 1982 RAQS.

3. Mitigation Measures

The CEQA requires consideration of alternatives and inclusion of feasible mitigation measures to lessen adverse environmental impacts where the project has effects that are individually limited but cumulatively considerable. (Section 21002, Public Resources Code)

34

Note response to comment No. 33. As stated in the EIR (pages 9-10), approximately 1,130 additional dwelling units may be constructed within the entire community plan area than originally called for in the community plan due to the fact that precise plans proposed and approved to date have tended to utilize the maximum densities outlined in the community plan. Fewer than 250 of these dwelling units would be located within the Neighborhoods 4, 5, and 6 precise plan area. Assuming a trip generation factor of 8 trips/dwelling unit (San Diego Traffic Generators, 1981), those 250 units would generate approximately 2,000 daily trips for a total trip generation increase within the precise plan area of 5,000 trips (2,000 residential plus 3,000 employment center trips) over the assumptions originally contained in the community plan. Mobile emissions generated by these trips would incrementally increase air pollutant levels in the San Diego Air Basin and would contribute to a region-wide air pollutant problem. The percentage increase would, however, be very small in the context of region-wide totals.

- 35** Mitigation of internal vehicle trips is addressed in the DEIR through provision of bicycle and pedestrian access routes. A draft ordinance setting bicycle parking standards for commercial, industrial, multi-family residential and public facilities land uses should be also included.
- 36** The environmental analysis states the 3,000 added vehicle trips generated by the proposed 34 acre employment center would exceed RAQS projections, but work trips of some new employees would increase the percentage of internal trips. (page 122) The feasibility of implementing an affordable housing-employment center mitigation measure should be discussed in the FEIR with appropriate commitments from the developer, if appropriate.
- 37** Additional mitigation of total emissions from the proposed project could be achieved by reducing the average energy use per dwelling unit through solar orientation, heavier insulation standards and solar hot water and pool heatings. Energy conserving street lighting should be specified. Higher density development of multi-family areas would make future bus service more economically feasible.
- 38** The DEIR states street width will be adequate for internal bus service but contact with local transit providers concerning location of bus shelters and methods of financing future service to the precise plan area is not discussed. A letter from local transit providers documenting feasibility of bus service expansion should be included in the FEIR. Given the reduction in federal support of transit operations, some ongoing support by homeowner associations may be needed for extension of internal bus service. Employer support of high speed regional commuter bus service should also be considered as a mitigation measure for the 34 acre employment center rezoning.
- 39** Cold start emissions from vehicles driven to park-and-ride lots limit their effectiveness as air quality mitigation measures. Shuttle services to major transit stops and bicycle parking at express bus stops would provide more effective mitigation of air quality impacts through dual-mode commuting. Bike racks on buses may be justified in some instances. Installation of ramp meters with high occupancy vehicle bypass lanes should be considered for high volume interchanges with Interstate 5.

If you have questions or comments concerning the air quality analysis or mitigation measures, please contact Donna Lott of my staff at (916) 323-8405.

Sincerely,



Gary Agid, Chief
Local Projects Support Branch
Regional Programs Division

- 35** Bicycle parking facilities would be provided at the school/park sites, at the neighborhood commercial centers, at the park-and-ride facilities, and within multi-family residential developments. Preparation of a draft bicycle ordinance would be the responsibility of the City of San Diego for city-wide application and is not needed for this project in light of North City West bicycle transportation and parking requirements.
- 36** The North City West Community Plan contains provisions for the development of affordable housing within the community plan area. The affordable housing would be provided in accordance with Council Policy 600-19.
- 37** As stated in the EIR (pages 135, 136), individual residential developments would be designed to provide maximum solar access for both active and passive solar systems; no manufactured slopes or adjacent developments would preclude solar access. If solar units for hot water, pool heating, and space heating are not proposed to be constructed within residential units, the design of such units would feature "stub-outs" to facilitate later addition of solar units. Street lighting would be provided in accordance with the requirements of the City of San Diego. Neighborhood 6 would be entirely developed with higher density multi-family areas.
- 38** The San Diego Metropolitan Development Transit Board (MTDB) was consulted during preparation of the precise plan for Neighborhoods 4, 5, and 6. Metro Route 150 would provide direct service from North City West to north University City, Pacific Beach, Midway, and Centre City San Diego. MTDB's San Diego Trolley may be extended to the North City area at some future date, providing high speed regional commuter bus service to the area.
- 39** Bicycle parking facilities would be provided at the designated park-and-ride facilities. Bicycle racks are also provided on MTDB buses. High volume I-5 interchanges adjacent to the community plan area would be signalized as required by the North City West Transportation Phasing Plan.

Mr. Burns
Ms. Mosley

-4-

October 8, 1982

cc: L. Hultgren - SANDAG
R. Somerville - San Diego APCD
T. Larwin - San Diego Metropolitan Development Board
P. Sanford - City of San Diego Bicycle Coordinator
B. Dotson - Caltrans District 11, DOTP

RECEIVED

The Resources Agency

OCT 25 1982

ENVIRONMENTAL QUALITY
DIVISION

Date: October 13, 1982

Memorandum

To: 1. Jim Burn, Projects Coordinator
Resources Agency

2. City of San Diego
Environmental Quality Division
202 "C" Street
San Diego, CA 92101

RECEIVED
OCT 19 1982

From: Department of Fish and Game

State Director

Subject: SCH 82010619 - North City West Neighborhoods 4, 5, and 6, San Diego County

We have reviewed the Draft EIR for the subject project that addresses a proposed Precise Plan, Community Plan Amendment, Planned District Ordinance Amendment, and three Tentative Sub-division Maps for a development of a mix of urban developments within an 840-acre site located on the north side of Carmel Valley Road between El Camino Real and Black Mountain Road.

40 The document provides an adequate assessment of biological resources and impacts to those resources. However, mitigative measures to offset significant adverse impacts to wildlife habitat within the project site are inadequate. Apparently, development of the project will eliminate practically all of the productive wildlife habitat and would retain only those areas which are considered undevelopable. As stated in the document on page 85, the mitigation measures proposed by the applicant would not reduce potential biological impacts to a level of insignificance. We believe this failure is inconsistent with the requirements of CEQA.

41 We could concur with a project alternative that would preserve all of the riparian woodland, freshwater marsh, and salt flat environments as dedicated natural open space and afforded protection from urban development and unmanaged intrusion by humans and domestic animals. We also recommend that the mitigation measures listed on page 49 of the Biological Survey Report be incorporated as Conditions of Approval for an urban development project.

42 The project sponsor should be aware that any diversion of the natural flow or alteration of the bed, channel, or bank of any river, stream, or lake will require notification (with fee) to the Department of Fish and Game pursuant to Section 1603 of the Fish and Game Code. This notification and the subsequent agreement should be made a condition of permit approval. This state law may require significant changes in project features associated with streams or streambeds. For this reason, we strongly urge compliance with this code section prior to finalization of the specific project design.

40 As stated in the EIR (page 81), compared to areas of similar size in the coastal portion of San Diego County, the precise plan area is of good, but not outstanding, resource value to wildlife. Other areas of North City West offer better habitat for wildlife such as the area adjacent to Carmel Creek and the northern portion of Neighborhood 3; these areas would be preserved in open space as part of community plan implementation. Preservation of the 825+ acre precise plan area as a wildlife sanctuary would not be consistent with the City's adopted goals for urbanization of the North City area.

41 A small area of riparian woodland habitat would be preserved in the natural open space area in Neighborhood 4. The majority of the remainder of the riparian woodland, freshwater marsh, and saltflat habitats are located adjacent to Carmel Valley Road; disturbance of these habitats is unavoidable given the improvements to Carmel Valley Road called for in the North City West Transportation Phasing Plan. Carmel Creek would be fenced during road construction and would be preserved in open space following construction, thus possibly preserving some of the riparian woodland, freshwater marsh, and salt flat habitat. With the exception of Recommendation 2, all of the mitigation measures outlined on page 49 of the biology report (Appendix D) would be implemented by the applicant. Implementation of Recommendation 2, preservation of a large open space area in the western portion of Neighborhood 4, is discussed in the EIR as an alternative. This alternative would not be consistent with the land use designations for that area outlined in the community plan.

42 No alteration of the natural course or direction of Carmel Creek would occur as a result of the proposed onsite improvements to Carmel Valley Road. A 1603 Permit may be required for the offsite extension of Carmel Valley Road and will be obtained, if necessary.

1. Jim Burns -2-
2. City of San Diego

Thank you for the opportunity to review and comment on this project.
If you have any questions, please contact Fred A. Worthley Jr.,
Regional Manager, Region 5, at 350 Golden Shore, Long Beach, CA
90802; telephone (213) 590-5113.

EC Fullerton
Director

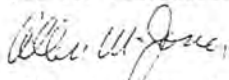
CITY of SAN DIEGO
MEMORANDUM

FILE NO.: 81-12-12
DATE : October 25, 1982
TO : Bill Schempers, Deputy Director, Transportation and
Traffic Engineering
FROM : Allen M. Jones, Deputy Director, Environmental Quality
Division
SUBJECT: North City West Neighborhoods 4,5, and 6, Transportation
Analysis

43

The public review period for the North City West Neighborhoods 4,5, and 6 draft EIR has ended, and no comments regarding traffic circulation impacts were received from your division. On October 22, 1982, our office contacted Tom Elder to determine if there were any additional traffic circulation concerns beyond those addressed in Hal Rosenberg's memo of September 1, 1982 (memo attached). From consultation with Tom Elder, it is our understanding that your division's concerns have been adequately satisfied and that review of the North City West Neighborhoods 4,5, and 6 draft EIR does not alter the conclusion's reached by Hal Rosenberg in his memo. Based on the information contained in the draft EIR and associated traffic studies, no additional impacts or mitigation measures have been identified by your division.

Should you have significant traffic circulation concerns which have not been presented to this division, please call Karen Ruggels, our analyst for this project, at ext. 6779. Thank you for your assistance.



Allen M. Jones, Deputy Director
City Planning Department

Attachment
cc: Tom Murphy, Current Planning
Debbie Marsh, PRC Toups

KR:AMJ:sf

43

The comment is noted.

CITY OF SAN DIEGO
MEMORANDUM

FILE NO. :


DATE : September 1, 1982

TO : Thomas Murphy, Planning Department

FROM : Hal Rosenberg, Senior Traffic Engineer, E&D via William Schempers, Jr., E&D

SUBJECT: Addendum to the May 27, 1982 Transportation Analysis of
Baldwin North City West Neighborhoods 4, 5, and 6

This is a follow-up memorandum to our memorandum of August 16, 1982 to Karen Ruggels in which we expressed concerns regarding the traffic impact of the number of dwelling units proposed for North City West Neighborhoods 4, 5, and 6, and the designation of a 35-acre industrial business park. We felt the resultant increase in traffic generation needed to be addressed relative to its cumulative effect, particularly at the ramp connections to I-5 at Carmel Valley Road and Del Mar Heights Road. Since that time, we have received an addendum to the original transportation analysis for Neighborhoods 4, 5, and 6 dated May 27, 1982 (attached). We note that there have been additional changes in land use for these neighborhoods resulting in a reduction in the total amount of trips generated. Specifically, the neighborhood commercial use in Neighborhood 6 was changed to a community commercial use which had the effect of reducing the trip generation by 6680. This reduction in trip generation was enough to offset the increase in the number of trips generated by the new designation of a 35-acre industrial business park and the addition of 84 dwelling units. The total number of trips produced by Neighborhoods 4, 5, and 6 have been reduced from 60090 to 52904. This reduction in trip generation now matches the number of trips used in the original traffic forecast for North City West. We therefore find the revised land use plan for Neighborhoods 4, 5, and 6 to be satisfactory relative to our traffic concerns.


Hal Rosenberg

HR:pc

cc: Simpson
Twomey

Attachment (not included)

bcc: Holden
Ruggels
McLaughlin

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SEP 2 1982

ENVIRONMENTAL QUALITY
DIVISION

LUCE, FORWARD, HAMILTON & SCRIPPS

MICHAEL ISB BENTLEY
JACK W. CUMLEY
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WILLIAM W. SCHMIDT
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DONALD J. BALLM
ROBERT J. BELL
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D. WALTER MARBY
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JOHN R. BROWN
D. EDWARD ARLEDGE
DAN L. STANFORD
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GREGORY D. BOYER
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JAMES C. KING
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BARRY J. CARLTON

THE BANK OF CALIFORNIA PLAZA
110 WEST A STREET
SAN DIEGO, CALIFORNIA 92101

(714) 236-1414

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OCT 23 1982

ENVIRONMENTAL QUALITY
DIVISION

October 22, 1982

OF COUNSEL
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HOW WILLIAM A. LUCE
EDGAR A. LUCE
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188-188
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IN LOS ANGELES
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1800 AVENUE OF THE STARS
LOS ANGELES, CALIFORNIA 90061
(213) 623-4042

Ms. Karen Ruggels
Environmental Quality Division
City of San Diego
City Administration Building
202 "C" Street
San Diego, California 92101

Re: Environmental Impact Report on North City West,
EQD No. 81-1212

Dear Ms. Ruggels:

44 Relating to the discussion of hydrology and water quality, the draft environmental impact report, at page 52, contains a statement that no grading will take place between October 15 and March 15. Given the requirements of construction of the detention basins prior to October 15 also set forth on page 52, it is unclear to us why this additional requirement is set forth.

Numerous studies have evaluated the mitigation of runoff. Rick Engineering Company completed a study which became a part of the EIR for Carmel Valley. Leeds, Hill also completed a study for the Pardee Construction Company. The Carmel Valley EIR, based upon the drainage plan and drainage study prepared by Rick Engineering contained no preclusion of grading between October 15 and March 15. While Leeds, Hill does contain a discussion of such a limitation, the concept was always that if the drainage basins were in place then there would be no further limitation upon grading since the

44 The comment is noted and the correction has been made to page 52 of the EIR.

LUCE, FORWARD, HAMILTON & SCRIPPS

Ms. Karen Ruggels
October 22, 1982
Page Two

drainage basins would pick up any sedimentation which resulted from grading during the winter period.

The mitigation measures set forth at pages 51 and 52 will preclude erosion and siltation even during the rainy period. One of the initial steps is the construction of the detention basins followed closely by interim landscaping to preclude erosion. In light of these numerous mitigation measures the preclusion for grading between October 15 and March 15 appears unnecessary and even if applied, should certainly be limited in scope to rough grading and should not preclude precise lot grading or street grading following construction of the drainage basins.

We appreciate the opportunity to comment.

~~Very truly yours,~~

Gregory Tyler Smith
for
Luce, Forward, Hamilton & Scripps

GTS:jr

Hand Delivered



THE CITY OF
SAN DIEGO

CITY ADMINISTRATION BUILDING • 202 C STREET • SAN DIEGO, CALIF 92101

ENVIRONMENTAL
QUALITY DIVISION
PLANNING
DEPARTMENT
236-5775

October 25, 1982

Mr. Jim Fisk
PRC Toups
2223 Avenida de la Playa, Suite 267
La Jolla, CA 92037

Dear Jim:

Subject: North City West Neighborhoods 4, 5, and 6,
Drainage Study

45

When this division reviewed the preliminary draft EIR for North City West Neighborhoods 4, 5, and 6, the drainage study had not been completed, and it had not been determined how runoff from the Western portion of Neighborhood 6 would be captured. The draft EIR was circulated for public review with the understanding that this information would be available prior to finalizing the EIR. This division would then review that information and decide if conclusions contained in the draft EIR would need to be altered.

We have recently been informed that the drainage study, has not been completed and the way in which runoff from the Western portion of Neighborhood 6 would be handled has not been determined. Therefore, the EIR will be accepted by this division as complete conditioned upon receipt and review of the drainage study. If this division determines that proposals in the drainage study could create or exacerbate environmental impacts, further environmental analysis would be necessary and a supplement to the EIR may be required.

45 The comment is noted.

Mr. Jim Fisk

Page 2

If you have any question regarding conditional acceptance
of the EIR, please call.

Sincerely,



Allen M. Jones, Deputy Director
City Planning Department

cc: Debbie Marsh, PRC Toups
Steve Tate, The Baldwin Company
Tom Murphy, Long Range Planning
Jim Herrick, Subdivision Review Board

KR:AMJ:sf



State of California

GOVERNOR'S OFFICE
OFFICE OF PLANNING AND RESEARCH
1400 TENTH STREET
SACRAMENTO 95814
(916/445-0613)

RECEIVED

OCT 20 1982

ENVIRONMENTAL QUALITY
DIVISION

October 22, 1982

Karen Ruggels
City of San Diego
Environmental Quality Division
202 C Street, 5th. Floor
San Diego, CA 92101

SUBJECT: Draft Environmental Impact Report (EIR) for North City West
Neighborhoods 4, 5, & 6

Dear Ms. Ruggels:

State agencies have commented on your draft EIR (see attached). If you would like to discuss their concerns and recommendations, please contact the staff person shown on each letter. For your convenience, state agency comments are summarized below.

46

AIR RESOURCES BOARD (ARB)

ARB states that the document's discussion of air quality impacts and project mitigation measures is not adequate. They provide estimates of air emissions from the project, which stress the importance of a thorough air quality analysis. Using regional figures for mode split and vehicle occupancy, ARB projects emissions for carbon monoxide, reactive hydrocarbons, and oxides of nitrogen that would be generated upon project buildout.

ARB says the project's land use proposals and growth assumptions are inconsistent with those used to develop the 1979 Regional Air Quality Standards (RAQS) for the San Diego Air Basin. ARB discusses appropriate requirements for achieving national ambient air quality standards.

ARB discusses the possibility of adopting a draft ordinance which would set bicycle parking standards at commercial, industrial, multi-family residential, and public facilities. ARB discusses other mitigations involving: reduced emissions from dwelling units, shuttle service between major transit stops and park-and-ride facilities, bicycle parking at express bus stops, and ramp meters for I-5 with high occupancy vehicle bypass lanes.

According to ARB, the DEIR does not include evidence of contacts with local transit service providers regarding the location of bus facilities and methods of financing future service. A letter from local transit providers regarding the feasibility of financing future development should be included in the

46

Please refer to responses to comments No. 33-39.

final EIR. Finally, employer support of high speed regional bus service should also be considered for the 34 acre employment center rezoning.

47 CALTRANS

Caltrans, District 11 refers to a statement in the document which concludes that potentially significant traffic impacts can be mitigated to a level of insignificance. Caltrans indicates that this may apply to internal traffic impacts but not regional traffic impacts. Caltrans states that after the project is constructed, average daily traffic on I-5 will be exceeded. They state that Caltrans has no plans to increase freeway capacity and does not have funds to carry out regional improvements shown in Table 9. Caltrans refers to the financing of park-and-ride facilities as discussed on page 117. They note that if fee ownership can be transferred to the State, Caltrans can maintain and operate the sites.

48 DEPARTMENT OF FISH AND GAME (DFG)

DFG states that mitigation measures included in the document are inadequate. The project will eliminate practically all the productive wildlife habitat except in those areas that are considered undevelopable. They refer to a discussion in the document that the mitigation measures proposed will not reduce biological impacts to an insignificant level.

DFG can concur with a project alternative preserving all the freshwater marsh habitat, riparian woodlands, and salt flat environment as open space. They also recommend that mitigation measures listed on page 49 of the Biological Survey Report be incorporated as Conditions of Approval for the project.

DFG concludes by mentioning the requirement for the developer to enter into a streambed alteration agreement pursuant to Section 1603 of the Fish and Game Code if any alteration of the natural flow or alteration of the bed, channel, or bank of any river, stream or lake is planned.

49 DEPARTMENT OF WATER RESOURCES (DWR)

DWR has included their comments on water conservation and flood damage prevention for the North City West proposal. According to DWR, the developer should consider the possibility of using reclaimed water for irrigation purposes in order to conserve fresh supplies for beneficial uses requiring high quality water.

50 STATE CLEARINGHOUSE

In considering the loss of an east-west wildlife corridor due to development of the North City West Neighborhoods, the project states, "since no development has been proposed by the applicant on property south of Carmen Valley Road, implementation of the precise plan would in no way preclude use of the property for that purpose". This statement does not consider the pos-

47 Please refer to responses to comments No. 31 and 32.

48 Please refer to responses to comments No. 40-42.

49 Please refer to responses to comments No. 1 and 2.

50 The floodplain of Carmel Creek and property south of Carmel Valley Road are designated for open space in the North City West Community Plan. The community plan also limits growth on adjacent or nearby properties within North City West.

sibility that the project will encourage growth on adjacent or nearby properties, thus making it more difficult to retain lands south of Carmen Valley Road in open space.

51 In relation to this discussion, the document does not include a section on growth inducing impacts of the proposal as required by Section 15143 (g) of the CEQA Guidelines. A thorough discussion of growth inducing impacts is important for the following reasons: 1) the scope of the project is large, and may generate significant secondary development offsite, 2) Carmel Creek and coastal habitats, located close to the project, may be impacted by off-site development, and, 3) the extension of Carmel Valley Road may induce growth into undeveloped areas. Also, extension of services across undeveloped areas can open them to intensified development pressures, thus any growth impacts that could occur due to service extensions must be discussed. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment. The CEQA Guidelines, Section 15143 state, if growth inducement is not discussed in a separate section, the EIR shall include a table showing where it is discussed.

When preparing the final EIR, you must include all comments and responses (CEQA Guidelines, Section 15146). The certified EIR must be considered in the decision-making process for the project. In addition, we urge you to respond directly to the agencies' comments by writing to them, including the State Clearinghouse number on all correspondence.

A 1981 Appellate Court decision in Cleary v. County of Stanislaus (118 Cal.App.3d 348) clarified requirements for responding to review comments. Specifically, the court indicated that comments must be addressed in detail, giving reasons why the specific comments and suggestions were not accepted. The responses should indicate any factors of overriding significance which required the suggestions or comments to be rejected. Responses to comments must not be conclusory statements but must be supported by empirical or experimental data, scientific authority or explanatory information. The court further said that the responses must be a good faith, reasoned analysis.

Section 15002 (f) of the CEQA Guidelines requires that a governmental agency take certain actions if an EIR shows substantial adverse environmental impacts could result from a project. These actions include changing the project, imposing conditions on the project, adopting plans or ordinances to avoid the problem, selecting an alternative to the project, or disapproving the project. In the event that the project is approved without adequate mitigation of significant effects, the lead agency must make written findings for each significant effect (Section 15088) and it must support its actions with a written statement of overriding considerations for each unmitigated significant effect (Section 15089).

If the project requires discretionary approval from any state agency, the Notice of Determination must be filed with the Secretary for Resources, as well as with the County Clerk.

51 The growth inducing impacts of development of all of North City West were addressed in detail in the Carmel Valley Precise Plan EIR and its supplement (EQD Nos. 76-05-25P, 76-05-25P, S-1).

Please contact Daniel Conaty at (916) 445-0613 if you have any questions.

Sincerely,

Charles E. Brandes
Deputy Director
Projects Coordination

Daniel Conaty
State Clearinghouse

CEB/dc
attachments

cc: Resources Agency

State of California, Edmund G. Brown, Jr., Governor

California Coastal Commission
San Diego District
6154 Mission Gorge Road, Suite 220
San Diego, California 92120
(714) 280-6992
ATSS 630-5868

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ENVIRONMENTAL QUALITY
DIVISION

October 25, 1982

Mr. Allen Jones
City Planning Department
202 "C" Street
San Diego, CA 92101

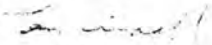
Re: DEIR North City West Neighborhoods 4, 5, and 6; EQD #81-1212

Dear Mr. Jones:

52 Thank you for the opportunity to comment on the DEIR for the North City West neighborhoods. We have reviewed those sections of the DEIR that relate to drainage and transportation, as well as to the underlying land uses for that portion of the North City West community in the coastal zone. It is our opinion that the DEIR adequately discusses the potential impacts, their significance, and appropriate mitigation measures for those items. However, we have not noted in the DEIR any detailed discussions of the potential effects of the proposed project upon the pattern and intensity of use of coastal beach and park lands location seaward from the project site.

As discussed in the DEIR the Commission is expected to review that portion of the project within the coastal zone under its coastal permit issuing authority.

Sincerely,


Tom Crandall
District Director

TAC:JFP:lsm

52 The effects of development of all of North City West on adjacent beaches and nearby coastal resources was addressed in detail in the supplement to the Carmel Valley Precise Plan EIR (EQD No. 76-05-SP, S-1; pages 53-57).



DRAFT
ENVIRONMENTAL IMPACT REPORT
FOR
NORTH CITY WEST PRECISE PLAN
DEVELOPMENT UNITS 4, 5, & 6

Prepared for:

The Baldwin Company
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A Planning Research Company

August 24, 1982

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SUMMARY

LOCATION

The proposed project is located on 825[±] acres within the City of San Diego's North City West community planning area. The property is bordered on the south by Carmel Valley Road and on the west by El Camino Real. The eastern portion of the property is roughly bordered by the northern extension of Carmel Valley Road. The precise plan area can be located on page 28, coordinates C4, C5, D4, D5, E4, E5, F2, and F3 of the Thomas Brothers Map Book.

ENVIRONMENTAL SETTING

Topographically, the precise plan area is characterized by gently rolling hills and valleys; a number of small canyon-like areas are located in the northeastern portion of the property. The property drains to the south; most slopes on the property are south-facing. Elevations on the property range from approximately 40 feet above mean sea level (AMSL) in the southwest corner to 350 feet AMSL in the northeast portion. Portions of the site have been disturbed by grazing and other agricultural activities. Undisturbed portions of the precise plan area are covered primarily by chaparral-type vegetation; vegetation which is characteristic of wetter areas occurs along Carmel Valley Road. Several small, eroded sandstone bluffs are located in the western portion of the property; higher sandstone bluffs are located off-site, south of Carmel Valley Road. Carmel Creek, a tributary of Los Penasquitos Creek, is located south of the plan area parallel to Carmel Valley Road and is the major drainage course for the property. Carmel Creek discharges into Los Penasquitos Lagoon, adjacent to Torrey Pines State Reserve.

Various land uses occupy the precise plan area and surrounding properties. Five existing residences and a restaurant are located within the plan area boundaries adjacent to Carmel Valley Road. A 150-foot wide San Diego Gas & Electric Company easement passes from south to north through the central portion of the property. The remainder of the precise plan area is vacant. Several stables occupy the property south of Carmel Valley Road; scattered residential development is located on the bluffs south of these stables. The property north and east of the precise plan area is currently vacant although the property to the north is expected to be developed as part of the implementation of Neighborhoods 1 and 2 of the North City West Community Plan. The western portion of the property is bordered by El Camino Real and I-5; residential land uses and Torrey Pines State Reserve are located west of I-5.

PROJECT DESCRIPTION

o Discretionary Actions: This environmental impact report covers several discretionary actions which would be required prior to development of the precise plan area: a precise plan for the entire acreage, a community plan amendment, rezones, an amendment to the North City West Planned District Ordinance (PDO) and one tentative map for each of the three neighborhoods within the precise plan area. The offsite extension of Carmel Valley Road from the western boundary of

the precise plan area to I-5 is also addressed in this EIR. The City of San Diego is the lead agency involved in the approval of each of these actions.

Additional approvals or permits which may be required in conjunction with precise plan implementation include review of drainage and transportation plans by the California Coastal Commission. Such review would include the issuance of development permits to connect to an existing trunk sewer line in Carmel Valley Road and to realign Carmel Valley Road.

The proposed precise plan addresses three neighborhoods within North City West, Neighborhoods 4, 5, and 6. Development within the precise plan area would consist of a variety of residential dwelling unit types as well as one neighborhood commercial center, one visitor commercial center, an employment center, two elementary school/neighborhood park complexes, and open space areas. The three proposed tentative maps would conform with the land uses outlined in the precise plan. Table 1 is a land use acreage analysis of the entire precise plan area. Table 2 provides an analysis of the number and types of residential dwelling units proposed within the precise plan area. Four types of dwelling units would be constructed: single-family detached units on 60 x 100 foot lots; single-family detached units on lots approximately 50 x 100 feet in size; duplexes; and multi-family units.

Table 1
Precise Plan Land Use Acreage Analysis

	<u>Neighborhood 4</u>	<u>Neighborhood 5</u>	<u>Neighborhood 6</u>
Residential	303.02	210.8	163.35
Includes:			
open space	(37.17)	(9.53)	(63.55)
detention basin	(3.47)	(1.50)	-0-
recreation center	(1.80)	(0.90)	-0-
Elementary School/ Park Site	18.84	15.70	-0-
Retail Commercial	-0-	-0-	10.40
Visitor Commercial	-0-	-0-	7.42
Major Streets	16.01	16.15	27.77
Employment Center	<u>-0-</u>	<u>-0-</u>	<u>34.76</u>
TOTAL	<u>337.87</u>	<u>242.65</u>	<u>243.70</u>

Table 2

Precise Plan Residential Unit Analysis

	<u>Neighborhood 4</u>	<u>Neighborhood 5</u>	<u>Neighborhood 6</u>
Single-Family Detached			
Product 1 (60' x 100')	635	-0-	-0-
Product 2 (50' x 100')	-0-	589	-0-
Duplex	822	426	-0-
Multi-Family	<u>-0-</u>	<u>-0-</u>	<u>1,626</u>
TOTAL	<u><u>1,457</u></u>	<u><u>1,015</u></u>	<u><u>1,626</u></u>

ENVIRONMENTAL ANALYSIS

o Land Use: The consistency of the proposed precise plan with the North City West community plan is addressed in detail in this EIR. Residential land uses proposed as part of the proposed precise plan would be consistent with the community plan. The developed park acreages proposed in the precise plan would be compatible with the acreages designated in the community plan although the number and location of these parks would differ from those shown in the community plan. This impact is not regarded as significant since the community plan park sites have been altered by the School Facilities Master Plan and since all future residents would have convenient and safe access to park facilities. The proposed neighborhood commercial center would be located adjacent to major streets but would be oriented toward internal streets and would be accessible through pedestrian/bicycle routes to be provided within open space linkages; no significant land use impacts would be associated with the commercial center location. The proposed visitor commercial center would be located adjacent to the visitor commercial area shown on the community plan. The proposed employment center would not be consistent with land uses shown in the North City West community plan but would be compatible with the designated employment center on the west side of El Camino Real. The employment center would be vertically buffered from residential development to the east by a 20-40 foot slope. Development within the employment center would be limited by the design criteria set forth in the Neighborhood 2 Employment Center Precise Plan. Additional traffic generated by the employment center could be accommodated by widening El Camino Real to six lanes adjacent to the Carmel Valley Road/El Camino Real intersection.

The natural open space area in Neighborhood 4 would not be continuous as shown on the community plan but would be divided into several pieces; its northern portion would be developed, and several portions would contain fill material. This is a

significant adverse impact, particularly in view of the fact that the community plan states that, ". . . any deviation . . . (from natural open space shown on the community plan) . . . must be justified by favorable environmental impact analysis". The significance of this impact would be reduced by pedestrian linkages proposed in Neighborhood 4. The proposed recreation area on Lot 1459 and a nature trail would connect the open space areas. This would serve to partially mitigate the identified impact. Complete mitigation could only occur through a redesign of that area; a redesign is addressed in the Alternatives section of this EIR.

Other land use issues addressed in this report include the self-containment of individual neighborhoods, the compatibility of adjacent land uses, and the rationale behind the selection of open space areas. Although each neighborhood would not contain all of the facilities outlined in the community plan, the precise plan as a whole would be a functionally self-contained area. The School Facilities Master Plan has also supplemented some of the community plan goals and objectives with regard to neighborhood self-containment. No land uses proposed by the precise plan are inherently incompatible with adjacent land uses, although the proposed school site location adjacent to Del Mar Heights Road, a six-lane major street, may have potential safety impacts in the absence of adequate site planning. The 15-acre school site would be large enough to ensure that the school could be set back far enough to avoid potential safety impacts. Where residential land uses abut commercial areas, landscaped earthen berms would be provided to reduce potential safety and visual conflicts. In addition, the applicant has agreed to develop Neighborhood 6 in accordance with the development plan guidelines set forth in the PDO or with the city's planned development process, which would ensure design review for individual projects within the western portion of the plan area. Open space areas were selected to be consistent with the community plan and to maximize the ease of circulation throughout the community. The design of the open space area in Neighborhood 4 may have significant impacts as discussed above.

o Hydrology/Water Quality: Three detention basins would be located within the precise plan area to ensure that runoff and sedimentation to Los Penasquitos Lagoon would not exceed predevelopment conditions. The development plans included as part of precise plan submittal would contain erosion control and landscaping strategies. Approximately 8 acre-feet of additional storage capacity would be required to accommodate runoff from the western portion of Neighborhood 6. Such capacity could be provided either in a detention basin to be located in the southwestern corner of the precise plan area or in a large detention basin located at the Carmel Valley Road/El Camino Real intersection. A decision regarding the provision of a detention basin to accommodate runoff from the western portion of Neighborhood 6 would be made prior to recordation of the final map.

The 100-year floodplain of Carmel Creek would be altered slightly by the proposed alignment of Carmel Valley Road, although such alteration would be consistent with the city-adopted Local Coastal Program (LCP) goals for development within or adjacent to the floodplain of Carmel Creek. This impact is a minor one, since much of the road widening would occur to the north of the existing alignment and

the floodplain boundary. Because the floodplain is wide in this portion of the valley, a slight constriction of it is not expected to have an appreciable effect upon the stream's hydraulic characteristics according to PRC Toups' engineers and hydrologists. Implementation of the precise plan and tentative maps would have no significant impact on the natural course or direction of Carmel Creek.

The offsite extension of Carmel Valley Road would significantly encroach into the 100-year floodplain of Carmel Creek. Such encroachment is unavoidable since the connection with the existing I-5/Carmel Valley Road interchange is fixed. The offsite extension of Carmel Valley Road would have no significant impact on the natural course or direction of Carmel Creek and would have no flood-related impacts.

o Visual Quality: Implementation of the proposed precise plan would have significant long-term visual quality impacts in the form of permanent alteration of topographic features such as valleys, bluffs, and canyons. Short-term adverse visual quality effects would be temporary in nature and would occur as a result of grading prior to development. Erosion control measures would be implemented for all graded areas in conformance with the city's grading ordinance.

Mitigation of potential adverse visual quality effects would occur through implementation of the development plans for Neighborhoods 4 and 5 and through the precise plan design element. These documents contain recommendations for enhancement of the site's visual character. They address all aspects of visual quality, including preservation of views, landscaping concepts, site design concepts, and street furniture and signage programs. The developer would strictly adhere to the development plan and the design element. If construction does not occur immediately on graded areas, temporary landscaping would be installed to reduce erosion potential and to increase the visual quality of the disturbed areas. In addition, the applicant proposes to require Neighborhood 6 to be developed via the development plan guidelines set forth in the PDO or the planned development process. This requirement ensures site design and landscaping review and would minimize the potential for adverse visual impacts.

The noise walls to be built along major roadways would have a visual impact on the site as it is viewed from adjacent roadways. These walls would be only a small part of the overall change in appearance and visual quality of the site resulting from plan development. The significance of this impact would be further reduced by the use of landscaping on all slopes below these barriers. Adverse visual quality impacts associated with the noise walls must be weighed against their beneficial use for noise attenuation.

Significant adverse visual quality effects would be associated with creation of large fill slopes in and adjacent to the natural open space areas in Neighborhood 4. These open space areas are intended to provide a unique pedestrian-oriented experience and the creation of manufactured slopes within them would represent a significant impact. Vegetation on manufactured slopes within these areas should be as similar as possible to native growth on undisturbed portions of the open space area. A list of plants to be used on manufactured slopes within natural open space areas has been included in the development plan for Neighborhoods 4 and 5; that list is included in the body of the EIR. In addition, manufactured slopes would be

rounded at their edges to blend into undisturbed land, as noted in the development plan and required by the PDO.

o Geology/Soils/Landform: No hazardous geologic or soils conditions are present within the precise plan area which would preclude development. The slopes of Bell Valley in the western portion of the precise plan area may require remedial grading in order to implement the development as proposed; that need has not yet been definitely established but would be prior to recordation of a final map. Eroded sandstone bluffs in the eastern portion of the precise plan area would be removed upon development which would eliminate potential geologic hazards associated with those bluffs. Landform alteration associated with precise plan implementation would be significant as described above under Visual Quality.

o Biology: A biological survey of the precise plan area was conducted by Mr. Harold A. Wier, biological consultant. Potential impacts to vegetation communities and sensitive plants considered to be significant include the loss of approximately 150 acres of coastal mixed chaparral habitat and potential impacts to certain sensitive plant species including Del Mar manzanita, Del Mar mesa sand-aster, coast barrel cactus, and mesa club-moss. Designated open space areas would preserve approximately 10 acres of coastal sage scrub habitat, 17 acres of chaparral habitat, and 45 coast barrel cactus plants. The designation of additional natural open space areas within the precise plan would preserve biologically useful areas such as coastal mixed chaparral habitat, but is not proposed by the applicant.

Implementation of the precise plan would result in a significant loss of 825[±] acres of wildlife habitat. The precise plan area is considered to be of value as a wildlife corridor and its loss for this purpose would be significant. The significance of this impact is reduced somewhat by the fact that no wildlife corridors have been preserved in conjunction with precise plan or tentative map approvals north of the precise plan area, effectively reducing the viability of the property as a north/south wildlife corridor to the San Dieguito River system. The area south of Carmel Valley Road may still serve as a viable east/west corridor to upper Carmel Valley and Los Penasquitos Canyon following precise plan implementation. Since no development has been proposed by the applicant on property south of Carmel Valley Road by the applicant, implementation of the precise plan would in no way preclude use of the property for that purpose. Both the city-adopted LCP and the North City West Community Plan recommend retention of property within the floodplain south of Carmel Valley Road as open space.

Improvement of the onsite portion of Carmel Valley Road would have no significant direct effects on biological resources since most of the construction would occur in disturbed field habitat. Development within the precise plan area could, however, indirectly affect significant coastal resources south of Carmel Valley Road and within Los Penasquitos Lagoon, unless adequate mitigation occurs. The key mitigation for protection of coastal zone resources is erosion and sedimentation control as discussed above under Hydrology/Water Quality.

The offsite extension of Carmel Valley Road would disturb a small area (1,000 feet by 400 feet) of riparian woodland habitat. This habitat was disturbed in December 1981 when willow trees were removed from the property and is presently in a degraded condition. The habitat does, however, offer good potential for rehabilitation and its loss would be significant. A small area of maritime sage

scrub would also be disturbed as a result of construction of the Carmel Valley Road offsite extension. This loss is not considered to be significant, since maritime sage scrub is not considered to be a sensitive habitat.

o Archaeology: An archaeological survey of the precise plan area was conducted by Ms. Marie Cotrell of Archaeological Resource Management. The property within the precise plan area contains 20 archaeological sites which would be lost as a result of precise plan implementation. No significant paleontological resources were noted on the property. The archaeological sites appear to represent satellite campsites and resource collection areas, rather than remnants of major villages. While the size and significance of each individual site within the precise plan area may vary widely, the sites do represent a large cluster of cultural remains and their loss may be significant in a cumulative sense. As this and other development in the area occurs, the loss of archaeological resources will be significant unless mitigation occurs through recordation and documentation where appropriate.

o Transportation: A transportation analysis of the proposed precise plan was conducted by Mr. Andrew Schlaefli of Urban Systems Associates. Traffic generated by development of the precise plan area would be adequately served by the transportation improvements outlined in the North City West Public Facilities Financing Plan approved by the City Council in May 1982. No cumulative effects would occur in the immediate vicinity of the community which have not been incorporated into adopted facilities phasing plans. Some short-term congestion of the Del Mar Heights Road bridge would occur during development of the community plan area. This would be mitigated by signalization of the Del Mar Heights Road/I-5 offramps as required in Stage I of the phasing plan.

Certain site-specific improvements have been recommended by the traffic consultant to improve traffic flow within and adjacent to the precise plan area. These improvements are outlined below. They would be implemented by the applicant.

1. The community connecting road which intersects Soledad Valley Road and serves the neighborhood commercial along the south edge would be constructed as a four-lane major (72'/92') road with provision for left turn lanes.
2. The external access road to El Camino Real in Neighborhood 6 would be constructed as a four-lane collector road (64'/84') with provisions for left-turn lanes.
3. The external access road in Neighborhood 4, which connects to MC Road, would be constructed as a 40'/60' street with provisions for left-turn lanes.
4. El Camino Real would be constructed as a six-lane major road from Carmel Valley Road to the Neighborhood 6 connecting road just north of the visitor commercial development.
5. Left-turn improvements and signalization at the intersection of El Camino Real and the intersecting road along the north edge of the visitor commercial development must be provided when warranted or at the direction of the City Engineer.

6. Left-turn improvements and signalization at the intersection of Soledad Valley Road and the intersecting road which links Neighborhoods 5 and 6 together along the south edge of the neighborhood commercial would be provided when warranted, or as directed by the City Engineer.
7. Project development would be coordinated with the North City West Cumulative Impact Study and Transportation Phasing Plan. If any differences in staging or phasing occur, the phasing plan would be updated.

The proposed project would not have a significant adverse impact on provision of future transit service or pedestrian and bicycle access in the vicinity of the precise plan area. Adequate park-and-ride transit opportunities would be available to future residents in accordance with the requirements outlined in the Public Facilities Financing Plan; major roadways within the precise plan area would be wide enough to accommodate buses and bus stops at any point. Each major public facility, including schools, parks, and commercial centers, would be accessible to residential areas by both pedestrian and bicycle links; pedestrian and bicycle links would conform with or exceed those shown on the community plan.

o Air Quality: Development of the precise plan area would contribute an increment to the significant cumulative increase in air pollutant emissions occurring in the San Diego Air Basin. The proposed project, however, would be generally consistent with the land use and development phasing assumptions in the Regional Air Quality Strategies (RAQS). The RAQS program has incorporated this and other planned developments into the overall land use projections for the region and has designed various strategies to reduce air pollutant generation from these developments. The proposed locations of the school/park sites would be compatible with potential air pollutant levels.

The proposed employment center would generate approximately 3,000 more daily trips than assumed in the RAQS. Mobile emissions generated as a result of these trips would make a cumulatively significant contribution to air pollutant emissions in the San Diego Air Basin.

o Noise: Each of the major roadways in and near the precise plan area would generate noise levels greater than the City noise standard of 65 dB(A) in the adjacent residential developments. These noise levels would affect primarily the first row of residential units adjacent to the roadways, although in some cases additional units would be affected. Reduction of this noise to acceptable levels would be accomplished by the placement of 4 to 6 foot high walls at appropriate locations along major roadways within the precise plan area. The locations and heights of these noise barrier walls are shown on the tentative maps reproduced in the body of the EIR.

The traffic noise from Del Mar Heights Road may also have a significant impact at the school/park site to be located on this street. The school/park site is large enough to ensure that such impacts would be avoided. Careful review of site plans should take place to ensure that adequate setbacks are provided. Rooftop air conditioning equipment at the two commercial centers may significantly affect nearby residential units. None of the remaining residential units within the plan area or the second school/park site would be affected by noise levels exceeding

City standards. The two proposed commercial centers would not be affected by noise levels over City standards for that type of development.

o Water and Energy Conservation: Development of North City West and other northern urban communities has been incorporated into regional population forecasts and into regional water and energy conservation planning strategies. Anticipated increases in water and energy consumption would be average for the proposed type and intensity of development. Therefore, implementation of the precise plan would not significantly affect attainment of those goals, as long as state-of-the-art conservation measures are implemented. Such measures have been incorporated into the precise plan and are outlined in detail in the body of the EIR.

o Alternatives: The "no project" and "delayed project" alternatives would involve development of the precise plan area in accordance with existing zoning for the property which would allow large-lot subdivisions and/or agricultural use. Under these alternatives, site-specific impacts could occur, including removal of vegetation and disturbance of archaeological resources. Traffic, air quality, and noise impacts would, however, be avoided. Termination or delay of the project would cause demand for housing elsewhere in the city which could be accompanied by equal or greater environmental impact than would occur under the proposed plan.

A reduced scope/1,000-unit reduction alternative is addressed in this EIR. This alternative would be compatible with the facilities benefit assessment district for North City West. As discussed in previous North City West EIR's, a reduction in project scope would be preferable from an environmental standpoint, reducing population-dependent impacts such as trip generation and air pollutant emissions and lessening resource-based effects such as disturbance of natural habitats and archaeological resources.

Two alternative designs for Neighborhood 4 are addressed in this EIR. These include elimination of the large fill slope south of the Neighborhood 4 school/park site and redesign of that neighborhood to preserve all of Bell Valley. Elimination of the fill slope would facilitate access to the proposed open space system but would also remove the developed park adjacent to the school in Neighborhood 4. Preservation of all of Bell Valley would require substantial redesign of the circulation system and lot configurations within Neighborhood 4. Provision of an efficient loop road system would be difficult under this alternative; eastern portions of Neighborhood 4 would have to be separated from those to the west, and would be linked only by the external road network.

Two alternative designs for Neighborhood 6 are addressed in this EIR. These concern the designation of natural open space in the western portion of the neighborhood as recommended by the consulting biologist and use of the western superblock of Neighborhood 6 for multi-family residential development. Designation of natural open space in the western portion of Neighborhood 6 would require either an appreciably more dense development in the remainder of the neighborhood or a reduction in the number of units constructed. Designation of the western superblock of Neighborhood 6 for residential development would conform with the land uses shown on the community plan and with adjacent land uses. No adverse environmental impacts would be associated with this alternative.

o Cumulative Effects: This EIR contains a review of cumulative effects analyses contained in previous EIR's for North City West and discusses additional projects which have been proposed since those analyses were conducted. Since the proposed precise plan is consistent with the North City West Community Plan in terms of overall land use and density, cumulative effects analyses contained in previous EIR's adequately addressed the cumulative effects of development of the precise plan area. Recently, projects (such as Fairbanks Country Club) have been proposed and approved by the City of San Diego which would initiate development in the future urbanizing areas of the San Dieguito River Valley. Insofar as these projects would have adverse cumulative effects, the cumulative effects of development of the precise plan area could be somewhat greater than those discussed in previous North City West EIR's. Such effects would, however, be the result of development of projects within the future urbanizing area and not the result of implementation of the proposed precise plan.

The community plan calls for a total of 13,970 dwelling units to be developed throughout North City West. Precise plans proposed and approved to date have tended to utilize maximum densities outlined in the community plan. For this reason, it is possible that a total of 15,000 dwelling units could be constructed in North City West, exceeding the community plan by approximately 1,130 units. This possible increase in units is not expected to have any cumulative effects beyond those previously identified.

ENVIRONMENTAL SUMMARIES

o Relationship Between Local Short-Term Uses of the Environment and the Maintenance and Enhancement of Long-Term Productivity: The proposed development of Neighborhoods 4, 5 and 6 of North City West would have certain long-term environmental effects. Implementation of the proposed precise plan would commit the site to residential and commercial use over the long term and would eliminate the potential for use of the site for open space or agricultural purposes. Implementation of the proposed precise plan would result in increased traffic and air pollutant levels in the vicinity, in significant disturbances to natural habitats, and would significantly increase the demand for water, energy, and other public services. For these reasons, the proposed project would narrow the range of available beneficial uses of the environment.

In the short term, implementation of the proposed precise plan, in conformance with applicable plans and policies, would help to satisfy the growing demand for housing in northern San Diego City. The employment center, commercial centers, and the school facilities could also have economic benefits in the form of providing increased job opportunities within the region. The proposed precise plan would also serve to implement the North City West Community Plan within the time period outlined in the community plan.

o Significant Irreversible Environmental Effects: Implementation of the proposed precise plan would require an irreversible commitment of resources in the form of building materials and energy required for construction. Irreversible increases in energy demand, traffic levels, and demand for public services would also be associated with precise plan implementation. The visual character of the precise plan area would be irreversibly changed. The cumulative effects of development of the precise plan area, of the remainder of North City West, and of other projects in the area would unavoidably alter the character of northern San Diego City. Mitigation measures proposed by the applicant and incorporated into the precise plan would reduce adverse effects associated with these irreversible environmental changes but not to a level of insignificance.

I. PROJECT DESCRIPTION

A. LOCATION

This environmental impact report (EIR) addresses a community plan amendment, a precise plan, rezones, an amendment to the North City West Planned District Ordinance (PDO), and three tentative maps for 825[±] acres within the City of San Diego's North City West Community Planning Area. Development plans for Neighborhoods 4 and 5 and Lots 2, 3, 4, and 5 of Neighborhood 6, and a development agreement are also addressed in this EIR. The precise plan area encompasses the three precise plan development units (PDU's), as identified in the community plan, located north of Carmel Valley Road within the central portion of the community planning area. The property is bordered on the south by Carmel Valley Road and on the west by El Camino Real; Interstate 5 (I-5) is located west of El Camino Real. The designated town center for the North City West community, and "Carmel Valley", the designated first neighborhood of North City West, are located immediately north of the precise plan area. The eastern portion of the property is roughly bordered by the northern extension of Carmel Valley Road. The precise plan area can be located on page 28, coordinates C4, C5, D4, D5, E4, E5, F2, and F3 of the Thomas Brothers Map Book. Figures 1 and 2 are a regional map and a vicinity map of the property. Figure 3 illustrates the location of the property with respect to adjacent streets and jurisdictions.

B. BACKGROUND

North City West was first identified by the City of San Diego as an area for future growth and development in its Progress Guide and General Plan, adopted in 1967. Active planning for North City West by the City of San Diego began in 1970 with the completion of a document titled North City Study Area. On February 27, 1975 the San Diego City Council adopted the North City West Community Plan. Figure 4 depicts the community plan area and locates the precise plan area within the community plan boundaries. The community plan outlines the conceptual development of North City West and calls for the orderly development of residential, commercial, and industrial land uses and public facilities on 4,286 acres of land generating an estimated population of 40,200 housed in approximately 13,970 dwelling units.

In the North City West Community Plan, the City of San Diego identified the specific process by which development in the precise plan area should take place. The community plan divides North City West into nine separate precise plan development units (PDU's), as shown in Figure 5, and requires the adoption of a precise plan for each PDU prior to the approval of any subdivision maps, zoning changes, or grading plans. Figure 6 illustrates land uses designated for the entire community plan area in the North City West Community Plan.

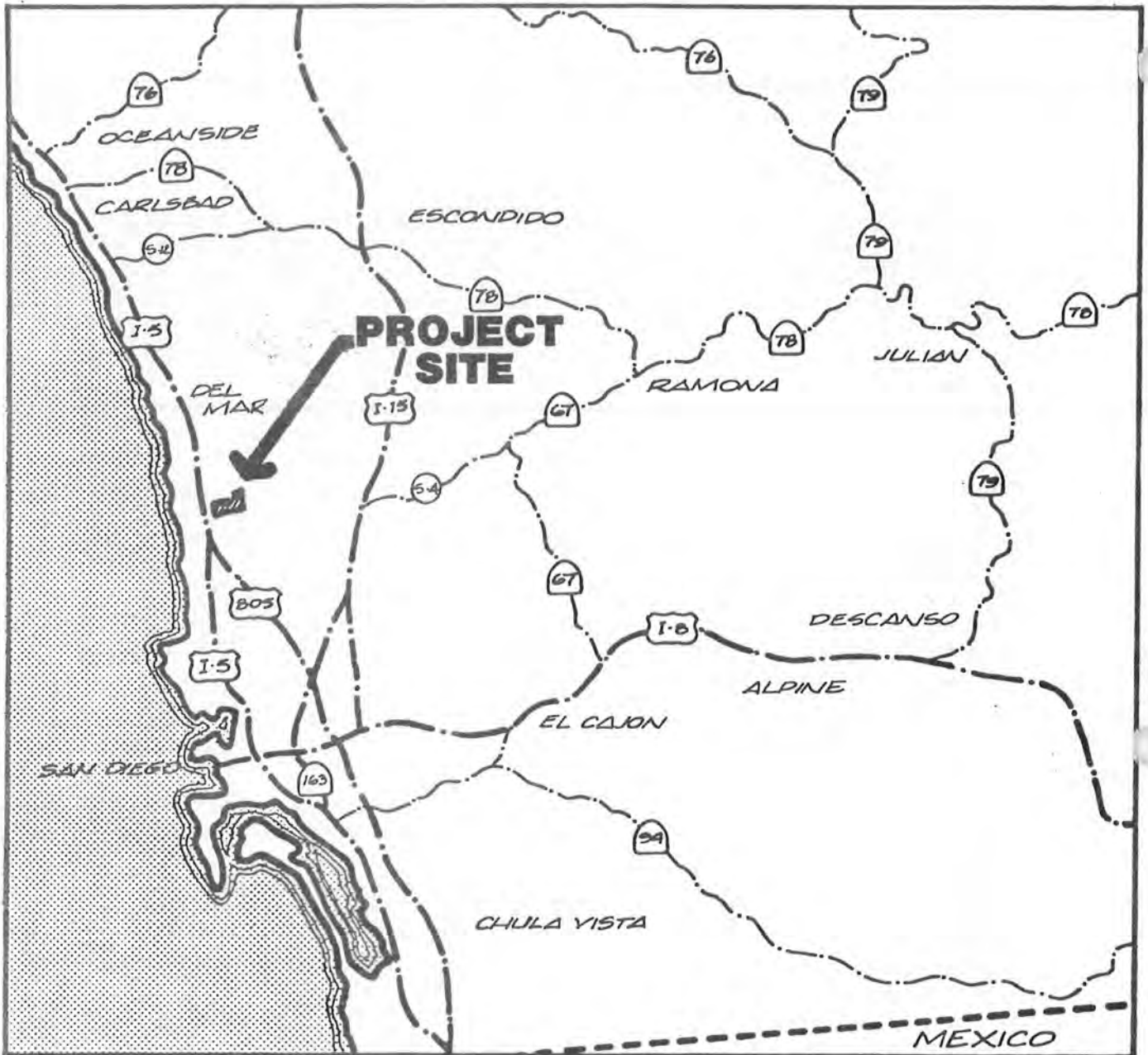


Figure 1

REGIONAL MAP

NO SCALE



USGS 7.5 MINUTE SERIES
DEL MAR QUADRANGLE

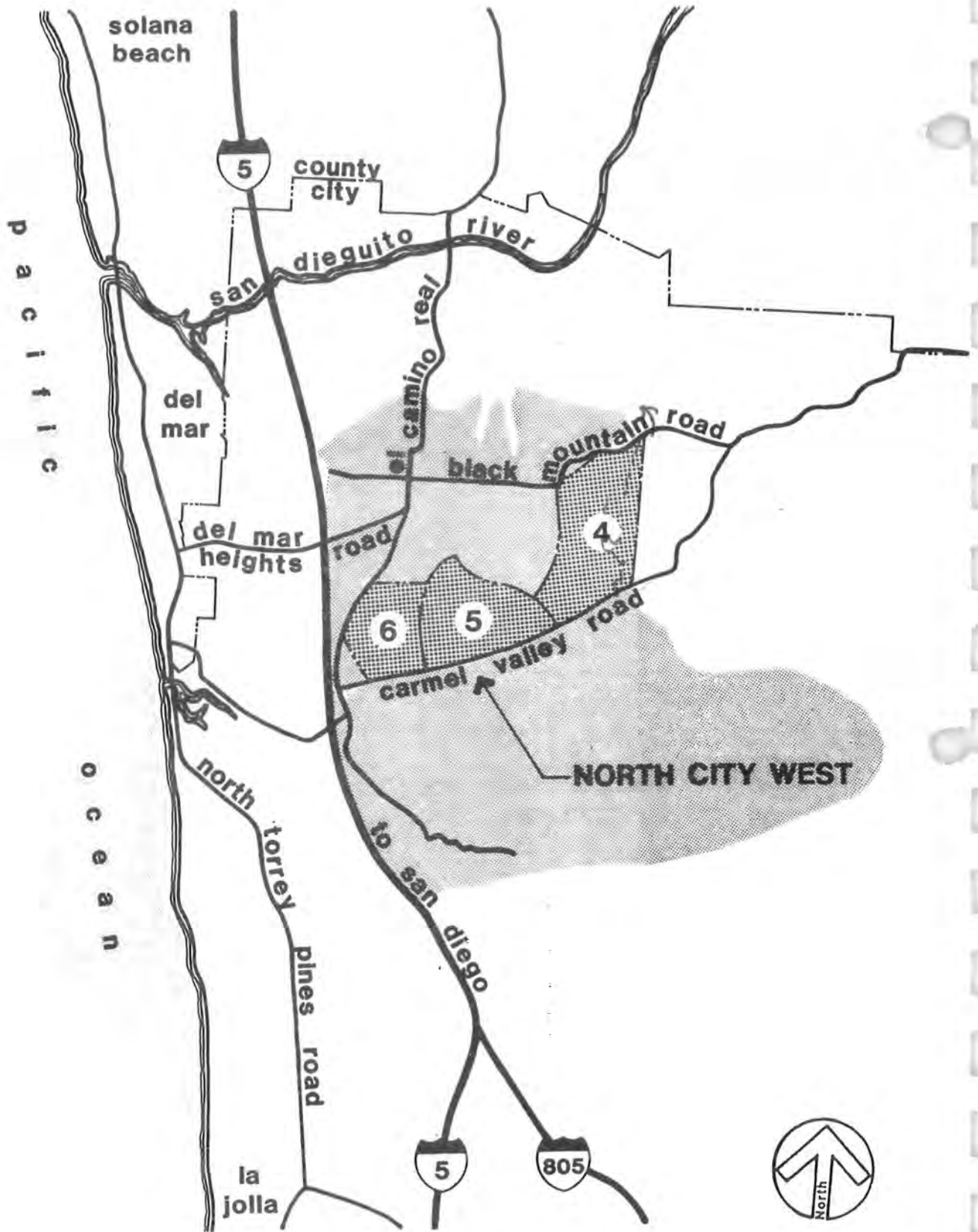


SCALE: 1" = 2,000'

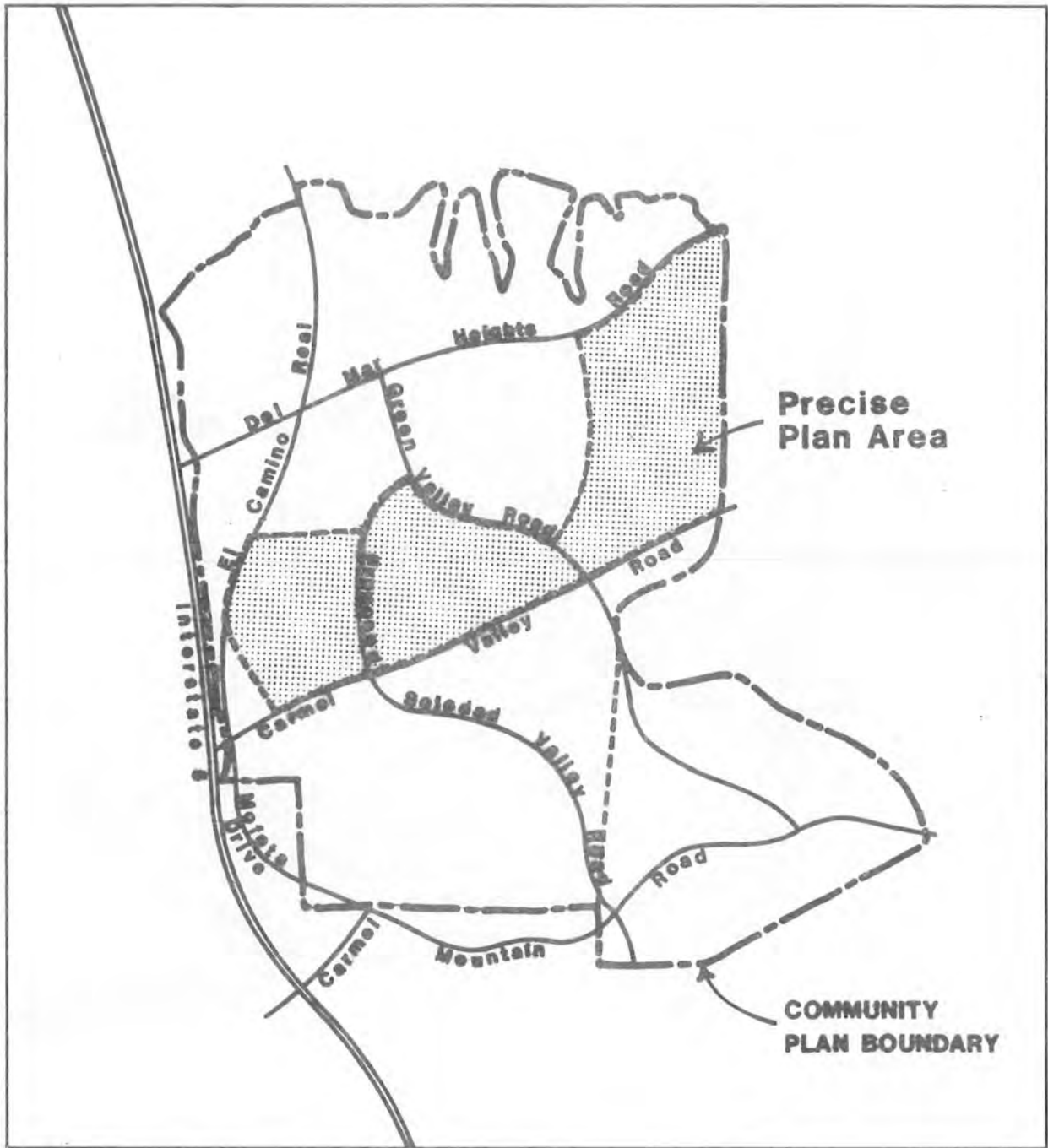
Figure 2

VICINITY MAP





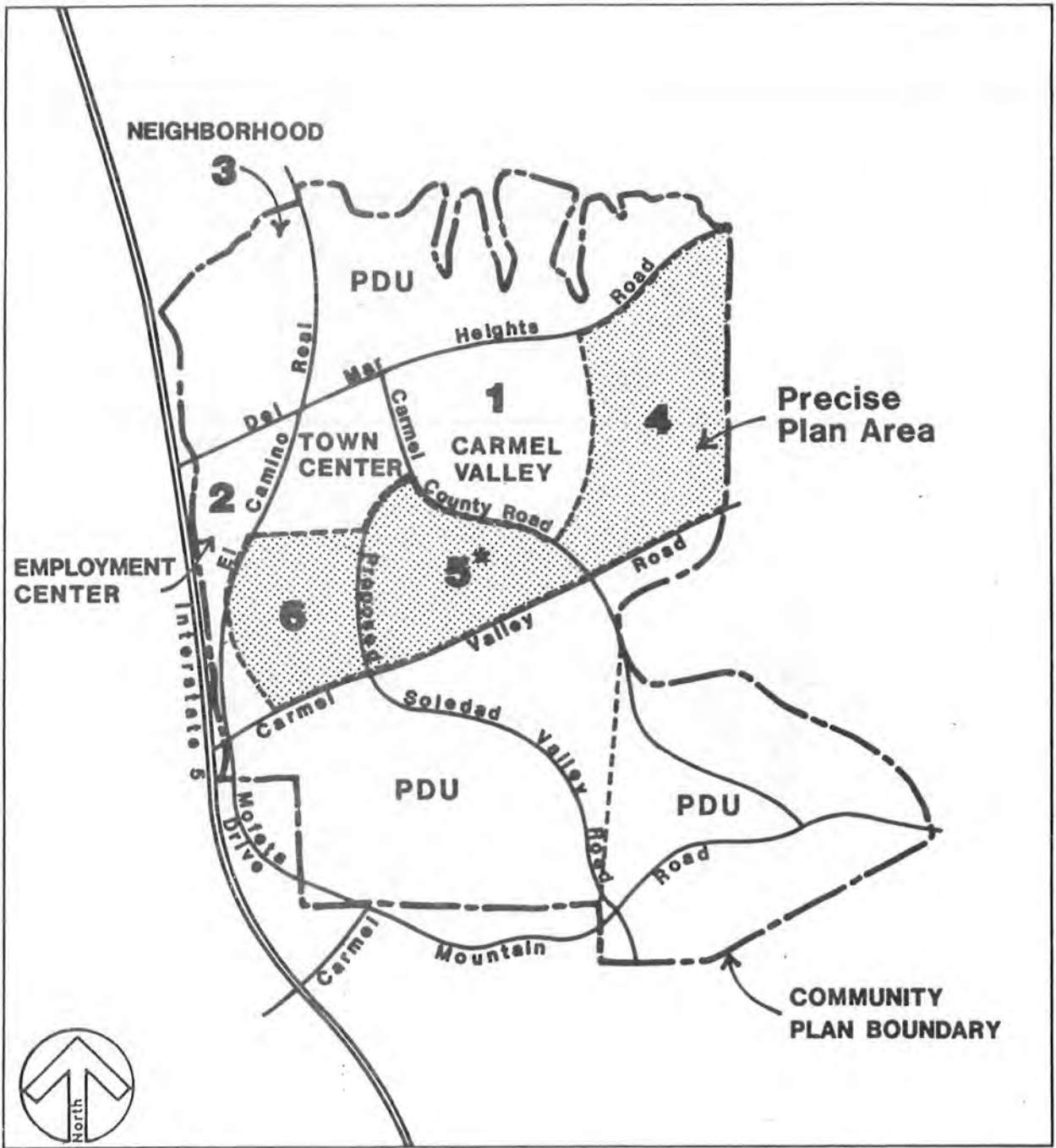
**Figure 3
Location Map**




 Scale: 1" = 3,600'

PRC Toups

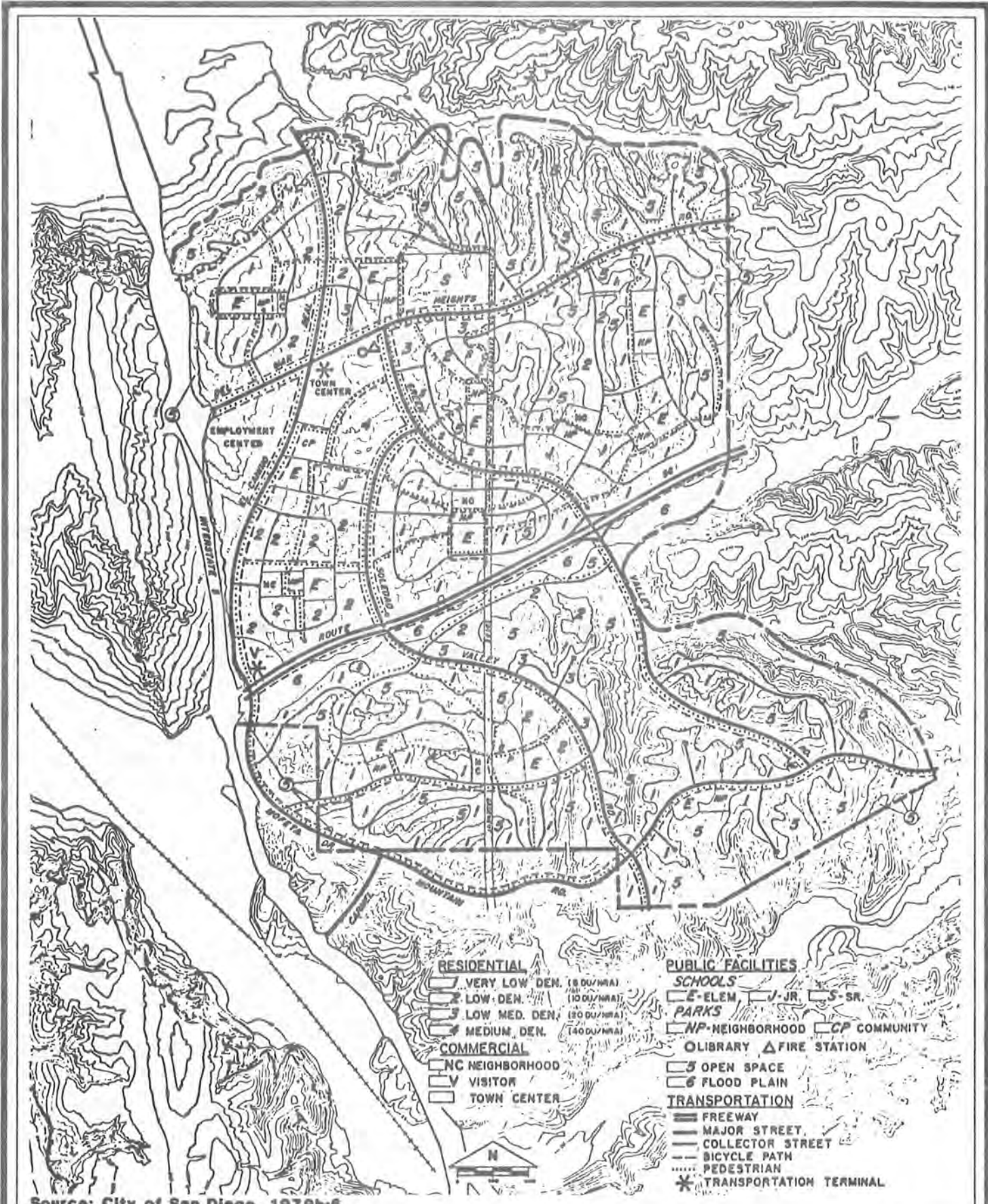
Figure 4
COMMUNITY PLAN BOUNDARIES



Scale: 1" = 3,600'

*Numbers refer to Neighborhood Designations.

Figure 5
**Precise Plan
 Development Units**



Source: City of San Diego, 1979b:6

Figure 6

North City West Community Plan



At the present time, precise plans for three of the nine PDU's within North City West have been prepared and adopted by the City of San Diego. These three include the precise plan for Carmel Valley, the first neighborhood of North City West; the precise plan for the employment center, known as the second neighborhood of North City West; and the precise plan for the third neighborhood of North City West (Figure 5).

The following documents have been prepared for the above projects as part of the North City West planning process and provide important background for this EIR. Each is herein incorporated by reference into this document.

North City West Community Plan (City of San Diego, 1975), and accompanying EIR (EQD No. 73-06-003C). Outlines conceptual development of the entire 4,286-acre community plan area.

Carmel Valley Precise Plan (City of San Diego, 1979b), and accompanying EIR (EQD No. 76-05-25P) and supplements (EQD No. 76-05-25P-S1 and 76-05-25P-S2). Describes the development of the first North City West neighborhood in detail; supplemental EIR (S2) also addresses in detail the cumulative impacts of development of all of North City West. EIR 76-05-25P addresses the precise plan and cumulative effects of North City West development; EIR 76-05-25P-S1 updates that EIR and addresses the Planned District Ordinance and Financing Plan; EIR 76-05-25P-S2 addresses the first tentative subdivision map, minor precise plan amendments, and amendments to the North City West PDO.

Carmel Valley Precise Plan Design Element (City of San Diego, 1981a). Describes design measures for all aspects of Carmel Valley precise plan implementation including landscaping, energy conservation, sign program, site design, and construction parameters. Analyzed in supplemental EIR EQD No. 76-05-25-S2 referenced above.

North City West Employment Center Precise Plan (City of San Diego, 1981), and accompanying EIR (EQD No. 80-05-35). Addresses development of the 118-acre industrial site south of Del Mar Heights Road and west of El Camino Real.

North City West Planned District Ordinance (PDO) (City of San Diego, 1981e), and amendments. Establishes the procedures and standards for City review of future plans for financing, development, and maintenance of public facilities within North City West; outlines grading guidelines and zoning criteria; addressed in supplemental EIR EQD No. 76-05-25P-S2 referenced above.

North City West Third Neighborhood Precise Plan (City of San Diego, 1981b), and accompanying EIR (EQD No. 80-10-03). Addresses development of 1,160 dwelling units, an elementary school, park and commercial center on a 291-acre site.

School Facilities Master Plan (City of San Diego, 1981h). Revises school needs from those prescribed in the community plan; outlines school financing method.

Public Facilities Financing Plan (adopted) (Rick Engineering Co. et al, 1982). Outlines facilities phasing plan and financing mechanism.

The precise plan analyzed in this document is a plan for three additional PDU's as shown on Figure 5; the complete text of the precise plan is included in the appendix to this report. In November 1981, the applicant, The Baldwin Company, requested that the City of San Diego Planning Commission authorize the preparation of a single precise plan covering the three additional PDU's; this authorization was granted on December 11, 1981 (City Planning Department, Planning Reports, Report No. 81-662, December 11, 1981). These PDU's are referred to in this document as Neighborhoods 4, 5, and 6.

C. PROJECT DESCRIPTION

Discretionary Actions Covered by This Document

This environmental impact report covers several discretionary actions which would be required prior to development of the precise plan area: a precise plan for the entire acreage, a community plan amendment, rezones, an amendment to the North City West PDO, and one tentative map for each of the three PDU's. This EIR also analyzes offsite impacts associated with the extension of Carmel Valley Road from the western boundary of the precise plan area to I-5. The City of San Diego is the lead agency involved in the approval each of these actions.

Additional approvals or permits which may be required in conjunction with precise plan implementation include review of drainage and transportation plans by the California Coastal Commission. Such review would include the issuance of coastal development permits to connect to an existing trunk sewer line in Carmel Valley Road and to realign Carmel Valley Road.

Project Description

o Precise Plan

The proposed precise plan addresses three neighborhoods within North City West, Neighborhoods 4, 5, and 6, as shown in Figure 5. Development within the precise plan area would consist of a variety of residential dwelling unit types as well as one retail commercial center, one visitor commercial center, an employment center, two elementary school/neighborhood park complexes, and open space areas. Additional information regarding the function and purpose of development proposed for the precise plan area is contained in Section III.A., Land Use. Table 1 is a land use acreage analysis of the entire precise plan area; Figure 7 depicts the

neighborhood concept for the entire precise plan area. Figures 8, 9, and 10 illustrate the land uses proposed in the precise plan for each of the three neighborhoods. Table 2 provides an analysis of the number and types of residential dwelling units proposed within the precise plan area. Four types of dwelling units would be constructed: single-family detached units on 60 x 100 foot lots; single-family detached units on lots approximately 50 x 100 feet in size; duplexes; and multi-family units.

Table 1
Precise Plan Land Use Acreage Analysis

	<u>Neighborhood 4</u>	<u>Neighborhood 5</u>	<u>Neighborhood 6</u>
Residential	303.02	210.8	163.35
Includes:			
open space	(37.17)	(9.53)	(63.55)
detention basin	(3.47)	(1.50)	-0-
recreation center	(1.80)	(0.90)	-0-
Elementary School/ Park Site	18.84	15.70	-0-
Retail Commercial	-0-	-0-	10.40
Visitor Commercial	-0-	-0-	7.42
Major Streets	16.01	16.15	27.77
Employment Center	<u>-0-</u>	<u>-0-</u>	<u>34.76</u>
TOTAL	<u>337.87</u>	<u>242.65</u>	<u>243.70</u>

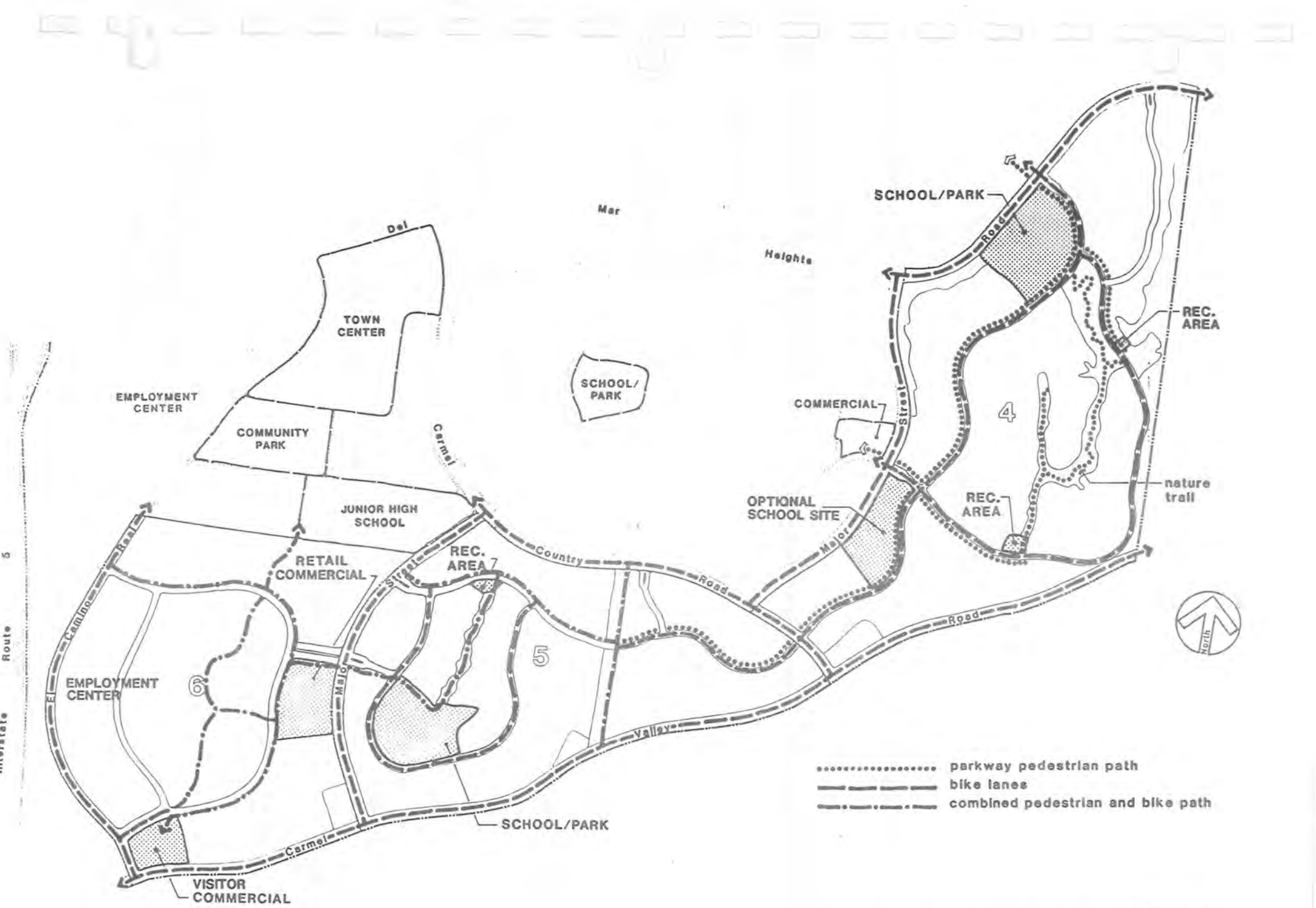


Figure 7
Neighborhood Concept
 (LINKAGES)

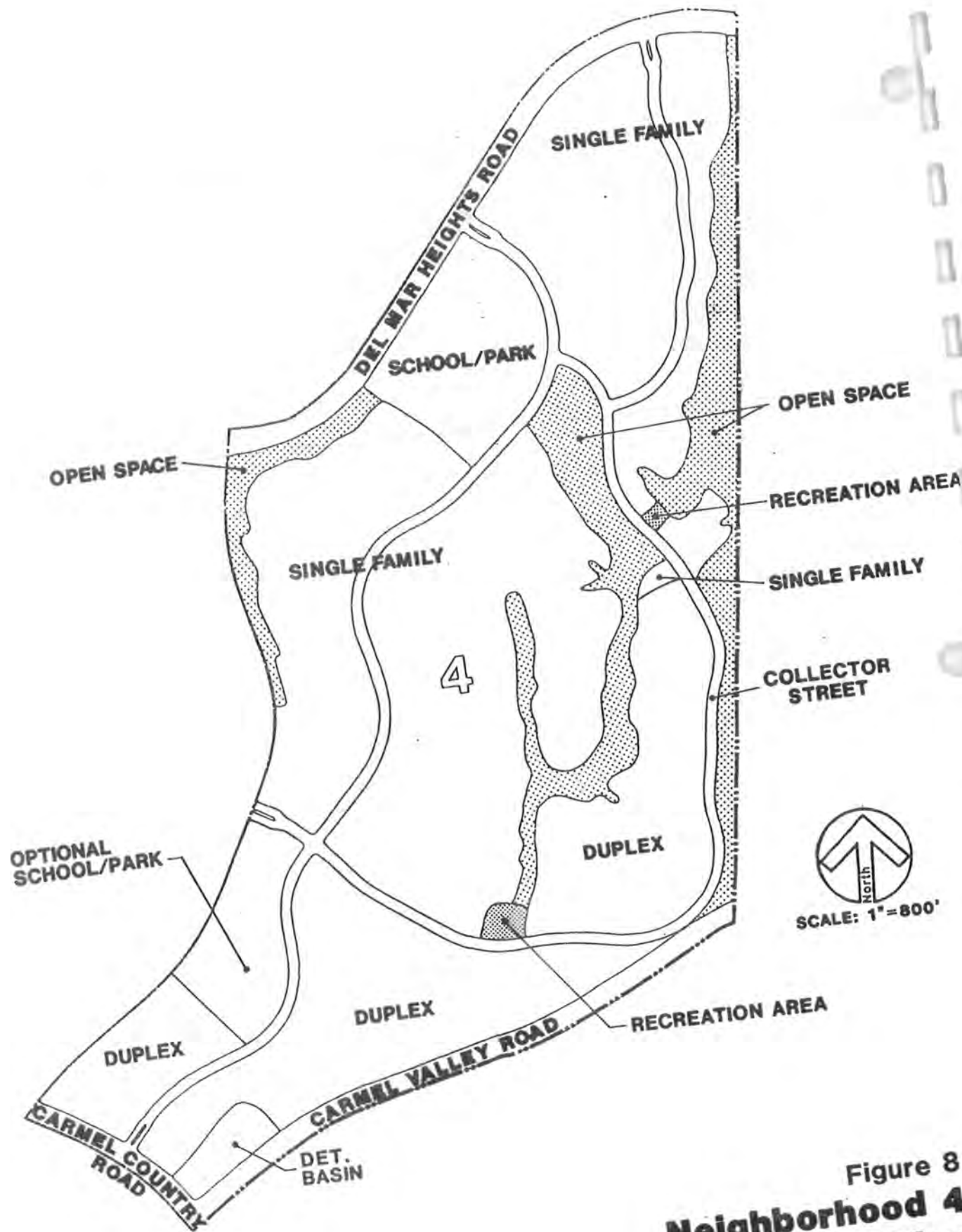


Figure 8
Neighborhood 4
Land Use Plan

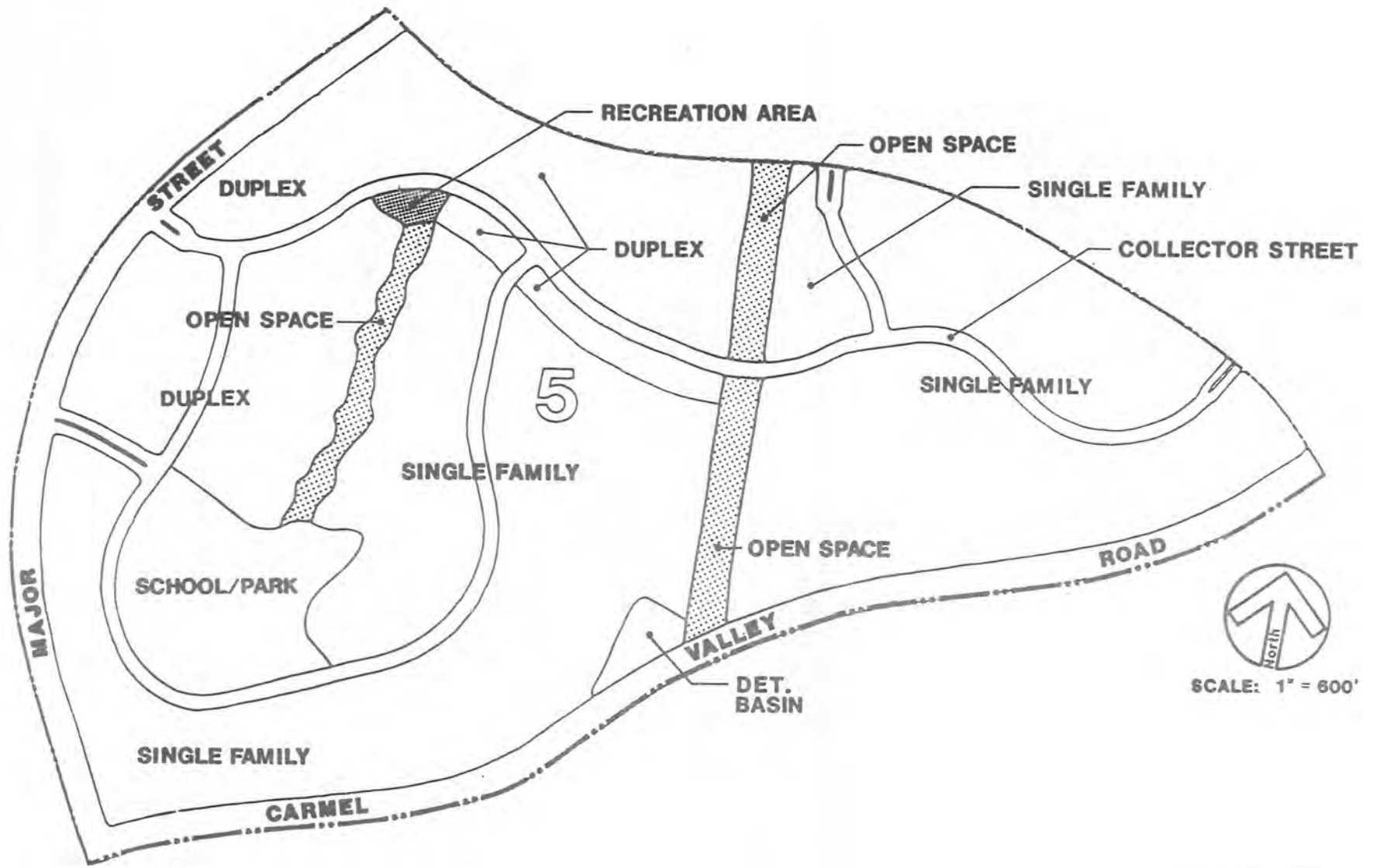
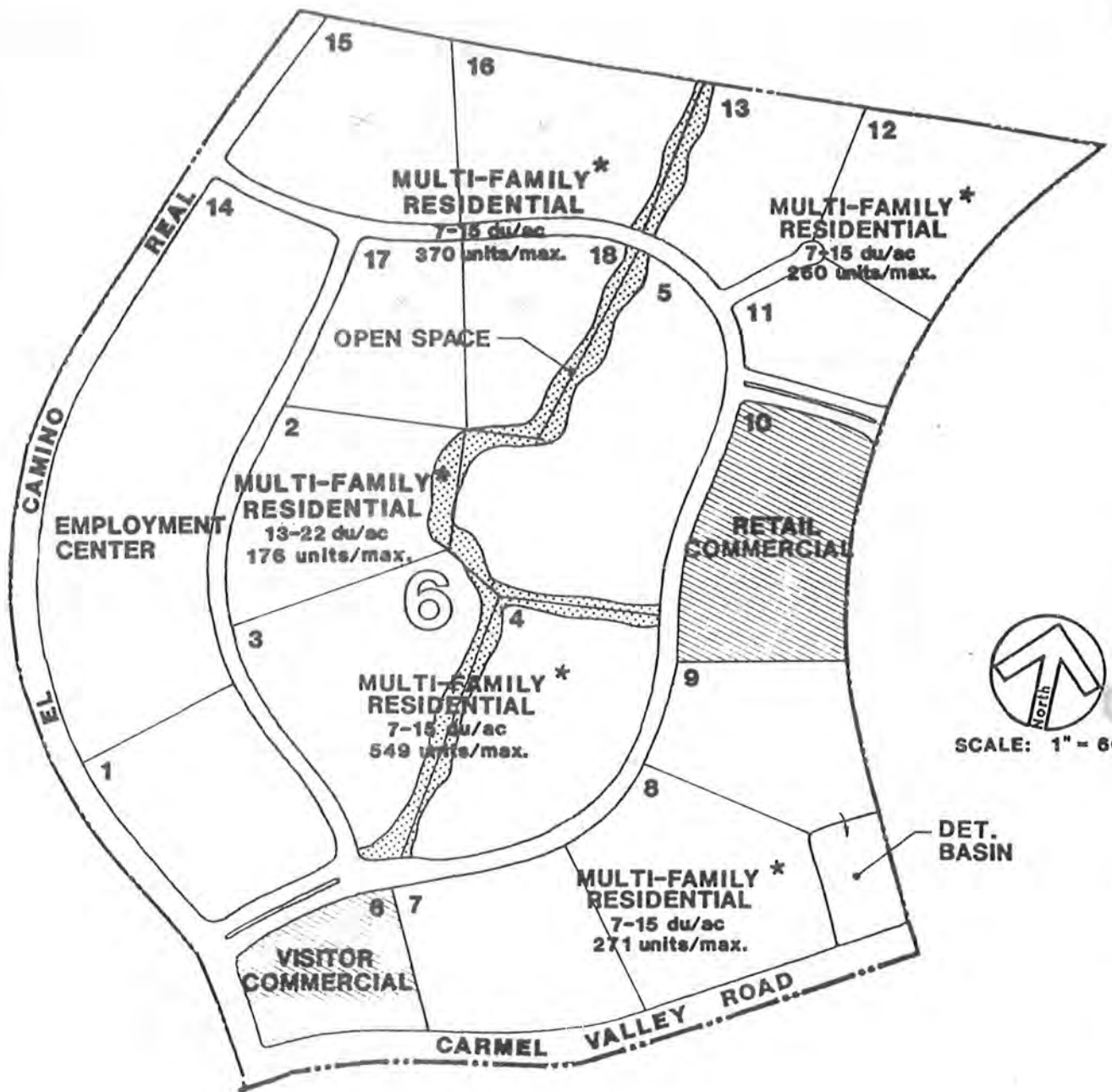


Figure 9
Neighborhood 5
Land Use Plan



* NOTE: Each planned residential development must provide 1800 sq. ft. of open space per dwelling unit and may contain a private recreation facility. (900 sq. ft. of open space per dwelling unit in lot 2).

Figure 10
**Neighborhood 6
 Land Use Plan**

CARMEL VALLEY neighborhood 4

TENTATIVE MAP

STREET SECTIONS

GENERAL NOTES

1. THIS MAP IS A TENTATIVE MAP AND IS NOT TO BE USED FOR ANY PURPOSES OTHER THAN THE ONE FOR WHICH IT WAS PREPARED.

2. THE MAP IS SUBJECT TO CHANGE WITHOUT NOTICE.

3. THE MAP IS NOT TO BE USED FOR ANY PURPOSES OTHER THAN THE ONE FOR WHICH IT WAS PREPARED.

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7. THE MAP IS NOT TO BE USED FOR ANY PURPOSES OTHER THAN THE ONE FOR WHICH IT WAS PREPARED.

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9. THE MAP IS NOT TO BE USED FOR ANY PURPOSES OTHER THAN THE ONE FOR WHICH IT WAS PREPARED.

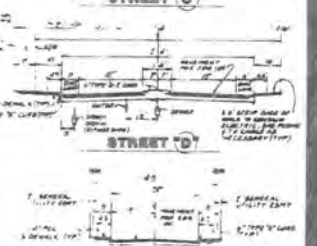
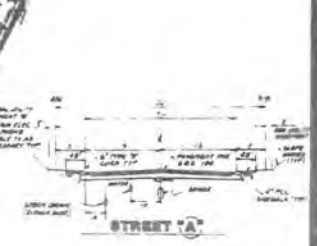
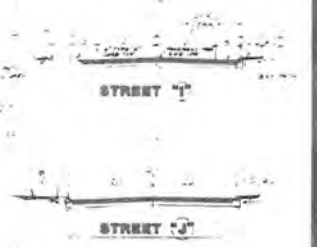
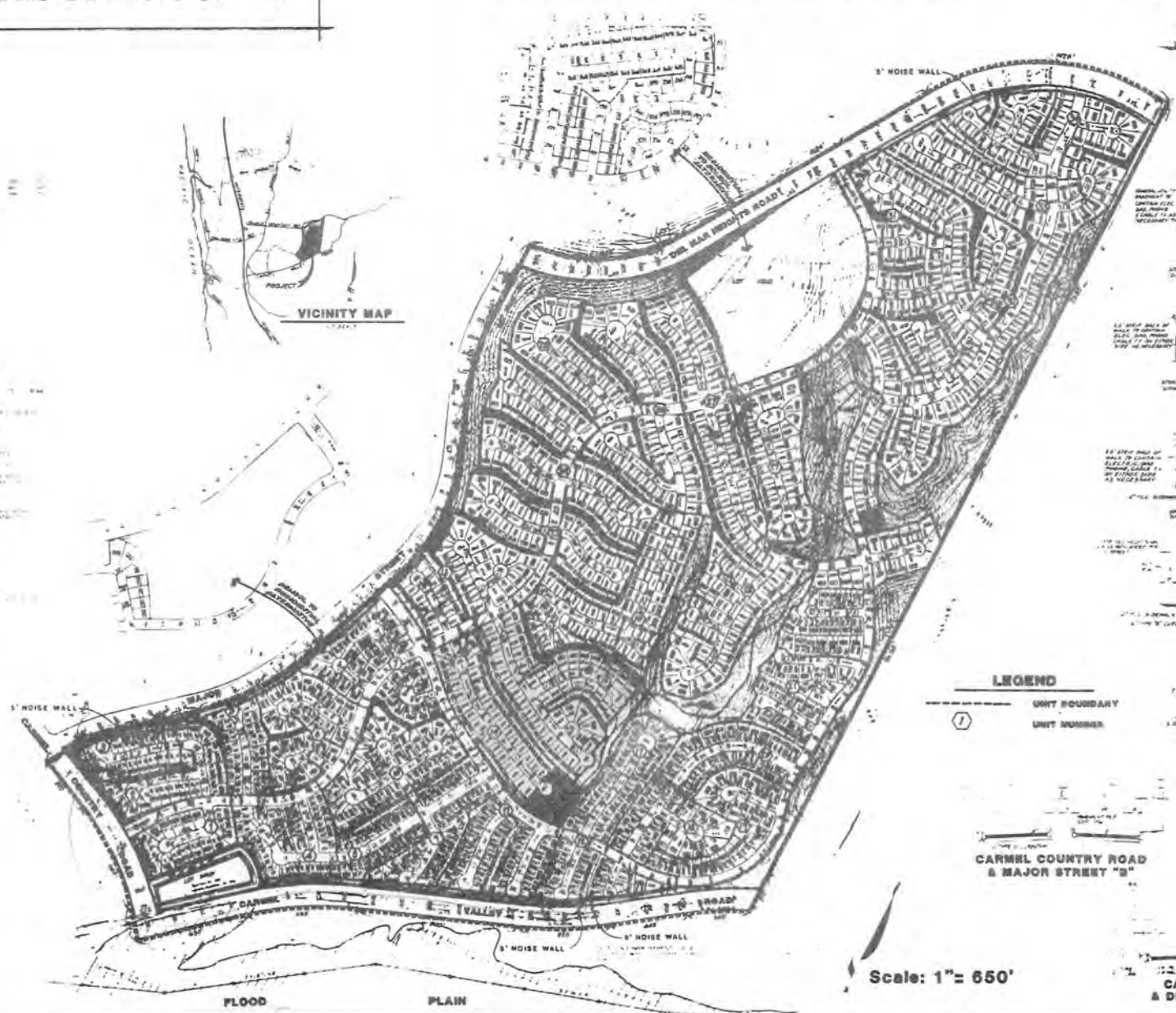
10. THE MAP IS SUBJECT TO CHANGE WITHOUT NOTICE.

OWNER/SUBDIVIDER

The National Life Insurance Company
 1000 North Main Street
 Carmel, California 95006
 Phone: (415) 625-1000

ENGINEER

Robert C. Hagan
 1111 1/2 Street
 Carmel, California 95006
 Phone: (415) 625-1000



LEGEND



CARMEL COUNTRY ROAD & MAJOR STREET "B"

CARMEL VALLEY ROAD & DEL MAR HEIGHTS ROAD

Scale: 1" = 650'

FLOOD PLAIN

prc
PRC Group
 1111 1/2 Street
 Carmel, California 95006
 Phone: (415) 625-1000
 A Planning Research Corporation

Table 2

Precise Plan Residential Unit Analysis

	Neighborhood 4 (4.8 du/acre)	Neighborhood 5 (4.8 du/acre)	Neighborhood 6 (9.95 du/acre)
Single-Family Detached			
Product 1 (60' x 100')	635	-0-	-0-
Product 2 (50' x 100')	-0-	589	-0-
Duplex	822	426	-0-
Multi-Family	<u>-0-</u>	<u>-0-</u>	<u>1,626</u>
TOTAL	<u>1,457</u>	<u>1,015</u>	<u>1,626</u>

o Tentative Maps

In conjunction with the precise plan, tentative maps have been prepared to detail proposed development for The Baldwin Company ownership within each of the three neighborhoods. Figures 11, 12, and 13 illustrate the tentative maps for Neighborhoods 4, 5 and 6.

Consisting of 337.87 acres, Neighborhood 4 would be the largest neighborhood within the precise plan area. It would primarily contain residential development, including 635 single-family detached dwelling units on 60 x 100 foot lots and 822 duplex dwelling units on lots approximately 60 x 100 feet in size. An 18.84-acre elementary school/neighborhood park site would be located in the north-central portion. An optional school/park site is shown in the southwestern portion of the neighborhood; such a site could be chosen if boundary adjustments are not agreed upon by the elementary school districts affected by development of the precise plan area. Approximately 37 acres of this neighborhood would be preserved in open space. Approximately 95 percent of this open space would remain natural; 40-foot fill slopes would be required along the edges of the open space in order to create residential building pads along the periphery of the open space areas.

Neighborhood 5, consisting of 242.65 acres, would be bisected north to south by a San Diego Gas & Electric Co. (SDG&E) easement. The 150-foot wide easement contains 69 kv and 12 kv overhead lines; it would remain accessible for periodic pole cleaning and maintenance. Neighborhood 5 would be devoted primarily to residential development, including 589 single-family detached dwelling units on 50 x 100 foot lots and 426 duplex dwelling units. A 15.70-acre elementary school/

CARMEL VALLEY neighborhood 5

TENTATIVE MAP

GENERAL NOTES

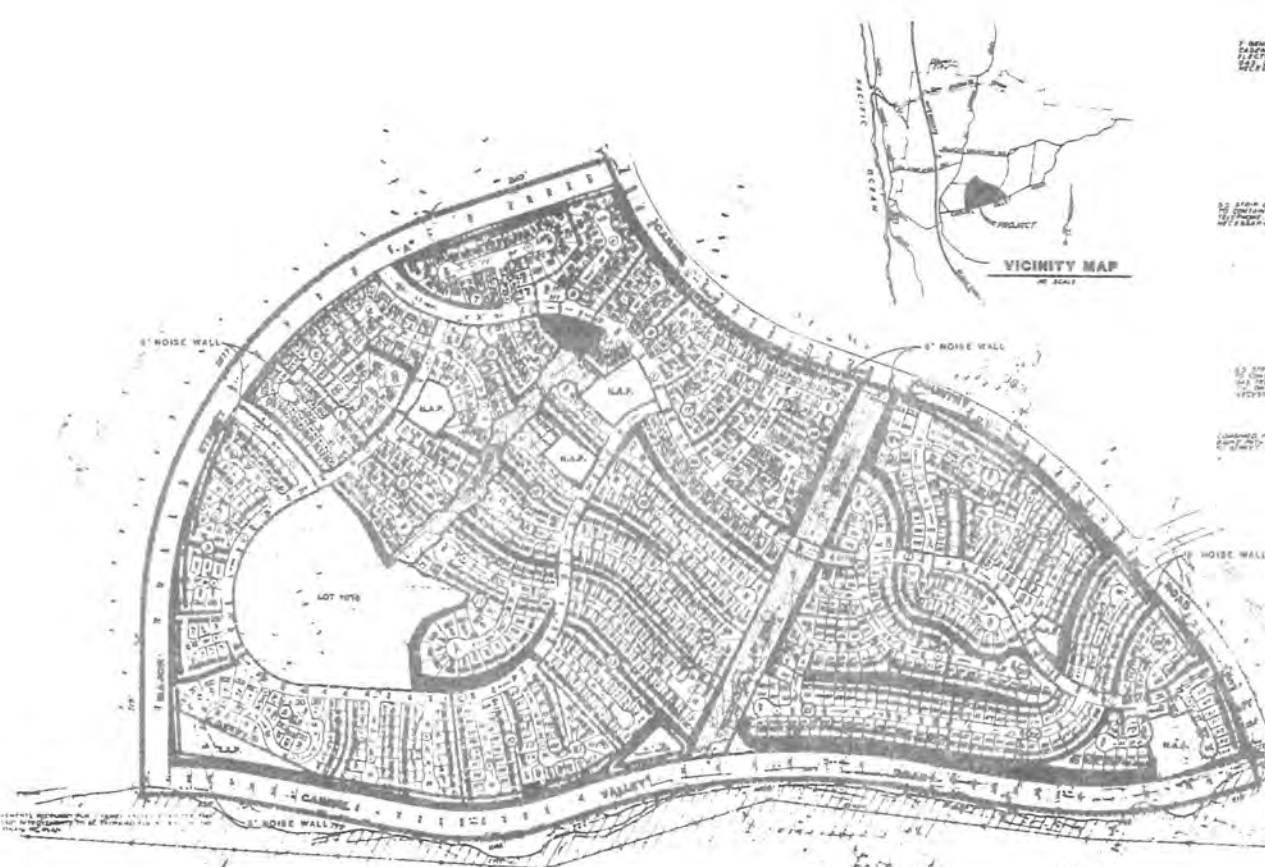
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 2. PROPOSED CONDITIONS
 3. DIMENSIONS - FEET AND INCHES
 4. LOT AREA - ACRES
 5. TOTAL NUMBER OF UNITS - 100
 6. TOTAL NUMBER OF PLOTS - 100
- | NO. | DESCRIPTION | AREA | PERCENT | REMARKS |
|-----|-------------|------|---------|---------|
| 1 | LOT 1 | 0.10 | 1.0 | |
| 2 | LOT 2 | 0.10 | 1.0 | |
| 3 | LOT 3 | 0.10 | 1.0 | |
| 4 | LOT 4 | 0.10 | 1.0 | |
| 5 | LOT 5 | 0.10 | 1.0 | |
| 6 | LOT 6 | 0.10 | 1.0 | |
| 7 | LOT 7 | 0.10 | 1.0 | |
| 8 | LOT 8 | 0.10 | 1.0 | |
| 9 | LOT 9 | 0.10 | 1.0 | |
| 10 | LOT 10 | 0.10 | 1.0 | |
| 11 | LOT 11 | 0.10 | 1.0 | |
| 12 | LOT 12 | 0.10 | 1.0 | |
| 13 | LOT 13 | 0.10 | 1.0 | |
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| 90 | LOT 90 | 0.10 | 1.0 | |
| 91 | LOT 91 | 0.10 | 1.0 | |
| 92 | LOT 92 | 0.10 | 1.0 | |
| 93 | LOT 93 | 0.10 | 1.0 | |
| 94 | LOT 94 | 0.10 | 1.0 | |
| 95 | LOT 95 | 0.10 | 1.0 | |
| 96 | LOT 96 | 0.10 | 1.0 | |
| 97 | LOT 97 | 0.10 | 1.0 | |
| 98 | LOT 98 | 0.10 | 1.0 | |
| 99 | LOT 99 | 0.10 | 1.0 | |
| 100 | LOT 100 | 0.10 | 1.0 | |

OWNER/SUBDIVISION

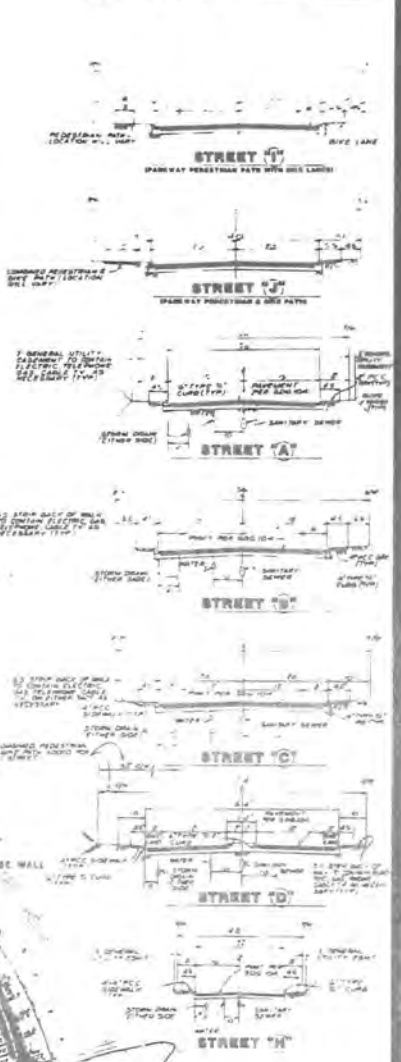
PRC
PRC Towns
1234 Main Street
San Jose, CA 95128
Phone: 408-555-1234

REVISIONS

1. 11/15/2023
2. 11/15/2023



STREET SECTIONS



FLOOD

PLAN

Scale: 1" = 650'



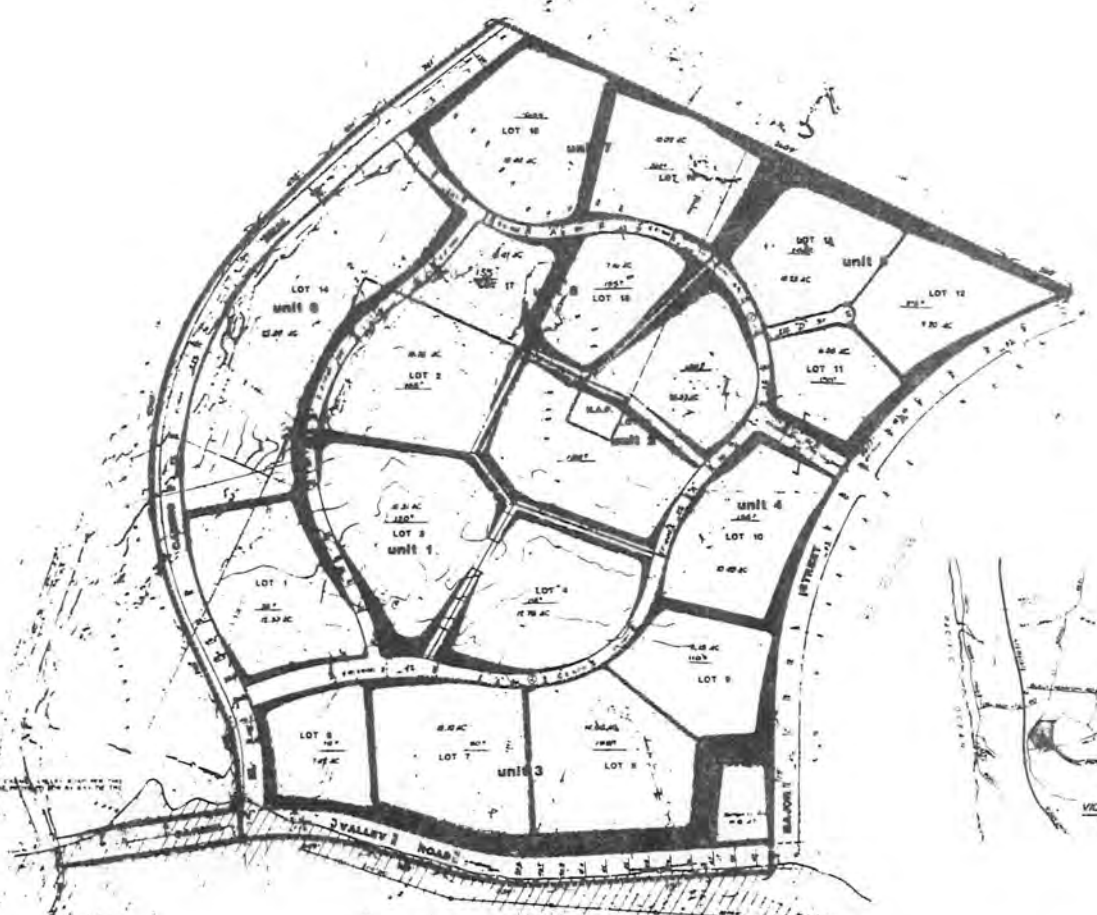
CARMEL VALLEY ROAD

MAJOR STREET "A"
& CARMEL COUNTRY ROAD
FIGURE 12



CARMEL VALLEY neighborhood 6

TENTATIVE MAP



FLOOD PLAIN

LEGEND

- UNIT BOUNDARY
- ① UNIT NUMBER

GENERAL NOTES

1. THE TOTAL AREA OF THIS TENTATIVE MAP IS 1.25 ACRES.

2. THE TOTAL NUMBER OF UNITS IS 6.

3. THE TOTAL NUMBER OF LOTS IS 16.

4. THE TOTAL AREA OF THE LOTS IS 1.25 ACRES.

5. THE TOTAL AREA OF THE COMMON AREAS IS 0.05 ACRES.

6. THE TOTAL AREA OF THE STREETS IS 0.15 ACRES.

7. THE TOTAL AREA OF THE EASEMENTS IS 0.05 ACRES.

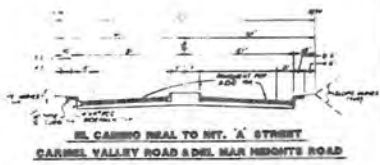
8. THE TOTAL AREA OF THE UTILITIES IS 0.05 ACRES.

9. THE TOTAL AREA OF THE FLOOD PLAIN IS 0.15 ACRES.

10. THE TOTAL AREA OF THE REMAINING LAND IS 0.05 ACRES.

OWNER/SUBDIVIDER

The Developer/Owner/Subscriber:
 PRC TOWNSHIP
 1771 Avenida de la Playa, S.F. 94067
 Telephone: 774-886-8188



EL CAMINO REAL & MAJOR STREET 'A'
 'A' STREET TO INT. 'A' & 'C'
FIGURE 3

prc
 PRC TOWNSHIP
 1771 Avenida de la Playa, S.F. 94067
 Telephone: 774-886-8188

Scale: 1" = 650'

neighborhood park complex would be located in the south-central portion of the neighborhood. Approximately 9.53 acres of Neighborhood 5 would be preserved in developed open space. The SDG&E easement would be landscaped and would serve as an additional open space feature for the neighborhood.

Approximately 243.70 acres in size, Neighborhood 6 would contain the highest density development within the precise plan area. The neighborhood would be devoted primarily to multi-family residential development and would contain 1,626 dwelling units at densities ranging from 7 to 22 dwelling units per acre within several separate large lots, or "superblocks". Each large lot would be utilized for an individual residential project. Each lot would be separated from adjacent lots by approximately 10-20 feet of elevation, in order to preserve and enhance available views to the south. The western superblock of Neighborhood 6 is designated as a 34.70-acre employment center. The employment center would be developed in accordance with the guidelines set forth in the PDO and the Neighborhood 2 Employment Center Precise Plan. A 10.4-acre retail commercial center would be located in the east-central portion of the neighborhood. A 7.42-acre visitor commercial center would be located in the southwestern portion of the neighborhood adjacent to the Carmel Valley Road/El Camino Real intersection. Open space areas would be located throughout Neighborhood 6 to provide linkages between individual developments and schools, parks, and commercial centers outside the boundaries of the neighborhood. The specific dwelling unit count within Neighborhood 6 is shown below.

Location	Number of Dwelling Units	Total Acres
Multi-family (7-15 du/acre)	1,450	152.60
Multi-family (13-22 du/acre)	176	10.75
TOTALS	<u>1,626</u>	<u>163.35</u>

o Development Plan

A "development plan" has been prepared for Neighborhoods 4 and 5 and for Units 1 and 2 of Neighborhood 6. Specific site plans have been prepared for Lots 2, 3, 4 and 5 of Neighborhood 6. The development plan is a requirement of the North City West PDO and illustrates landscape, architectural, and site design concepts to be incorporated into development of the plan area. The development plan must be approved by the Planning Commission.

— precise plan boundary
- - - zone boundary
- · - · - planned district zoning

EP

DEL MAR HEIGHTS ROAD

EP

ELEMENTARY SCHOOL
NEIGHBORHOOD PARK

SF1

SINGLE FAMILY
DETACHED
RESIDENTIAL

EP

OPTIONAL
SCHOOL/PARK

SF3

SINGLE FAMILY
ATTACHED
RESIDENTIAL

CARMEL VALLEY ROAD

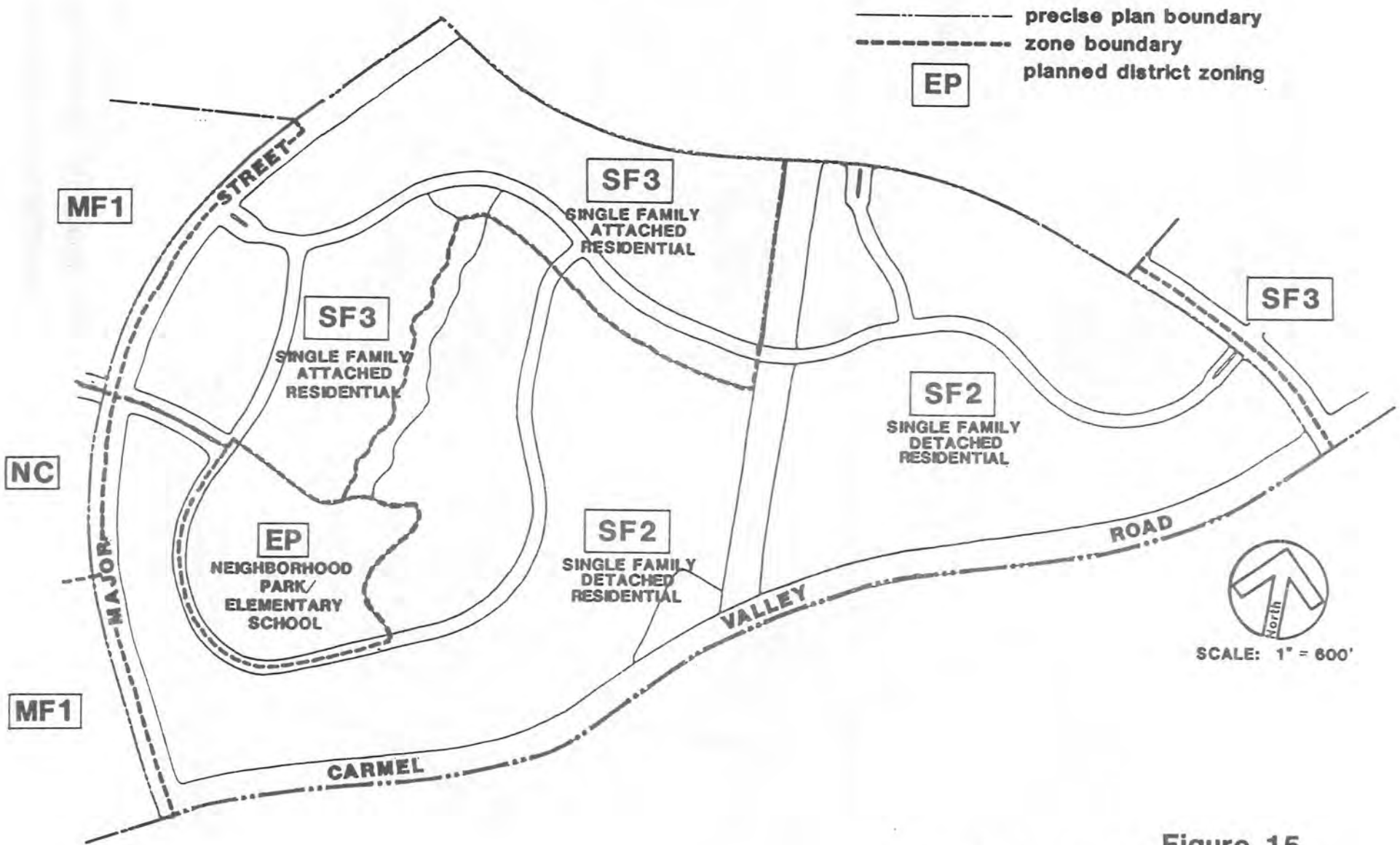
CARMEL COUNTRY ROAD

SF2



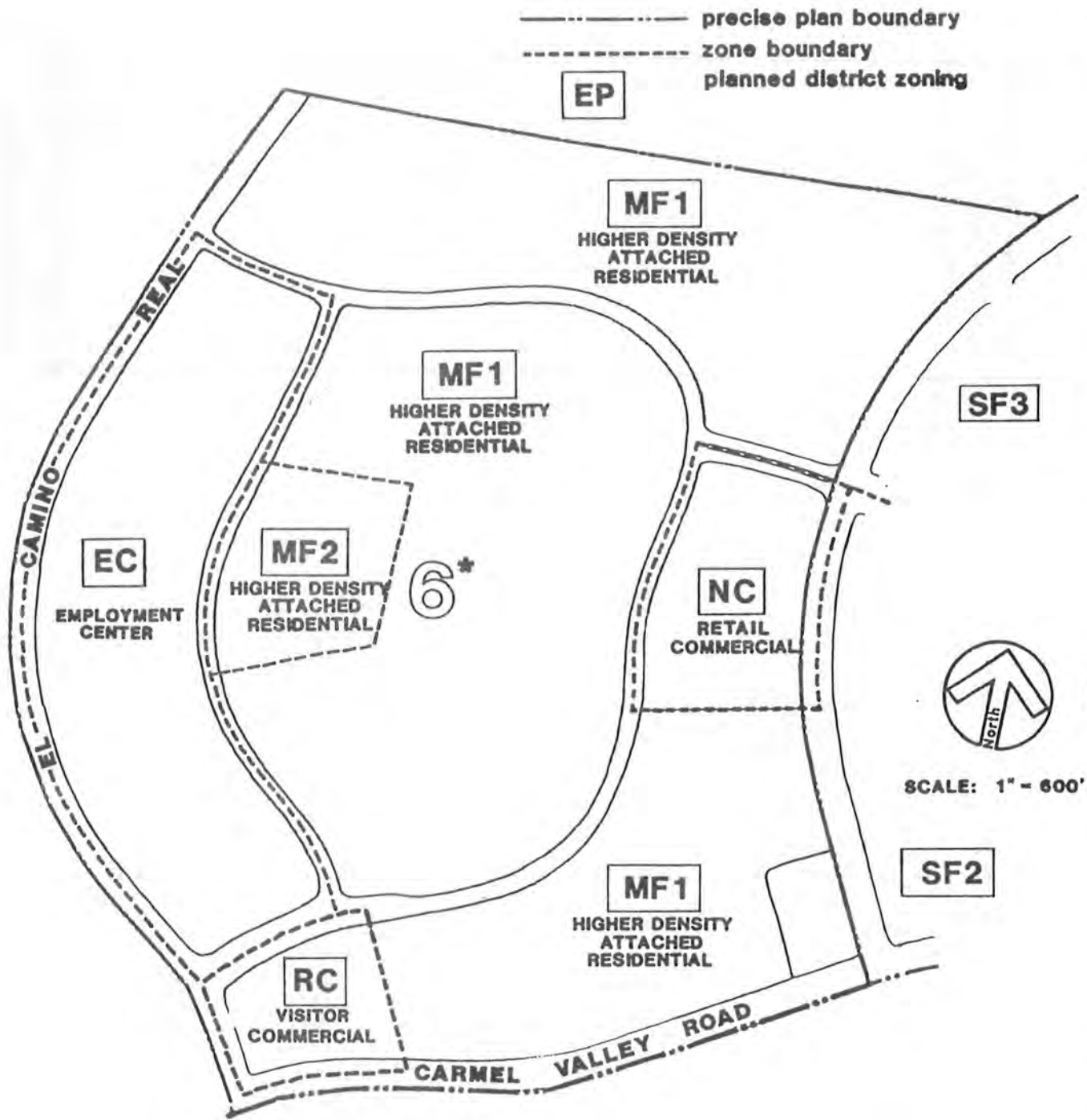
SCALE: 1" = 800'

Figure 14
**Proposed Zoning
Neighborhood 4**



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Figure 15
Proposed Zoning
Neighborhood 5



* NOTE: Each planned residential development must provide 1800 sq. ft. of open space per dwelling unit and may contain a private recreation facility. (900 sq. ft. of open space per dwelling unit in lot 2).

Figure 16
**Proposed Zoning
 Neighborhood 6**

o Zoning

Implementation of the precise plan requires the property to be rezoned from the current A-1-1, A-1-5, and A-1-10 zones. For the implementation of the precise plan for Neighborhoods 4, 5 and 6, zoning is proposed as illustrated in Figures 14, 15, and 16, and as briefly described in Table 3. Each zone is described in detail in the North City West PDO.

Table 3
Proposed Zoning

Land Use Category	Zoning	Brief Description of Zone*
Single-Family Detached Neighborhood 4	SF1	Minimum lot size of 6,000 sq. ft.
Duplex Neighborhoods 4&5	SF3	Minimum lot size of 3,000 sq. ft.
Single-Family Detached Neighborhood 5	SF2	Minimum lot size of 4,500 sq. ft.
Elementary School & Neighborhood Parks	EP	School & park use
Neighborhood Commercial Neighborhood 6	NC	Minimum lot size of 10,000 sq. ft.
Low-Density Residential Neighborhood 6	MF1	Maximum density to 12 units/acre
Medium Density Residential Neighborhood 6	MF2	Maximum density to 22 units/acre
Visitor Commercial Neighborhood 6	RC	Commercial recreation
Employment Center Neighborhood 6	EC	Minimum lot size of 40,000 sq. ft.

*See North City West Planned District Ordinance for further description of specific zone district regulations.

The SF1, SF2, and SF3 zones would allow a maximum of 7.2, 9.7, and 14.5 du/acre, respectively. All three zones require that no building shall cover more than

60 percent of each lot. Maximum building height under each of the three zones is 35 feet.

The MF1 zone allows a maximum density of 12 units per acre. Minimum lot size within the MF1 zone is 6,000 square feet with a requirement of 1,800 square feet of usable open space per dwelling unit.

Use regulations associated with the NC zone are the same as those for the city's CN zone. The CN zone permits neighborhood commercial activities, business and professional offices, and convenience goods and service operations. The minimum lot size within the NC zone is 10,000 square feet with a maximum floor area ratio of 1.0 and a 30-foot height limitation. Landscaping of a minimum area adjacent to public streets is also a requirement of the NC zone.

The employment center (EC) zone outlined in the North City West PDO is similar to the city's M-IP zone; the list of permitted uses is, however, more restrictive under the EC zone than under the M-IP zone. The M-IP zone is used for high-quality industrial development, generally located adjacent to freeways and major streets, and requires offstreet parking, landscaping, and performance standards. The minimum lot size is 40,000 square feet. The maximum floor area ratio is 2.0. Development plans must be approved by the Planning Commission in the EC zone.

o Community Plan Amendment

Approval of each precise plan amends the North City West Community Plan since a separate resolution is adopted by the City Council in conjunction with adoption of each precise plan. In addition, the School Facilities Master Plan and the Public Facilities Financing Plan have changed some of the land use relationships recommended in the community plan. The community plan amendment incorporates the above changes for Neighborhoods 4, 5 and 6 and reflects the consolidation of retail commercial centers into one 10-acre commercial center.

o Development Agreement

The applicant is requesting that the city enter into a development agreement in accordance with the provisions of Government Code 65864. The agreement would provide for development as shown in the precise plan and would guarantee that the applicant would be able to construct the number of units shown in the precise plan for Neighborhoods 4, 5, and 6.

o PDO Amendment

The North City West PDO (Municipal Code Nos. 103.600-103.0614; Ordinance No. 0-15540) currently requires preparation of a development plan in conjunction with precise plan approval. The function of a development plan is to delineate specific site design, landscaping, and architectural treatments to be employed in the proposed development. The applicant proposes to amend the PDO to allow for

development pursuant to the development plan guidelines set forth in the PDO or in accordance with the city's planned development ordinances. Development plans or planned development applications (PRD, PCD, PID) would be prepared for each superblock within Neighborhood 6 rather than for the entire neighborhood. The maximum number of units permitted for each superblock is specifically stated within the precise plan, thereby formally establishing densities for Neighborhood 6.

o Phasing

Phasing of development within the precise plan area would take place as shown on the tentative maps for Neighborhoods 4, 5 and 6. The tentative maps for Neighborhoods 4 and 5 have been unitized and show the sequencing of development of each individual unit. Development would occur in conformance with the unit phasing shown on the tentative maps. Lot numbers and unit numbers have also been assigned to the superblocks within Neighborhood 6. Development in that neighborhood would occur in accordance with the phasing shown on the tentative map.

According to City policy and the North City West Public Facilities Financing Plan, public facilities must be constructed concurrent with demand. The financing plan contains a detailed strategy for ensuring such facility availability and ties facilities implementation to certain thresholds or quantities of development for all of North City West north of Carmel Valley Road. This strategy essentially guides the phasing of all development and facilities within the new community and will be adhered to by developers of this precise plan area.

II. ENVIRONMENTAL SETTING

A. PHYSICAL CHARACTERISTICS

Topographically, the precise plan area is characterized by gently rolling hills and valleys; a number of small canyon-like areas are located in the northeastern portion of the property. The property drains to the south; most slopes on the property are south-facing. Elevations on the property range from approximately 40 feet above mean sea level (AMSL) in the southwest corner to 350 feet AMSL in the northeast portion. Portions of the site have been disturbed by grazing and other agricultural activities. Undisturbed portions of the precise plan area are covered primarily by chaparral-type vegetation; vegetation which is characteristic of wetter areas occurs along Carmel Valley Road. Several small, eroded sandstone bluffs are located in the western portion of the property; higher sandstone bluffs are located off-site, south of Carmel Valley Road. Carmel Creek, a tributary of Los Penasquitos Creek, is located south of the plan area parallel to Carmel Valley Road and is the major drainage course for the property. Carmel Creek discharges into Los Penasquitos Lagoon, adjacent to Torrey Pines State Reserve.

B. EXISTING LAND USE

Various land uses occupy the precise plan area and surrounding properties. Five existing residences and a restaurant are located within the plan area boundaries adjacent to Carmel Valley Road. A 150-foot wide San Diego Gas & Electric Company easement passes from south to north through the central portion of the property. The remainder of the precise plan area is vacant. Several stables occupy the property south of Carmel Valley Road; scattered residential development is located on the bluffs south of these stables. The property north and east of the precise plan area is currently vacant although the property to the north is expected to be developed as part of the implementation of Neighborhoods 1 and 2 of the North City West Community Plan. The western portion of the property is bordered by El Camino Real and I-5; residential land uses and Torrey Pines State Reserve are located west of I-5. Torrey Pines High School is located approximately 0.5 miles north of the precise plan area.

C. ANTICIPATED FUTURE SURROUNDING LAND USES

An urban level of development is expected to occur within the northern portion of the City of San Diego and much of northern San Diego County in the next two or three decades. This development will affect existing environmental conditions within northern San Diego County, including existing traffic levels, air quality conditions, drainage patterns, landforms, and biological and archaeological resources. Full implementation of the North City West Community Plan will increase the population of northern San Diego City by approximately 40,000 persons. According to the City of San Diego's Progress Guide and General Plan, most future development in the vicinity of the precise plan area will consist of urban residential land uses of various densities with smaller land areas devoted to

limited industrial and commercial land uses. Large acreages of land in the vicinity of the precise plan area are expected to be devoted to park and open space uses; these include Torrey Pines State Reserve, Los Penasquitos Lagoon, San Dieguito Lagoon, and large portions of the San Pasqual Valley. The development proposed within the precise plan area, when considered in conjunction with anticipated development in other portions of northern San Diego (City and County), could result in cumulative adverse environmental effects. Development outside of North City West which could contribute to adverse environmental effects in the North City area has been incorporated into the assumptions underlying the North City West transportation studies. These studies form the basis for much of the analysis in this EIR and for the public facilities financing strategy for the overall community plan area.

III. ENVIRONMENTAL ANALYSIS

A. LAND USE

Existing Conditions

Existing land uses within the precise plan area were described in Section II, Environmental Setting. Essentially, the precise plan area and surrounding properties are currently vacant; some rural land uses and horse raising activities occur north, south, and east of the precise plan area. Agricultural use of the property in the past has been primarily confined to the raising of livestock (hogs and cattle). The potential for growing crops on the property is relatively low due to unsuitable soil conditions as noted in Section III.D., Geology/Soils/Landform. Higher density residential land uses occur west of I-5. Existing land uses within and around the precise plan area must, however, be seen in the context of the development of the North City West Community Plan Area as a whole; existing rural land uses are expected to be converted to more urban land uses as implementation of the community plan progresses.

Existing zoning on the property includes the A-1-1, A-1-5, and the A-1-10 zones. These are intended as holding zones, to be changed when future development plans are defined (City of San Diego, North City West Community Plan, 1975:46).

Various planning documents, ordinances, and regulations have been prepared to guide land use within the precise plan area and within the North City West community as a whole. These include the North City West Community Plan, the North City West Planned District Ordinance, the North City West School Facilities Master Plan, and the North City West Local Coastal Program Addendum. These documents, and their relationship to land uses within the precise plan area, are described below.

o North City West Community Plan

The North City West Community Plan envisions the development of the community plan area as an essentially self-contained urban community consisting largely of residential land uses with appropriate levels of commercial and employment park development. The community plan also envisions the development of a town center to serve the needs of the entire community and outlines the methodology for ensuring the adequate provision of schools and other public facilities throughout the community plan area. During preparation of the North City West Community Plan, five general planning goals were developed specifically for North City West as follows:

1. To establish a physical, social, and economically balanced community.
2. To establish self-containment and a feeling of community identity among future residents of North City West.

3. To preserve the natural environment.
4. To establish a balanced transportation system which is used as a tool for shaping the urban environment.
5. To establish realistic phasing of development within the community based on maximum utilization of the privately financed public facilities.

Source: North City West Community Plan, 1975:50.

In addition to these overall goals, more precise planning objectives are set forth for each land use element of the community plan. The planning objectives more clearly define the actions that will be necessary to carry out the broadly stated planning goals for North City West.

Environmental goals and objectives associated with community plan implementation were derived prior to preparation of the actual community plan map using a computer modeling approach. Essentially, three models of the community plan area were prepared: an open space model, an agricultural model, and a development model. Data regarding flood plain locations, slopes in excess of 25 percent, and areas containing hazardous geologic formations was utilized to determine which areas of the community plan area should be placed in open space. The agricultural model evaluated the potential of the designated open space areas for the growth of cut flowers, tomatoes, avocados, and citrus crops. Following preparation of these models, the development model was prepared. That model incorporated information from the previous models in determining which areas of land were suitable for various development types and densities. Through the use of this computer modeling approach, certain environmental factors were incorporated into the final community plan land use map.

The background of the North City West Community Plan was described in Section I, Project Description. The North City West Community Plan places land use designations on the three PDU's within the precise plan area; it envisions development of the property with primarily residential land uses at densities ranging from 5.0 to 10.0 dwelling units per acre. The community plan also shows two neighborhood commercial centers within the precise plan area, one within Neighborhood 5 and another within Neighborhood 6. Open space within the precise plan area is shown on the community plan primarily in Neighborhood 4. A small area of open space is shown in the southeast portion of Neighborhood 5; no open space is designated on the community plan in Neighborhood 6. Land uses designated by the community plan for each of the three neighborhoods within the precise plan area were shown in Figure 6.

The North City West Community Plan provides specific guidelines for development within the precise plan area as described above. The community plan also recognizes the need for flexibility in the design of individual neighborhoods within North City West. As noted in the community plan,

"It should also be recognized that the North City West Community Plan provides guidelines, proposals and concepts for future development. It does not determine precise density or dwelling unit design, precise road alignments or the precise location of community facility sites. These considerations are left to the developer to work out as part of the precise plan for each development unit. The concepts and proposals of the Community Plan provide the framework within which the developer must work, but a great amount of flexibility remains in determining exactly how the development unit will take shape."

o Planned District Ordinance

The most recently amended version of the North City West Planned District Ordinance (PDO) (Municipal Code Nos. 103.0600-103.0614) was approved by the San Diego City Council in the fall of 1981. The PDO outlines specific zoning regulations for the community plan area and requires preparation of development plans for each precise plan area. Zones which are applicable to the precise plan area include the single family (SF) zones, the multi-family (MF) zones, the neighborhood commercial center zone (NC), the employment center zone (EC), the school/park zone (EP), and the visitor commercial zone (RC).

These zones, in general, comply with the adopted zoning regulations for the city's R-1, R-2, and CN zones respectively. In the case of the NC zones, all regulations within the city's CN zone apply. In the case of the SF and MF zones, all regulations within the R-1 and R-2 zones apply with the exception of the property development regulations outlined in the R-1 and R-2 zones and the density regulations outlined in the R-2 zone. The PDO outlines specific property development regulations for the SF and MF zones; specific density regulations are also outlined for the MF zone. All regulations of the M-IP zone apply to the EC zone; the list of permitted uses within the EC zone is, however, more restrictive than for the M-IP zone. Detailed descriptions of these zones are contained in Section I, Project Description.

o School Facilities Master Plan

The North City West School Facilities Master Plan was prepared by consultants in conjunction with the three school districts responsible for providing school service in the community plan area: the Del Mar Union School District, the Solana Beach School District, and the San Dieguito Union High School District. Portions of all three school districts are located within the precise plan area. The School Facilities Master Plan establishes the school requirements for the entire community plan area. Those facilities include the following: (1) five elementary schools, to be placed in undetermined locations; (2) one junior high school, to be located in the town center area; and (3) one high school, Torrey Pines, already constructed.

The School Facilities Master Plan has supplemented the North City West Community Plan with regard to the number and location of schools within the precise

plan area. The community plan shows an elementary school and adjacent neighborhood park within each PDU in order to promote the stated goal of "neighborhood self-containment." Since the School Facilities Master Plan has reduced the required number of elementary schools from 11 to 5, neighborhood identity must be achieved in other ways such as placement of internal streets, linkages with other neighborhoods, pedestrian and bicycle pathways, and landscape buffers. Two elementary school sites have already been designated within the community plan area, one within the first neighborhood of North City West, and the second within the third neighborhood.

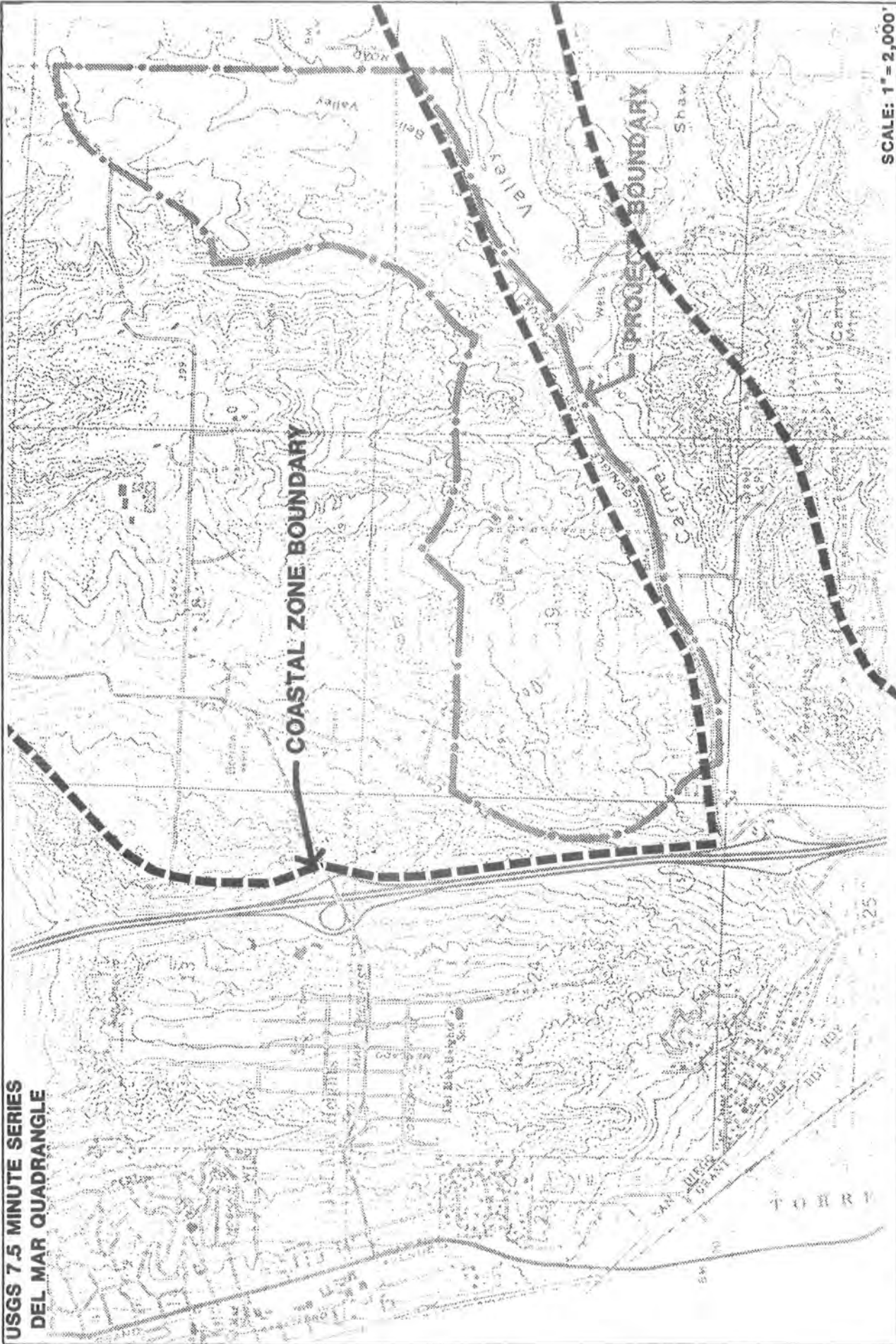
Torrey Pines High School is presently operating beyond its rated capacity (Letter from Mr. William A. Berrier, Superintendent, San Dieguito Unified School District, January 18, 1980). Exhibit A, Attachment A of the School Facilities Master Plan outlines the methodology for expanding the capacity of the high school to meet the needs of development within North City West. Plans for the junior high school, to be located within the town center area, are currently being developed by Pardee Construction Company in conjunction with their consultants (Mr. Mark Steele, Dale Naegle and Associates, personal communication, February 1982). According to the School Facilities Master Plan, existing junior high schools within the district have no available capacity.

o Local Coastal Program

The local coastal program (LCP) for the precise plan area is outlined in the North City West Local Coastal Program Addendum to the City of San Diego's North City LCP. The relationship of the coastal zone boundary to the precise plan area is shown in Figure 17. The land use plan portion of the city's North City LCP was adopted by the San Diego City Council on March 31, 1981. It was subsequently reviewed by the regional and state coastal commissions but was not approved by either body. Land uses shown on the city's LCP for the precise plan area conform with those shown on the North City West Community Plan. The coastal commissions' primary concerns regarding the city's land use plan involve the definition of appropriate land uses within the floodplains of Carmel Creek, Los Penasquitos Creek, and the San Dieguito River. The city is currently in the process of preparing implementing ordinances for their council-adopted land use plan and anticipates that these ordinances will promote discussions with the coastal commission which will lead to a resolution of presently unresolved issues (primarily the definition of appropriate land uses within the flood plain) (Ms. Janet Fairbanks, Associate Planner, City of San Diego, personal communication, February 3, 1982). Until the coastal commission approves the city's LCP, the coastal commission will retain permit authority over development within the North City West coastal zone.

The scope of coastal review of development plans within the North City West coastal zone by the Coastal Commission was limited in 1980 by passage of Assembly Bill (AB) 2216 by the California State Legislature; AB 2216 defined the geographical area of the North City West coastal zone and required that issues subject to coastal review be limited to transportation and runoff/siltation. The bill did not, however, alter the coastal commission's permit authority over development within the coastal zone nor does it limit the City of San Diego's review of environmental issues.

USGS 7.5 MINUTE SERIES
DEL MAR QUADRANGLE



SCALE: 1" = 2,000'



COASTAL ZONE BOUNDARY

Figure 17

Environmental Analysis

Issue: Will the project be consistent with the North City West Community Plan in terms of the following: residential density and location, amount and location of open space areas, number and location of schools, location, quantity and size of commercial areas?

Potential Impacts

o Residential Density and Location

The North City West Community Plan calls for "very low density" residential development (5 du/acre) in Neighborhoods 4 and 5 and "low density" residential development (10 du/acre) in Neighborhood 6. Densities proposed in the precise plan would generally conform with those outlined in the community plan for the precise plan area as shown below:

	Residential Acreage	No. Units	Density (du/acres)
Neighborhood 4	303.02	1,457	4.8
Neighborhood 5	210.8	1,015	4.8
Neighborhood 6	163.35	1,626	9.95

The community plan calls for a total of 13,970 dwelling units to be developed throughout the community plan area but does not specify the number of dwelling units to be assigned to each neighborhood. The community plan specifies ranges of dwelling unit densities for each dwelling unit type. The 13,970 total is an estimate of total units; it is not based upon precise determinations of residential acreages at various densities within the community plan area.

Precise plans proposed and approved to date, including the precise plan for Neighborhoods 4, 5, and 6, have tended to utilize the maximum residential densities outlined in the community plan. Approximately 7,100 dwelling units have been proposed or approved to date in precise plan areas north of Carmel Valley Road. No precise plans have been prepared as yet for development south of Carmel Valley Road. Due to the utilization of maximum residential densities, the total dwelling unit count within North City West could exceed the number of units assumed under the community plan and the Facilities Benefit Assessment (FBA). Utilizing the 7,100 dwelling unit total proposed or approved in precise plans to date, a total of approximately 15,000 dwelling units could be developed within North City West resulting in approximately 1,130 units more than that recommended in the community plan and FBA. The total number of dwelling units cannot be definitively determined at this time, however, since precise plans have not yet been proposed for areas north of Del Mar Heights Road and south of Carmel Valley Road.

Assuming a worst case in dwelling unit totals, this dwelling unit increase is not expected to have any environmental impacts beyond those which have already been identified for development within North City West. Resource-based impacts such as geology, biology, and archaeology would be similar to those described in Sections III.D, Geology; III.E, Biology; and III.F, Archaeology, of this EIR. As described in Section III.G, Transportation, the traffic study conducted for this EIR was a worst-case cumulative analysis and was based upon the worst-case dwelling unit totals; that study indicated that roadway requirements outlined in the North City West Transportation Phasing Plan would be adequate to serve the proposed development. School facilities have been proposed in conformance with the School Facilities Master Plan. Other public facilities, such as sewer and water lines, would be sized during development of individual precise plan areas.

Cumulative impacts associated with this possible dwelling unit increase would be similar to those identified in Section III.K, Cumulative Effects. The additional units could also incrementally add to cumulative impacts addressed in previous EIR's for North City West.

The community plan allows considerable flexibility in product type. Most of Neighborhood 4 will be developed with single-family detached homes. A duplex area would be located south of that neighborhood's main loop road; it will be oriented to the south and will not conflict with the single-family area, which is oriented to the north. The neighborhood has been designed so that private driveways do not enter main collector streets; lots front on quieter roadways which end in cul-de-sacs. This applies to both the detached single-family area and the duplex area.

Residential development proposed for Neighborhood 5 consists of a single-family detached area east of the San Diego Gas & Electric easement, a single-family detached area east and south of the school/park/open space complex, and a duplex area in the western and northern portion of the neighborhood. The tentative map shows that all but 27 lots will face cul-de-sac streets; no private driveways enter the main loop roads, except along the main collector route immediately west of its crossing of the SDG&E easement.

Neighborhood 6 is the multi-family area, as designated in the community plan. These residential products are likely to be two-three-story structures, on several large lots (superblocks) which are vertically separated from each other by approximately 10- to 20-foot manufactured slopes. This neighborhood is proposed to be developed through either the development plan process outlined in the PDO or the planned development permit process.

At this time, development plans have been prepared for Lots 2, 3, 4, and 5 within Neighborhood 6 as called for by the PDO amendment addressed in this EIR. The type of product and number of units proposed for these lots is shown below. Each dwelling unit within these lots would be a maximum of two stories tall.

Lot Number	Product Type	Number of Units
2	Condominiums	176
3	Fourplexes	162
4	Townhouses	111
5	Fourplexes	<u>276</u>
Total		725

Each residential superblock within Neighborhood 6 would contain at least one private recreation center. In general, development within each superblock would be oriented toward the private recreation centers. Open space linkages between the superblocks would provide pedestrian and bicycle access to the town center and community park located immediately north of Neighborhood 6. A typical superblock design for Neighborhood 6 is shown in the precise plan for Neighborhoods 4, 5, and 6 located in the appendix to this document.

Each of the proposed residential uses throughout the plan area is fully consistent with the intent of the community plan. As reviewed below, certain other land uses have been shifted in location from what is shown on the plan and residential or other uses are shown in their places. The plan does allow this type of flexibility and would be amended to show these uses upon approval of the precise plan. No adverse land use impacts would occur as a result of the residential concepts shown in the precise plan and on the tentative maps. The proposed zoning is also consistent with the intent of the community plan for each of the land uses.

o Amount and Location of Open Space Areas

The community plan designates lateral canyons and areas with slopes exceeding 25 percent as open space. Flood plains and freeway buffer areas (adjacent to Carmel Valley Road and I-5) are also designated as open space by the community plan. Bell Valley, a canyon area, occurs within the precise plan area in the eastern portion of Neighborhood 4. The community plan shows an irregularly shaped, continuous system of open space, connecting with steep areas east of North City West. The precise plan and tentative map preserve the majority of this open space. Rather than being continuous, however, it would be divided into four separate parcels by residential roads and a private recreation center (Lot 1,459)(Figure 11). The northernmost portion of the open space shown in the community plan would be graded and developed as a school/park. This represents approximately 28 percent of the natural open space shown on the community plan for Neighborhood 4. Approximately 95 percent of the remaining open space would remain natural, except for a fill slope (approximately 70 feet high) needed to support the road immediately south of the school/park site. That open space area would also contain a 40-foot fill slope along its eastern margin. Additional fill would occur at the back of residential lots which would border the two easternmost open space

areas. Because of the separations between these open space areas, they would not provide for continuous open space linkage as called for in the community plan.

In Neighborhood 5, the community plan shows a small (2-3 acre) open space area in a small canyon east of the San Diego Gas & Electric easement. This would not be preserved upon implementation of the precise plan and tentative map. An additional open space network has been designed, however, to provide linkages between the park/school and commercial areas. In addition, the 150-foot wide SDG&E easement in Neighborhood 5 would provide an additional open space amenity within the precise plan boundaries. The easement will serve as a visual open space buffer between various land uses within the development and provide a linkage to the Carmel Valley neighborhood. These two major linkages are intended to compensate for the small isolated natural open space area shown on the community plan map.

Both Neighborhoods 5 and 6 would contain major manufactured open space linkages to provide access between neighborhood facilities. They serve to provide improved pedestrian and bicycle access without conflicting with automobile traffic and provide a major neighborhood identity feature.

The community plan does not designate any open space areas within Neighborhood 6. As described above, open space linkages in the form of trails and pedestrian and bicycle pathways, have been provided between the superblocs as landscaped, manufactured slopes. As required in the park, recreation, and open space element of the community plan, provision would be made for pedestrian and bicycle pathways within the open space network linking various neighborhoods and activity areas. The precise plan contains a comprehensive bicycle and pedestrian network, as shown in Figure 7.

o Schools

The community plan calls for a total of 11 elementary schools to be constructed within North City West, with one in each neighborhood. These were intended to be the focal point of each neighborhood, and were to be accompanied by a public park. Due to declining enrollments in recent years, however, 11 schools are no longer deemed necessary for the community. The most recently adopted definition of school needs for North City West is contained in the School Facilities Master Plan (1981h) which has been incorporated into this document by reference. It calls for a total of five school sites within the entire community. No locations were specified. That plan essentially supplements the community plan with regard to schools. This precise plan contains two elementary schools, one within the Solana Beach School District in Neighborhood 4 and one in the Del Mar Union School District in Neighborhood 5. An optional school site is shown on the precise plan within Neighborhood 4; selection of such an optional school site depends upon boundary adjustment discussions between the Solana Beach and Del Mar Union School Districts. Regardless of whatever two school sites are eventually selected, elementary school facilities within the precise plan area would conform with the School Facilities Master Plan. Pedestrian and bicycle linkages between residential areas and schools (including the optional school site) are adequate and are shown in Figure 7.

A junior high school is being planned by other property owners for the town center neighborhood, located immediately north of Neighborhood 6. It will be located adjacent to Carmel Country Road. The elementary school locations planned for this precise plan area would be compatible with the junior high school location. The schools would be completely separated by residential development. Separation of junior high and elementary school students is generally regarded as desirable. The School Facilities Master Plan establishes a funding mechanism for construction of the junior high school and assigns the responsibility for school development to the school district. The schools plan specifies that junior high school construction must be completed according to the following schedule:

First phase (Capacity: 600) at 200 students from North City West
Second phase (Capacity to 900) at 600 students from North City West
Third phase (Capacity to 1,100) at 900 students from North City West

The plan further specifies that,

". . . as a condition of development plan approval, the project applicant must demonstrate the availability of school facilities prior to recordation of any subdivision map. This will be done by demonstrating that schools are being constructed through the primary mechanism, state school aid, or by obtaining a school letter from appropriate districts which provides that facilities are available."

In addition, a project applicant may guarantee the availability of school facilities by entering into a development agreement implementing the established deposit procedures or otherwise guaranteeing provision of schools.

o Parks

Since the number and location of schools has changed from that shown in the community plan, the plan map no longer is an ideal guide to the location of parks. The plan says that neighborhood parks and playgrounds should contain a minimum useable area of 5 acres when located adjacent to an elementary school and 10 acres when not so located. The plan also states that they should serve a resident population of 3,500 to 5,000 people within a 1/2-mile radius. The plan proposed 25 acres of park land within this precise plan area. The Public Facilities Financing Plan has updated the community plan land use maps and shows two neighborhood parks in Neighborhood 4, and one each in Neighborhoods 5 and 6, with a total park acreage of 30 acres. Upon approval of this precise plan, these land use changes would be incorporated into the community plan.

The precise plan calls for two neighborhood parks, one adjacent to each of the elementary schools. Therefore, the plan is not strictly consistent with either the community plan or the Public Facilities Financing Plan in terms of numbers of parks. The proposed parks, however, are larger (15⁺ acres versus 5 acres) and will provide a wider range of activities. Two acres within each of the proposed school/park sites would be occupied by an elementary school. (A portion of this

acreage would be occupied by school playgrounds; these facilities would be open to the public during non-school hours so are included in the total park acreage.) The 30.0 acres proposed for parks within the precise plan compares favorably with the acreage requirements of both the financing plan and the community plan for this portion of North City West. Both the City Park Development and Open Space Department and the Planning Department have indicated that the proposed park acreage would be adequate (City of San Diego Planning Department, Planning Reports No. 82-329, July 9, 1982). The proposed parks are in excess of 1 mile apart; the provision of direct bicycle and pedestrian access to the parks from all parts of the plan area compensates for this added distance.

A neighborhood school/park is not being proposed for Neighborhood 6. This neighborhood is adequately served by the proposed community park to be located within the town center area, by the neighborhood park adjacent to the elementary school within Neighborhood 5, and by recreational facilities to be located within each superblock. All of Neighborhood 6 is included within the attendance area of the school within Neighborhood 5 and the neighborhood park can likewise serve the same attendance area. Convenient bikeway and pedestrian access to both the neighborhood park and community park is provided. At this time, traffic projections do not appear to warrant installation of a signal at the crossing between Neighborhood 6 and the school/park complex.

o Commercial Areas

The community plan calls for two neighborhood commercial centers within the precise plan area, one in Neighborhood 5 and one in Neighborhood 6. The community plan calls for the neighborhood center to be located adjacent to the neighborhood parks, but that requirement has been superseded by the schools plan which altered the entire school/park/commercial center concept. The community plan also calls for each commercial area to be "reoriented away from major streets and placed within the neighborhood which it will serve".

The precise plan shows a 10-acre retail commercial center and a 7-acre visitor commercial center. Neighborhood 5 would not contain a commercial center which would differ from the commercial center concept outlined in the community plan. The retail commercial center would be located in the east-central portion of Neighborhood 6 adjacent to Soledad Valley Road and Neighborhood 5. It would be oriented toward internal streets and would have pedestrian and bicycle access from the interior of Neighborhoods 5 and 6. Automobile access to the neighborhood commercial center would be from Soledad Valley Road and from internal streets within Neighborhood 6. The 10-acre commercial center would be large enough to attract a supermarket and chain drugstore which would serve residents throughout the precise plan area.

The visitor commercial center would be located in the southwestern portion of Neighborhood 6 at the intersection of El Camino Real and Carmel Valley Road. It would be oriented toward major streets which conflicts with community plan objectives for neighborhood commercial centers but would be compatible with the visitor commercial center designated in the community plan. It would be

accessible by automobile from all portions of the precise plan area but would also be able to serve freeway travelers and other tourists.

With the location of the commercial centers as shown on the precise plan, each neighborhood center within North City West would be spaced approximately 1 mile apart and serve approximately 6,000 residents within a 1/2-mile radius. It is expected that most residents of Neighborhood 4 would utilize the designated commercial center in the southeastern portion of the first neighborhood. Because of this coverage, and because each is linked to the interior of the precise plan area by pedestrian and bicycle routes, the number and location of commercial centers is adequate as proposed. The Planning Department has indicated that the proposed commercial center configuration would be consistent with the concept set forth in the community plan (City of San Diego Planning Department, Planning Reports No. 82-329, July 9, 1982).

o Employment Center

A 34-acre employment center is shown on the precise plan in the western superblock of Neighborhood 6; this employment center would be outside the Baldwin ownership but within the precise plan area. The employment center would be vertically buffered from residential land uses to the east by a 20- to 40-foot slope. Such an employment center would not be consistent with the North City West Community Plan which specifies residential land uses at that location, but would be compatible with the designated employment center on the west side of El Camino Real and with the proposed visitor commercial center to the south.

Employment center development would conform with the site design guidelines outlined in the Neighborhood 2 Employment Center Precise Plan (pp. 32-47), which are herein incorporated by reference. These guidelines place limits on development within the employment center with regard to landscaping, lot coverage, height of buildings, bulk and scale of individual structures, signage, graphics and lighting, materials and colors used in building construction, and energy usage. All structures within the employment center would conform in area and height with the following maximum limitations as outlined in the employment center precise plan:

1. Total gross area of occupied building shall not exceed 30 percent of the gross site area.
2. Total site coverage of all enclosed structures shall not exceed 40 percent of the gross site area.
3. Total height shall not exceed 50 feet, excluding unoccupied appurtenances such as elevator shafts and mechanical equipment. Building height shall be measured from point of lowest finish grade at the exterior building wall.

Employment center development would also be consistent with the city's M-IP zone which requires that all lot areas not devoted to buildings, driveways, and similar areas shall be landscaped in accordance with plans approved by the Planning Commission. Architectural site plans must also be approved by the commission.

The proposed buffer between the employment center and residential development to the east would range in height from 20 to 40 feet. A 50-foot building could, therefore, be visible from some portions of the residential development which could have adverse visual quality impacts as discussed in Section III.C., Visual Quality. In terms of land use impacts, however, buffering would be provided by the proposed vertical separation since all residential and employment center structures would be at least 150-200 feet apart.

o SDG&E Easement

In response to the Notice of Preparation of this EIR, SDG&E expressed concern regarding potential effects of future land uses on the company's easement. The easement would receive treatment under this precise plan similar to that prescribed in the approved precise plan for Carmel Valley. Upon plan implementation, continued access to this transmission line would be available for repair and maintenance. All encroachment into and secondary uses of the transmission right-of-way would be reviewed and approved by SDG&E. These include the crossing of the easement by Carmel Country Road and the Neighborhood 5 main internal collector street. Adjacent uses would be compatible with the transmission line due to planned landscaping prescribed in the design element of the precise plan and shown on the development plan. As shown on the tentative map for Neighborhood 5 (Figure 12), residential land uses east and west of the easement would be buffered by 5- to 10-foot slopes. The transmission easement would be utilized as an important visual open space feature and linkage to other parts of the community. This use would be compatible with continued operation and maintenance of the line and no impact to the facility is foreseen as a result of precise plan development.

Analysis of Significance

The developed park acreage proposed in the precise plan is compatible with that proposed in the North City West Community Plan. The differences in park number and location between the precise plan and the community plan are not regarded as significant since the School Facilities Master Plan has altered the original school/park concept, and since all future residents would have convenient and safe access to both public and private park facilities. Both neighborhood parks would be readily accessible by bikeways on internal streets and open space linkages; travel on major collector routes would not be necessary to reach parks from the areas they are intended to serve.

The differences between the community plan's commercial designations and those proposed in the precise plan would not be significant. The proposed visitor commercial center would be compatible with the adjacent visitor commercial center shown on the community plan. The 10-acre commercial center in Neighborhood 6 would be readily accessible to all residents of the precise plan area via automobile and the pedestrian/bicycle routes to be provided within open space linkages. Residents of Neighborhood 4 would have access to both the neighborhood commercial center located in Neighborhood 6 and the center located in the southwestern portion of the first neighborhood (Figure 7).

The employment center in the western portion of Neighborhood 6 would not conform with land uses outlined in the community plan. Development within the employment center would be limited by the site design guidelines set forth in the Neighborhood 2 Employment Center Precise Plan. The proposed 20- to 40-foot vertical separation between the employment center and residential development to the east would provide an adequate buffer from a land use standpoint. The height limitation outlined in the Neighborhood 2 Employment Center Precise Plan may not be adequate to prevent view blockage for residential development to the east. This is discussed in greater detail in Section III.C., Visual Quality. The employment center would also be compatible with the Neighborhood 2 employment center to the west.

The natural open space area in the eastern neighborhood would be divided into several pieces, its northern portion would be developed, and several portions would contain fill material. This is a significant adverse impact, particularly since the community plan states that,

"Design concepts for open space simply expressed revolve around the necessity to keep open space in its natural state for conservation, biological and psychological reasons. Any deviation, even for recreational or public facility purposes from this natural environment, must be justified by favorable environmental impact analysis."

Deletion of the open space area in Neighborhood 5 is less significant due to its small size and isolation from other open space areas. It cannot, in the configuration shown in the community plan, function as a wildlife corridor or valuable pedestrian resource. Other open space linkages have been incorporated into Neighborhood 5 to implement the intent of the community plan.

Mitigation Measures

The significance of the open space impact in the eastern portion of the plan area would be reduced by the pedestrian linkages as proposed in Neighborhood 4. Complete mitigation could only occur through a redesign of that area, as addressed in Section IV, Alternatives. The proposed recreation center on Lot 1459 (Figure 11) would permit east-west pedestrian access between open space areas along the eastern edge of Neighborhood 4. This would serve to partially mitigate the identified impact.

The intersection of Soledad Valley Road and the internal street leading into Neighborhood 6 would be utilized by children walking or riding bicycles between the multi-family residential area and the school/park site. The traffic projected for this intersection does not warrant a signal. Because of this intersections probable use by pedestrians and bicyclists, it should be marked with appropriate signage and monitored by the police department and the school district. When necessary, the school should provide a crossing guard at that point.

The proposed 20- to 40-foot slope between the employment center and residential development to the east and the 150- 200-foot linear separation between these two types of development would buffer the adjacent land uses. Potential visual quality impacts associated with the Neighborhood 6 employment center are discussed in greater detail in Section III.C., Visual Quality.

Issue: Will each neighborhood within the precise plan area be functionally self-contained as envisioned in the community plan?

Potential Impact

The community plan envisioned 11 neighborhoods within North City West, each having an elementary school/park complex as its focal point. According to the plan, self-containment would further be achieved through provision of a commercial center near the school/park site. The concept of self-containment for each neighborhood has been altered by the School Facilities Master Plan which reduced the elementary schools requirement. Although each neighborhood within the precise plan area does not have both a commercial center and a school, the precise plan area as a whole has been designed to be functionally self-contained with schools, parks, residential areas, and commercial centers linked by a well-integrated pedestrian and bicycle network. The town center, with its community facilities, would be readily accessible and further reduces the need for out-of-community travel. Although a commercial center would not be located within each of the neighborhoods, a commercial center would be readily accessible to each resident.

Analysis of Significance

The precise plan area as a whole would be a functionally self-contained area which relies on the total North City West community for some essential services and facilities. Within the precise plan area, schools, parks, and commercial facilities have been provided to serve future residents. The fact that Neighborhood 6 does not have an elementary school is not regarded as significant due to the requirements of the School Facilities Master Plan and due to the self-containment of the community as a whole. The school in Neighborhood 5 will be readily accessible to residents of the multi-family area. The fact that Neighborhood 5 does not have a commercial center is not regarded as significant since the Neighborhood 6 commercial center is large enough to serve the needs of residents of both Neighborhoods 5 and 6 and is readily accessible to Neighborhood 5.

Mitigation Measures

No mitigation would be required.

Issue: Will the parks, schools, and commercial areas be reasonably compatible with adjacent land uses?

Potential Impacts

In Neighborhood 4, the park/school complex would be located adjacent to Del Mar Heights Road to the north, single-family dwellings to the east, and an open space area across a street to the south. Location of the elementary school site adjacent to Del Mar Heights Road, a six-lane major street, could have potential safety impacts unless crossing guards are employed during school commuting hours; some sort of fencing or other barrier in the school playgrounds could also be required to prevent children from running into the street during designated play periods. Traffic noise from Del Mar Heights Road could affect school children although the school site would be large enough to allow adequate setbacks to avoid potential noise impacts. Playground noise would be audible at nearby residences; this would only occur during the day, however, when residents are less sensitive to noise. An optional school site is also shown in the southwestern portion of Neighborhood 4. This school site would also be located adjacent to a four-lane major street (MC Road). Potential safety impacts would, however, be less than those associated with the Del Mar Heights Road location since MC Road would carry less traffic than would Del Mar Heights Road (17,700 trips vs. 22,000 trips).

Neighborhood 5 would also contain a school/park site. The school site would be located in the interior of Neighborhood 5 and would be entirely surrounded by residential land uses. No land use incompatibilities would occur as a result of the school/park location in Neighborhood 5.

A 10-acre retail commercial area is designated for the east-central portion of Neighborhood 6. It is immediately adjacent to a multi-family area. The compatibility of this relationship would depend upon site plans for both of the land uses. The visitor commercial center in the southwestern portion of Neighborhood 6 would be compatible with the major roadways and the employment center located to the west, south, and north. The employment center would be compatible with the designated employment center on the west side of El Camino Real and with the visitor commercial and town center areas to the south and north, respectively. Buffering of multi-family residents to the east would be accomplished by the proposed 20- to 40-foot vertical separation between the western superblock of Neighborhood 6 and the central portion of the neighborhood.

Analysis of Significance

The location of the school site in Neighborhood 4 adjacent to Del Mar Heights Road could have potentially significant safety impacts. Site plans are not yet available for the 15-acre school/park site. If the school site were located in the interior of the 15-acre property, potential safety impacts would be reduced.

The significance of the land use compatibility issue with regard to the remainder of the precise plan area depends to a large extent upon the site plans of the facilities in question. If, for example, residential lots back onto parking areas, the visual and safety impact could be significant in the absence of adequate buffering. Since the precise plan requires development plans or PRD/PID/PCD permit applications to be filed for all development within Neighborhood 6, design control would be available to maximize compatibility of adjacent uses.

Mitigation Measures

Site plans for the school site in Neighborhood 4 should be carefully evaluated with regard to potential safety impacts. Crossing guards should be provided during school commuting hours. Where residential lots abut commercial areas, buffers would be provided to reduce potential safety and visual conflicts. These buffers would consist of landscaped earthen berms. They are graphically depicted in the precise plan. In addition, the applicant has agreed to prepare development plans or PRD/PID/PCD applications for all development within Neighborhood 6 which will ensure design review for individual projects within the western portion of the plan area.

Issue: Have open space areas been selected and designed to optimize environmental features?

Potential Impact

Open space areas were selected through consideration of community plan requirements and the need to establish functional open space linkages throughout the plan area. The plan's differences regarding open space areas as shown on the community plan for Bell Valley within Neighborhood 4 and a portion of Neighborhood 5 have been discussed above. The property does not contain other distinctive environmental features, except the bluffs located in the western portion of the plan area. As explained in Section III.D., Geology/Soils/Landform, these bluffs are composed of highly erodible material. Large setbacks would be required if development were proposed adjacent to these bluffs in order to avoid potential safety hazards. The bluffs would be removed in conjunction with precise plan implementation. In addition, prime view areas were considered in siting the park in Neighborhood 4; views of all of Carmel Valley would be available from that point.

Analysis of Significance

Open space areas within the precise plan area would be similar to those shown on the community plan. From a resource and community plan consistency standpoint, alteration of certain environmental features may be significant, as addressed elsewhere in this report. With respect to Neighborhood 4, the open space area significantly differs from that shown in the community plan and cannot easily function as a linkage as currently designed. This is regarded as a significant impact.

From a cumulative standpoint, this and other developments in the northwest portion of the city would result in a significant and irreversible change in the environmental character of the area. The significance of this change is reduced by the precise plan's conformance with the development intensity recommended by the adopted community plan. Although the bluffs in Neighborhood 6 are a visual resource, their loss is not considered to be significant due to their limited extent.

Mitigation Measures

Adjustments in the design of Neighborhood 4 to retain more of the open space shown in the community plan is addressed in Section IV, Alternatives.

Issue: Will the project be consistent with the goals and objectives of the North City West Community Plan and the North City Local Coastal Program?

Potential Impacts

o North City West Community Plan

In accordance with the goals of the North City West Community Plan, the precise plan area offers a variety of housing types and land uses which would contribute to a physically, socially, and economically balanced community. It is self-contained, since it offers schools, parks, and commercial centers in close proximity to residential development. The plan uses the community plan open space areas as a guide for preserving the environment; some environmental alteration would accompany implementation of the precise plan. The final two goals of the plan, establishment of a balanced transportation network and phasing according to facilities availability, would be achieved through implementation of the Public Facilities Financing Plan and the School Facilities Master Plan.

Conformance of the precise plan with the objectives outlined in the community plan has been addressed throughout this section. For the most part, the plan is consistent with all applicable objectives. In some cases, such as designation of open space areas, objectives conflicted and land uses were sited to maximize multi-modal access rather than other objectives.

o North City West Local Coastal Program

Land uses shown in the City's draft LCP conform with those shown in the North City West Community Plan for the area within the coastal zone. The overall LCP goals and objectives are similar to those outlined in the community plan. Land uses proposed in the precise plan are consistent with those in the LCP, except within Neighborhood 5, where the small area shown as open space in the community plan is partially within the coastal zone. That open space area would not be preserved under the precise plan, as discussed above. Review of North City West development by the Coastal Commission is limited to runoff/siltation and transportation. These issues are addressed in Sections III.B. and III.G., respectively.

Analysis of Significance

The precise plan is compatible with the intent of the goals of the North City West Community Plan and the Local Coastal Program. Some land use relationships are not fully compatible with certain plan objectives; these issues have already been addressed in this section. The small area of open space shown in Neighborhood 5 would not be preserved.

Mitigation Measures

No additional mitigation is required.

B. HYDROLOGY/WATER QUALITY

Existing Conditions

The precise plan area is located within the Penasquitos Hydrographic Unit, a 170 square mile, triangular shaped drainage area which extends from Poway to La Jolla. No major streams are located within the drainage area, although it is drained by numerous intermittent creeks. Miramar Reservoir, the only storage facility within the drainage area, is located upstream from the precise plan area and primarily contains imported Colorado River water (SANDAG, 1980). Runoff from the precise plan area drains southward down broad floodplains and eventually enters Carmel Creek, just south of the precise plan area. Carmel Creek discharges into Los Penasquitos Lagoon, approximately 0.5 miles west of the precise plan area.

Los Penasquitos Lagoon is a saltmarsh-lagoon complex occupying approximately 350 acres at the seaward end of the Penasquitos Hydrographic Unit. The lagoon contains approximately 200 acres of high marsh vegetation interspersed with approximately 40 acres of well-defined tidal channels that range in depth from 1 to 19 feet; the remaining 100 acres of the lagoon are comprised of mudflats and saltflats which are inundated only during high spring tides (SANDAG, 1978). The major natural resources of Los Penasquitos Lagoon are dependent upon continuous tidal action. In recent years, as a result of increased development adjacent to the lagoon and the construction of Pacific Coast Highway and the Santa Fe Railroad Bridge, the entrance to the lagoon has been frequently blocked by a sandbar which restricts or eliminates tidal flow. This sandbar is growing and gradually filling the major lagoon channels. When the mouth of the lagoon is closed, the water body has a low capacity to assimilate nutrients carried by storm runoff and exhibits eutrophication problems such as periodic algae blooms, evidence of accelerated aquatic growth, vector breeding, and periodic unsightly conditions (SANDAG, 1980).

Several studies have been initiated by the California Coastal Commission and other responsible agencies to analyze the potential adverse effects of increased development in the vicinity of the lagoon upon lagoon resources. These studies include a 1979 hydrology and sedimentation study by Karen L. Prestegaard and the North City West Drainage Study prepared by Leeds, Hill, and Jewett, Inc. (1981). An additional study, the Penasquitos Lagoon Watershed Management Plan, is currently being prepared by the San Diego Association of Governments (SANDAG) with completion expected in mid-1982 (Ruth Potter, SANDAG, personal communication, March 1, 1982). The Prestegaard study notes that the rate of sediment deposition within the lagoon may have decreased during the past few years, possibly due to a decrease in construction activities adjacent to the lagoon. The study also notes, however, that the ecological balance of the lagoon has been and will remain threatened until a program to restore tidal flushing is initiated.

The Leeds, Hill, and Jewett, Inc. study outlined drainage facility requirements associated with development of all of North City West. The purpose of the study was to ensure that rainfall runoff and sedimentation from the developed North City

West would not exceed that already occurring within the community plan area under natural conditions, and that sedimentation from the developed community would not adversely affect Carmel Creek and Los Penasquitos Lagoon. The Leeds, Hill, and Jewett, Inc. study recommended installation of detention basins placed at key locations throughout the community plan area for control of rainfall runoff and sedimentation from the community plan area. During initial construction phases, the detention basins would act as silt traps. After construction, the basins would be cleaned to serve their primary function as runoff control devices. The detention basins discussed in the drainage study were designed to reduce the amount of runoff exiting the basins to the existing 10-year storm peak flow rate; storage capacities within the detention basins were sized to accommodate rainfall runoff from a 25-year design storm without overtopping. These design storms were agreed to by the Coastal Commission during preparation of the Leeds, Hill, and Jewett, Inc. study. The study assumed that siting and sizing of the detention basins and spillways would be refined as final development and grading plans became available for individual development units within the community plan area.

In order to comply with the drainage study requirement contained in the North City West PDO, PRC Toups' engineers and hydrologists are conducting a site-specific drainage study for the precise plan area. It will be completed prior to recordation of the final maps for Neighborhoods 4, 5 and 6. PRC Toups has completed a preliminary computer analysis of the detention basins shown on the precise plan which involved use of the U.S. Soil Conservation Service's (SCS) TR-20 computer program and manual calculations performed in accordance with the SCS's Technical Release No. 55. Using the TR-20 program, the peak runoff levels were computed for the 10-year storm under natural and developed conditions at five flow concentration points within the precise plan area. Manual calculations were performed to determine the storage capacity required within each detention basin to ensure that peak runoff flows under developed conditions would not exceed existing levels for the 10-year storm event.

Environmental Analysis

Issue: Will measures be incorporated into the project to prevent siltation of Los Penasquitos Lagoon?

Potential Impact

Drainage facilities within the precise plan area have been sized to conform with the facility requirements outlined in the Leeds, Hill and Jewett, Inc. study and with the preliminary computer analysis conducted by PRC Toups' engineers and hydrologists. The Leeds, Hill and Jewett, Inc. study recommended that 39.6 acre feet of storage capacity be provided in five detention basins located along Carmel Valley Road in the southern portion of the precise plan area (Leeds, Hill basins U, F, G, H, I). These five basins are proposed to be located at the concentration points of the five existing drainage subbasins located within the precise plan area. A sixth detention basin (basin V) is shown in the Leeds, Hill and Jewett, Inc. study immediately west of the southwestern border of Neighborhood 6. This basin would capture runoff from the western portion of Neighborhood 6. The precise plan calls for the installation of three detention basins within the precise plan area with a total storage capacity of 38.0 acre feet; one detention basin would be located within each of the three neighborhoods, as follows: (1) a 19 acre-foot detention basin would be located in Neighborhood 4 near the intersection of Carmel Valley Road and Carmel Country Road; (2) a 9 acre-foot detention basin would be located in Neighborhood 5 west of the intersection of Carmel Valley Road and the SDG&E easement; and (3) a 10 acre-foot detention basin would be located in Neighborhood 6 west of the intersection of Carmel Valley Road and Soledad Valley Road. PRC Toups' engineers and hydrologists have determined that the three detention basins proposed would adequately serve the function of the five Leeds, Hill basins (U, F, G, H, I). This alteration is due to the fact that the existing five-subbasin drainage pattern would be eliminated in conjunction with grading for the proposed project. The majority of runoff from the developed precise plan area would collect at three concentration points; such runoff would be accommodated by the three proposed detention basins. A fourth runoff concentration point is to be located in the western portion of Neighborhood 6 as discussed below.

Runoff from the western portion of Neighborhood 6 would not be captured in any of the three detention basins described above. Several options exist for accommodating this Neighborhood 6 runoff. They include construction of an 8 acre-foot detention basin in the extreme southwestern portion of Neighborhood 6 (corresponding to Leeds, Hill basin V) or sizing of the designated detention basin near the intersection of Carmel Valley Road and El Camino Real (corresponding to Leeds, Hill basin E) to accommodate runoff from the western portion of Neighborhood 6 as well as from the Neighborhood 2 employment center. Under this option, a culvert would have to be constructed from the southwestern portion of the precise plan area to the Carmel Valley Road/El Camino Real drainage basin. The precise method of capturing runoff from the western portion of Neighborhood 6 has not been determined at this time; such a determination will be made prior to recordation of the final map for Neighborhood 6. Under either option, the total storage capacity for runoff from the precise plan area (38 acre-feet plus 8 acre-feet) would exceed the 39.6-acre foot requirement outlined in the Leeds, Hill and Jewett, Inc. study.

Drainage facilities within street rights-of-way or access easements will be constructed by the developer and maintained by the City of San Diego. Special facilities, such as detention basins, would be maintained through an appropriate agreement with the City of San Diego.

Runoff from the developed precise plan area would carry a greater concentration of urban pollutants than it does at present, although agricultural pollutants would be reduced. In urban areas, the rainwater runoff from streets often carries considerable quantities of harmful materials such as oil, rubber, metals (including lead), pathogens, trash, and other solid wastes.

Analysis of Significance

No significant siltation of Los Penasquitos Lagoon would occur with precise plan implementation due to erosion control and drainage plans incorporated into the project. The drainage plan/detention basin plan is expected to control runoff from the 10-year storm peak flow; this threshold has been agreed to by the Coastal Commission. As addressed below, the plan must be accompanied by adequate erosion control and landscaping plans.

Implementation of the precise plan would contribute incrementally to the increase in dissolved urban pollutants entering Los Penasquitos Lagoon. The impact of these pollutants on the lagoon would be significant on a cumulative basis.

Mitigation Measures

Runoff from the western portion of Neighborhood 6 would not be captured by the three detention basins shown on the precise plan. The siting and sizing of a detention basins to accommodate such runoff would be determined prior to recordation of the final map for Neighborhood 6.

Since several property owners are involved in the development of North City West, construction is expected to begin at various times and in various locations throughout the plan area. The grading sequence during construction therefore becomes critical in order to protect downstream areas from erosion, siltation, and flooding problems. The following grading sequence would be followed for construction within the precise plan area:

1. Clear and grub the site.
2. Rough grading.
3. Install temporary erosion control measures (including slope planting).
4. Excavate and construct detention basins (prior to October 15).
5. Install outlet and inlet structures for detention basins.

6. Construction of houses, streets, utilities.
7. Complete landscaping.
8. Continuous maintenance of detention basins (remove any sediment build-up).

Erosion control measures undertaken during and after the construction period would ensure that sedimentation as a result of development of the precise plan area would not exceed predevelopment conditions. The following erosion control measures would be implemented by the applicant:

1. Construction of detention basins would be completed prior to October 15 (normal onset of rainy season).
2. The tops of all slopes would be diked to prevent water from flowing over the crests of the slopes.
3. Sandbag check dams would be placed in unpaved streets with gradients in excess of 2 percent.
4. Flat-grade, blade ditches would be provided for entrapment of onsite silt during construction.
5. Adequate drainage would be provided at all times to prevent ponding of water on the site during construction.
6. All disturbed slopes would be planted for either temporary or permanent erosion control.

Initial maintenance of the detention basins would be the responsibility of the applicant. Long-term maintenance of the basins would be the responsibility of a maintenance district as outlined in the PDO. The developer would retain the fee title for the property; the City of San Diego would hold an easement over the area occupied by the detention basins.

In addition, development plans have been prepared for Neighborhoods 4 and 5 and Lots 2, 3, 4, and 5 in Neighborhood 6; these plans include erosion control and landscaping plans which would mitigate potential erosion and siltation impacts. According to the development plan, slope planting, hydroseeding, and mulching would take place during the appropriate seasons of late fall, winter, or very early spring (November through April).

The remainder of Neighborhood 6 would be developed in accordance with either the development plan process outlined in the PDO or with the city's planned development process. Development in accordance with these requirements would require city review of landscaping and erosion control plans in Neighborhood 6.

Issue: Will the construction of an east-west road along Carmel Valley or other improvements change the natural course or direction of Carmel Creek?

Potential Impact

The improvement of Carmel Valley Road proposed in this precise plan and tentative maps will not affect the natural course or direction of Carmel Creek. The city-adopted LCP for this area recognizes that the widening of Carmel Valley Road may encroach onto the 100-year floodplain of Carmel Valley Road and stipulates that the "proposed alignment of Carmel Valley Road shall avoid, to the maximum extent possible, encroachment into the flood plain of Carmel Valley." As shown on the tentative maps for Neighborhoods 4, 5 and 6 (Figures 11, 12, 13), the roadway has been designed to follow the existing Carmel Valley Road very closely and does not encroach into the actual streambed of Carmel Creek at any point. In areas where the streambed is close to the existing pavement, all widening would occur to the north. In several areas, the 100-year floodplain of Carmel Creek, as delineated by the U.S. Army Corps of Engineers (1973), overlaps the proposed alignment of Carmel Valley Road. The largest overlaps would occur at Carmel Valley Road's intersection with El Camino Real (approximately 130 feet of overlap) and Carmel Country Road (approximately 90 feet of overlap). A small area of overlap (approximately 30 feet wide) would occur at the intersection with Soledad Valley Road. Throughout the remainder of the plan area, the 100-year floodplain boundary is either immediately adjacent to the proposed southern boundary of Carmel Valley Road or, as in the eastern portion of Neighborhood 4, is significantly south of the new alignment. When Carmel Valley Road is widened, it will be elevated 1 foot above the existing 100-year flood contour and will thus form the northern boundary of the 100-year floodplain throughout much of its length south of the plan area. At no point within the precise plan area will the 100-year floodplain line actually extend over the roadway, once it is constructed. Potential impacts associated with grading for Carmel Valley Road are discussed in Section III.E., Biology.

The offsite extension of Carmel Valley Road would also overlap the 100-year floodplain by a maximum of 300 feet midway between the western boundary of the precise plan area and the proposed alignment of El Camino Real. The length of overlap would be approximately 600 feet. The 100-year floodplain would extend approximately 200 feet beyond a portion of the offsite extension of Carmel Valley Road following construction. The 100-year floodplain of Carmel Creek, as mapped by the U.S. Army Corps of Engineers, follows the 30-foot contour in this area. When constructed, the Carmel Valley Road extension would have to be elevated at least 1 foot above the 30-foot level. Slope protection, probably in the form of rip rap, would have to be placed on either side of the elevated portion of Carmel Valley Road within the floodplain. A single span bridge would also be constructed over an existing concrete channel adjacent to the existing alignment of El Camino Real in conjunction with the Carmel Valley Road extension. The elevated Carmel Valley Road would then form the northern boundary of the floodplain in that area. Flood hazards associated with the Carmel Valley Road extension would be avoided. The encroachment into the existing floodplain of the offsite portion of Carmel Valley Road is regarded as a significant impact. Such encroachment is necessary,

however, in order to make the connection between the precise plan portion of Carmel Valley Road and the existing I-5/Carmel Valley Road interchange.

Analysis of Significance

The 100-year floodplain of Carmel Creek, within the precise plan area, would be altered slightly by the proposed alignment of Carmel Valley Road but would be in conformance with the LCP goals for the widening of Carmel Valley Road. This impact is a minor one, since much of the road widening would occur to the north of the existing alignment. Because the floodplain is wide in this portion of the valley, a slight constriction of it is not expected to have an appreciable effect upon the stream's hydraulic characteristics. Implementation of the precise plan and tentative maps would have no significant impact on the natural course or direction of Carmel Creek.

The offsite extension of Carmel Valley Road would significantly encroach into the 100-year floodplain of Carmel Creek. Such encroachment is unavoidable since the connection with the existing I-5/Carmel Valley Road interchange is fixed. The offsite extension of Carmel Valley Road would have no significant impact on the natural course or direction of Carmel Creek and would have no flood-related impacts.

Mitigation Measures

No mitigation measures are available to avoid encroachment into the 100-year floodplain of Carmel Creek by the offsite extension of Carmel Valley Road since the tie-in to I-5 is fixed by the existing I-5/Carmel Valley Road interchange. Construction of the Carmel Valley Road extension to avoid the 100-year floodplain and still tie into the existing interchange would be infeasible from a road design standpoint and would violate accepted road design standards.

In order to avoid additional disturbance of Carmel Creek, construction equipment should remain on the roadbed itself or to the north. Carmel Creek would be fenced during construction to ensure that construction equipment would not encroach within the creek bed. No other mitigation would be required.

C. VISUAL QUALITY

Existing Conditions

The precise plan area is situated on the south facing slopes of Carmel Valley. Topographically, the property is characterized by gently rolling hills interspersed with valley and arroyo areas. Elevations on the property range from approximately 40 feet AMSL to 350 feet AMSL. A small number of vertical sandstone bluffs up to 20 feet in height are located in the western portion of the precise plan area and are visible from I-5 and El Camino Real. Several north-south trending arroyos are located in the eastern portion of the precise plan area; the largest of these is known as Bell Valley. Drainage within the precise plan area is generally southward toward Carmel Creek, located south of the precise plan area. No significant drainage courses are located on the property itself. Carmel Creek discharges into Los Penasquitos Lagoon, adjacent to Torrey Pines State Reserve.

Visual resources within the precise plan area include views of the Pacific Ocean to the west, the southern portion of Carmel Valley to the south, and Black Mountain and other significant features along the I-15 corridor to the east. From the higher areas in the western portion of the property, scenic views of the Pacific Ocean and Torrey Pines State Reserve are available. Additional views of the ocean, as well as views of Black Mountain, Rancho Bernardo, and Rancho Penasquitos are available from higher elevations in the eastern portion of the property. Observers in the central portion of the property are afforded broad views of Carmel Valley to the south.

The visual environment immediately surrounding the precise plan area is essentially rural and is characterized by vacant land and horse raising activities. The visual environment of these surrounding areas will change markedly in conjunction with the planned development of North City West which has already been approved. The existing rural environment will become more urban in nature and will take on more of the characteristics of existing development west of I-5.

Carmel Valley Road is recommended for designation as a "scenic route" in the City of San Diego's Progress Guide and General Plan (City of San Diego, 1979:61). Implementation of the recommendation has not yet occurred; review and implementation of the City's Scenic Highway System is expected to begin in late 1982 (Tim O'Connell, Planning Department, April 29, 1982). Interstate 5, adjacent to the plan area, is recommended for designation as a state scenic highway but also has not yet been officially designated (Phil Oliveras, California Department of Transportation, April 29, 1982).

Environmental Analysis

Issue: How would the project affect the visual quality of the area, especially with regard to views from major roadways and existing residential areas (west of I-5)?

Potential Impacts

Implementation of the precise plan would change the visual character of the site from that of a rural, heavily vegetated slope to that of an urban community. The developed precise plan area would be readily visible to traffic travelling north on Interstate 5. It would be less visible to southbound traffic. The character of the view of the project site from Carmel Valley Road would change also; the rural character of that roadway would be changed along the length of the precise plan area.

Relatively few existing residences would have a direct view of the developed precise plan area. Only a very small number of homes are located on the south slopes of Carmel Valley. The closest residences with a view of the site are located on streets on an east-facing slope west of I-5. These streets in Del Mar Heights (City of San Diego) include Portofino Circle, Portofino Drive, and short drives such as Cristobal, Eldorado, Cedars, Verdugo, San Marino, and San Pablo. The close range view from these homes is currently dominated by the freeway; the precise plan development would change their mid-range view. The views from these homes would still retain their most attractive feature: the large hills and valley extending far inland.

The visual quality of the site would decrease significantly during the construction period. This impact would be temporary and would be completely eliminated once construction is complete and landscaping installed. Also, the entire 825[±] acre site would not be graded at once; only small portions would be graded and developed at any one time. The tentative maps for Neighborhoods 4 and 5 have been unitized and show the sequence of development of each unit. It is anticipated that 3-4 units would be graded per development sequence in order to balance earthwork and provide for the most efficient grading operations. Duplex units shown on the tentative maps are an average of 5 acres in size; single-family units are approximately 10 acres each. The maximum graded area at any one time during development of Neighborhoods 4 and 5 would therefore range from approximately 20 to 40 acres. In Neighborhood 6, each unit shown on the tentative map would be graded and developed separately. In some cases, overlap grading into an adjacent unit may be required in order to balance earthwork. The largest unit within Neighborhood 6 is Unit 1, which is approximately 51 acres in size; this would represent the maximum graded area at any one time during development of Neighborhood 6. Development of the property is expected to occur in increments over a 10-to 20-year period. The PDO, which governs grading within the community, requires close phasing of grading operations, slope landscaping, and building construction.

Analysis of Significance

Implementation of the precise plan would have significant visual quality effects. In both the short term and the long term, views of the property would change from the existing rural environment to that of an urban development. Existing visual amenities such as canyons, hills, bluffs, and trees would be permanently lost.

Mitigation Measures

Hydroseeding of exposed areas for erosion control would occur immediately after grading. This would reduce short-term visual quality effects of construction until the landscaping is in place.

The western portion of the plan area would likely be the most visible section, since it is nearest to the heavily traveled I-5 corridor. It would contain the highest density development proposed within the plan area; this density would, however, be consistent with development at the employment center and the town center, which would also be visible from I-5. Because Neighborhood 6 is proposed to be developed via the development plan or the planned development process, design review would occur to ensure a high degree of visual quality in the individual multi-family residential projects.

The design element of the precise plans and the development plans contain recommendations for enhancement of the site's visual character. Together they address all aspects of visual quality, including preservation of views, landscaping concepts, site design concepts, and street furniture and signage programs. The developer would strictly adhere to the design element and the development plans; this would reduce potential adverse visual impacts of site development. If construction does not occur immediately on graded areas, temporary landscaping would be installed to reduce erosion potential and to increase the visual quality of the disturbed areas in conformance with the requirements of the grading ordinance and the PDO. In addition, the applicant proposes to require Neighborhood 6 to be developed via the development plan process outlined in the PDO or the city's planned development process. These measures ensure site design and landscaping review and would minimize, but not eliminate, the adverse visual impacts.

Issue: What visual amenities, such as mature trees or natural canyons and bluffs, would be affected by the project?

Potential Impacts

Very few mature trees occur on the project site. As addressed in Section III.E., Biology, approximately 25 Torrey pines (of varying age) occur on the site and would be removed. A small cluster of eucalyptus occurs immediately adjacent to Carmel Valley Road, with a few scattered individual eucalyptus elsewhere on the property.

Topographic features would be altered by the proposed development, although none are prominent visual amenities. The 15-20 foot high exposed slopes in the western portion of the precise plan area would be removed, primarily due to their geologic instability and incompatibility with nearby development. These nearly vertical slopes are not as prominent a visual amenity as are the much larger bluffs, of similar geologic composition, across Carmel Valley. (The bluffs on the south side of Carmel Valley were recognized as visual amenities in the community plan and must be preserved.)

Bell Valley is a topographic feature noted on USGS mapping in the eastern portion of the plan area. It is not readily visible from the surrounding area, and is not considered a prominent visual landmark. It is designated for open space in the community plan, however, and portions of it would be disturbed as a result of precise plan implementation. This issue and its significance were addressed in Section III.A., Land Use.

Analysis of Significance

Loss of the project area's mature trees is not regarded as visually significant since establishment of Torrey pine and eucalyptus groves are the prime objectives of the landscaping plan contained in the design element. Grading of the slopes in the western neighborhood is not regarded as significant due to their limited extent. Removal of small scale topographic features such as small valleys, knolls, and ridges would be significant in a cumulative sense. Placement of fill material in Bell Valley would be significant, as discussed later in this section.

Mitigation Measures

Implementation of the design element would partially mitigate the loss of open space in Neighborhood 4. Treatment of fill slopes in the eastern neighborhood is addressed below.

Issue: Where would major cut and fill slopes be located as determined by the infrastructure? How would these slopes be treated or revegetated?

Potential Impacts

Existing and finished elevations associated with development of the precise plan area are shown on the tentative maps for Neighborhoods 4, 5 and 6 (Figures 11, 12, 13). Manufactured slopes in the interior of the precise plan area would, in general, be less than 20 feet in height. Higher manufactured slopes would be located at the perimeter of the precise plan area, particularly adjacent to Carmel Valley Road.

In Neighborhood 4, south of the school/park site, the main collector street would cross Bell Valley. Creation of a large pad for the park/school site avoids the need for a manufactured slope to the north, but to the south of the road a 70-foot fill slope is proposed within the designated natural open space area. On the eastern slope of that open space parcel, road construction necessitates a 40-foot fill slope. Along the eastern margin of development in Neighborhood 4, fill slopes of 30 to 60 feet in height are proposed, again within designated natural open space. This fill is necessary in order to support the development as proposed. Cut slopes 30 to 40 feet in height would be located adjacent to development in the southeastern portion of Neighborhood 4. The only other prominent manufactured slopes within Neighborhood 4 would be located on either side of Del Mar Heights Road. These slopes would be approximately 50 feet high (cut) to the north of the road and approximately 60 feet high (cut) to the south.

In Neighborhood 5, cut slopes are required north of Carmel Valley Road in order to widen that facility while avoiding encroachment into Carmel Creek. These slopes range from approximately 10 to approximately 40 feet in height. A 30- to 35-foot fill slope would be located adjacent to the school/park site in Neighborhood 5. Five- to 10-foot fill slopes would be located on either side of the SDG&E easement to provide a step-up to the easement. Other internal manufactured slopes would be 20 feet or less in height.

In Neighborhood 6, 20- to 50-foot fill slopes would be located north of Carmel Valley Road. The most significant manufactured slope within Neighborhood 6 would separate the designated employment center and visitor commercial center within the neighborhood from the proposed multi-family residential development. The cut slope separating these land uses would range from 20 to 40 feet in height. A meandering 30-foot cut and fill slope would separate superblocks in the north-central portion of the neighborhood. A 30-foot fill slope would be located on the west side of Carmel Country Road adjacent to the designated Neighborhood 6 commercial center. Other internal manufactured slopes would be 20 feet or less in height.

Grading associated with the construction of the offsite portion of Carmel Valley Road would involve the creation of 10- to 15-foot fill slopes north and south of the roadway. Such fill slopes are necessary since the roadway would extend over a small natural depression and to ensure that the roadway would be elevated above the 30-foot contour in order to avoid potential flood hazards.

The precise plan design element controls the treatment of manufactured slopes. To ensure compatibility between adjacent areas, the design element for this precise plan is identical to that for Neighborhood 1, Carmel Valley, which previously received environmental review (EQD No. 76-05-25P, S-2) and which has been incorporated into this document by reference. The major elements of the landscaping program outlined in the design element include:

- o A eucalyptus/Torrey pine planting program in greenbelts and open spaces.
- o Restricted plant selection throughout common areas; individual property owners will be encouraged to use similar plant materials.
- o Tree planting patterns of informal "naturalized" character.
- o Emphasis on free form bermed planting with lawn as ground cover.
- o Exploitation of plant color to add interest to each neighborhood.
- o Establishment of creative landscaping design at neighborhood facilities.

A major feature of the landscape plan is the master plant list which must be utilized for plantings in all common areas. The design element stresses that each neighborhood should have a landscape "theme" characterized by a particular tree species, chosen from the master plant list, which will dominate landscaping throughout the neighborhood. The "theme" tree is to be accompanied by shrubs, groundcover, and other plantings which are compatible in terms of physical requirements, maintenance demands, and aesthetic character. The design element emphasizes that "drought-tolerant naturalized plantings should be used where possible and appropriate such as in open spaces, boundaries, and manufactured slopes". The design element contains the following specific guidelines for manufactured slopes:

- o 100 percent of the manufactured slope tree landscaping should utilize the required trees listed in the master plant list.
- o Shrubs and trees should be installed at the rate of one shrub per 100 square feet of slope landscape area.
- o Shrubs should be massed at the top and toe of manufactured slopes to mask transitional grading areas, except toe of slope adjacent to rear or side yard of dwelling units need to be planted.
- o Tree placement on slopes should favor the bottom half. (This does not apply to the "ridge top" landscape areas. Trees planted in the upper half of any given slope should be grouped in relation to where building site side property lines intersect the top of slope in order to provide views from the slope tops and minimize potential fire hazards.)

The development plans prepared for Neighborhoods 4 and 5 make the following recommendations regarding the treatment of manufactured cut and fill slopes:

- o The intent of the landscape plans for manufactured slopes will be to create slopes which are biologically and physically stable, blend aesthetically with the existing adjacent native or restored slopes, and ultimately reduce maintenance to a level similar to the undisturbed native open space areas.
- o Slope planting, hydroseeding, and mulching process will take place during the appropriate seasons of late fall, winter or very early spring (November through April) for optimum results.
- o All landscaped manufactured cut slopes will be horizontally serrated to reduce runoff velocity and provide optimum seed germination conditions.
- o All landscaped manufactured fill slopes will be hydromulched to optimize seed germination and to minimize surface erosion.

Analysis of Significance

The manufactured slopes created within the precise plan area, particularly within the natural open space area in Neighborhood 4 would constitute a significant impact to visual quality. The planting program outlined in the design element and in the development plan would create visual character through landscaping which stresses regionally significant trees such as eucalyptus, sycamore, and Torrey pine. Large fill slopes along the perimeter of the natural open space areas in the eastern portion of the plan area would be a significant visual impact unless native plant materials, typical of other vegetation in the open space area, are utilized. (Fire susceptibility should also be a consideration in choosing plant material for these areas.) These open space areas are intended to provide a unique pedestrian-oriented experience; vegetation on manufactured slopes within these areas should be as similar as possible to native growth on undisturbed portions of the open space area.

Mitigation Measures

Implementation of the landscaping aspects of the design element and the development plan would mitigate potential impacts associated with manufactured slopes in Neighborhoods 4 and 5. The use of the PDO development plan requirements or the planned development process in Neighborhood 6 would ensure design review of proposed landscaping plans.

The following recommendations contained in the development plan regarding treatment of the manufactured slopes in the open space area in Neighborhood 4 would be implemented by the developer.

- o Plant material for open space manufactured slopes and disturbed open space areas will be selected as native species or those that will readily naturalize. Leaf color and texture will be compatible with the native vegetation. Plant material will be selected to survive without irrigation and maintenance following an establishment period of 2-3 years.

- o The hydroseed mix for naturalized slopes would include the following plants:

<u>Botanical Name</u>	<u>Common Name</u>
<u>Atriplex semibacata</u>	Saltbush
<u>Encelia californica</u>	Encelia
<u>Eriogonum fasciculatum</u>	California buckwheat
<u>Eschscholzia californica</u>	California poppy
<u>Eucalyptus camaldulensis</u>	Red gum
<u>Eucalyptus cladocalyx</u>	Sugar gum
<u>Isomeris arborea</u>	Bladderpod
<u>Lotus scoparius</u>	Deerweed
<u>Pinus torreyana</u>	Torrey pine

Issue: How will any noise mitigation measures or other facilities affect the views of the area from Carmel Valley Road, El Camino Real, and Del Mar Heights Road?

Potential Impacts

Noise barrier walls would be required in most sections along the major roadways in the precise plan area. The extent, location, and need for proposed noise walls are discussed in Section III.I., Noise. These walls would typically be from 4 to 6 feet in height along the tops of slopes adjacent to the roadway. They are likely to restrict views of the property currently available to motorists on Carmel Valley Road, Del Mar Heights Road, and El Camino Real. They would also restrict views of the property from the new roadways to be built in the plan area.

The potential adverse visual impact of these noise walls would be reduced by the landscaping program outlined in the precise plan design element. This landscaping would cover the slopes below these barriers and would provide some visual relief to the wall. This potential impact would also be reduced somewhat by the use of decorative materials on these barriers.

Other facilities visible from main roadways would include three detention basins to be located immediately north of Carmel Valley Road. The berms around these detention basins would be landscaped and maintained in accordance with the design element and the development plans; no adverse visual impact would occur due to these structures.

As discussed in Section III.A., Land Use, visual quality impacts could occur as a result of placing the employment center and residential development adjacent to each other in Neighborhood 6. The proposed 20- to 40-foot vertical buffer between these two types of development may not be adequate to visually buffer a 50-foot building, as permitted under the Neighborhood 2 Employment Center Precise Plan. Only the southern portion of the residential development located east of the employment center in Neighborhood 6 would have available views to the west. Observers in this portion of the superblock would have views of Penasquitos Lagoon and the ocean. The southern portion of the residential superblock would be 44 feet higher than would the employment center (76 feet vs. 120 feet). This elevation difference would ensure that the long range view of an observer 5 feet from ground level would not be blocked although some blockage of the mid-range view may occur. Residents on the second and third stories of the proposed residential structures would experience no view blockage.

The existing slopes of Del Mar Heights to the west would block ocean views for the remaining residents of the residential superblock adjacent to the employment center. The prime views from these locations are of Carmel Valley to the south and the mountains to the east. Employment center development would not affect these views. The short-range western view of residents of the residential superblock could, however, be adversely affected by employment center structures.

Analysis of Significance

The noise walls to be built along major roadways would have a visual impact on the site as it is viewed from adjacent roadways. These walls would be only a small part of the overall change in appearance and visual quality of the site resulting from plan development. Such walls would provide privacy to residents and a uniform streetscape. The visual quality impacts which noise walls may have must be weighed by decision makers against their beneficial noise mitigation effects.

Construction of the employment center could cause some minor blockage of ocean views for residents of the southern portion of the adjacent residential superblock and could affect the short-range view of all residents of the superblock. The minimal blockage of ocean views is not regarded as significant since enough elevation distance exists between the employment center and the residential superblock to ensure that most views would be maintained. Short-range view blockage could be significant in the absence of adequate site planning.

Mitigation Measures

The use of decorative wall materials in the noise barriers is recommended to reduce their visual impact. Such decoration would consist of appropriate color or feature for the walls' surface. Both the landscaped berms and the slopes below noise walls would be thoroughly landscaped with trees and shrubs according to the precise plan design element. These landscaping treatments coupled with use of decorative wall treatments would reduce the visual impact of noise barriers to a level of insignificance. No other measures are recommended.

Although not proposed by the applicant, the use of earthen berms rather than solid block walls would considerably reduce the visual impact of the noise barrier. These berms could be fully landscaped, screening the berm and visually blending it into the landscaped slopes below. Berms require a much greater area for construction, however, so may not be acceptable from the standpoint of site planning. Landscaped berms also add to the cost of landscape maintenance.

Orientation of the residential development in the northern portion of the residential superblock adjacent to the employment center should be toward the east in order to screen views of the employment center and take advantage of prime views to the east. Site plans for development in the southern portion of the residential superblock should be carefully reviewed to ensure that minimum blockage of western views occurs. This could be accomplished through use of the PDO development plan or the planned development process.

D. GEOLOGY/SOILS/LANDFORM

Existing Conditions

o Geology

The precise plan area is underlain by Eocene marine sandstone formations, approximately 40-50 million years old, of the La Jolla Group (Kennedy, 1973; 1975). Quaternary units (deposited within the past 2-3 million years) overlay the Eocene deposits in certain portions of the precise plan area. Rock formations which comprise the La Jolla Group include (in order of decreasing age) the Mission Valley formation, Stadium Conglomerate, Friars formation, Torrey sandstone, and Del Mar formation. All of these formations are composed largely of erodible sedimentary materials. The Torrey sandstone is particularly erodible. The Quaternary units which overlay the La Jolla Group include the Linda Vista formation, stream terrace deposits, and more recent undifferentiated alluvial material.

As noted in the North City West Community Plan, landslides have been known to occur within the Friars formation. These landslides generally occur in areas where the Friars formation overlays Stadium Conglomerate and are the result of erosional oversteepening created by the more resistant nature of the Stadium Conglomerate (Kennedy, 1973). Until detailed geologic mapping is conducted within the precise plan area, it is unknown whether or not such potential landslide conditions are present within the precise plan area. It should be noted, however, that no such landslide conditions were discovered in the Friars formation in conjunction with preparation of development plans for the first three neighborhoods of North City West.

Kennedy (1975) records two faults within the precise plan area (Figure 18). The Carmel Valley fault, a northeast striking fault which extends from the coast near the Torrey Pines Golf Course northeast to cross Carmel Valley Road, is located in the southern part of the plan area. A second fault trends northwestward into the site from the east slope of Carmel Mountain, across Carmel Valley, and terminates just north of the precise plan area. According to Kennedy (1975), both of these faults are considered to be inactive; neither has shown any activity in the last 10,000 years.

The closest known active fault in the vicinity of the precise plan area is the Elsinore fault zone, located approximately 30 miles northeast of the property. The active San Jacinto and San Andreas fault zones are located roughly 53 miles and 80 miles, respectively, northeast of the property. According to Pacific Soils Engineering, Inc., which conducted a preliminary geotechnical study for the Carmel Valley Precise Plan area, the potential for ground acceleration in the vicinity of the precise plan area due to an earthquake generated by these fault zones is considered likely within the life of the North City West development. This likelihood is no different from that associated with other areas throughout San Diego County. The Rose Canyon fault zone, a potentially active fault, is located approximately 6 miles southeast of the precise plan area.

USGS 7.5 MINUTE SERIES
DEL MAR QUADRANGLE

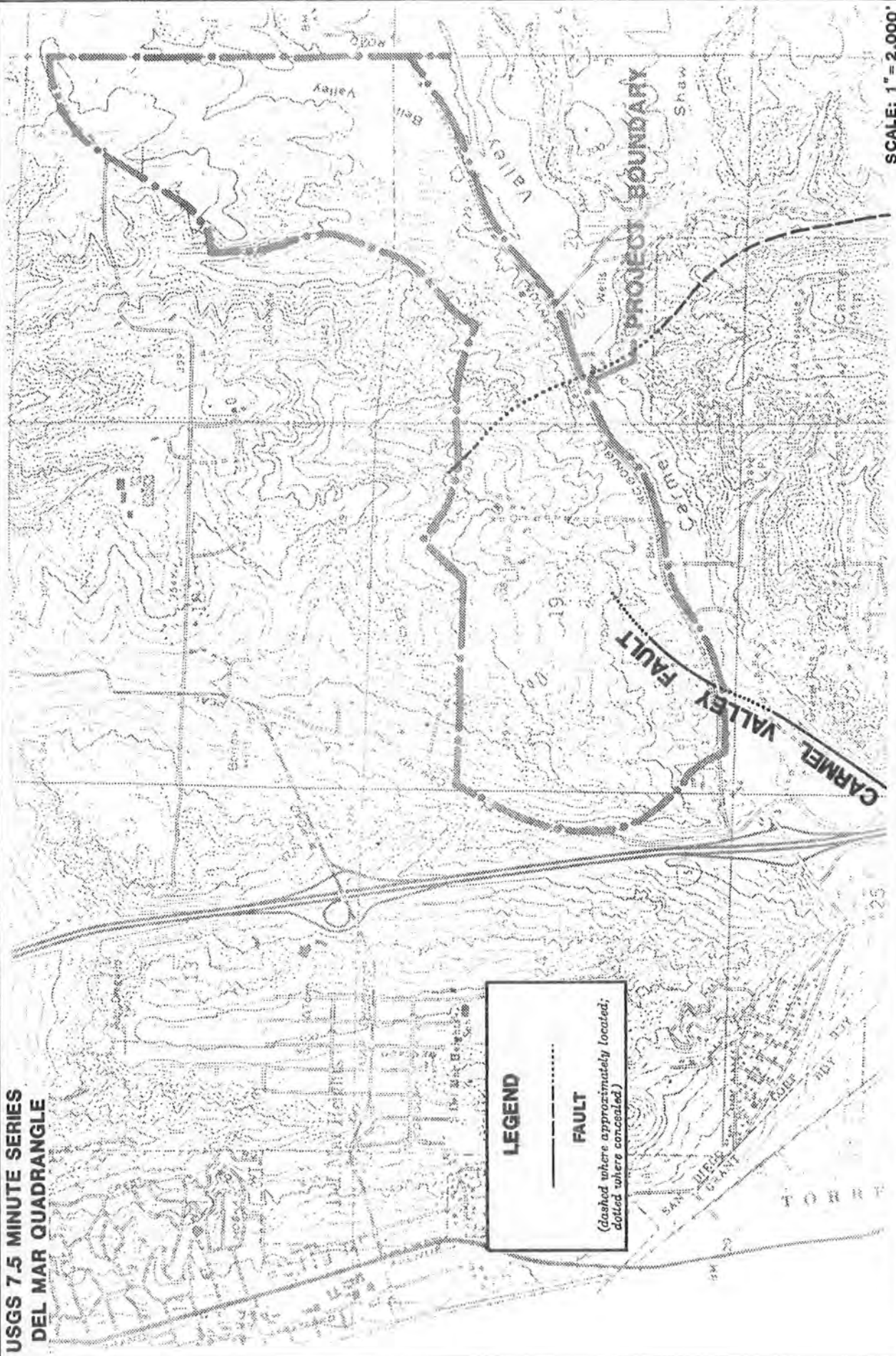


Figure 18

FAULT MAP



In order to assess the potential for geologic hazards within the precise plan area, a brief walkover of the property was conducted by Mr. Richard E. Lownes, registered engineering geologist, of Pacific Soils Engineering, Inc. in February 1982. A letter summarizing the results of this walkover is included in the appendix to this document. The engineering geologist noted that two potentially unstable geologic features are located within the precise plan area. Natural slopes and laterals in Bell Valley in the eastern portion of the precise plan area (Neighborhood 4) will require careful exploration to determine if they contain unsupported bedding or other unstable conditions. If such conditions occur, remedial grading would be required to prepare residential pad areas adjacent to Bell Valley which would result in the loss of additional natural open space. Several steep, eroded bluff areas up to 15 feet in height and consisting primarily of highly erodible sandstone are located in the western portion of the precise plan area (Neighborhood 6); these bluffs would be a hazard to safety if left in their natural state in a developed community. The approximate locations of these bluff areas are shown on the vegetation map for Neighborhood 6 (Figure 22).

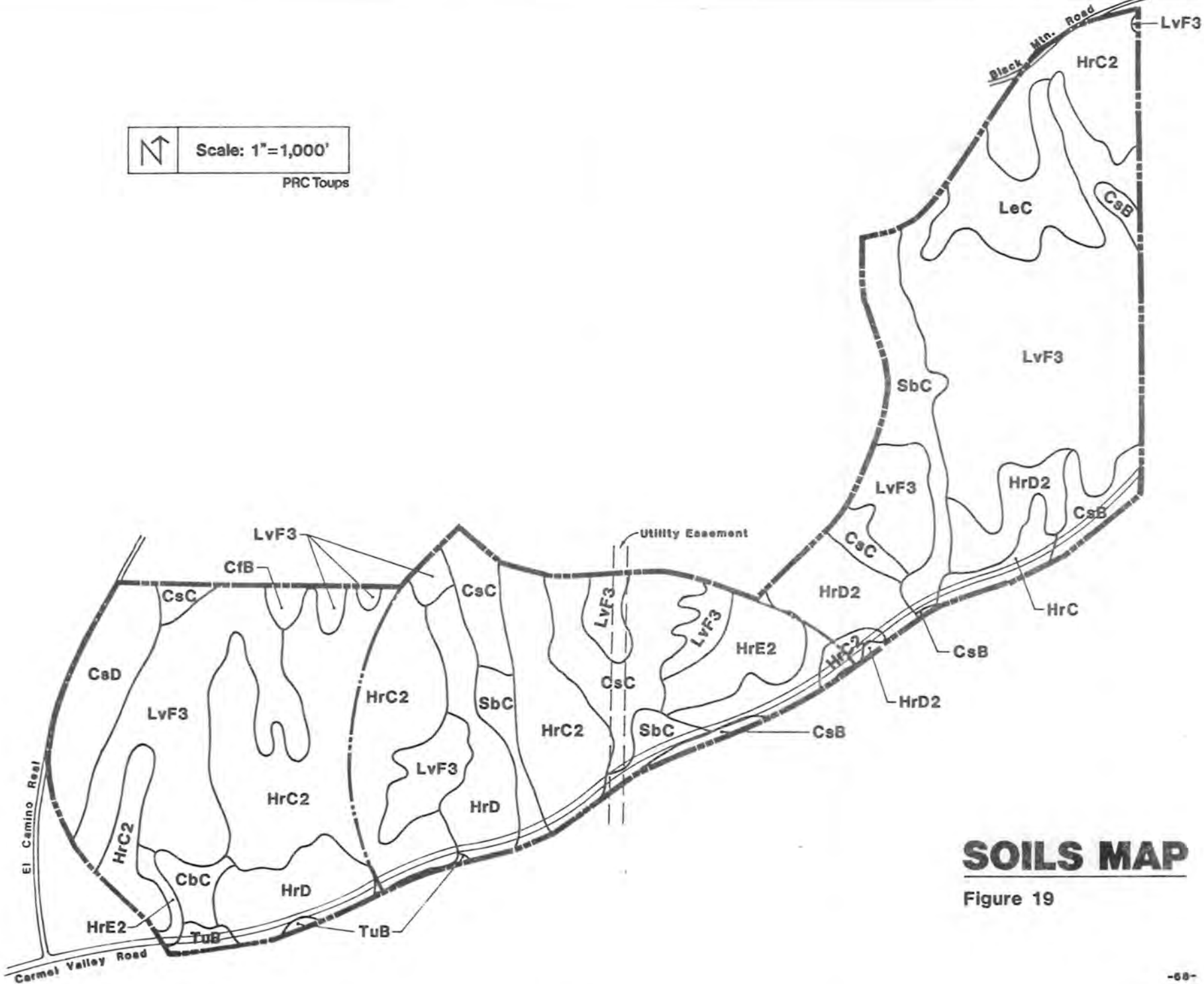
o Soils

According to the U.S. Soil Conservation Service, soils within the precise plan area consist primarily of loamy, alluvial sands. None of the soils within the precise plan area exhibit significant agricultural potential, except Salinas Clay Loam, which covers only 6 percent of the plan area. The predominant soil types on the property are Huerhuero loam and loamy alluvial land of the Huerhuero complex. The Huerhuero loam exhibits slight to moderate erosion susceptibility and high shrink-swell potential. The loamy alluvial land exhibits severe erosion susceptibility and low to high shrink-swell potential. Table 4 and Figure 19 document the soil types on the property as mapped by the U.S. Soil Conservation Service.

o Landform

The topography of the precise plan area is described in detail in Section III.C., Visual Quality. The most striking landforms within the precise plan area are the small eroded sandstone bluffs, approximately 20 feet high, in the western portion of the property and the slopes of Bell Valley as described above.

Scale: 1"=1,000'
PRC Toups



SOILS MAP

Figure 19

Table 4

SOIL CLASSIFICATIONS AND INTERPRETATIONS

<u>MAP SYMBOL*</u>	<u>SOIL NAME</u>	<u>STORIE INDEX</u>	<u>CAPABILITY RATING</u>	<u>NATURAL DRAINAGE</u>	<u>SUB-SOIL PERMEABILITY</u>	<u>RUNOFF POTENTIAL</u>	<u>EROSION SUSCEPTIBILITY</u>	<u>SHRINK SWELL POTENTIAL</u>
CbC 1%	Carlsbad gravelly loamy sand, 5-9% slopes	21	IIIe-8(19)	Moderately good	Moderately rapid	Slow to medium	Slight to moderate	Low
CfB 1%	Chesterton fine sandy loam, 2-5% slopes	34	IVe-3(19)	Slow to medium	Very slow	Slow	Slight	Moderate
CsB 2%	Corralitos loamy sand 0-5% slopes	61	IIIs-4(19)	Excessive	Rapid	Slow	Slight	Low
CsC 7%	Corralitos loamy sand 5-9% slopes	61	IIIs-4-(19)	Excessive	Rapid	Slow to medium	Slight to moderate	Low
CsD 3%	Corralitos loamy sand 9-15% slopes	52	IVs-4(19)	Excessive	Rapid	Medium	Moderate	Low
HrC 1%	Huerhuero loam 2-9% slopes	41	IIIe-3(19)	Moderately well	Very slow	Slow to medium	Slight to moderate	High
HrC2 25%	Huerhuero loam 5-9% slopes, eroded	38	IVe-3(19)	Moderately well	Very slow	Slow to medium	Slight to moderate	High
HrD 7%	Huerhuero loam 9-15% slopes	36	IVe-3(19)	Moderately well	Very slow	Medium	Moderate	High
HrD2 7%	Huerhuero loam 9-15% slope, eroded	36	IV3-3(19)	Moderately well	Very slow	Medium	Moderate	High
HrE2 1%	Huerhuero loam 15-30% slopes, eroded	32	VIe-3(19)	Moderately well	Very slow	Medium to rapid	Moderate to high	High
LeC 4%	Los Flores loamy fine sand, 2-9% slopes	36	IVe-3(19)	Moderately well	Very slow	Slow to medium	Slight to moderate	High
LvF3 33%	Loamy alluvial land Huerhuero complex 9-50% slopes, severely eroded	23	VIIIs-1(19)	Poor	Very slow	Rapid	Severe	Low to High
SbC 6%	Salinas clay loam 2-9% slopes	73	IIe-1(19)	Good	Moderately slow	Slow to medium	Slight to moderate	Moderate
TuB 2%	Tujunga sand 0-5% slopes	39	IVs-4(19)	Excessive	Very rapid	Slow to very slow	Slight	Low

*Percentages refer to percent of precise plan area covered by each soil type.

Environmental Analysis

Issue: Are there unstable geologic or soil conditions which would represent a constraint to development of the site and pose future hazards either on or off-site?

Potential Impacts

Two geologic conditions exist on the site which would not necessarily constrain development but could pose future hazards if they do not receive remedial treatment and/or additional investigation. According to the engineering geologist, a preliminary site survey indicated that the steep slopes of Bell Valley, designated as open space on the precise plan, will need to be analyzed to determine whether they contain unstable conditions which would not support the adjacent development as planned. In addition, the geologist concluded that the steep slopes in the western portion of the site would be hazardous if left in their natural state due to their erosion potential. They are shown as graded areas within Neighborhood 6 of the precise plan. Aside from their erosion susceptibility, the soils on the property do not represent a constraint to development.

Analysis of Significance

The slopes in Bell Valley may require remedial grading in order to implement the development as proposed; that need has not yet been definitely established but would be prior to recordation of a final map. The significance of grading within the open space areas has been addressed previously in this document.

Since the precise plan and tentative map prescribe removal of the steep slopes in the western portion of the property, that potential erosion impact has essentially been mitigated to insignificance. The significance of the erosive character of the soils onsite is discussed in greater detail in Section III.B., Hydrology/Water Quality.

Mitigation Measures

A complete geologic reconnaissance would be conducted by an engineering geologist prior to recordation of the final map. This study will address landslide potential, potential for instability along the slopes of Bell Valley, and the potential for any other unstable conditions within the precise plan area. An engineering geologist would be onsite during grading; all recommendations of the consulting geologist would be followed by the developer.

Issue: Will the project substantially change topographic features or affect unique or unusual landforms such as canyons, sandstone bluffs or steep hillsides?

Potential Impacts

Grading associated with implementation of the precise plan is shown on the tentative maps for Neighborhoods 4, 5 and 6 (Figures 11, 12, 13). With the exception of portions of Bell Valley, all of the topographic features such as canyons, hills, and bluffs, would be removed. The property's primary large-scale feature, its gentle slope south into Carmel Valley, would be retained.

Approximately 50,000 cubic yards of material would be moved during construction of the Carmel Valley Road extension. The following quantities of earthwork would be required for precise plan implementation:

	<u>Cut</u>	<u>Fill</u>
Neighborhood 4	3,390,957	3,477,155
Neighborhood 5	1,950,256	2,536,220
Neighborhood 6	3,866,962	3,258,370
TOTAL	<u>9,208,175</u>	<u>9,271,745</u>

In general, finished elevations within the precise plan area would be within 5-20 feet of the existing elevations. Slope gradients on slopes 25 feet and less in height would be a maximum of 1½:1; slope gradients on manufactured slopes greater than 25 feet in height would be a maximum of 2:1. In Neighborhoods 4 and 5, finished elevations would be similar to existing elevations, although small-scale topographic features within these neighborhoods would be altered. Much of Bell Valley, in Neighborhood 4, would remain undisturbed as a result of tentative map implementation, but it would be divided into several sections by residential streets with fill areas constructed to support the roadways and adjacent residential lots. Greater overall topographic alteration would occur in Neighborhood 6 where an existing hilltop in the central portion of the neighborhood would be lowered approximately 30 feet in order to provide buffering between proposed residential and employment center land uses.

Analysis of Significance

Proposed grading would alter many small-scale features such as canyons, hills, and bluffs. Such alteration is regarded as significant. Removal of exposed sandstone bluffs in Neighborhood 6 is not regarded as significant due to their limited extent. Because Bell Valley is designated as undisturbed open space in the community plan, its alteration by the proposed grading is regarded as significant.

Mitigation Measures

Overall alteration of small-scale topographic features is not mitigable within the context of the proposed project. Measures to mitigate potential visual impacts associated with grading are discussed in detail in Section III.C., Visual Quality. Complete mitigation of the impact to Bell Valley could only occur with redesign of Neighborhood 4, which is addressed in the Alternatives section of this EIR.


E. BIOLOGY

A biological survey of the precise plan area was conducted by Mr. Harold A. Wier, Biological Consultant, in December 1981 and January and February 1982. Included within the survey boundaries was property outside the precise plan area which will be utilized to extend Carmel Valley Road from the western boundary of the precise plan area to I-5. A portion of Carmel Valley Road immediately east of I-5 has already been constructed along with an adjacent restaurant and gas stations. That portion of the roadway alignment has been previously disturbed and was not surveyed. The biological survey included an inventory of existing vegetation communities and wildlife populations within the precise plan area as well as an investigation of sensitive plant and animal species. The locations of vegetation communities and sensitive plant species were mapped and biologically productive areas on the property were identified. The survey report, including complete lists of species observed or expected on the property, is included in the appendix to this document and is summarized below.

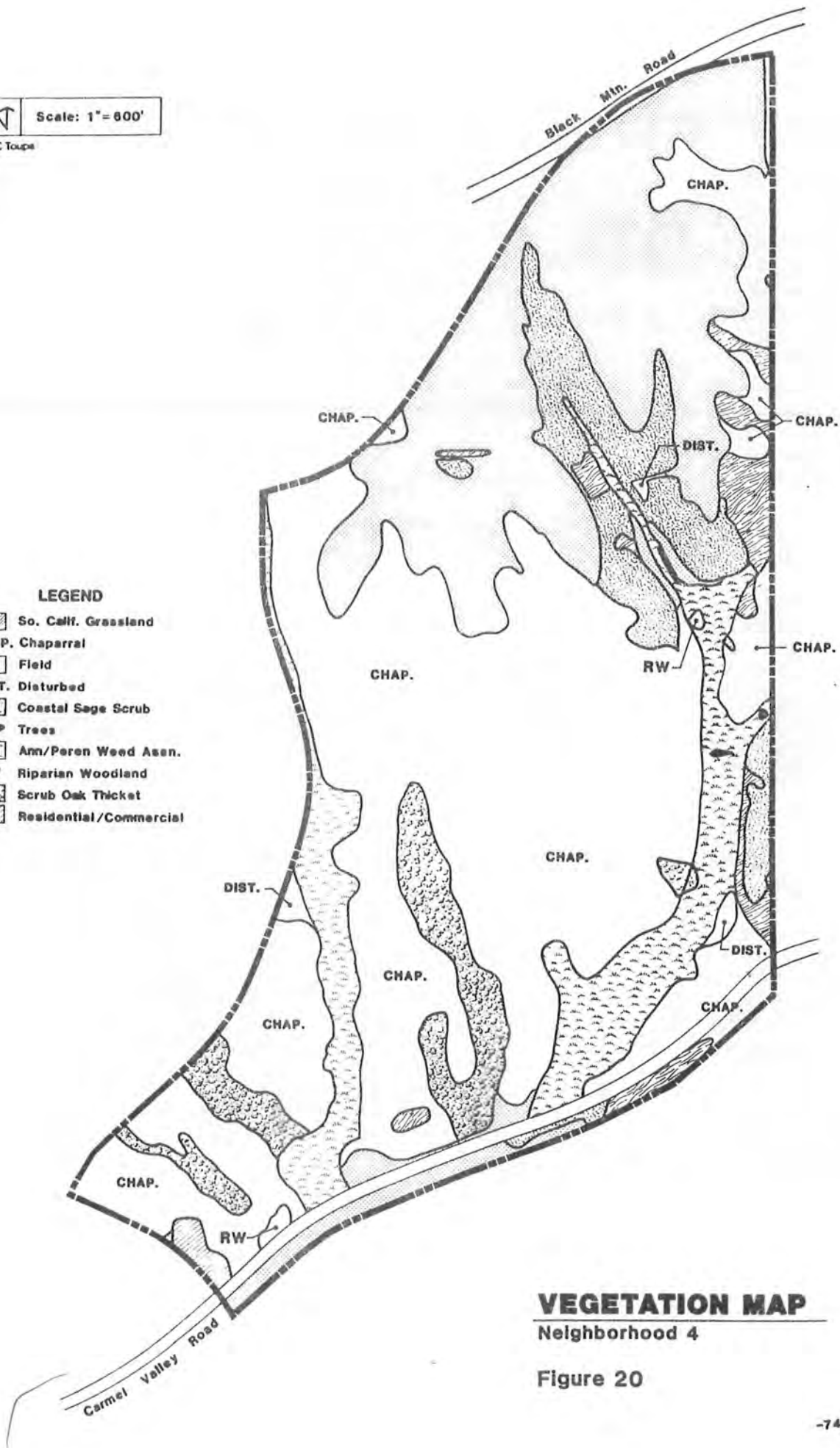
Existing Conditions

o Vegetation

The acreages of various vegetation communities within the precise plan area are shown on Table 5; Figures 20, 21, and 22 are separate vegetation maps of Neighborhoods 4, 5 and 6. Vegetation communities of interest within the precise plan area include coastal mixed chaparral, chamise chaparral, maritime sage scrub, southern California grassland, and riparian woodland. Coastal mixed chaparral is located primarily in the western portion of the precise plan area (Neighborhood 6); where this habitat has been disturbed, a field habitat exists. Chamise chaparral is located primarily in the eastern portion of the property (Neighborhood 4) and generally lacks the diversity of the coastal mixed chaparral habitat. Riparian woodland is not well developed within the precise plan area; two small riparian woodland areas were mapped just north of Carmel Valley Road. Another riparian woodland area containing willow trees was mapped outside the boundaries of the precise plan area within the alignment of the proposed extension of Carmel Valley Road. This small riparian area offered good wildlife habitat but was disturbed the week of December 10, 1981 when the property owner removed the willows from the site. The property does offer potential for rehabilitation and could be good habitat, although small in areal extent (H. A. Wier, Biological Consultant, personal communication, July 14, 1982). A small area of maritime sage scrub is also located within the path of the proposed extension of Carmel Valley Road (Figure 22). Southern California grassland occurs on heavy soils on slopes and in draws within the precise plan area. This habitat is dominated by native perennials such as purple needle grass, blue-eyed grass, golden stars, and blue dicks. It is not well developed within the precise plan area.


 Scale: 1" = 600'
 PRC Toupe

- LEGEND**
-  So. Calif. Grassland
 - CHAP. Chaparral
 -  Field
 - DIST. Disturbed
 -  Coastal Sage Scrub
 -  Trees
 -  Ann/Peren Weed Asen.
 - RW Riparian Woodland
 -  Scrub Oak Thicket
 -  Residential/Commercial



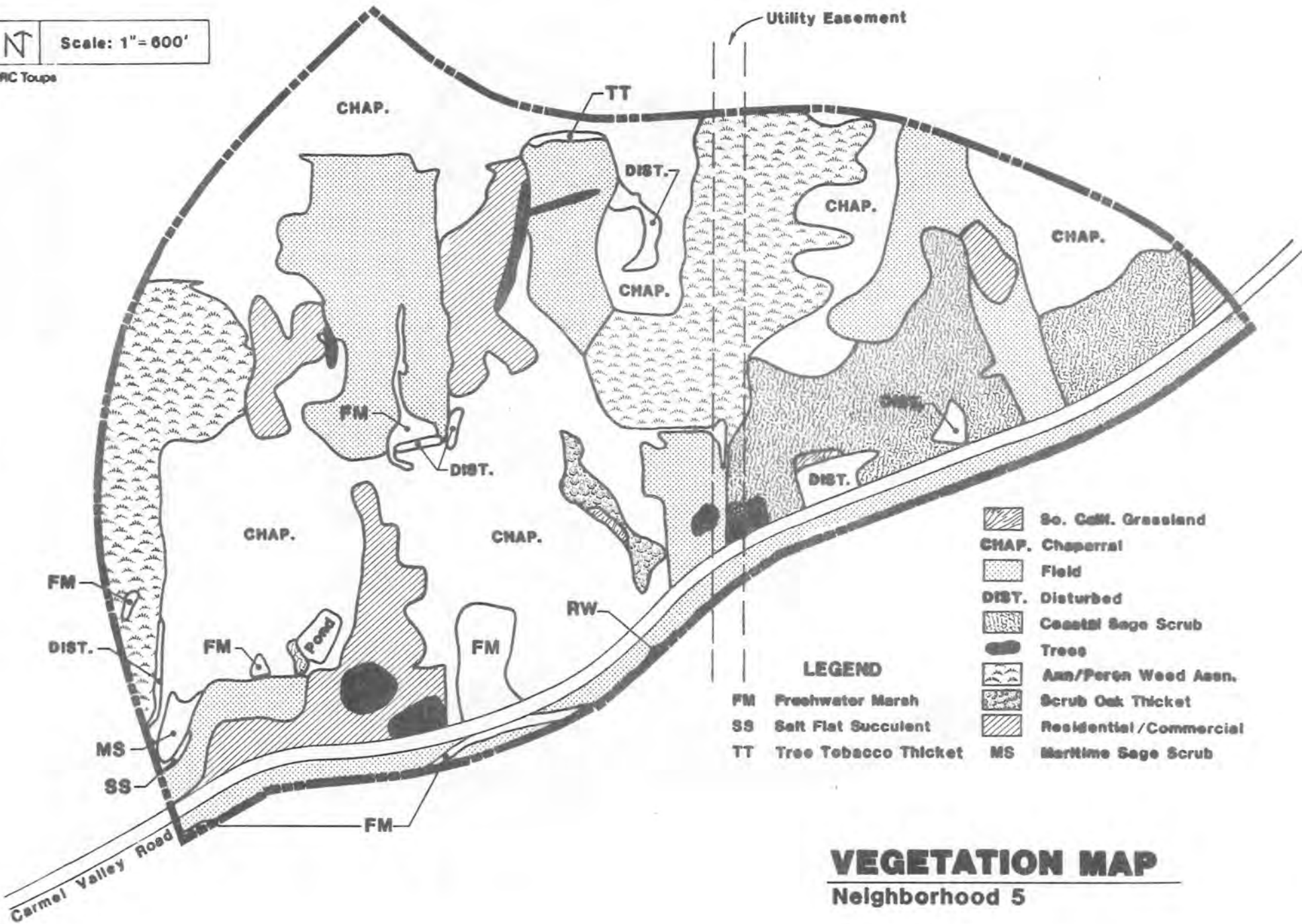
VEGETATION MAP
 Neighborhood 4

Figure 20

Scale: 1" = 600'

PRC Toups

-78-



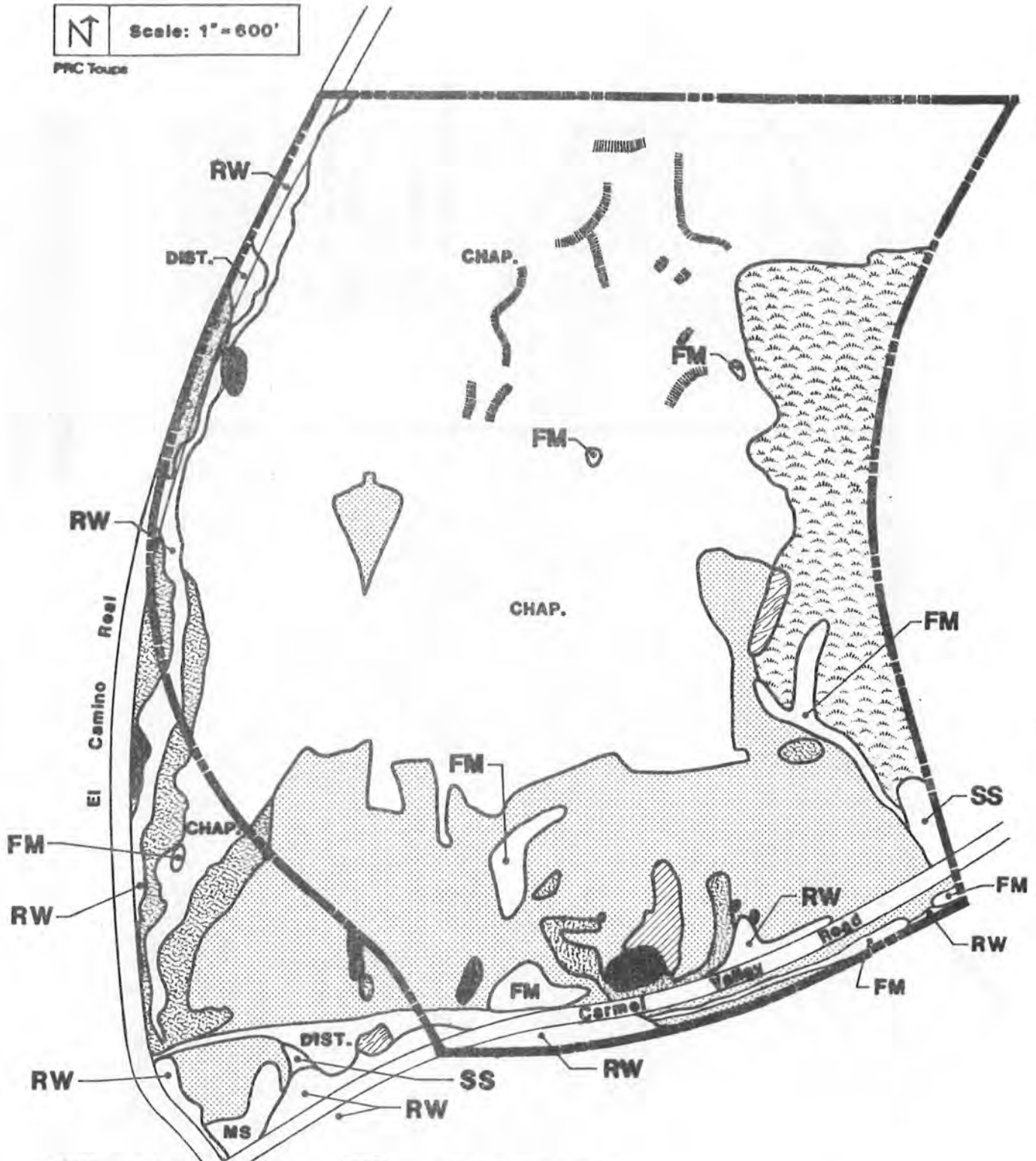
- LEGEND**
- So. Calif. Grassland
 - CHAP.** Chaparral
 - Field
 - DIST.** Disturbed
 - Coastal Sage Scrub
 - Trees
 - Am/Peron Weed Assn.
 - Scrub Oak Thicket
 - Residential/Commercial
 - FM** Freshwater Marsh
 - SS** Salt Flat Succulent
 - TT** Tree Tobacco Thicket
 - MS** Maritime Sage Scrub

VEGETATION MAP
Neighborhood 5

Figure 21

Scale: 1" = 600'

PRC Toupe



- | | | | |
|-------|----------------------|----|------------------------|
| | So. Calif. Grassland | | Ann/Peren Weed Assn. |
| | Coastal Sage Scrub | | Scrub Oak Thicket |
| | Field | | Residential/Commercial |
| DIST. | Disturbed | RW | Riparian Woodland |
| CHAP. | Chaparral | FM | Freshwater Marsh |
| | Trees | SS | Soft Flat Succulent |
| | Bluffs | MS | Maritime Sage Scrub |

VEGETATION MAP
Neighborhood 6

Figure 22

o Sensitive Plants and Vegetation Communities

Sensitive plants observed on the property are described in Table 6. The number and status of these plants on the the property are more fully described in the biology report, located in the appendix. None of these plants are listed by the federal government as threatened or endangered. None are listed as threatened by the State of California. All of the sensitive plants found on the property are endemic to the southern California/northern Baja California region. Most of the sensitive plant species within the precise plan area are considered sensitive in California because, although they are quite common in certain areas, their distribution is becoming more limited in developable coastal areas of the county. Only three plant taxa observed on the property are restricted to San Diego County. These include Del Mar manzanita, Del Mar mesa sand-aster, and Torrey pine.

Several sensitive plant species have been found in the vicinity of the precise plan area and were searched for during the initial survey, but not observed on the property. Of these, the most significant species include Dudleya brevifolia, Chorizanthe orcuttiana, and Chorizanthe parryi. Likely habitat for these plant species is located adjacent to the sandstone bluffs in the western portion of the precise plan area (Neighborhood 6). A spring survey was conducted to determine the presence or absence of these plant species on the property; none of the plants were found during the spring survey. Although it is likely that these plants do not occur on the property, their presence cannot be ruled out entirely. Due to the somewhat irregular annual growth patterns of these species, the possibility exists that these plants could occur on the property but were not evident this year. Detailed results of the spring survey are described in the biology appendix to this document.

Within the precise plan area, the following vegetation communities could be considered to be sensitive: coastal mixed chaparral, and coastal sage scrub. These communities are important from both a botanical and wildlife resource standpoint; significant portions of these vegetation communities within the precise plan area have been identified as two separate biologically useful areas as described below.

1. Coastal Mixed Chaparral - Significant portions of this habitat are located in a 500-800 foot wide area east of El Camino Real (Neighborhood 6).
2. Coastal Sage Scrub - This habitat is less well developed within the precise plan area than is coastal mixed chaparral. Significant portions are located in the eastern canyons and Bell Valley (Neighborhood 4).

Some of the resources within the two biologically useful areas described above are preserved elsewhere in San Diego County. Coastal sage scrub habitat is also located in Los Penasquitos Canyon and at the Camp Pendleton Marine Corps Base. Torrey Pines State Reserve contains good examples of coastal mixed chaparral habitat as well as several sensitive plant species observed on the property including Torrey pine, Del Mar mesa sand-aster, and Del Mar manzanita. Large sloping areas south of Carmel Valley Road will also be preserved in open space in conjunction with implementation of the North City West Community Plan. These sloping areas have not been inventoried biologically but may contain some resources similar to those within the precise plan area.

Table 5

Vegetation Types of North City West
Neighborhoods 4, 5 and 6

Type	Approximate Acreage	Location-Soils	Physical Characteristics	Characteristic Species
Coastal Mixed Chaparral	150	Sandstone bluffs, slopes and valleys in western parts	Dense, often impenetrable brush, 1.5 to 2.5 meters tall; usually there is little understory	<u>Adenostoma fasciculatum</u> <u>Quercus dumosa</u> <u>Ceanothus verrucosus</u> <u>Arcostaphylos glandulosa</u> ssp. <u>crassifolia</u> <u>Dendromecon rigida</u>
Chamise Chaparral	300	Ridges and slopes throughout area	More open than mixed chaparral and generally lower	<u>Adenostoma fasciculatum</u> <u>Quercus dumosa</u> <u>Ceanothus verrucosus</u> <u>Cneoridium dumosum</u>
Maritime Sage Scrub and Coastal Sage Scrub	55	Ridges and slopes, principally in western parts, also in north-eastern corner	Shrubby growth that may be equally dense to Mixed Chaparral but lower and less stiff	<u>Artemisia californica</u> <u>Eriogonum fasciculatum</u> <u>Opuntia prolifera</u> <u>Salvia mellifera</u> <u>Opuntia littoralis</u>
Riparian Woodland	4	Narrow drainages and wider ones such as Carmel Valley and along El Camino Real	Trees ranging in height from 15-75 feet, understory of shrubs may be dense	<u>Salix lasiolepis</u> <u>Salix gooddingii</u> <u>Nicotiana glauca</u> <u>Platanus racemosa</u>
Freshwater Marsh	7	Confined to narrow drainages, seeps, and artificial ponds, some enhanced by Carmel Valley Road impoundments	Relatively dense, about 2 meters tall; Herbaceous	<u>Typha latifolia</u> <u>Pluchea purpurascens</u> <u>Rorippa nasturtium-aquaticum</u>

Type	Approximate Acreage	Location-Soils	Physical Characteristics	Characteristic Species
Southern California Grassland	8	Uncommon, generally restricted to heavy soils throughout area	Occurs in small patches usually less than a few acres, made up of annual and perennial low grasses and herbs	Variable: <u>Distichlis spicata</u> <u>Muhlenbergia rigens</u> <u>Stipa pulchra</u> <u>Sisyrinchium bellum</u>
Fields	161	Disturbed alluvial areas and old fields	Annuals and short-lived perennials, open	<u>Brassica geniculata</u> <u>Artemisia dracunculus</u> <u>Heterotheca grandiflora</u>
Annual/Perennial Weed Association	106	Disturbed alluvial areas and old fields	Scattered tall shrubs with dense cover of annual "weeds"	<u>Baccharis pilularis</u> <u>Corethrogyne filaginifolia</u> var. <u>linifolia</u> <u>Lotus scoparius</u> <u>Heterotheca grandiflora</u>
Coastal Salt-Flat Succulent	1	Restricted to small, low remnants of prior condition; possibly extensive in early 1800's in Carmel Valley	Low, succulent, salt-tolerant shrubs	<u>Frankenia grandifolia</u> <u>Salicornia subterminalis</u> <u>Jaumea carnosa</u>
Scrub Oak thickets	23	Alluvial valleys between ridges running north-south	Very dense vegetation practically prohibiting human foot travel; up to 6 feet tall	<u>Quercus dumosa</u>
Residential	24	Generally on high points scattered among natural habitats	Highly variable, but usually involves dwellings and various trees and ground covers, much of area may be unvegetated	<u>Eucalyptus</u> <u>Pinus torreyana</u> <u>Citrus</u> Many others
Disturbed	5	Variable; mesas, creek bottoms, and around homesites	Usually barren	None

Table 6

Sensitive Plants Observed on the Property

Species	Status*
<u>Adolphia californica</u> (California Adolphia)	CNPS: Rare but not endangered (1-2-1-1) CDFG: None FWS: None
<u>Arctostaphylos glandulosa</u> ssp. <u>crassifolia</u> ** (Del Mar Manzanita)	CNPS: Not included CDFG: None FWS: None
<u>Artemisia palmeri</u> (San Diego Sagewort)	CNPS: Rare in California (1-1-1-1) CDFG: None FWS: None
<u>Ceanothus verrucosus</u> (Wart-stemmed Ceanothus)	CNPS: Rare in California (1-2-1-1) CDFG: None FWS: None
<u>Comarostaphylis diversifolia</u> var. <u>diversifolia</u> (Summer Holly)	CNPS: Rare but not endangered (1-2-1-2) CDFG: None FWS: None
<u>Corethrogyne filaginifolia</u> var. <u>linifolia</u> (Del Mar Mesa Sand-Aster)	CNPS: Rare and endangered (2-1-1-3) CDFG: None FWS: Category I
<u>Ferocactus viridescens</u> (Coast Barrel Cactus)	CNPS: Rare but not endangered (1-2-2-1) CDFG: None FWS: Category I
<u>Iva hayesiana</u> (San Diego Poverty Weed)	CNPS: Rare but not endangered (1-1-1-) CDFG: None FWS: None
<u>Pinus torreyana</u> ssp. (Torrey pine)	CNPS: Rare and endangered (3-2-2-3) CDFG: None FWS: Category I
<u>Selaginella cinerascens</u> (Mesa club-moss)	CNPS: Rare in California, common elsewhere (1-2-1-1) CDFG: None FWS: None

*See biology report for explanation of status listing.
 CNPS - California Native Plant Society
 CDFG - California Department of Fish and Game
 FWS - U.S. Fish and Wildlife Service

**Sensitivity has not been firmly established. Some authorities feel it is very closely related to a common species; others maintain that it is a distinct sub-species.

o Wildlife

Compared to areas of similar size in the coastal portion of the county, the precise plan area is of good, but not outstanding, resource value to wildlife. Certain vegetation habitats are, however, continuous with similar habitats to the north and east, and lead eventually through unoccupied landscape to the San Dieguito River system and to the Los Penasquitos Creek system. Due to its location relative to these habitats, the precise plan area constitutes a useful wildlife corridor.

A relatively diverse wildlife population was observed on the property including 2 amphibian species, 2 reptile species, 51 bird species, and 9 mammal species. The lack of sizable aquatic resources within the precise plan area appears to have limited the number and kind of amphibians on the property and the scarcity of rock outcrops has likewise limited the reptile population. The mule deer population within the precise plan area appears to be large as evidenced by abundant fresh tracks and scat.

o Sensitive Animals

No sensitive animal species listed as threatened or endangered by the federal government or the State of California were observed on the property. In general, the property does not appear to be of great importance to sensitive animal species. This is primarily due to the lack of wetland habitat upon which most of the region's sensitive animal species depend.

Environmental Analysis

Issue: What sensitive species or limited habitats would be affected by the project? In particular, what proportion of the sensitive species or habitats would be preserved in natural open space areas? How do any proposed natural open space areas relate to open space areas off the site? Would it be feasible or desirable to establish wildlife corridors across the site?

Potential Impacts

Implementation of the precise plan for Neighborhoods 4, 5 and 6 would result in the loss of portions of several vegetation communities and certain sensitive plant species within the precise plan area. These impacts are summarized in Table 7.

The offsite extension of Carmel Valley Road would result in disturbances to riparian woodland and maritime sage scrub habitat. The riparian woodland habitat is approximately 750 feet by 150 feet in areal extent. Although presently in a degraded condition due to the removal of willow trees, the habitat does offer good potential for rehabilitation. Any loss of quality representative examples of riparian woodland habitat is considered to be significant since it is a habitat which supports diverse species of plants and animals and is declining in San Diego County.

Additional impacts associated with development within the precise plan area include the loss of wildlife habitat supporting a large mule deer population and other large mammals such as coyote and gray fox. Some raptor species could also cease to use the precise plan area following development, including northern harrier, white-tailed kite, Cooper's hawk, and red-shouldered hawk. Changes would also occur in both species composition and number of individuals of other resident birds within the precise plan area. In general, those birds dependent upon relatively undisturbed scrub or riparian habitat would cease to use the property. Bird species abundant in grassland habitats such as killdeer and water pipit may persist in reduced numbers in parks and lawns. Some bird species may increase their populations. These include Anna's hummingbird, scrub jay, mockingbird, housefinch, starling, robin, brown towhee, and house sparrow.

In the absence of adequate wildlife corridors, development of the 825[±] precise plan area would reduce wildlife access between Torrey Pines State Reserve and the reserve extension, and the San Dieguito River system. Such access is currently provided by Bell Valley and other lateral canyons in Neighborhood 4 which facilitates north/south movement between Torrey Pines State Reserve and the San Dieguito River system. Upper Carmel Valley and Los Penasquitos Canyon could still be accessible if property adjacent to Carmel Creek, south of the precise plan area, is left undeveloped.

Table 7

Potential Impacts to Biological Habitats
and Sensitive Species
Within the Precise Plan Area

Resource	Amount Present (approx.)	Amount To be Lost Directly (approx.)
Coastal Mixed Chaparral	150 acres	150 acres
Maritime Sage Scrub and Coastal Sage Scrub	55 acres	45 acres
Other scrub vegetations	322 acres	322 acres
Riparian Woodland	4 acres	4 acres
Freshwater Marsh	7 acres	7 acres
Salt-Flat Succulent	1 acre	1 acre
California Adolphia (<u>Adolphia californica</u>)	509 shrubs	80%
Del Mar Manzanita (<u>Arctostaphylos glandulosa</u> sp. <u>crassifolia</u>)	710 shrubs	All
Palmer's Sagebrush (<u>Artemisia palmeri</u>)	59 shrubs	All
Coast White Ceanothus (<u>Ceanothus verrucosus</u>)	Scattered over several hundred acres	All
Summer-Holly (<u>Comarostaphylis diversifolia</u> var. <u>diversifolia</u>)	6 shrubs	Probably none
Del Mar Mesa Sand-Aster (<u>Corethrogyne filaginifolia</u> var. <u>linifolia</u>)	Several thousand plants over 200 acres	All
Coast Barrel Cactus (<u>Ferocactus viridescens</u>)	686 plants	95%
Torrey Pine (<u>Pinus torreyana</u> ssp. <u>torreyana</u>)	About 25 plants	All
Mesa Club-Moss (<u>Selaginella cinerascens</u>)	Throughout Chaparral	90%
Woolly Blue-Curls (<u>Trichostema lanata</u>)	About 25 plants	All

Analysis of Significance

Potential impacts to vegetation communities and sensitive plants considered to be significant include the loss of approximately 150 acres of coastal mixed chaparral habitat and potential cumulative impacts to certain sensitive plant species including Del Mar manzanita, Del Mar mesa sand-aster, coast barrel cactus, and mesa club-moss. Due to their relatively small size and lack of development within the precise plan area, the loss of riparian, saltmarsh and freshwater marsh habitats north of Carmel Valley Road would not be significant. The riparian area associated with the extension of Carmel Valley Road west of the precise plan area does, however, offer potential for rehabilitation and its loss would be significant.

The loss of 825[±] acres of wildlife habitat would be significant. The precise plan area is considered to be of value as a wildlife corridor and its loss for this purpose would be significant. The significance of this impact is reduced somewhat by the fact that no wildlife corridors have been preserved in conjunction with precise plan or tentative map approvals north of the precise plan area, effectively reducing the viability of the property as a north/south wildlife corridor to the San Dieguito River system. The area south of Carmel Valley Road may still serve as a viable east/west corridor to upper Carmel Valley and Los Penasquitos Canyon following precise plan implementation. Since no development has been proposed by the applicant for property south of Carmel Valley Road, implementation of the precise plan would in no way preclude use of the property for that purpose. Both the draft Local Coastal Program and the North City West Community Plan recommend retention of property within the floodplain south of Carmel Valley Road as open space.

Mitigation Measures

The following mitigation measures have been incorporated into the design of the precise plan and would be implemented by the applicant:

1. Natural open space areas designated within the precise plan area are shown in Figure 7. These open space areas are located within Neighborhood 4. The designated open space areas would preserve approximately 10 acres of coastal sage scrub habitat, approximately 17 acres of chaparral habitat, and approximately 45 coast barrel cactus plants. These open space areas would be retained primarily in their natural state. Some fill would occur in the open space area along the main internal loop road in the eastern portion of the plan area and along the eastern margin of the developed area in a portion of the designated open space reserve as described in Section III.C., Visual Quality. The following recommendations would also be implemented by the applicant or by a community open space maintenance district, as required by the precise plan and the development plans, to ensure that natural open space areas would remain biologically viable.
 - (a) Permanent irrigation systems would not be introduced into the natural system. Any landscaping along the edges of natural open space areas

would be accomplished with drought-tolerant, native plants which would not require irrigation, once established. (A list of proposed species is included in the development plan and reproduced in Section III.C., Visual Quality.)

- (b) A trail system would be provided to focus non-invasive human activities and to discourage destructive human activities. (Such a trail system is shown on the precise plan map.)
 - (c) Trash and litter which presently exists in natural open space areas would be removed. (This recommendation is shown on the development plan for Neighborhood 4.)
 - (d) Natural open space areas would be fenced, if appropriate, to prohibit entry except at designated points.
2. Certain measures would be taken to encourage wildlife movement throughout the precise plan area. The 150-foot-wide SDG&E easement would be retained in open space and would connect with the preserved SDG&E easement to the north. Although the viability of this landscaped easement as a wildlife corridor throughout the community plan area has not been tested, it could provide north/south access for some small wildlife species.

The following mitigation measure has not been incorporated into the precise plan but could further reduce potential impacts to existing vegetation communities and sensitive habitats:

The designation of additional natural open space extending approximately 500-800 feet east of El Camino Real within Neighborhood 6 would preserve coastal mixed chaparral habitat, sensitive plant populations, and wildlife habitat. Such an open space designation would not, however, be consistent with the North City West Community Plan and would require substantial redesign of Neighborhood 6. Additional clustering of approximately 600 dwelling units would be necessary in order to obtain densities allowable under the North City West Community Plan if such an open space area were designated.

In summary, feasible mitigation measures have been proposed by the applicant to reduce potential impacts to sensitive species or limited habitats. They would not, however, reduce potential biological impacts to a level of insignificance. The designation of additional natural open space areas within the precise plan area would preserve biologically useful areas such as coastal mixed chaparral habitat and is discussed in Section IV., Alternatives.

Issue: Would offsite or onsite road improvements to Carmel Valley Road adversely affect biological resources, especially resources in the coastal zone?

Potential Impacts

When realigned, Carmel Valley Road would essentially follow its existing alignment throughout the precise plan area. The current width of Carmel Valley Road is approximately 50 feet; it will be widened to accommodate six traffic lanes within a 122-foot right-of-way. Within the precise plan area, it will follow the existing Carmel Valley road very closely, although its relationship to the existing centerline varies throughout the east-west extent. In the western portion of the plan area, most of the widening occurs to the north of the centerline of the existing alignment. East of the SDG&E easement, the widening will occur farther south. The maximum southern extent (in relation to the existing centerline) would occur at the intersection of proposed Carmel Country Road, where the widening will extend approximately 110 feet south of the existing pavement (this includes a small fill area as well as new pavement). East of this point, the widening would occur approximately equally north and south of the existing roadway.

Habitats adjacent to the existing alignment of Carmel Valley Road would be disturbed during grading north and south of the existing roadway associated with the realignment process. Existing biological habitats immediately north of Carmel Valley Road include small areas of riparian, saltmarsh and freshwater marsh habitat whose loss would not be considered significant due to their small size. Other areas north of Carmel Valley Road have been disturbed or consist of field habitat and are not of high value biologically.

In the westernmost neighborhood, most of the disturbance south of Carmel Valley Road would be in the disturbed field area. A small portion of a riparian woodland area would also be disturbed. As Carmel Valley Road passes east, south of Neighborhood 5, all disturbance to the south would be in the field area, including the point where the most southern disturbance would occur. A small freshwater marsh area was identified immediately south of Carmel Valley Road, but at that point all widening will be to the north; the southern edge of the new road will even be north of some existing pavement at that point. South of Neighborhood 4, most road-associated disturbance would again occur within disturbed fields. At the eastern end, portions of coastal sage scrub (approximately 600 feet linear extent, 50 feet in width), southern California grassland (approximately 600 feet in linear extent, 50 feet in width), and chaparral (550 feet linear extent, 60 feet wide) would be disturbed.

Riparian woodland habitat (750 feet linear extent, 150 feet wide) located between the western boundary of the precise plan area and the existing alignment of El Camino Real would be affected by the offsite extension of Carmel Valley Road. Grading within this habitat area would be required in order to make the connection between the precise plan portion of Carmel Valley Road and the existing Carmel Valley Road/I-5 interchange. The riparian habitat located within this area was recently disturbed as described above but does offer good potential for rehabilitation.

Coastal resources south of Carmel Valley Road would be affected more by indirect effects of general development within the precise plan area than by roadway realignment. Although the precise plan does not place any land use designations on areas south of the existing Carmel Valley Road, and so would not directly affect any biological resources within those areas, increased runoff from the precise plan area in conjunction with development could indirectly affect resources adjacent to Carmel Creek and within Los Penasquitos Lagoon. Although existing biological resources adjacent to Carmel Creek are degraded, they offer good potential for restoration and enhancement and could be of high value to wildlife. The impact of development on the lagoon is addressed in Section III.B., Hydrology/Water Quality.

Analysis of Significance

Improvement of Carmel Valley Road within the precise plan area would have no significant direct effects on biological resources. The offsite extension of Carmel Valley Road would significantly affect a small area of riparian woodland. Development within the precise plan area could indirectly affect significant coastal resources south of Carmel Valley Road and within Los Penasquitos Lagoon, unless adequate mitigation occurs.

Mitigation Measures

No mitigation measures are available to preserve the offsite portion of riparian woodland within the context of the proposed project. The Carmel Valley Road alignment is fixed by the existing I-5/Carmel Valley Road interchange.

The key mitigation for protection of coastal zone resources is erosion and siltation control. Measures to achieve this control are discussed in greater detail in Section III.B., Hydrology/Water Quality.

Issue: **Would the project affect any distinctive or mature trees?**

Potential Impacts

Approximately 25 Torrey pine trees are located within the precise plan area; approximately one half of the trees are in their native state and others, scattered throughout the precise plan area, are cultivated trees adjacent to existing residences. All of these trees are likely to be removed in conjunction with precise plan implementation.

Additional mature trees within the precise plan area include a limited number of eucalyptus and silk-oaks which are distributed fairly evenly throughout Neighborhoods 4, 5 and 6. With the exception of a grouping of these trees located within the designated open space area in Neighborhood 4, all of these trees would be removed in conjunction with precise plan implementation.

Analysis of Significance

The loss of approximately 12 mature native Torrey pine trees would be significant on a cumulative basis. Emphasis of Torrey pines and eucalyptus in the design element reduces the regional cumulative effect of tree removal.

Mitigation Measures

Preservation of the 12 native Torrey pines within the precise plan area is not possible within the context of the proposed project. Transplantation of the trees would not be feasible due to their large size. The design element which accompanies the precise plan does, however, call for the implementation of a eucalyptus/Torrey pine tree planting program within greenbelts and open spaces. Such a tree planting program would serve to replace those trees which are lost as a result of development.

F. ARCHAEOLOGY/PALEONTOLOGY

Existing Conditions

The Carmel Valley area has been the site of numerous archaeological investigations. The most recent survey, covering the precise plan area, was conducted by Ms. Marie Cottrell of Archaeological Resource Management Corporation (ARMC) in April 1982 and is included in the appendix to this report. Phase I of that work effort consisted of a literature search to identify the site's geological and cultural history, records searches at San Diego State University and the San Diego Museum of Man, and a walkover field survey. Phase 2 of the work effort consisted of a limited posthole series which was designed to determine the areal extent of sites identified during the field survey and the presence or absence of any subsurface components. Both the Phase I and Phase 2 archaeological reports are included in the appendix to this document. Also used as an information source was a recent survey by Mr. Brian Smith, archaeological/historical consultant, for an area encompassing the precise plan area and some adjacent land.

Cultural Resources

Forty-three cultural resource sites were located within the precise plan area during the ARMC survey. Each of these sites had previously been recorded; the most recent survey did not locate any additional sites. The prehistoric sites appear to represent the La Jolla Tradition, which occupied southern California during the period from approximately 5000 B.C. until approximately 1 A.D. The La Jollan culture was oriented primarily toward gathering shellfish and plant material; hunting appears to have been of minimal importance. The heavy concentration of sites within the precise plan area is due to the favorable environmental characteristics of the area during the time of habitation, including abundant shellfish and edible vegetation. The sites include several villages, varied campsites, resource collection areas, and isolated artifact scatters. Table 8 is a list of the sites found on or immediately adjacent to the precise plan area.

Table 8
Cultural Resources

Site Designation	Description
W-27	Originally recorded as a campsite with numerous artifacts; destroyed by church construction.
W-3201	Light scatter of tools and flakes in four loci of concentration; surface remains of specialized campsites.
W-3243	Very dispersed scatter of lithic material; no function assigned; immediately south of precise plan area.
W-2080	Thin scatter of flaked and ground lithics; appears to have a depth of 40-60 cm; no function assigned.
W-3240	Small lithic scatter; probably part of W-2080.
W-2663	Isolated find; split cobble.
W-3239	Lithic scatter; appears to be small temporary campsite.
W-3245	Scattered artifacts surrounding historic Soledad schoolhouse; outside of Baldwin ownership.
W-2079	Surface artifacts (manos, hammerstones, scrapers, flakes); approximately 25 meters wide, 40-50 cm of midden; may have been small village or base camp.
W-3237	Surface artifacts (manos and flakes); shellfish remains; 70-90 cm of midden; approximately 20 x 30 meters.
W-3236	Scatter of artifacts; most outside Baldwin ownership.
W-2078	Shell midden located in and around a historic Catholic cemetery; outside Baldwin ownership.
W-3235	Scatter of artifacts with traces of shell; some midden development.
W-3231	Fossil oysters, other shellfish, no prehistoric deposit associated with human activity.

(continued next page)

Site Designation	Description
W-3232	Surface artifacts scatter; may have been a temporarily occupied seasonal campsite.
W-33	Shell fragments, some artifacts; 50-60 cm of midden exposed in road cut of Carmel Valley Road.
W-32	Shell midden; outside Baldwin ownership.
W-3228	Shell fragments; site has been graded and destroyed.
W-3233	Two manos and shell fragments; shell fragments appear to be from Pleistocene beach deposits.
W-3227	Various loci of shell scatters associated with farming fill; one locus with scattered artifacts.
SDi-4615	Disturbed shell midden site; not in Baldwin ownership.
SDi-4614	Disturbed shell midden site; not in Baldwin ownership.
W-3242	Shell fragments; probably beach deposit; is south of the precise plan area.
W-3241	Fire cracked rock, pottery fragments, scrapers, shellfish remains; outside of Baldwin ownership; south of the precise plan area.
W-3215	Broken cobbles; no definitive indications that this is a quarry.
W-3219	Lithic artifacts, pottery fragments, historic refuse.
W-3216	Surface artifact scatter.
W-3217	One mano.
W-3220	Fire burned rock, few flakes, two mano fragments, charcoal.
W-3218	Previously recorded as two-four hearths and tool scatter; most recent survey concluded that discolorations occurred naturally and that this is not an archaeological site.

(continued next page)

Site
Designation

Description

W-3206	Previously recorded as one and possibly two hearths; fire evidence, no artifacts; most recent survey concluded that discoloration occurred naturally in the Torrey sandstone and that this is not a site.
W-3205	Two eroding rock features with a scatter of flakes; shellfish remains which may be old beach deposits.
W-3204	Previous survey located scatter of shells and lithic waste; most recent survey found shells but no cultural lithic material; could be an eroding beach deposit.
W-3202	Previous survey located scatter of shells and artifacts; most recent survey found shells but not identifiable artifacts; shell may be eroding beach deposit.
W-3203	Small shell scatter.
W-3223	Previous survey recorded two artifacts and stone feature; most recent survey found no artifacts, only an eroding cobble outcrop; concluded that this is not a site.
W-3226	Previous survey found shell fragments, possible artifacts, possible hearth features; most recent survey found shell fragments, no artifacts; concluded that this was not a site.
W-3222	Shell scatter in two areas, midden and some artifacts associated with one scatter.
W-3225	Shellfish remains; previous survey found artifacts; most recent survey hampered by dense vegetation.
SDi-4613	Small scatter of flakes, one groundstone fragment, adjacent to historic refuse deposit.
SDi-8050	Shell scatters with artifacts (W-2397 and W-2398).
W-2399	Shellfish remains, fire cracked rock, one flake, one metate fragment, two mano fragments.
W-3214	Previously described as one mano fragment; not located in most recent survey.
W-3230	Previously described as two mano fragments; not relocated in most recent survey.

Paleontology

The resource survey team from ARMC which surveyed the property in March 1982 included Dr. Steven Williams, geologist/paleontologist. Numerous shell fragments were observed on the property, which may have been deposited on the site when the property was submerged during prehistoric times.

Paleontological characteristics of the underlying rock units are outlined as follows in order of decreasing age (Kennedy, 1975:22-29).

Del Mar formation: Contains middle Eocene mollusks.

Torrey sandstone: Contains only a few poorly preserved fossils and fossil casts.

Friars formation: May contain mammalian (east of the plan area), molluscan, and foraminiferan fossils.

Stadium conglomerate: May contain fossil nannoplankton, mammals (more likely east of the plan area), foraminifera.

Mission Valley formation: Often fossiliferous; contains molluscan fauna in western exposures (plan area) and land mammal fauna in eastern exposures.

Linda Vista formation: May contain molluscan fauna.

According to Kennedy (1975:24-26), no major paleontological collection localities are located on the property. The most recent survey of the site revealed many shellfish deposits, which are likely to have occurred naturally during deposition of the geologic material. In order to conclusively determine whether the shells are of natural or cultural origin, they would have to be examined by an invertebrate paleontologist. No other fossil specimens were noted by the paleontologist.

Pleistocene fossils have been recorded at a site near the existing intersection of Carmel Valley Road and El Camino Real. Invertebrate fossils, consisting primarily of mollusks and foraminifera, have been observed in a road cut behind a service station near that intersection. Pleistocene deposits which may contain similar fossils occur south of the existing alignment of Carmel Valley Road (Tom Demere, Paleontologist, Natural History Museum, Balboa Park, personal communication, August 1982).

Where is SDi-11017
(W-3239) ?

Environmental Analysis

Issue: Would the project, including any offsite improvements, adversely impact archaeological or paleontological resources?

Potential Impacts

Forty-four potential archaeological sites have been located within or very close to the precise plan area. Of these, 14 sites have either been destroyed, were concluded to be natural features and not sites during the most recent survey, were outside the precise plan area, or were stray finds which require no further detailed consideration. These are:

W-27	Destroyed
W-2663	Stray find
W-3231	Not a site
W-3228	Destroyed
W-3242	Not a site, south of precise plan area
W-3241	Significantly south of precise plan area
W-3215	Not a site
W-3217	Stray find
W-3218	Not a site
W-3206	Not a site
W-3223	Not a site
W-3214	Stray find
W-3230	Stray find
W-3226	Not a site

Six of the sites are located within the precise plan area but not within the Baldwin ownership. Therefore, they will not be directly disturbed as a result of the tentative maps considered in this EIR. These sites are:

W-3245	Schoolhouse site
W-3236	Private residence
W-2078	Cemetery
W-32	Private residence
SDi-4615	Private residence
SDi-4614	Private residence

Four of the sites within the precise plan area were shell scatters with no associated artifacts or midden. It is possible that these sites were not culturally deposited, but may be old beach deposits. These sites are: W-3202, W-3203, W-3204, and W-3205.

Ten of the sites within the precise plan area were noted as light surface scatters of artifacts or as rock features with few associated artifacts and no subsurface component. Their importance lies in their ability to document the range of prehistoric settlements found on the property. These sites are: W-3201, W-3243, W-3239, W-3232, W-3233, W-3216, W-3231, SDi-4613, W-3227, and W-3220.

Two of the sites within the precise plan area were tested by another firm, RECON, in the Spring of 1982. As a result of this previous testing, no further work is required for these sites. These sites are: W-2398 and W-2397. (These sites have been previously identified as a single site, SDi-8050.)

Of the 44 archaeological sites identified within the precise plan area, the 32 sites described above were determined to have no subsurface component in the initial field survey. The nine remaining sites within the precise plan area were determined to require testing to determine their areal extent, the presence or absence of subsurface deposits, and cultural contents. This testing, consisting of a limited posthole series, was conducted and the results are described below. Sites within this category include: W-2080 (includes W-3240), W-2079, W-3235, W-33, W-3222, W-2399, W-3219, W-3225, and W-3237.

W-2080: Identified as a small village site dating to the Early Millingstone or La Jollan period; areal extent 50 m. x 22 m.; maximum depth of midden 60-70 cm.; 19 lithic artifacts recovered as well as shellfish and faunal remains.

W-2079: Identified as a seasonally reoccupied camp with a subsistence economy oriented toward hunting or trapping; areal extent 20 m. x 25 m.; 8 small flakes recovered as well as large quantities of faunal remains.

W-3237: Identified as an undisturbed village site; areal extent 40 m. x 30 m.; depth of midden 50-60 cm.; 65 artifacts recovered as well as shellfish and faunal remains.

W-3235: Identified as a late prehistoric village; areal extent 20 m. x 50 m.; depth of midden 35 cm.; 30 artifacts recovered including one projectile point.

W-33: Identified as a large, significant prehistoric village; areal extent 130 m. x 80 m.; maximum depth of midden 60 cm.; 61 artifacts recovered from a single 1 meter square test pit; ceremonial quartz crystal recovered.

W-3219: Identified as a Yuman campsite; areal extent 60 m. x 25 m.; no well-developed subsurface deposits; plain brown ware pottery fragments recovered; surface collection completed.

W-2399: Identified as a seasonally reoccupied campsite; areal extent 15 m. x 10 m.; no well-developed subsurface deposits; surface collection completed.

W-3222: Identified as a seasonally reoccupied campsite; 60 m. x 40 m.; depth of midden 30 cm.; artifacts, shell and faunal remains recovered.

W-3225: Limited posthole series was sufficient to determine the presence of a deep, rich midden but could not identify site function; areal extent 50 m. x 60 m.; depth of midden 80 cm.; shellfish and faunal remains recovered.

One site, W-19, has been previously identified outside the boundaries of the precise plan area in the vicinity of the offsite extension of Carmel Valley Road. That site has been described by ARMC as a shell midden with a number of artifacts visible on the surface. The site appears to have a depth of 60-80 cm. as evidenced in a cut on the south side of the site (Memo from Marie Cottrell, ARMC, July 16, 1982). The site is located on a knoll on the south side of the existing alignment of Carmel Valley Road. It would not be affected during construction of the offsite extension of Carmel Valley Road.

o Paleontologic Resources

The property was surveyed by a paleontologist and no significant paleontological features were noted. In addition, no major collection localities have been identified within the precise plan area in the literature (Kennedy, 1975:26-28). While the underlying rock types are often fossiliferous, no significant finds such as large marine mammals would be likely from these particular rock units at this location. Therefore, no significant impacts to paleontologic resources are likely to occur as a result of precise plan and tentative map implementation.

Pleistocene invertebrate fossils have been observed near the existing intersection of Carmel Valley Road and El Camino Real. These paleontological resources could be affected by the off-site extension of Carmel Valley Road.

Analysis of Significance

The property within the precise plan area contains 21 archaeological sites which would be lost as a result of tentative map implementation. Twelve of the sites consist of surface scatters which have no subsurface component; two of these scatters have been collected. Two of the sites have been previously collected and mitigated by another firm, RECON. The seven remaining sites would require additional mitigation as described below. While the size and significance of each individual site within the precise plan area may vary widely, the sites do represent a large cluster of cultural remains and their loss may be significant in a cumulative sense. As this and other development in the area occurs, the loss of archaeological resources will be significant unless mitigation occurs through recordation and documentation where appropriate.

Mitigation Measures

Mitigation for the seven significant sites within the precise plan area is described below. The mitigation would be implemented by the applicant and would take place in phase with development.

W-2080: Excavate at least 3-4, 2-meter square units; analyze and evaluate recovered material in a technical report; obtain at least two radiocarbon dates.

W-2079: Excavate one 2-meter square unit; analyze and evaluate recovered materials in a technical report; obtain one radiocarbon date.

W-3237: Excavate a minimum of 8-10, 2-meter square units; analyze and evaluate recovered materials in a technical report; obtain at least two radiocarbon dates.

W-3235: Excavate two 2-meter square units; analyze and evaluate recovered materials in a technical report; obtain one radiocarbon date.

W-33: Conduct extensive surface collection; excavate a minimum of 8-10, 2-meter square units; analyze and evaluate recovered materials in a technical report; obtain 2-3 radiocarbon dates.

W-3222: Excavate one 2-meter square unit; analyze and evaluate recovered materials in a technical report; obtain one radiocarbon date.

W-3225: Excavate site with a backhoe to determine the presence of cultural remains; analyze and evaluate recovered material and make additional mitigation recommendations, if necessary.

In addition, a paleontologist would be present at the pre-grade meeting and during grading activities to ensure that any paleontological resources could be salvaged, if appropriate. This would mitigate potential impacts to paleontological resources.

G. TRANSPORTATION

A traffic analysis of the precise plan area was performed by Urban Systems Associates (USA) in May and August, 1982. That report is summarized in this section and is included in the appendix to this EIR.

Existing Conditions

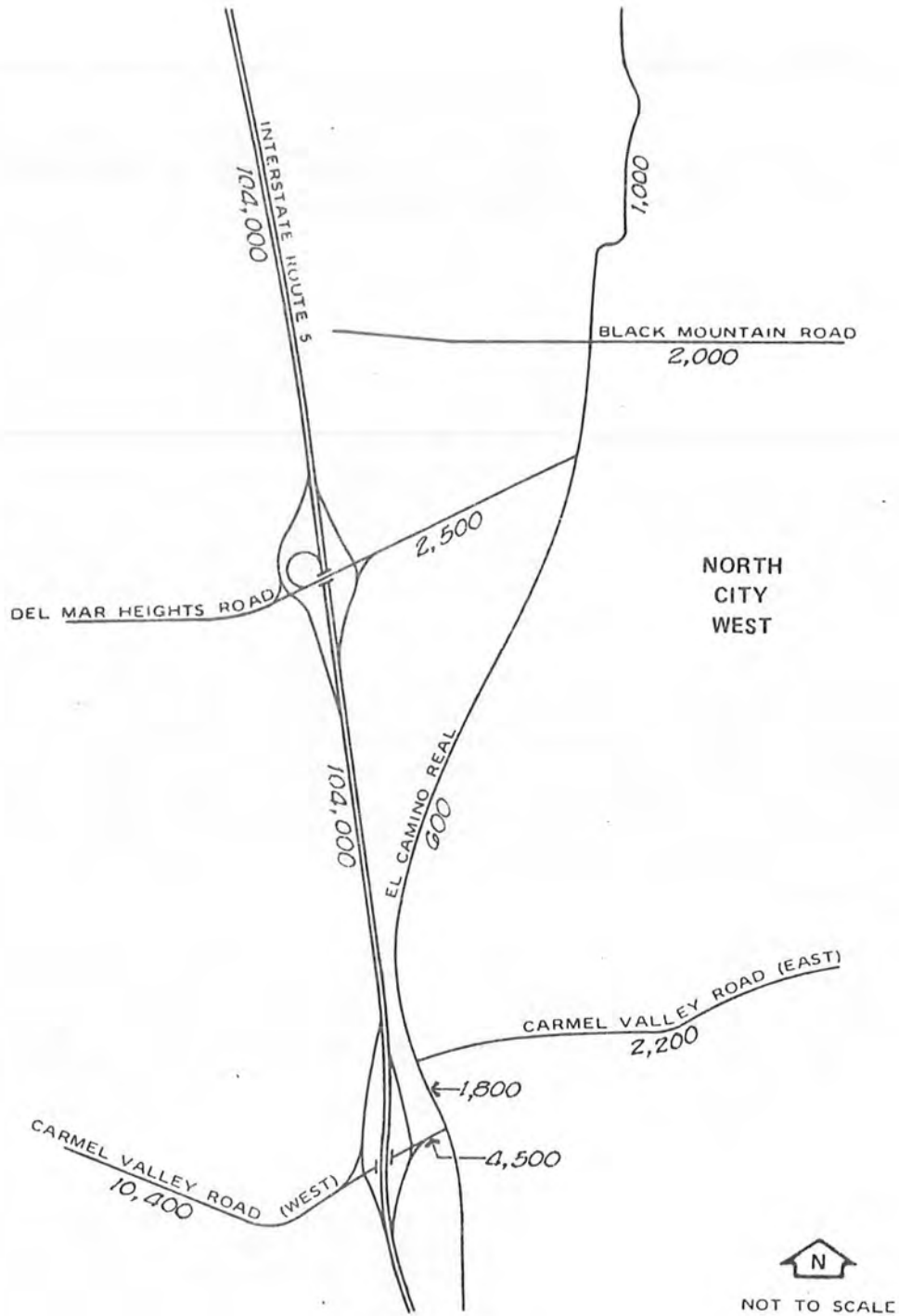
Regional access from major metropolitan areas to the precise plan area is provided by Interstate 5 (I-5). In the vicinity of the plan area, I-5 has four lanes in each direction and carries a total of 104,000 vehicles per day. Additional north-south access for the site is provided by El Camino Real. That roadway provides access to freeway interchanges at Del Mar Heights Road and Carmel Valley Road. These interchanges provide good access with a split clover leaf at Del Mar Heights Road and a full diamond at Carmel Valley Road. Both Del Mar Heights Road (via Black Mountain Road) and Carmel Valley Road provide east-west access to the site. Existing traffic volumes on these streets are shown in Figure 23; additional details regarding existing street configurations are given below.

Del Mar Heights Road: A full service interchange occurs at the intersection of Del Mar Heights Road and I-5. The bridge over the freeway is 32 feet wide and is striped for one lane of traffic in each direction. A 5-foot wide sidewalk has been provided on the north side of the bridge for pedestrian access. East of the freeway, Del Mar Heights Road is paved to a width of 44 feet, except one section which has been fully improved to 82 feet curb-to-curb where a gasoline station and telephone company facility front onto the street. The road is striped for one lane of traffic in each direction.

Carmel Valley Road: A full service interchange is provided where the freeway crosses over Carmel Valley Road. Carmel Valley Road is 67 feet wide in that area; it is striped for one lane of traffic in each direction. A painted median provides for left turns. Right turns can be made onto Carmel Valley Road without stopping. Between I-5 and El Camino Real, Carmel Valley Road is 70 feet wide and is striped for one lane of traffic in each direction. East of El Camino Real, the road is approximately 24 feet wide.

El Camino Real: El Camino Real is a 20-foot wide, paved rural road which passes from south of Carmel Valley Road to north of Del Mar Heights Road. The portion of roadway between Carmel Valley Road (west) and Carmel Valley Road (east) has been improved to a paved width of 50 feet where an existing gasoline service station fronts on the road. Traffic is controlled on El Camino Real by stop signs at both Carmel Valley Road and Del Mar Heights Road.

Black Mountain Road: Black Mountain Road is a 20-foot wide, paved rural road that provides access east of El Camino Real connecting to Del Mar Heights Road via El Camino Real. This connection serves local residential and agricultural developments and Torrey Pines High School, which is located approximately 1/3 mile east of El Camino Real. Daily traffic volumes on Black Mountain Road vary considerably depending on high school activities.



Source:
 Systems Associates, 1982 (Traffic Volumes)
 Donald Frischer & Associates, 1982 (Base Map)

Figure 23

**EXISTING
 AVERAGE DAILY TRAFFIC VOLUMES**



Each of these routes is operating at an acceptable level of service (Level of Service "C" or better). The traffic report contains an explanation of levels of service.

According to accident data for the past 3½ years, no unusual safety problems exist in the vicinity of the precise plan area. The proportion of intersection to mid-block accidents has remained constant since 1979; the intersection accidents occur primarily at the freeway ramp intersections with Carmel Valley Road (west). This will be partially mitigated by traffic control improvements which are part of the North City West transportation phasing plan.

Future Facilities

Transportation planning has been a major focus of recent work by North City West developers. The most recent study (Donald Frischer and Associates, 1982) outlines the facilities needed for full buildout of North City West and recommends a phasing plan in which facilities implementation is tied to dwelling unit and employment center construction activity. The phasing plan is reproduced on the following pages (Table 9). These recommendations and the phasing plan have been incorporated into the North City West Public Facilities Financing Plan which was approved by the City Council in May, 1982. The USA study included a comparison of the traffic expected to be generated by the proposed project with the traffic assumptions for the precise plan area outlined in the Frischer study. The ultimate configuration and traffic projections for roadways in the precise plan area are shown in Figure 24. This street system is intended to be developed in five major stages, based upon specific levels of residential development within the community. Several substages of street improvements could occur within each major stage, based on where and when specific residential tracts are constructed. The construction schedule and scope of work for each substage will depend upon the sequence in which the various neighborhoods are developed within North City West. Specific street improvements will be included in the development permit conditions for each subdivision.

Table 9
North City West Transportation Phasing Plan

Source: North City West Public Facilities Financing Plan

No. of Building Permits Not to be Exceeded		Traffic Facility Improvements to be Under Construction Unless Noted Otherwise
Equivalent Dwelling Units	Employment Center Acreage	
STAGE I		
0-300	0-15	<p>Widen Del Mar Heights Road to six lanes from Interstate Route 5 to Employment Center access road.</p> <p>Install traffic signals at Del Mar Heights Road/Interstate Route 5 northbound ramps and at Del Mar Heights Road/Employment Center access road.</p>
301-1,000	0-15	<p>Widen Del Mar Heights Road to six lanes from Employment Center access road to El Camino Real.</p> <p>Construct Del Mar Heights Road with four lanes from El Camino Real to MC Road.</p> <p>Construct Green Valley Road with four lanes from Del Mar Heights Road to MC Road.</p> <p>Install a traffic signal at Del Mar Heights Road/Green Valley Road.</p>
1,001-1,600	15-30	<p>Realign El Camino Real and construct two lanes from Development Unit 3 northern access road to southern end of Employment Center.</p> <p>Widen existing two lanes of El Camino Real from southern end of Employment Center to Carmel Valley Road (east).</p> <p>Widen existing El Camino Real to four lanes from Carmel Valley Road (east) to Carmel Valley Road (west).</p> <p>Install two traffic signals on Carmel Valley Road at the Interstate Route 5 ramp intersections and install a traffic signal at El Camino Real/Del Mar Heights Road.</p>
1,601-2,000	15-30	<p>Construct MC Road with two lanes from Del Mar Heights Road to Green Valley Road.</p> <p>Install traffic signals at Del Mar Heights Road/Torrey Pines High School driveway and at Del Mar Heights Road/Interstate Route 5 southbound off-ramp.</p>

Table 9 (cont.)

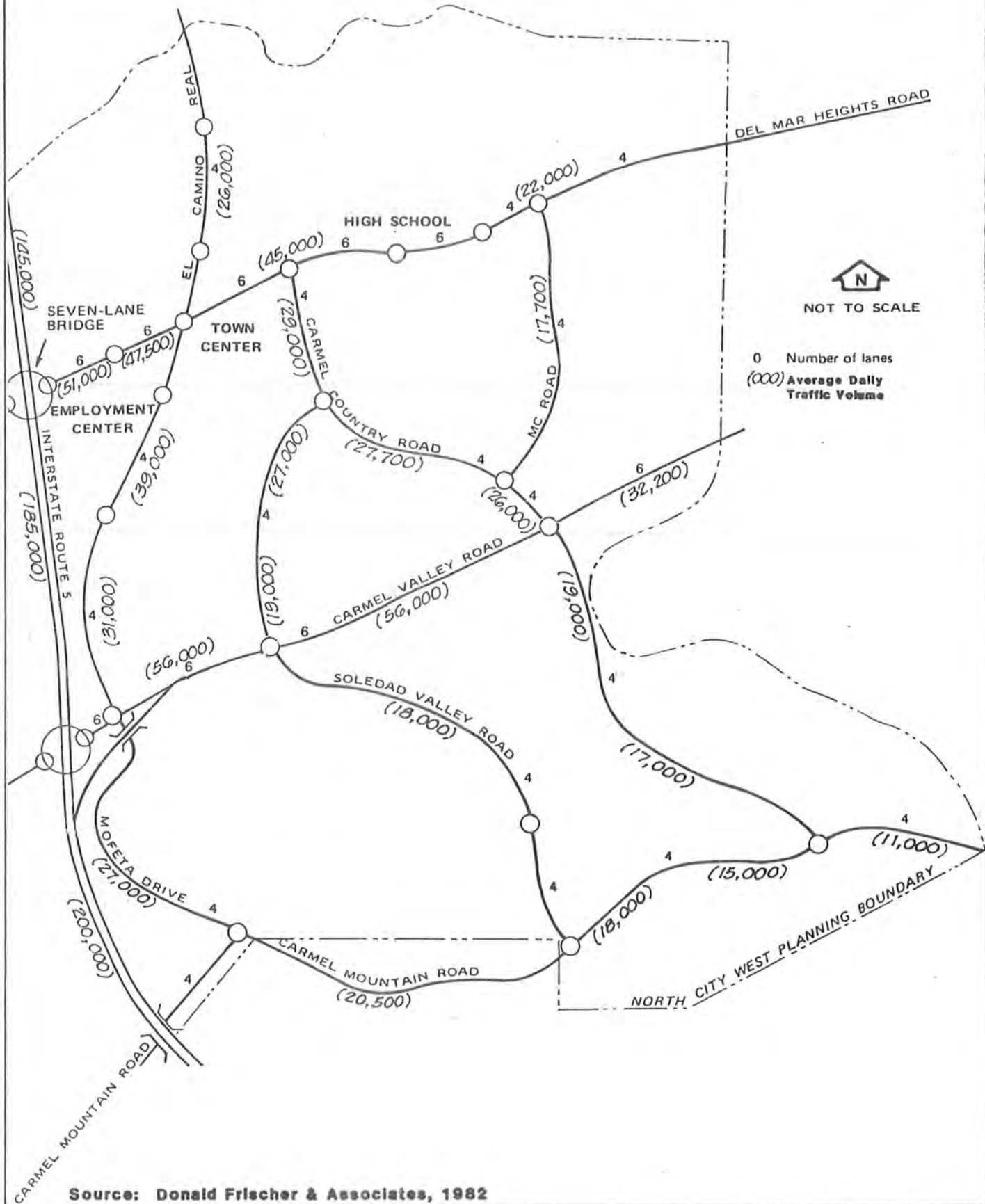
No. of Building Permits Not to be Exceeded	Employment Center Acreage	Traffic Facility Improvements to be Under Construction Unless Noted Otherwise
STAGE II		
2,001-2,500	15-30	<p>Realign El Camino Real from southern end of Employment Center to Carmel Valley Road (west), and realign Carmel Valley Road (east) to eliminate offset intersections.</p> <p>Widen Carmel Valley Road to six lanes from El Camino Real to Interstate Route 5.</p> <p>Widen El Camino Real to four lanes from Carmel Valley Road to North City West boundary.</p> <p>Install traffic signals at El Camino Real/Carmel Valley Road and at El Camino Real/Development Unit 3 southern access road.</p>
2,501-3,000	15-30	<p>Construct Green Valley Road with four lanes from MC Road to Carmel Valley Road.</p> <p>Realign Carmel Valley Road and construct four lanes from El Camino Real to MC Road.</p> <p>Install traffic signals at Carmel Valley Road/Green Valley Road and at Green Valley Road/MC Road.</p> <p>Award construction contract to widen on-ramps and off-ramps at Interstate Route 5/Carmel Valley Road Interchange.</p>
3,001-3,500	15-30	<p>Widen MC Road to four lanes from Del Mar Heights Road to Green Valley Road.</p> <p>Install traffic signals at Del Mar Heights Road/MC Road and at Del Mar Heights Road/road east of Torrey Pines High School.</p> <p>Award construction contract to widen Del Mar Heights Road Bridge over Interstate Route 5 to seven lanes.</p>

Table 9 (cont.)

No. of Building Permits Not to be Exceeded		Traffic Facility Improvements to be Under Construction unless noted Otherwise
Equivalent Dwelling Units	Employment Center Acreage	
STAGE III		
3,501-5,200	30-104	Construct Soledad Valley Road with four lanes from Green Valley Road to Carmel Valley Road. Install traffic signals at Soledad Valley Road/Carmel Valley Road, at Soledad Valley Road/Green Valley Road, and on El Camino Real at the Employment Center access roads.
5,201-6,450	30-104	Widen Del Mar Heights Road to six lanes from El Camino Real to road east of Torrey Pines High School. Install traffic signal on El Camino Real at Development Unit 3 northern access road.
STAGE IV		
6,451-9,900	30-104	Construct four-lane road from North City West boundary to Interstate Route 15. (regional development). Realign Carmel Valley Road and construct six lanes from Green Valley Road to North City West boundary. Realign Del Mar Heights Road and construct four lanes from MC Road to North City West boundary.
STAGE V		
9,901-11,000	30-104	Construct Mofeta Drive with four lanes from Carmel Valley Road to Carmel Mountain Road. Construct Carmel Mountain Road with four lanes from Mofeta Drive to Interstate Route 5.

Table 9 (cont.)

No. of Building Permits Not to be Exceeded	Traffic Facility Improvements to be Under Construction Unless Noted Otherwise
Equivalent Dwelling Units	Employment Center Acreage
STAGE V (Continued)	
11,000-13,000 30-104	<p>Construct direct freeway ramp connections (northbound off-ramp and southbound on-ramp) between Interstate Route 5 and Carmel Valley Road. (regional improvement).</p> <p>Construct Carmel Mountain Road with four lanes from Mofeta Drive to Soledad Valley Road.</p> <p>Construct Soledad Valley Road with four lanes from Carmel Valley Road to Carmel Mountain Road.</p> <p>Install traffic signals at Carmel Mountain Road/Mofeta Drive and at Soledad Valley Road/road north of Carmel Mountain Road.</p>
13,001-14,000 30-104	<p>Construct Carmel Mountain Road with four lanes from Soledad Valley Road to North City West boundary.</p> <p>Construct Green Valley Road with four lanes from Carmel Valley Road to Carmel Mountain Road.</p> <p>Install traffic signals at Carmel Mountain Road/Soledad Valley Road and at Carmel Mountain Road/Green Valley Road.</p>



Source: Donald Frischer & Associates, 1982

Figure 24

ULTIMATE CIRCULATION SYSTEM



Environmental Analysis

Issues: What traffic improvements would be required with this project according to the North City West transportation phasing plan? Would the project contribute to any significant, cumulative traffic impacts? Explain the timing of road improvements and discuss any facilities that would operate below a Level of Service "C". Would the project result in any site-specific traffic impacts?

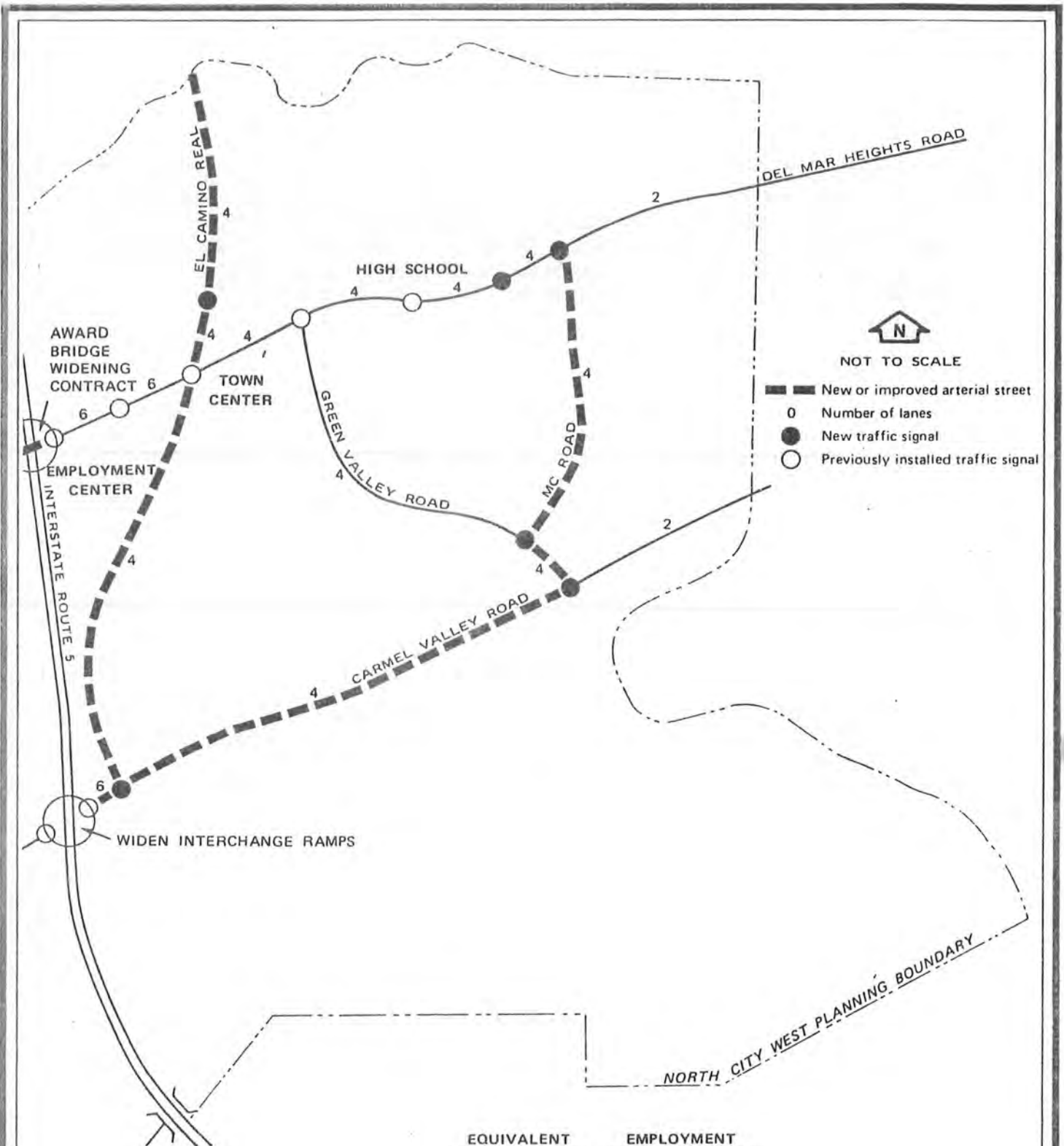
Potential Impacts

Transportation system improvement requirements for the North City West community are delineated in the North City West Cumulative Traffic Study and Transportation Phasing Plan (Frischer, 1982). In that plan, specific improvements are tied to certain levels, or thresholds, of residential and employment center development. The thresholds are expressed in terms of the number of building permits not to be exceeded prior to start of construction of the various improvements. The geographical location of the dwelling units is not specified in the phasing plan; the plan calls for periodic City review of the phasing strategy in order to accommodate specific residential projects as building permits are actually issued.

Precise plan development is likely to occur within the phasing plan's Stages II, III, and IV. Road improvements, including traffic signals, required during those phases are shown in Figures 25, 26, and 27. The timing of those improvements is very specifically tied to the number of building permits issued throughout North City West. This mechanism accommodates the cumulative traffic impact of the community and surrounding areas. The tentative maps for Neighborhoods 4, 5 and 6 show the full improvements delineated in the phasing plan for areas onsite. Offsite improvements outlined in the plan will be implemented in accordance with the timing and financing mechanisms specified in the Public Facilities Financing Plan.

Because detailed planning for the precise plan area yielded somewhat different land use placement and dwelling unit counts than those which formed the assumptions underlying the Frischer report, Urban Systems Associates (USA) conducted an analysis to determine whether these adjustments could be accommodated by the planned improvements without resulting in a significant cumulative impact. The USA study included analyses of the proposed employment center, retail commercial center, and visitor commercial center. The USA study assumed the maximum number of units permitted within the precise plan area as fixed by the precise plan and tentative maps.

Cumulative impacts were assessed by comparing the project land uses and trip generation with the data used in the City of San Diego I-15 Corridor/North City Study Computer Forecast, which formed the basis of the Frischer study. Total differences are shown below; comparison by traffic sub-zone are included in the complete traffic study in the appendix to this report. The Neighborhood 6 totals include trips generated by the 34-acre employment center, the 7-acre visitor



- N
 NOT TO SCALE
- New or improved arterial street
 - 0 Number of lanes
 - New traffic signal
 - Previously installed traffic signal

	EQUIVALENT DWELLING UNITS	EMPLOYMENT CENTER ACREAGE
Development Stage II	1,500	0
Cumulative Total	3,500	30*

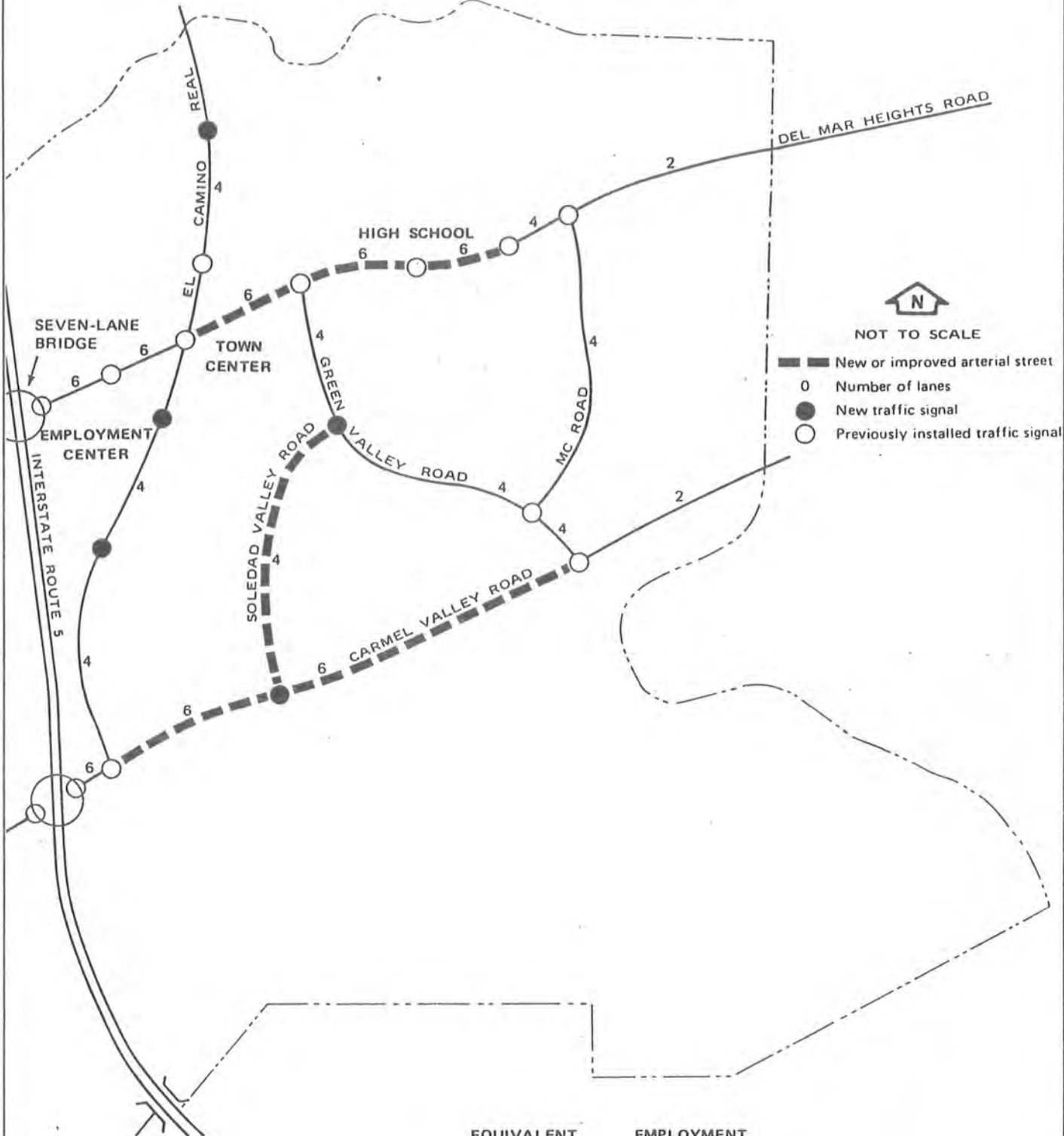
Source:
 Donald Frischer & Associates, 1982

*Building permits for Employment Center development exceeding 30 acres may be issued after the Del Mar Heights Road bridge widening contract is awarded.

Figure 25.

**CIRCULATION SYSTEM
 DEVELOPMENT STAGE II**





- N
- NOT TO SCALE
- New or improved arterial street
 - 0 Number of lanes
 - New traffic signal
 - Previously installed traffic signal

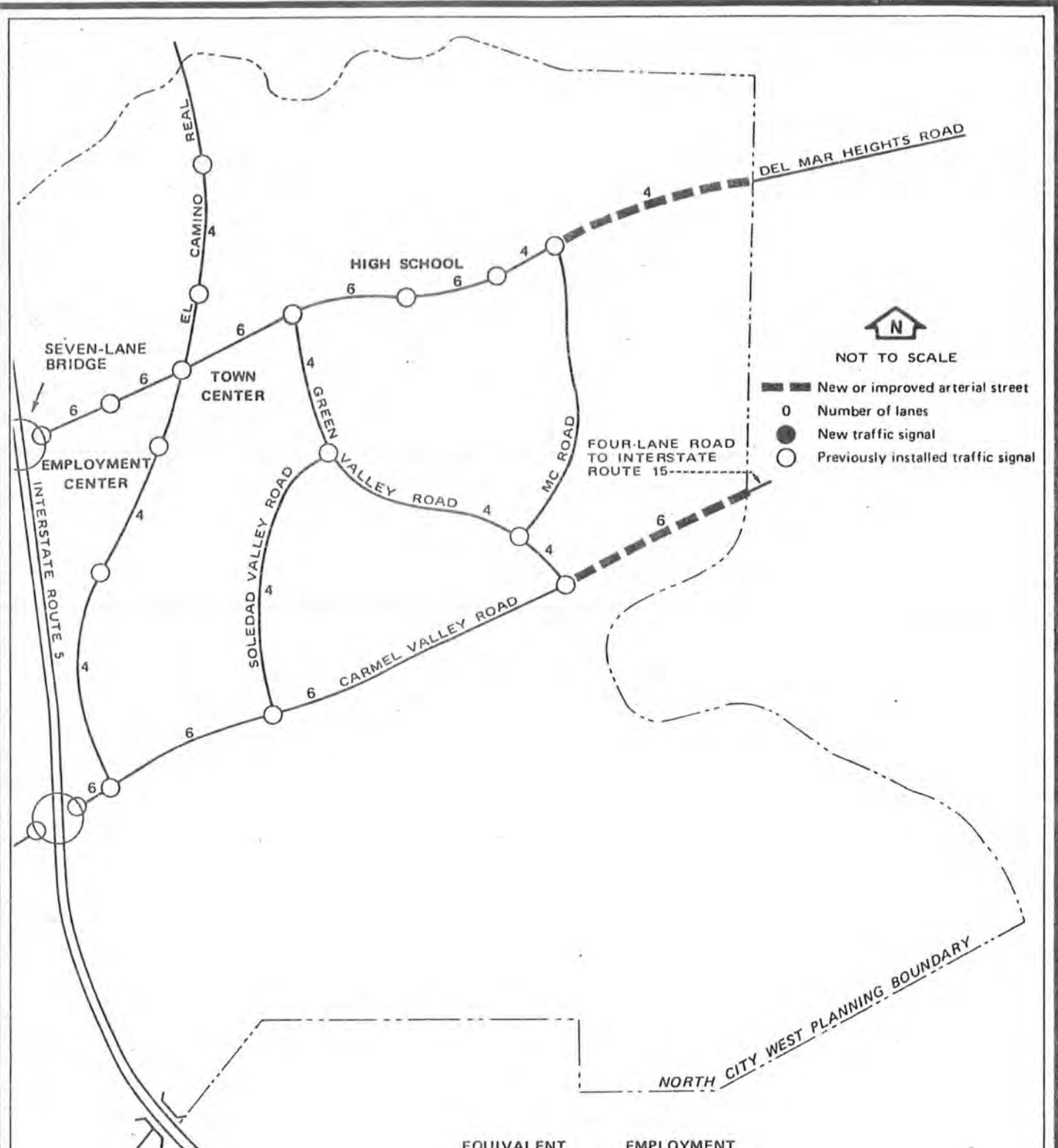
	EQUIVALENT DWELLING UNITS	EMPLOYMENT CENTER ACREAGE
Development Stage III	2,700	74
Cumulative Total	6,200	104

Source: Donald Frischer & Associates, 1982

Figure 26

**CIRCULATION SYSTEM
DEVELOPMENT STAGE III**





	EQUIVALENT DWELLING UNITS	EMPLOYMENT CENTER ACREAGE
Development Stage IV	2,800	0
Cumulative Total	9,000	104

Source: Donald Frischer & Associates, 1982

Figure 27

CIRCULATION SYSTEM DEVELOPMENT STAGE IV

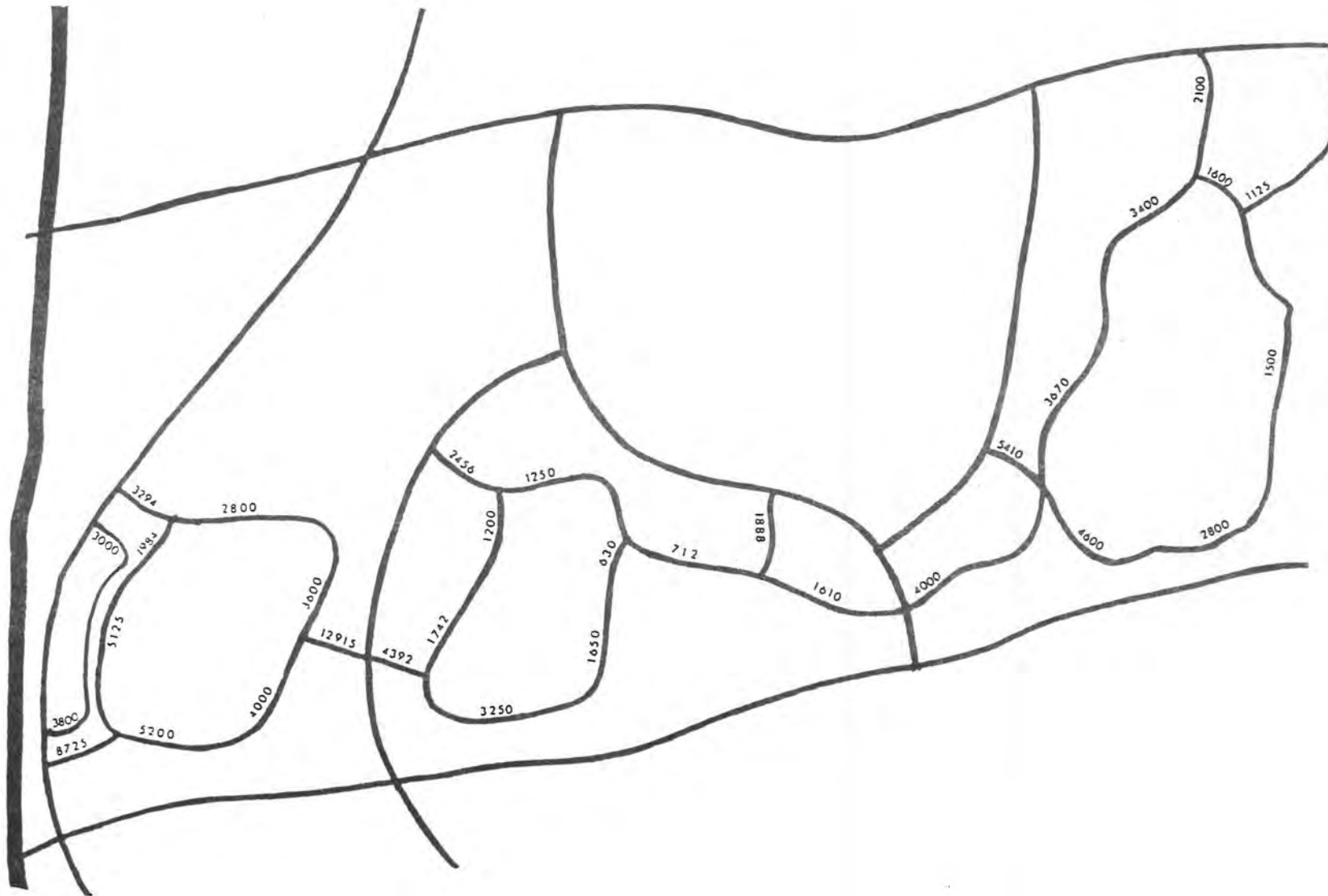


commercial center, and the 10-acre retail commercial development. The retail commercial development was designated as a community commercial center, having 100,000 or more square feet of floor space, and a trip generation factor of 800 trips per acre. This per acre trip generation estimate is more conservative than the per square foot trip generation estimate. If the employment center were designated for residential development as shown in the community plan, total trip generation would be reduced by approximately 3,000 trips as discussed in Section IV., Alternatives.

	<u>Trip Generation</u>	
	<u>Previous Assumption</u>	<u>As Proposed in Precise Plan</u>
Neighborhood 4	12,718	13,480
Neighborhood 5	18,350	9,696
Neighborhood 6	<u>22,422</u>	<u>29,728</u>
TOTAL TRIPS	<u><u>53,490</u></u>	<u><u>52,904</u></u>

As can be seen on the above table, total trips generated by the precise plan area would be approximately 1 percent, or 586 trips, less than that assumed in the cumulative traffic study, even though the total number of dwelling units proposed is approximately 528 more than assumed in the Frisher study. This is primarily due to the fact that the proposed retail commercial development has a lower trip generation rate than does the previously assumed neighborhood commercial center. The transportation facilities outlined in the transportation phasing plan would be adequate to serve the proposed precise plan development with the exception of El Camino Real just north of Carmel Valley Road. El Camino Real would have to be constructed as a six-lane facility from Carmel Valley Road to the Neighborhood 6 connecting road just north of the visitor commercial development in order to accommodate the projected traffic volumes.

The USA study also included a comparison of all proposed North City West dwelling units north of Carmel Valley Road (including the precise plan area) with the overall dwelling unit assumptions contained in the Frischer cumulative study and the North City West transportation phasing plan. The comparison revealed that, even though the total number of dwelling units currently proposed overall is greater than originally assumed by approximately 1,540 dwelling units, all development north of Carmel Valley Road would generate 1,407 fewer trip ends (external trips) than originally assumed in the Frischer cumulative traffic study, resulting in fewer trips at critical community access points such as the Carmel Valley Road/I-5 and the Del Mar Heights Road/I-5 interchanges. This is due to the fact that many trips generated by the proposed employment center and retail commercial land uses would be internal trips and would occur during non-critical periods when commuter traffic is lightest (these off peak-hour work-travel relationships were accepted during preparation of the Frischer study and the transportation phasing plan). In addition, as noted above, the proposed retail commercial development would have a

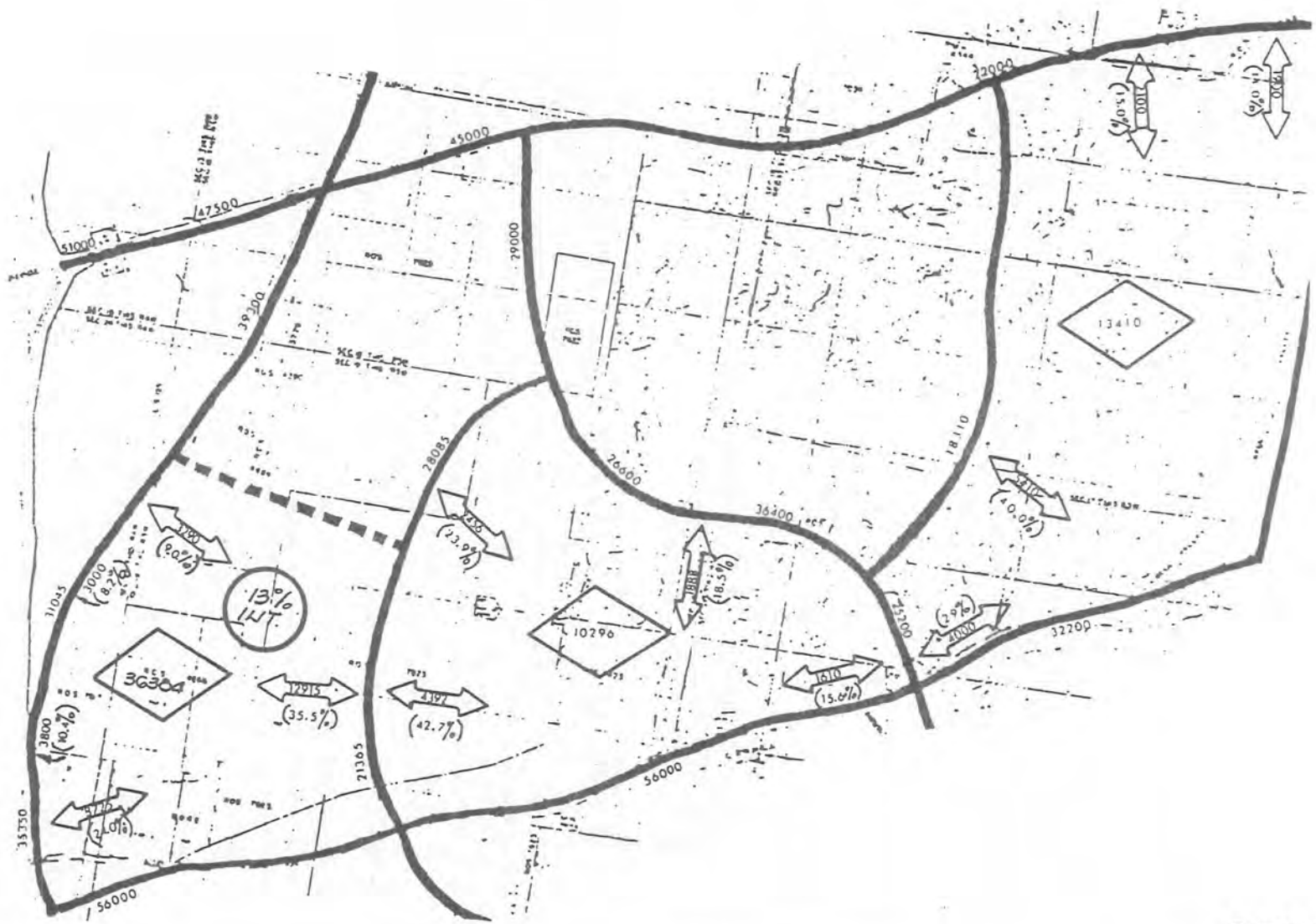


Source: USA

Figure 28

INTERNAL TRAFFIC ASSIGNMENT: Project Traffic Only





Source: USA and North City West Community Plan

Figure 29

PROJECT AND CUMULATIVE TRAFFIC 1995 Traffic Volumes



lower trip generation rate than would the previously assumed neighborhood commercial centers. It should be noted, however, that the phasing plan improvements are tied primarily to dwelling unit counts and not to various land use designations. Some refinements to the phasing plan may therefore be required as a result of the proposed employment center and retail commercial land uses, although these refinements would be minor and could be made during routine annual review of the phasing plan, according to the USA study.

The USA study estimates that the precise plan area would generate approximately 53,000 daily trips. These trips would be distributed on the internal street system as shown in Figure 28. Figure 29 combines the project-generated traffic with the cumulative traffic on the major roads. "Cumulative" traffic includes traffic from other parts of North City West as well as from planned new developments such as San Dieguito Estates and Fairbanks Ranch.

o Levels of Service

Direct comparison of traffic data for the proposed internal street system with that shown in previous studies is not possible on a straight one-to-one basis. The reasons for this are:

1. Changes in the internal street system design.
2. Changes in land use allocations.
3. Changes in types of land uses.

However, when assessing the street system design and the type of facility required, the USA study found that the neighborhood level systems will function adequately with some minor mitigations to improve flow and capacity. These changes and mitigations are not significant in terms of the community circulation system or any cumulative impact. According to the traffic consultant, with those mitigations listed below, all streets and intersections in the plan area would operate at level of service "C" or better. Some short-term congestion of the Del Mar Heights Road bridge would occur during development of the community plan area, causing it to operate at level of service "D". This would occur until signalization of the Del Mar Heights Road/I-5 off-ramps as required in Stage I of the phasing plan.

When comparing the volumes in the adjusted cumulative forecast with the previous forecast in the community plan, 100 percent of neighborhood traffic was assigned to the community street system (with the exception of Neighborhood 6 which retained 14 percent of total trips as internal because of the size and location of the retail commercial facility), thus testing the most conservative case. When these adjusted volumes are then evaluated in light of the North City West street classification and capacity map for the community plan, the significance of any "over" assignment on the conservative becomes apparent, as no volumes would exceed the planned community street system capacities. The recommended street classifications will not require any changes, even under the most conservative assignment assumption. The existing cumulative impacts and mitigations addressed in the community transportation phasing plan will be adequate to address the cumulative impacts of this project.

o Peak Hour Travel

For analysis of the internal street system, particularly any intersections which warrant an intersection capacity utilization analysis, a peak hour factor of 10 percent for the p.m. peak period was utilized. For external traffic, estimates of peak hour traffic factors for residential development have been developed by Federhart & Associates (letter to the City of San Diego, dated July 9, 1980 re: Del Mar Heights Road Bridge) and applied in the cumulative impact study conducted by Frischer and Associates for the entire North City West Community Plan. According to these factors, each dwelling unit would generate 0.10 in-bound trips and 0.40 out-bound trips during the morning commuter peak hour and 0.38 in-bound trips and 0.14 out-bound trips in the afternoon commuter peak hour. According to the USA study, cumulative traffic analysis indicates that the existing phasing plans and impact mitigations are valid including peak hour analysis.

o Intersection Capacity Utilization

Key intersections were evaluated and based on entering volumes and location; only two intersections warranted analysis beyond that contained in the Frischer report. The intersection of the local collector roads at Green Valley Road and the intersection of the local collector (which serves the retail commercial in Neighborhood 6) with El Camino Real warranted further analysis based on entering volumes and network configuration. A peak hour factor of 10 percent was utilized. Both intersections would provide an adequate level of service ("C" and "B", respectively) and present no unmitigable problems. (Level of Service "B" represents stable operation; slight restriction may be experienced. Level of Service "C" also would have stable operation; occasionally drivers may have to wait through more than one red signal cycle.)

o Site-Specific Impacts

All internal streets have been examined and determined to satisfy City street standards for sight distance and curve radii. No potential safety hazards have been identified. According to USA, a traffic signal would be required at the intersection of El Camino Real and the street serving the commercial center in Neighborhood 6. Such a signal is now shown on the street improvement maps contained in the Public Facilities Financing Plan.

Analysis of Significance

Traffic generated by the development of North City West Neighborhoods 4, 5 and 6 would be adequately served by the transportation improvements program outlined in the Public Facilities Financing Plan and the site-specific mitigations outlined below. With the exception of a six-lane requirement on El Camino Real between Carmel Valley Road and the Neighborhood 6 connecting road just north of the visitor commercial development, all roadway requirements would be identical to those outlined in the phasing plan. Total trips generated by development within the

precise plan area would be 586 less than assumed in previous cumulative traffic studies; all of North City West development north of Carmel Valley Road would produce 1,407 fewer trip ends than previously assumed. Development of the precise plan area would not have a significant impact upon the local transportation network. Cumulative offsite impacts would, however, occur in the form of increased congestion to neighboring communities to the west, including the City of Del Mar.

Mitigation Measures

Cumulative impacts related to this project are addressed by the traffic impact study and transportation phasing plan associated with the North City West Community Plan. The plan provides for a staging of dwelling units and carefully defined improvements to mitigate transportation impacts in proportion to development as it occurs. The project traffic can be adequately and safely mitigated within the framework of these improvements. If refinements to the transportation phasing plan are required as development of North City West progresses, they would be made as part of the annual update of the Public Facilities Financing Plan and the Facilities Benefit Assessment District.

The USA study makes several additional recommendations which would be implemented by the applicant:

1. The community connecting road which intersects Soledad Valley Road and serves the retail commercial along the south edge would be constructed as a four-lane major (72'/92') road with provision for left turn lanes.
2. The external access road to El Camino Real in Neighborhood 6 would be constructed as a four-lane collector road (64'/84') with provisions for left-turn lanes.
3. The external access road in Neighborhood 4, which connects to MC Road, would be constructed as a 40'/60' street with provisions for left-turn lanes.
4. El Camino Real would be constructed as a six-lane major road from Carmel Valley Road to the Neighborhood 6 connecting road just north of the visitor commercial development.
5. Left-turn improvements and signalization at the intersection of El Camino Real and the intersecting road along the north edge of the visitor commercial development must be provided when warranted or at the direction of the City Engineer.
6. Left-turn improvements and signalization at the intersection of Soledad Valley Road and the intersecting road which links Neighborhoods 5 and 6 together along the south edge of the retail commercial would be provided when warranted, or as directed by the City Engineer.

7. Project development would be coordinated with the North City West Cumulative Impact Study and Transportation Phasing Plan. If any differences in staging or phasing occur, the phasing plan would be updated.

Issue: Would the project provide sufficient mass transit and park-and-ride facilities?

Potential Impacts

The Public Facilities Financing Plan calls for two park-and-ride facilities within the North City West community. One of these would be located within the Town Center and the second would be located at the northwest corner of the intersection of El Camino Real and Carmel Valley Road as shown in the Public Facilities Financing Plan (Figure 15). The precise plan for the town center area, currently being prepared by Dale Naegle and Associates, will show the town center park-and-ride facility. They will be financed through the facilities benefit assessment mechanism, as explained in the Public Facilities Financing Plan (Rick Engineering, et al, 1982:41). The California Department of Transportation is expected to participate in the funding of these facilities. Funding will also be provided through the facilities benefit assessment program outlined in the Public Facilities Financing Plan. Each site will be approximately 1.5 acres in size, with 120 parking spaces. The locations of these facilities would be convenient for residents of the precise plan area; both are near major freeway interchanges which have been designated by Caltrans as appropriate for such transportation centers.

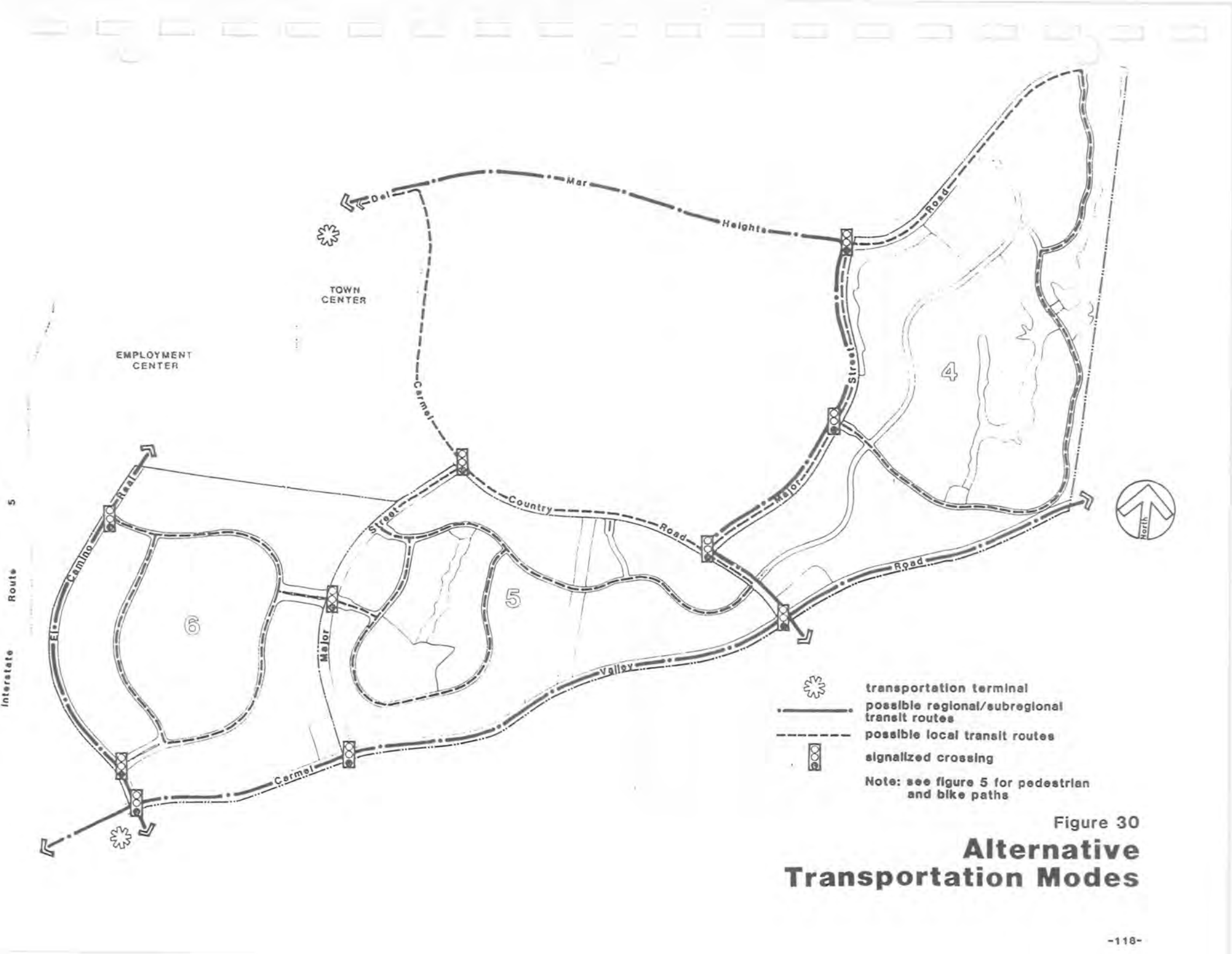
Since the transit operators do not currently serve the North City West area, transit routes and stops have not been established. The tentative map has been designed such that all main streets would be wide enough to accommodate bus routes and stops. Designation of the routes and stops is the responsibility of the local transit operators. A possible transit route through the precise plan area is shown in Figure 30.





Analysis of Significance

Adequate park-and-ride and transit opportunities would be available for future residents of the precise plan area. Implementation of the park-and-ride sites must occur as outlined in the Public Facilities Financing Plan. As outlined in the financing plan, the town center park-and-ride facility would be constructed in 1988-89. The second facility would be constructed in 1996-97. As shown on the tentative map, major roadways within the plan area would be wide enough to accommodate buses and bus stops at any point. Therefore, the precise plan and tentative maps would not have a significant adverse impact on provision of future transit service in the area.

Mitigation Measures

No mitigation would be required.



-  transportation terminal
-  possible regional/subregional transit routes
-  possible local transit routes
-  signalized crossing

Note: see figure 5 for pedestrian and bike paths

Figure 30
**Alternative
 Transportation Modes**

Issue: **Would the project provide sufficient access for bicycles and pedestrians?**

Potential Impacts

The precise plan and tentative map contain comprehensive bicycle and pedestrian systems. These systems are shown in Figure 7. Each major public facility, including schools, parks, and commercial centers, would be linked to residential areas by both pedestrian and bicycle links. In most cases, these linkages are in the interior of the neighborhoods; pedestrian and bicycle use of the busier traffic routes will be available but can be minimized or avoided for internal use.

Analysis of Significance

Proposed pedestrian and bicycle access would be provided throughout the community and would conform or exceed those shown on the community plan. No significant adverse impacts would occur.

Mitigation Measures

Because adequate pedestrian and bicycle systems have been incorporated into project plans, no mitigation would be necessary.

H. AIR QUALITY

Existing Conditions

Meteorology

The precise plan area is located approximately 1.25 miles east of the Pacific Ocean within the maritime climate zone. This zone occupies a continuous strip of land extending from a few hundred yards to 6 or 8 miles inland from the Pacific Ocean. It is dominated day and night, winter and summer, by ocean conditions with relatively high humidity and narrow day/night temperature variations. Summer fog is characteristic; it usually occurs every night and dissipates during the morning hours. The maritime climate zone is confined to low ground, rarely extending above 300-400 feet in elevation (Climates of San Diego County, 1970).

Winds are a critical factor in determining the effects of air pollutants generated in the San Diego area. Winds control both the initial rate of dilution near the pollution source as well as the regional trajectory of those emissions. During the daytime, prevailing westerly winds blow most pollutants generated in the vicinity of the precise plan area to the inland valleys. This strong onshore flow weakens as it moves inland and allows for pollutant stagnation in these inland valleys away from the coast. During the evening, these winds generally develop an offshore drift and carry pollutants from the inland areas toward the coastline. Frequent temperature inversions in the San Diego area also have an adverse effect on local air quality. Approximately 75 percent of all summer days in the area are characterized by inversions that may cause poor air quality. At night, especially during the winter, the air near the ground cools while the air aloft remains warm. This causes radiation inversions on approximately 70 percent of all winter nights. These inversions trap emissions near their source and may cause elevated levels ("hot spots") of locally-generated pollutants such as carbon monoxide (CO) or oxides of nitrogen (NOx) near freeways, major intersections, or in heavily used parking areas.

The Solana Beach Monitoring Station is located less than 5 miles from the precise plan area. Ozone is the only pollutant monitored at the Solana Beach station. In 1979 (the most recent year for which data is available), the federal standard for ozone was exceeded on 16 days. Six smog alerts were issued at the Solana Beach station during 1979; smog alerts are issued when ozone concentrations reach levels of 20 pphm or greater.

Regulatory Framework

Existing air quality conditions and impacts associated with new development are generally analyzed in terms of existing baseline levels of various pollutants and their relationship to ambient air quality standards (AAQS). These standards are the maximum pollutant levels considered to be consistent with the goal of protection of the public health and welfare. AAQS are designed to protect those people most

susceptible to respiratory distress such as asthmatics, the elderly, young children, hospital patients, or persons engaged in heavy exercise involving deep breathing. Most healthy adults can tolerate exposures at somewhat above the minimum standards before adverse effects are observed.

Clean air standards are an outgrowth of the Clean Air Act Amendments of 1970. As a result of this act, the Environmental Protection Agency (EPA) developed standards for seven types of pollutants with individual states retaining the right to establish more stringent standards, or AAQS, for other exposure periods or different types of pollutants. Since California standards predate the Clean Air Act Amendments of 1970, and because of unique California air quality problems, considerable diversity exists between state and federal standards.

A comprehensive Air Quality Maintenance Plan (AQMP) under the acronym RAQS (Regional Air Quality Strategies) was developed in the 1970's which predicted attainment of all federal AAQS by the required deadline. The technology for stationary source reductions has, however, not developed as fast as anticipated by the RAQS. New mobile source standards and the rate of county-wide growth has slightly exceeded original predictions. The revisions to the RAQS currently contemplated under the Reasonable Further Progress analysis (San Diego APCD, Annual Report, 1980, Preliminary) must therefore explore a number of new areas of emissions reductions. This task is further complicated by the fact that incursion of polluted air from the South Coast Air Basin occurs periodically into the San Diego Air Basin. Thus, even if the San Diego area pays the social and economic price of clean air, there is no guarantee that the clean air goal will actually be achieved.

If the revised RAQS are to succeed, development such as the proposed project must be consistent with the AQMP. In other words, the rate and magnitude of growth anticipated as a result of the proposed development must be consistent with the demographic projections made by the San Diego Association of Governments (SANDAG) during preparation of the RAQS. In addition, proposed development projects should include appropriate strategies from the RAQS designed to reduce the air pollutants generated. These measures include complementary development of residential and commercial areas, carefully designed roadway systems to reduce congestion, and improved public transit facilities.

Environmental Analysis

Issue: Does the project conform with the land use intensities and timing assumed in the Regional Air Quality Strategies?

Potential Impacts

The RAQS discussed above are based on a series of land use and population forecasts developed by SANDAG. These forecasts include both a designation for the type of land development to occur in an area and a timing schedule for the period when this development will occur. The revised RAQS published in 1978 were based on the SANDAG Series IVb population forecasts. The Series IVb forecasts have now been superseded by the Series V forecasts adopted by SANDAG in 1980, and all new development projects are to be compared to the land use and timing assumptions of Series V (Alexander, SANDAG, April 20, 1982). A new edition of the RAQS, based entirely on Series V, is to be published in the next several months.

In the North City West area, the Series V population forecasts are based on the land use and density designations in the North City West Community Plan. Thus, to be consistent with the RAQS, the precise plan area should be developed with residential neighborhoods at densities of 5 to 10 dwelling units per acre. With regard to the timing of development, the Series V population forecasts designate the community plan area for development during the period from 1978 to 1995. Development has not occurred, however, as originally anticipated in the community plan but will occur later than projected; the adopted North City West Public Facilities Financing Plan shows development taking place between 1982 and 2007. In this respect, air pollutants generated as a result of development within North City West will affect the San Diego Air Basin later than assumed in the RAQS. In order to be fully consistent with the RAQS the project should include appropriate strategies to minimize air pollutant generation as described below. The strategies contained in the RAQS are intended for this purpose.

The 34-acre employment center proposed to be located within the western superblock of Neighborhood 6 would generate approximately 3,000 more daily trips than would similar acreages of multi-family residential development as shown on the community plan. Such an increase in trip generation would not be consistent with the Series V forecasts or with the RAQS; the increase would, however, be small in the context of regional trip generation totals considered in the RAQS. Mobile emissions generated by the increased trips would incrementally increase air pollutant levels in the San Diego air basin and would contribute to a region-wide air pollutant problem. The proximity of the employment center to residential development could, however, increase the percentage of internal trips within the precise plan area which would help to implement the RAQS.

Analysis of Significance

Development of the precise plan area would contribute an increment to the significant cumulative increase in air pollutant emissions occurring in the San

Diego Air Basin. The proposed project would be generally consistent with the land use and development phasing assumptions in the RAQS. The RAQS program has incorporated this and other planned developments into the overall land use projections for the region and has designed various strategies to reduce air pollutant generation from these developments. Air pollutants generated by the 3,000 additional trips created by the employment center have not been incorporated into the RAQS; these mobile emissions would contribute incrementally to regional air pollutant totals.

Mitigation Measures

The following RAQS tactics have been incorporated into the precise plan and tentative map:

- T-1 Regional Land Use Pattern: The project is consistent with the community plan which stresses short home-work trips by provision of a large employment center and commercial area.
- T-2 Expanded Ridesharing: An easily accessible park and ride area would be available to future residents of the plan area at El Camino Real and Carmel Valley Road. Another park-and-ride facility would be located within the town center. Timing of construction of these facilities is specified in the Public Facilities Financing Plan as described in Section III.G., Transportation.
- T-5 Expanded Transit: Proposed major roadways are wide enough for bus use; the nearby park and ride location would serve to make transit use more attractive for plan area residents.
- T-7 Encourage Bicycle Travel: The precise plan calls for bicycle routes on all major internal streets. Neighborhood activity centers, such as schools, parks, and commercial centers, would all be located on these internal streets and therefore would be accessible by bicycle.
- T-14 Traffic Flow Improvements: As required by the community plan and the Public Facilities Financing Program, developers of the plan area would be responsible for significant road improvements. These will serve to avoid congestion, improving traffic flow and automobile engine efficiency.
- T-24 Develop Park and Ride Facilities: Caltrans is responsible for development of the two park-and-ride facilities in the vicinity of the precise plan area. The plan has been designed to enhance the attractiveness of the park-and-ride area near Carmel Valley Road by providing a commercial center adjacent to its designated location.
- T-25 Traffic Engineering for Transit: All major roadways would be wide enough for bus use and bus stops. Designation of the exact location of routes and stops would be the responsibility of transit providers.

T-27 Encourage Pedestrian Mode: All commercial centers and neighborhood parks are readily accessible by pedestrians. Walkways would be provided within open space linkages; sidewalks would be constructed along all streets.

Other RAQS tactics are beyond the control of individual developers. They are the responsibility of state and regional agencies, employers, and car manufacturers.

Issue: **Would the school sites be adversely affected by any localized pollution conditions?**

Potential Impacts

Neither of the school sites would be affected by localized buildup of air pollutants. The school site in Neighborhood 4 is surrounded on three sides by residential development and on the north by Del Mar Heights Road. Planned improvement of Del Mar Heights Road will ensure free-flowing traffic; localized pollutant buildup, which usually only occurs on very heavily congested roadways during stagnant air conditions, would not occur.

The school in Neighborhood 5 would be completely surrounded by residential development. No localized buildup of automobile pollutants would occur in the vicinity of the school.

Analysis of Significance

The proposed locations of the school/park sites would be compatible with potential air pollutant levels. No significant impact would occur.

Mitigation Measures

No mitigation would be required.

I. NOISE

Existing Conditions

Since the precise plan area is currently vacant, the existing noise levels on the site are negligible. The most prominent noise source in the vicinity of the precise plan area is Interstate 5 (I-5) which is located approximately 400 feet west of Neighborhood 6 at its nearest point. I-5 is not a significant noise source on the site at the present time. The precise plan area is not significantly affected by noise from Miramar Naval Air Station (NAS) which is located approximately 8 miles to the southwest. The property is located just north of the Area of Influence boundary for Miramar NAS and is located well outside the nearest 60 decibel (dB(A)) noise contour from this airport (SANDAG, 1977:5). The property is not located near any other airports and is subject to only occasional aircraft over-flights.

The City of San Diego, in the transportation element of the General Plan (1979:60-64), has established a complete set of community noise standards. These standards are reproduced on Table 10. These standards establish maximum allowable exterior noise levels for various types of land developments. The maximum acceptable exterior noise level for residential developments, schools, and parks is 65 dB(A) community noise equivalent level (CNEL). The maximum acceptable noise level for commercial developments is 70 dB(A) CNEL. If it appears that the exterior noise level at a new residential development will exceed 65 dB(A) CNEL, then measures should be included in the proposed project to reduce these noise levels at the project site.

In addition, the State of California, in Section 1092, Title 25 of the Administrative Code, requires that any residential dwellings located within a 60 dB(A) CNEL noise contour from a transportation noise source be designed so that the interior noise level in these dwellings does not exceed 45 dB(A) CNEL with windows closed. This noise standard applies to all multi-family residential dwellings. It is usually the case that in satisfying the City of San Diego exterior noise standard, the State of California interior noise standard is also satisfied. However, if a multi-family residential dwelling is built within a 60 dB(A) Ldn noise contour, and it is not possible to reduce the exterior noise level to acceptable levels, the interior noise level must still be maintained at or below 45 dB(A) CNEL.

Projected Conditions

As development proceeds in the North City West Community Plan Area, the noise environment of the precise plan area will change. The project site will be affected by increased noise on existing roadways such as I-5, El Camino Real, Carmel Valley Road, Del Mar Heights Road, and by traffic noise on new roadways in the area. The projected future traffic volumes and resulting noise contours from the major roadways near the precise plan area are listed in Table 11. The calculations leading to these values are discussed in more detail in Appendix G to this report. The last three columns of Table 11 show the estimated distances from each roadway to selected noise contours within the project site. The precise plan area

may also be affected by the noise from stationary noise sources such as rooftop air-conditioning equipment. The proposed project includes two retail commercial centers which would contain this type of equipment.

Table 10
 LAND USE COMPATIBILITY WITH ANNUAL COMMUNITY NOISE EQUIVALENT LEVELS

		Annual Community Noise Equivalent Level in Decibels					
Land Use		50	55	60	65	70	75
1	Outdoor Amphitheaters (may not be suitable for certain types of music.	Compatible			Incompatible		
2	Schools, Libraries	Compatible			Incompatible		
3	Nature Preserves, Wildlife Preserves	Compatible			Incompatible		
4	Residential-Single Family, Multiple Family, Mobile Homes, Transient Housing	Compatible			Incompatible		
5	Retirement Home, Intermediate Care Facilities, Convalescent Homes	Compatible			Incompatible		
6	Hospitals	Compatible			Incompatible		
7	Parks, Playgrounds	Compatible			Incompatible		
8	Office Buildings, Business and Professional	Compatible			Incompatible		Compatible
9	Auditoriums, Concert Halls, Indoor Arenas, Churches	Compatible			Incompatible		Compatible
10	Riding Stables, Water Recreation Facilities	Compatible			Incompatible		Compatible
11	Outdoor Spectator Sports, Golf Courses	Compatible			Incompatible		Compatible
12	Livestock Farming, Animal Breeding	Compatible			Incompatible		Compatible
13	Commercial-Retail, Shopping Centers, Restaurants, Movie Theaters	Compatible			Incompatible		Compatible
14	Commercial-Wholesale, Industrial Manufacturing, Utilities	Compatible			Incompatible		Compatible
15	Agriculture (except Livestock), Extractive Industry, Farming	Compatible			Incompatible		Compatible
16	Cemeteries	Compatible			Incompatible		Compatible



COMPATIBLE
 The average noise level is such that indoor and outdoor activities associated with the land use may be carried out with essentially no interference from noise.



INCOMPATIBLE
 The average noise level is so severe that construction costs to make the indoor environment acceptable for performance of activities would probably be prohibitive. The outdoor environment would be intolerable for outdoor activities associated with the land use.

Source: City of San Diego 1979 :63 (Transportation Element).

Table 11

Projected Future Traffic Noise Levels on the Project Site¹

Roadway Section	Number of Lanes	Traffic Volume ²	Estimated Distance (in feet) to Selected Noise Contour ³		
			70 dB(A)	65 dB(A)	60 dB(A)
Interstate 5 (north of Carmel Valley Road)	8	185,000	350	650	1,100
Carmel Valley Road (I-5 to Carmel Country Road)	6	56,000	110	250	500
Carmel Valley Road (east of Carmel Country Road)	6	32,200	65	170	370
El Camino Real (north of Carmel Valley Road)	4	35,350	50	120	270
El Camino Real (north of Employment Center)	4	31,000	N/A ⁴	110	250
Soledad Valley Road (north of Carmel Valley Road)	4	21,370	N/A	90	210
Soledad Valley Road (north of Commercial Center)	4	28,080	N/A	100	240
Carmel Country Road (north of Carmel Valley Road)	4	25,200	N/A	100	240
Carmel Country Road (north of MC Road)	4	36,400	50	130	300
Carmel Country Road (south of Soledad Valley Road)	4	26,600	N/A	110	250
MC Road (east of Carmel Country Road)	4	18,300	N/A	75	190
Del Mar Heights Road (east of MC Road)	6	22,000	N/A	85	210

(continued next page)

Table 11 Notes:

1. Calculations from Development of Ground Transportation Systems Noise Contours for the San Diego Region (San Diego Association of Governments, 1973:Appendix C).
2. ADT from North City West Community Plan (City of San Diego, 1973:106) and Transportation Analysis for the Baldwin Company Project, Neighborhoods 4, 5, and 6 of North City West (Urban Systems Associates, Inc., 1982).
3. Distance calculated from the centerline of nearest lane of each roadway to the selected noise contour. These are general estimates of the distances to the noise contours, assuming only straight-line attenuation of noise. Where a graded slope is found adjacent to the roadway, the actual distance to the noise contour will be considerably less than shown.
4. Not applicable, noise level less than 70 dB(A) at the reference distance of 50 feet from the centerline.

Environmental Analysis

Issue: Would any land uses within the precise plan area be adversely affected by noise levels exceeding state or city standards?

Potential Impacts

Based on the noise standards described above, the traffic noise from each of the major roadways listed in Table 9 would have a potentially significant noise impact in the precise plan area. This impact would occur at all of the residential dwellings and the one school/park site located within the 65 dB(A) noise contours for these roadways. Along Soledad Valley Road, Carmel Country Road, MC Road, and Del Mar Heights Road, the noise contour would extend from 90 to 130 feet into the adjacent developments, affecting primarily the first row of dwelling units. Along I-5, El Camino Real, and Carmel Valley Road, this noise contour would extend considerably farther into the adjacent developments, affecting units one or two rows within the site as well as those along the roadway. The noise from I-5, in particular, would affect a great number of multi-family units in Neighborhood 6 because the freeway would be located approximately 20 feet above the grade of El Camino Real and the adjacent developments in that area.

The traffic noise from Del Mar Heights Road would also have a potentially significant impact at the school/park site to be located on this street. As shown in Table 9, the 65 dB(A) noise contour from Del Mar Heights Road would extend approximately 85 feet into this site. The remainder of this school/park site would have noise levels less than 65 dB(A). The other school/park site within the precise plan area is not located adjacent to a major street and so would not be significantly affected by noise. That school/park site is located on a local street in the interior of Neighborhood 5. In addition, depending upon the local topography and site design, the noise from schoolyards at these two school/park sites could have some impact on nearby residences. Although this noise would probably not exceed City noise standards, it may be considered a nuisance by the residents of nearby homes.

None of the other internal streets would have a potentially significant noise impact in the precise plan area. The traffic volumes on each of these streets is expected to be 6,000 ADT or less, not high enough to generate significant noise levels. A two-lane local street with a traffic volume of 5,000 ADT, for example, would generate a noise level of only 62 dB(A) at the reference distance of 50 feet from the centerline of the nearest traffic lane. This noise level should not exceed the City noise standard at the nearest residential building site or school/park site.

Finally, the commercial centers within the precise plan area, one at the intersection of Carmel Valley Road and El Camino Real, and the other on Soledad Valley Road in the eastern portion of Neighborhood 6, would have a potentially significant noise impact at nearby residential dwellings. This impact would result from the noise of roof-top air condition units, fans, and condensers, and other commercial equipment at these sites. Neither of these commercial centers would themselves be affected by significant noise levels, however. As mentioned above, the City noise standard for commercial developments is 70 dB(A), rather than 65 dB(A) as

for residential areas. The 70 dB(A) noise contour from the adjacent streets would not extend very far into these sites and would, in most cases, affect only parking lots or other non-sensitive areas.

Analysis of Significance

Each of the major roadways in and near the precise plan area would generate noise levels greater than the City noise standard of 65 dB(A) in the adjacent residential developments. These noise levels would affect primarily the first row of residential units adjacent to the roadways, although in some cases additional units would be affected. If not properly mitigated, these noise levels would result in a significant impact at the affected sites. The traffic noise from Del Mar Heights Road may also have a significant impact at the school/park site to be located on this street. Rooftop air conditioning equipment at the two commercial centers may significantly affect nearby residential units. None of the remaining residential units within the plan area or the second school/park site would be affected by noise levels exceeding City standards. The two proposed commercial centers would not be affected by noise levels over City standards for that type of development.

Mitigation Measures

The potential noise impacts at the residential dwellings along Carmel Valley Road, Soledad Valley Road, Carmel Country Road, MC Road, and Del Mar Heights Road would be mitigated through the construction of noise reducing barrier walls along the affected development areas. These walls would effectively block the path of sound from the noise source to the receiver, reducing exterior noise to acceptable levels. Noise walls would not be needed along the entire length of each roadway onsite, but only in selected areas. In some places, the residential units nearest the adjacent major roadway are located outside the 65 dB(A) noise contour; in other places a graded slope between the roadway and the units would reduce exterior noise levels without any further measures. This would be the case at some locations on Carmel Valley Road, MC Road, and Del Mar Heights Road, where a tall graded slope alone would attenuate roadway noise to acceptable levels at the nearest lot. The selected locations where noise walls would be needed are shown on the tentative maps, along with the recommended height of each wall. In all cases, these walls would be from 4 to 6 feet in height, measured from the pad elevation to the top of the wall.

To be fully effective, these noise walls should be constructed of solid masonry block or other heavy material and should be continuous along the back lot lines or tops of slope at the affected sites. In order to improve their appearance, these walls could be built of material with a decorative surface, such as appropriately colored or textured walls. As an alternative to the use of walls as noise barriers, landscaped earthen berms could be built at the sites shown in Figures 11, 12 and 13. An earthen berm of the same height would reduce noise as effectively as a wall but would have a more appealing appearance when fully landscaped. The use of berms, however, is costly in terms of the additional lot area required and the installation

and maintenance of landscaping and is not proposed by the applicant. The use of noise barrier walls would be made a condition of approval of each tentative map in the precise plan area and the walls would be shown in appropriate locations on these maps.

The mitigation of potential noise impacts in Neighborhood 6 near I-5 is more complex than for other sections of the precise plan area but also allows greater flexibility in the design of mitigation measures. The use of noise barrier walls is not the only means available to reduce noise levels at the dwelling units along the roadways surrounding this site. Instead, it would be possible to mitigate potential noise impacts by locating non-sensitive land uses, such as garages, parking lots or recreation areas, immediately adjacent to these roadways and locating the dwelling units back from the street. Along El Camino Real, the required distance from the roadway would be approximately 120 feet, the distance to the 65 dB(A) noise contour, and for Soledad Valley Road, the distance would be approximately 100 feet. If it were not possible to locate the proposed dwelling units back from these roadways, then noise barriers would also be required along El Camino Real and Soledad Valley Road. These measures would be implemented through the PRD process. Standard R-11 and R-19 insulation required for energy conservation would also reduce interior noise levels.

The potential noise impact at the school/park site on Del Mar Heights Road should be mitigated by locating the school buildings back from the roadway and outside the 65 dB(A) noise contour. The school buildings are the most sensitive land use at this site and should be completely protected from this noise source. Other less noise-sensitive land uses, such as the park site or parking lots for the school, may be located immediately adjacent to the roadway. In addition, some consideration should be given to locating the playgrounds of both schools in the precise plan area away from the nearby residential developments. Although site plans for the school/park complex are not available, the 15-acre size of the site would make such setbacks feasible.

The potential noise impacts from commercial air conditioning units and other equipment would be mitigated by installation of only low-noise generating equipment at the two commercial centers and by shielding this equipment with appropriate rooftop insulation structures. Such low-noise equipment and insulating structures are readily available today, as are other types of noise reducing equipment such as special baffles and noise reducing vents. The use of this type of equipment at the commercial centers onsite would completely mitigate any potential noise impacts to nearby residences.

J. WATER AND ENERGY CONSERVATION

Existing Conditions

Water

Water service in the precise plan area would be provided by the City of San Diego. Water is delivered to the City of San Diego through the facilities of the Metropolitan Water District of Southern California (MWD). Water is delivered by the MWD from Skinner Reservoir in Riverside County to the San Diego County Water Authority (CWA). The CWA wholesales the water to participating agencies throughout the county.

Although the availability of water in Southern California could become a constraint to development in future years, the policy position of the CWA is that it is capable of providing potable water in the quantities required by its member agencies. This policy is implemented by augmenting supplies when necessary to meet the growing needs of the service area. In light of this policy, no specific allocations of flows to member agencies exists. An adequate supply of water to serve the precise plan area would be available from the CWA source.

Water distribution within the precise plan area would be accomplished in accordance with the North City West Community Plan and with the North City West Public Facilities Financing Plan. In addition to an existing pipeline in Del Mar Heights Road, and a planned pipeline in El Camino Real, a 30-inch pipeline would be installed in Carmel Country Road before 7,000 units are constructed in North City West. Water would be distributed throughout the precise plan area through public water mains located within street rights-of-way.

Energy

Natural gas and electrical service within the precise plan area would be provided by the San Diego Gas and Electric (SDG&E). SDG&E imports a majority of the energy used in the San Diego region with the exception of energy produced at the San Onofre Nuclear Power Plant. The imported energy is derived from oil, hydroelectric power, and natural gas. Electricity would be distributed within the precise plan area through 60 KV and 12 KV overhead power lines which presently traverse neighborhoods. Gas service within the precise plan area would be provided through a high pressure gas line in Del Mar Heights Road.

Environmental Analysis

Issue: Would the precise plan or other project plans adequately encourage or require energy and water conservation? Explain what guidelines for energy and water conservation are contained in the precise plan. Specifically, are there recommendations or requirements for drought tolerant species?

Potential Impacts

Due to the region's dependence upon imported water and energy, development of the precise plan area would contribute to a cumulatively significant regional need to conserve those resources. Measures have been incorporated into the precise plan design element to reduce water and energy consumption as discussed below.

Analysis of Significance

Development of North City West and other northern urban communities has been incorporated into regional population forecasts and into regional water and energy conservation planning strategies. Therefore, implementation of the precise plan would not significantly affect attainment of those goals, as long as state-of-the-art conservation measures are implemented as proposed.

Mitigation Measures

The following measures have been incorporated into the precise plan to minimize water and energy consumption. No further mitigation is required.

1. Landscaping plans would include use of some drought-tolerant plant species as shown on the development plans for Neighborhoods 4 and 5.
2. Residential units would incorporate low-flow devices on plumbing and energy-efficient appliances.
3. All irrigation in both common and private areas would use soil moisture override systems, to avoid sprinkling when the ground is already saturated.
4. New residents would be provided with information regarding water and energy conservation measures at the time of purchase of residential units.
5. Low flush toilets would be installed as required by state law.
6. Individual residential developments would be designed to provide maximum solar access for both active and passive solar systems. This is greatly facilitated by the plan area's natural orientation to the south; no manufactured slopes or adjacent developments preclude solar access.

7. If solar units for hot water and/or space heating are not proposed to be included in the construction of residential units, the design of residential units would include "stubouts" to facilitate later addition of solar units.
8. Individual units would be designed to allow flow-through air circulation, which should be excellent within Carmel Valley.

In addition, the plan area is designed to minimize gasoline consumption by incorporation of commercial, recreational, and school facilities in close proximity to residential areas. The nearby town center and employment center would further satisfy the needs of North City West residents and would reduce their automobile travel. Provision of a comprehensive pedestrian and bicycle system is another important component of the precise plan which would serve to reduce gasoline consumption.

K.CUMULATIVE EFFECTS

Existing Conditions

Development of the northern portion of the City of San Diego and of all of northern San Diego County has proceeded rapidly during the past several years. Actual development within North City West is also expected to begin in the near future. When considered in combination with each other, these proposed and approved developments could have adverse cumulative environmental effects. These effects have been evaluated in previous EIR's for North City West development.

Environmental Analysis

Issue: Are the effects of development of the precise plan area greater or less, in a cumulative sense, than the cumulative impacts identified in previous EIR's for the North City West community? What are the cumulative impacts of this and other projects on the community and neighboring areas?

In order to evaluate the cumulative environmental impacts associated with precise plan implementation, a three-stage analysis was conducted. First, previous North City West EIR's were reviewed and the cumulative impacts identified in each were summarized. Second, an analysis was conducted to determine whether the background upon which the previous analyses were based has changed. Other projects in the area, regulatory policies, and community planning directions were all investigated to determine whether conditions have changed since other cumulative effects analyses were conducted. The relationship between the potential effects identified previously and those which can now be identified was then determined.

o Previously Identified Cumulative Effects

The cumulative effects of development within North City West and surrounding areas have been addressed in detail in other EIR's prepared for development within the community plan area. These documents include the EIR for Carmel Valley, the first neighborhood of North City West (EQD No. 76-05-25P) and its supplements (EQD No. 76-05-25P-S1 and 76-05-25P-S2), the EIR for the third neighborhood of North City West (EQD No. 80-10-03), and the EIR for the North City West employment center (EQD No. 80-05-35). The cumulative effects analyses in the previous EIR's for North City West assumed full build-out of the community plan area and thus included analysis of the precise plan area under consideration in this EIR.

The EIR for the first neighborhood of North City West and its supplements qualitatively addressed cumulative effects on an issue-by-issue basis. The EIR's for the third neighborhood of North City West and for the employment center (EQD No. 80-10-03, pp. 15 & 17; EQD No. 80-05-35, pp. 21 & 23) established a study area

for the analysis of cumulative effects which encompassed all of North City West as well as 16 proposed development projects in the surrounding area as shown below:

Project	Location	Size (acres)	Scope of Project
Fairbanks Ranch	County of San Diego	1,420	620 units
Highland Estates	County of San Diego	28.04	16 lots, presumes 16 units
Seawind-Del Mar Property	County of San Diego	20.06	67 units
Multi-Purpose Transportation Facility	County of San Diego	5.85	6,000 sq. ft..
Sea Grove Park and Del Mar Bluff Preserve	City of Del Mar	7	No structures proposed
San Dieguito Estates	City of San Diego	418	39 units
Rancho La Zanja Properties	County of San Diego	166	73 lots, presumes 73 units
Sea Breeze Estates	City of San Diego	127	12 units
North City West Employment Center	City of San Diego	118	1,500,000 sq. ft.
Carmel Valley Area Precise Plan	City of Del Mar	2.2	18 units
Seabridge Restaurant	City of Del Mar	2.29	10,011 sq. ft.
Sierra Del Mar	City of San Diego	66.5	131 units
Torrey Pines Science Park #3	City of San Diego	93	400,000 sq. ft.
Sorrento Valley Industrial Park Unit 8	City of San Diego	16.8	120,000 sq. ft.
Carmel Valley Precise Plan	City of San Diego	378	2,025 units
North City West Third Precise Plan Development Unit	City of San Diego	291	1,160 units

The cumulative effects identified in these EIR's and still considered significant and applicable to this project are as follows:

Biology: Loss of 1,700 acres of natural habitat and loss of regionally significant sensitive plant species, including mesa club moss, Del Mar manzanita, Del Mar sand aster, Torrey pine, and coast white lilac; isolation of small areas of habitat, such as coast mixed chaparral, not large enough to support sensitive plant and animal species.

Archaeology: Specific archaeological resources confined within individual project sites; contribution to cumulative loss of archaeological resources, primarily cultural remains of the La Jollan people.

Geology/Soils: Minor cumulative loss of agriculturally productive soils.

Water Quality: Cumulative contribution of significant volumes of sediment to Los Penasquitos Lagoon; Leeds, Hill, Jewett drainage study did not include mitigation proposals for 16 projects within study area but outside of North City West. Cumulative introduction of dissolved urban pollutants to Los Penasquitos Lagoon.

Visual Quality: Irreversible alteration of the natural scenic value and existing open space character of all of North City West and other areas in northern San Diego County.

Topographic Alteration: Significant topographic alteration of the entire community plan area.

Land Use: Loss of open land; increased use of beaches and parking facilities which could impair the quality of coastal resources and the enjoyment of the recreation experience for users of these beaches.

Traffic: Overloading of I-5 and potential traffic conflicts and safety hazards at Torrey Pines High School; potential congestion in communities west of I-5 and short-term congestion on the Del Mar Heights Road bridge; 16 projects within the study area were included in the traffic analysis.

Energy: Total buildout of North City West constitutes a long-term significant impact on energy resources although the expected consumption rates are not excessive and would occur if development were to take place elsewhere.

o New Projects, Policies, and Regulations

Since the preparation of the EIR's described above, several other projects have been proposed or approved in the vicinity of North City West. The most significant of these is the Fairbanks Country Club project (EQD No. 81-04-01-P) which was approved by the City of San Diego in April, 1982. That project would involve the development of 783[±] acres in the San Dieguito River Valley east of I-5 with 341 attached residential units. It is estimated that, at full buildout, Fairbanks

Country Club would generate approximately 4,250 trips per day. Since Fairbanks Country Club is located in a future urbanizing area, trips expected to be generated by the project have not been incorporated into regional travel forecasts. Other recent projects in the vicinity of North City West include the following:

Sorrento Hills Community Plan: Plan currently in preparation for a 600[±] acre community plan area; land uses would be primarily industrial and open space.

La Jolla Carmel TM, PRD: Seventy-seven single-family units on 309 acres at the eastern end of Shaw Valley.

Via del Mar: Five single-family units on 5 acres.

San Dieguito Recreation Park TM, CUP: Proposed 500-unit recreational vehicle park and some aquaculture activities at southeast intersection of I-5 and Via de la Valle in the San Dieguito River Valley within the City of San Diego's future urbanizing area.

Via de la Valle CUP: Expansion of the existing Mary's Tack Shop at the intersection of El Camino Real and Via de la Valle. The tack shop would be moved across the street from its present location.

Although no new policies or regulations have been officially adopted by the City of San Diego to guide development in the vicinity of North City West, the approval of Fairbanks Country Club and the proposed San Dieguito Recreation Park do raise questions about city policy regarding development of the future urbanizing areas of the San Dieguito River Valley. Projects which are located within the future urbanizing areas have not been incorporated into regional plans and forecasts such as the RAQS and Series V population data and have not been examined in previous cumulative effects analyses of North City West. To the extent that these projects have adverse environmental effects, there would be incremental increases in cumulative effects.

o Potential Cumulative Effects of Development of Neighborhoods 4, 5 and 6

The cumulative effects of development of the precise plan area would be similar to those described in previous EIR's. Since the proposed precise plan is consistent with the North City West Community Plan in terms of type and density of development proposed, development within the precise plan area has been adequately addressed in previous analyses of cumulative traffic and air quality effects. Effects on resource-based issue areas such as biology and archaeology would be similar to those described above. In some cases, the cumulative effects of development in the vicinity of North City West may be somewhat greater than those previously described since projects such as Fairbanks Country Club were approved after the completion of those previous analyses. Such an increase in adverse effects would not, however, be the direct result of development of Neighborhoods 4, 5 and 6 but would be related to the approval of development within the city's future urbanizing area.

Analysis of Significance

Some cumulative effects are significant on a regional level as described above. The proposed development is, however, consistent with regional growth plans and policies.

Mitigation Measures

Cumulative impacts associated with precise plan implementation would be similar to those identified in previous EIR's for North City West. These impacts would be reduced, but not eliminated, through measures outlined in specific sections of this EIR. These measures include preparation of erosion control and landscape plans, commitment to implementation of all recommendations outlined in future geology, soil, and drainage studies, and implementation of the North City West Transportation Phasing Plan.

IV. ALTERNATIVES

Numerous alternative site designs are available for this property. This section addresses two overall plan alternatives, and four site-specific alternatives designed to reduce or eliminate identified adverse environmental effects. In the final selection of project plans, decision makers must balance environmental issues with economic and social considerations.

A. "NO PROJECT"

If a precise plan for these North City West neighborhoods is not adopted, the property could be utilized according to the existing zoning. The existing zoning allows large-lot subdivisions, and allows agricultural use. Under this alternative, site specific resource impacts could occur, including removal of vegetation and disturbance of archaeological resources. Effects which could contribute to cumulative regional adverse impacts, such as air pollution, water and energy conservation, traffic congestion, and reduction of rural view areas, would not occur. If the plan is not implemented, however, the strong regional demand for housing would not be satisfied in the strictly controlled manner found in the context of North City West. The demand could be met by more piecemeal development, without the public facilities implementation mechanisms established for North City West. Dispersion of the growth throughout the region could have a cumulatively greater impact with regard to certain environmental issue areas, such as traffic congestion, air quality, and water and energy conservation, than would concentration of the development within the precise plan area.

B. REDUCED SCOPE / 1,000 FEWER UNITS

Under this alternative, the precise plan area would be developed with 3,098 dwelling units as opposed to the 4,098 dwelling units proposed by the applicant, a reduction of 1,000 units. The specific locations and product types for dwelling unit reductions are not specified under this alternative. Some environmental impacts associated with the proposed project would be reduced, but not eliminated, under this alternative. Public facility requirements such as roads, schools, and parks would be the same as for the proposed project.

Certain population-dependent environmental impacts, such as traffic congestion, air pollutant emissions, and water and energy consumption would be reduced under this alternative. Assuming an average of 9 trips per dwelling unit per day (based on the USA, Inc. traffic study which assumed 10 trips per dwelling unit per day for very low density development and 8 trips per dwelling unit per day for low density development), approximately 9,000 fewer trips per day would be generated under this alternative than under the proposed project, with concomitant reductions in air pollutant emissions. Energy consumption would be reduced under this alternative by approximately 8,000,000 kWh per month and 50,000 therms per month (assuming an average per unit consumption of 800 kWh per unit per month and 50 therms per unit per month). Reductions in water consumption under this alternative would

amount to 375,000 gallons per day (assuming a consumption factor of 150 gallons per person per day and 2.5 persons per dwelling unit).

Other environmental impacts, such as removal of biological and archaeological resources, topographic alteration, and adverse visual quality effects, would be altered, but not necessarily reduced, under this alternative. Such alteration would depend to a large extent upon the site plans for individual developments within the precise plan area. If cluster housing were proposed, for example, biological impacts could be reduced in the form of preservation of Bell Valley in its entirety or preservation of the bluffs in the western portion of the precise plan area; such clustered housing could have visual quality impacts, however, due to the bulk and scale of proposed residential structures. The provision of additional single-family development, as opposed to the more dense multi-family development proposed by the applicant, would have biological and archaeological effects similar to those associated with the proposed project. Topographic alteration could be lessened under this alternative but this would depend upon the design of the individual residential projects proposed.

C. EASTERN NEIGHBORHOOD ALTERNATIVES

As currently designed, the open space in the eastern neighborhood is divided into several separate portions; large fill slopes within the open space are shown on the tentative map. Several alternatives are available to reduce this impact.

1. Eliminate large fill slope south of the school/park site by allowing the road to descend into the canyon.

This alternative would facilitate access to the open space system and would eliminate the large 70-foot fill area. In order to minimize grading to the north, the park site could be left in its natural state. This would have benefits from a biological and open space standpoint, but would eliminate the developed park in Neighborhood 4. Such a natural park could have walking trails and interpretive areas and would likely require less maintenance than a developed park. The stability of adjacent developed areas would have to be examined by an engineering geologist prior to the adoption of this alternative.

2. Redesign of Neighborhood 4 with an open space system which conforms more closely to the community plan.

Under Alternative C-1 discussed above and the proposed project, the open space system shown in Neighborhood 4 would differ somewhat from that shown in the community plan. Certain open space areas shown on the community plan would be omitted from Neighborhood 4, most specifically an area of open space in the northern portion of the neighborhood and the southeastern finger of open space shown in the east-central portion of the neighborhood on the community plan. Under this alternative, Neighborhood 4 would be redesigned, as shown in Figure 31, incorporating open space areas shown on the community plan but omitted from the original Neighborhood 4 design. This alternative would contain approximately 12.27 more acres of open space than that shown on the original Neighborhood 4 design with an anticipated build-out of approximately 28 fewer dwelling units. Table 12 is a land use acreage analysis of the Neighborhood 4 redesign.

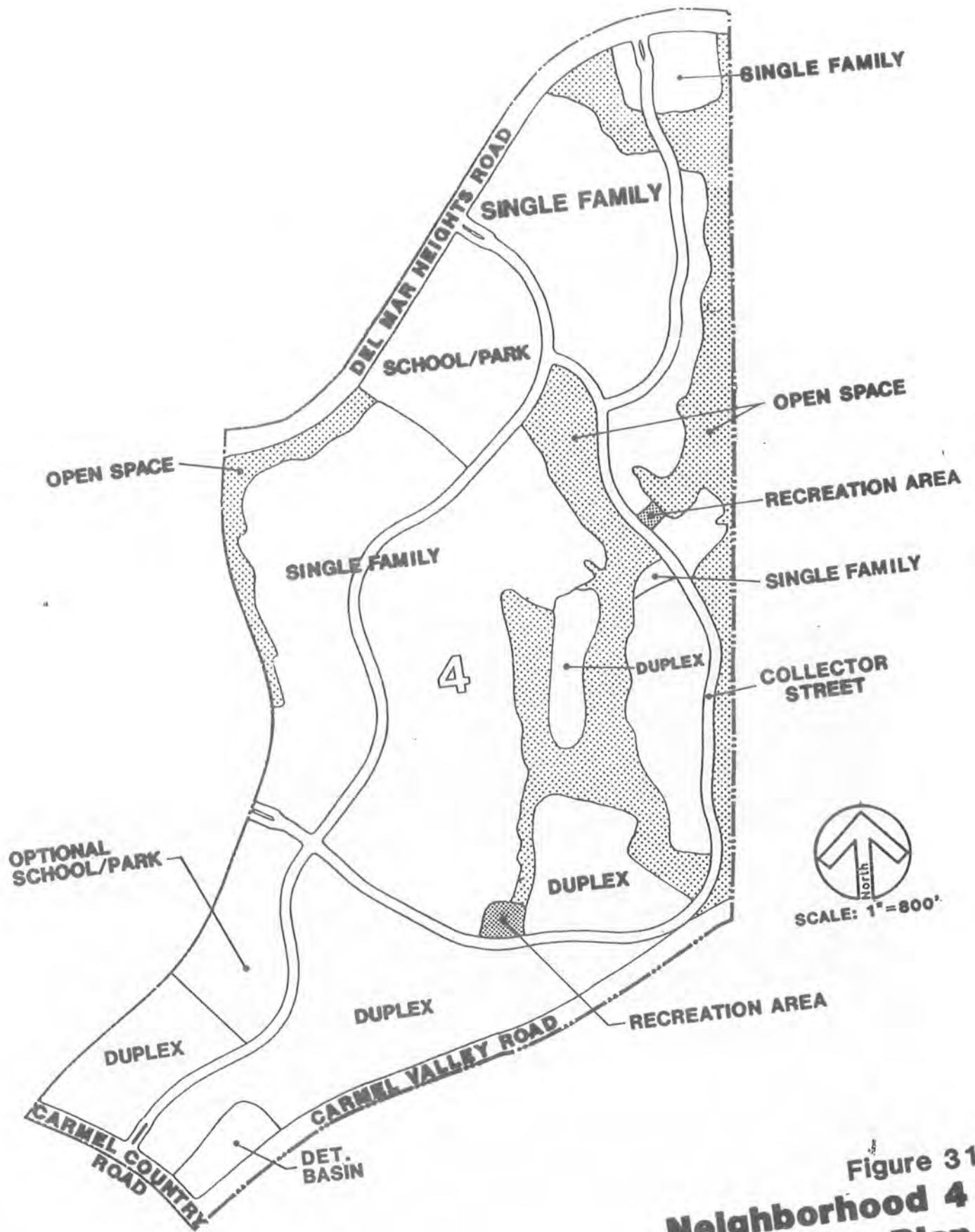


Figure 31
Neighborhood 4
Land Use Plan

Table 12

Neighborhood 4 Redesign
Land Use Acreage Analysis

Proposed Land Use	Number of Lots	Total Acres
Single Family (SF-1)	579	
Duplex (SF-3)	850	277.30
*Open Space	6	(49.44)
*Detention Basin	1	(3.47)
*Recreation Centers	2	(1.80)
School/Park Site	1	15.00
Major and Collector Streets	_____	<u>45.57</u>
TOTALS	<u>1,429</u> DU's	<u>337.87</u> Ac

*Included within residential acreage.

Under this alternative, the open space system would closely resemble that shown on the community plan. An open space area would be added to the northeastern portion of Neighborhood 4 and an additional finger of open space would be located in the east-central portion of the neighborhood. This finger of open space would connect with the open space area along the entire eastern border of Neighborhood 4. Biological resources preserved under this alternative, in addition to those preserved by the original design of Neighborhood 4, include chaparral and scrub oak thicket habitat as well as populations of coast barrel cactus, California adolphia, and mesa club-moss.

The loop road system shown under this alternative would be the same as that proposed under the original design for Neighborhood 4. The loop road system would divide the open space system into several segments; a recreation center would, however, be constructed on Lot 1429 which would serve as a connection between the eastern and western open space areas. A nature trail would be provided throughout the open space system. Division of the open space system into several segments is considered to be unavoidable given the community plan stated goal of provision of an efficient open space system and the existing canyon-like topography of Neighborhood 4.

As a result of the CEQA process, the applicant has elected to alter the Neighborhood 4 tentative map and the accompanying precise plan to conform to the land use configuration shown on the Neighborhood 4 redesign described under this alternative. This has been done in response to concerns expressed by the City Planning Department and comments received during the public review period.

D. WESTERN NEIGHBORHOOD ALTERNATIVES

1. Natural Open Space Designation

Designation of natural open space in the western portion of Neighborhood 6 was suggested by the consulting biologist as a means of reducing the biological impact of precise plan development. This alternative would preserve chaparral habitat as well as small areas of riparian woodland and coastal sage scrub habitat. Torrey pine trees, coast barrel cactus, Del Mar manzanita, and coast white ceanothus would also be preserved under this alternative. Portions of the bluffs in Neighborhood 6, a visual amenity within the precise plan area, would be preserved under this alternative. Designation of such an additional large open space area would require either an appreciably more dense development in the remainder of the neighborhood or a reduction in the number of units constructed.

2. Alternate Land Use: Multi-Family Residential in Western Portion of Neighborhood 6

Under this alternative, the potential employment center in the western superblock of Neighborhood 6 would be changed to multi-family residential uses. Approximately 350 multi-family residences could be constructed under this alternative. Such a land use designation would be compatible with the North City West Community Plan.

Development of multi-family residences in the western superblock of Neighborhood 6 would have traffic impacts similar to those associated with the potential employment center. Loading of traffic from the western superblock onto El Camino Real, which would relieve congestion in the central portion of Neighborhood 6, would occur under the proposed plan and under this alternative. Designation of the western superblock of Neighborhood 6 for residential development would, however, reduce the traffic assignment at El Camino Real and Carmel Valley Road by approximately 3,000 trips and would eliminate the six-lane requirement on El Camino Real in this location.

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VIII. CONSULTANT IDENTIFICATION

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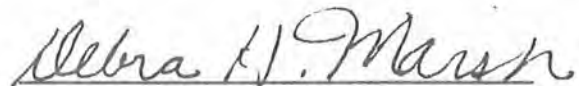
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This report represents a full disclosure of the environmental effects of the proposed actions.



Debra H. Marsh
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ENVIRONMENTAL IMPACT REPORT
FINDINGS FOR NORTH CITY
WEST NEIGHBORHOODS 4, 5, AND 6

The following Findings are made relative to the conclusions of the final environmental impact report (EIR) for the proposed Baldwin North City West Neighborhoods 4, 5 and 6, Community Plan amendment, Planned District amendment, three tentative maps, Development Agreement and Precise Plans. These Findings have been prepared pursuant to Sections 15088 and 15089 of Title 14 of the California Administrative Code and to Section 21081 of the California Public Resources Code.

FINDINGS

A. The City Council, having reviewed and considered the information contained in the final EIR for the proposed Baldwin North City West neighborhoods 4, 5 and 6, the record before the Council and Council Resolution No. 250442, finds that changes or alterations are being required in, or have been incorporated into, the project which mitigate or avoid the significant environmental effects thereof, as identified in the final EIR. Specifically:

1. Land Use.

Impact. Mitigation of open space impact can occur only through the adoption of redesign of neighborhood 4 as addressed in the alternative sections of the EIR (EQD No. 81-1212:41).

Finding. The redesign of neighborhood 4 as a project alternative has been adopted by the project applicant and

required by the City. This action will mitigate any land use impact arising from the degradation of open space within Neighborhood 4.

Impact. The project will result in irreversible and unavoidable changes in the total range of the environment (EQD No. 81-1212:28-32).

Finding. Mitigations of the impact of urbanization on rural lands has been achieved to the extent feasible by the preceding actions of the City of San Diego. By these actions, the City of San Diego has determined that North City West is one of the next logical locations for residential growth. Prior actions include adoption, in 1967, of the first Progress Guide and General Plan; adoption of the North City West Community Plan; adoption of the Progress Guide and General Plan for the City of San Diego; adoption of the Carmel Valley Precise Plan; adoption of the North City West Planned District Ordinance; adoption of North City West School Facilities Master Plan; and adoption of the North City West Public Facilities Financing Plan. These actions defining, focusing, shaping, and organizing planned residential growth serve to only partially mitigate the land use impacts associated with this project resulting from the conversion of rural lands to urban uses.

Impact. The project may result in uses incompatible with adjacent land uses (EQD No. 81-1212:44).

Finding. Mitigation of the possibility of lack of compatibility of adjacent land uses will be accomplished by the use of landscaped earthen berms to serve as safety and visual

buffers between residential lots and commercial areas. The costs of conflicts between the use of the school site and traffic from adjacent streets is recommended to be mitigated by the use of crossing gaurds during school commuting hours.

2. Hydrology/Water Quality.

Impact. The development of Precise Plan areas 4, 5 and 6 will unavoidably alter existing hydrological characteristics of the area. The actual grading and development phases pose dangers of environmental impacts to Penasquitos Lagoon, where exposed soil may be subject to runoff and subsequent erosion (EQD No. 81-1212:50).

Finding. Several mitigation measures have been incorporated into the Grading Regulations (Section 103.0605) of the North City West Planned District Ordinance which will minimize the production of sediment for the areas to be developed. Chief among these is the establishment of comprehensive drainage plans for each precise plan area. The environmental impact report recommends the following mitigation measures which will be incorporated into the project:

The following grading sequence will be followed for construction within each precise plan area:

1. Clear and grub the site.
2. Rough grading.
3. Install temporary erosion control measures (including slope planning).
4. Excavate and construct detention basins (prior to October 15).

5. Install outlet and inlet structures for detention basins.
6. Construction of houses, streets and utilities.
7. Complete landscaping.
8. Continuous maintenance of detention basins (remove any sediment buildup).

The following erosion control measures will additionally be implemented by the applicant:

1. Construction of detention basins will be completed prior to October 15.
2. The tops of all slopes will be dyked to prevent water from flowing over the crests of the slopes.
3. Sandbag checkdams will be placed in unpaved streets with gradients in excess of 2%.
4. Flat-grade, blade ditches will be provided for entrapment of on-site silt during construction.
5. Adequate drainage will be provided at all times to prevent ponding of water on site during constructions.
6. All disturbed slopes will be planted for either temporary or permanent erosion control.

These measures will reduce the total sediment yield to pre-development conditions, thereby fully mitigating the impacts.

3. Visual Quality.

Impact. The project will have significant visual quality effects. In both the short term and the long term, views

of the property will change from the existing rural environment to that of urban development. Existing visual amenities such as canyons, hills, bluffs, and trees would be permanently lost (EQD No. 81-1212:57).

Finding. The hydroseeding of exposed areas for erosion control will occur immediately after grading. This will reduce short-term visual quality effects of construction until the landscaping is in place. The Design Element contains strict requirements relating to the development within each of the precise plan areas which serve to mitigate any visual impacts associated with development. The Design Element, together with the precise plans and the development plans, address all aspects of visual quality, including preservation of views, landscaping concepts, site design concepts, street furniture and signage programs. These measures insure design and landscaping review and would minimize, but not eliminate the adverse visual impacts associated with the project. Additionally the use of decorative wall materials on noise barriers is recommended to reduce visual impacts associated with berming. Earthen berms will additionally be required to be landscaped.

4. Geology/Soils/Landform.

Impact. The slopes in Bell Valley within Neighborhood 4 may require remedial grading in order to implement development as proposed (EQD No. 81-1212:70).

Finding. A complete geological reconnaissance will be conducted by an engineering geologist prior to recordation of the final map. This study will address landslide potential,

potential for instability along the slopes of Bell Valley, and the potential for any other unstable conditions within the precise plan area. Additionally it is required that an on-site geologist be present during grading and that all recommendations of the geologist be followed.

5. Biology.

Impact. The project will result in the loss of portions of several vegetation communities and certain sensitive plant species within each of the precise plan areas (EQD No. 81-1212:82).

Finding. Partial mitigation of the biological impacts has been achieved through a design of the precise plans. Natural open space areas located within Neighborhood 4 will preserve more than ten acres of a coastal sage scrub habitat; seventeen acres of the chaparral habitat and at least forty-five coast barrel cactus plants. These open space areas would be retained primarily in their natural state. Additionally, the SDG&E easement will be retained in open space and will connect across the project site with areas to the north. Additional mitigation measures are also required to insure the vitality of open space plantings. These measures include the planting of native plants which will be drought-tolerant along open space areas. The trail system will be provided to focus nonevasive human activities and discourage destructive human activities. Trash and litter will be removed from open space areas. Natural open space areas will be fenced, where necessary, to prohibit entry except at designated locations.

6. Archaeology.

Impact. Land alteration necessary for the construction of the proposed development will result in an adverse direct impact to archaeological sites (EQD No. 81-1212:89-96).

Finding. Impacts to identified archaeological sites deemed as significant will be implemented by the applicant. In addition, a paleontologist will be present at pre-grade meeting and during grading activities to insure that paleological resources will be salvaged where appropriate. These measures will mitigate the archaeological impacts.

7. Transportation.

Impact. The project could result in transportation impacts associated with traffic (EQD No. 81-1212:106-114).

Finding. Cumulative and direct impacts related to this project are addressed by the traffic impact study and transportation phasing plan associated with the North City West Public Facilities Financing Plan. The Plan provides for staging and dwelling units and carefully defined improvements to mitigate transportation impacts in proportion to development as it occurs. The project traffic can be adequately and safely mitigated within the framework of these improvements. Additional recommendations will be implemented by the project applicant. These include the community connecting road which intersects Soledad Valley Road and serves the retail commercial on the southern edge being constructed as a four-lane major with provision for left turn lanes. The external access road to El Camino Real in Neighborhood 6 will be constructed as a four-lane collector road with provisions for

left turn lanes. The external access road in Neighborhood 4 which connects to MC Road will be constructed as forty foot/sixty foot street with provisions for left turn lanes. El Camino Real will be constructed as a six-lane major road from Carmel Valley Road to Neighborhood 6 connecting road just north of the visitor commercial development. Left turn improvements and signalization at intersections with El Camino Real and the intersecting road along the north edge of the visitor commercial development must be provided when warranted or at the direction of the City Engineer. Left turn improvements and signalizations at the intersection of Soledad Valley Road and the intersecting road which links Neighborhoods 5 and 6 together along the southern edge of the retail commercial will be provided when warranted, or as directed by the City Engineer. Project development will be coordinated with the North City West Cumulative Impact Study and the Transportation Phasing Plan. If any differences in staging or phasing occur, the phasing plan will be updated.

8. Air Quality.

Impact. Development of the project will contribute to the increment of significant cumulative increase in air pollution emissions occurring in San Diego (EQD No. 81-1212:122).

Finding. The following mitigation measures have been incorporated in the Precise Plan and tentative maps: regional land-use pattern; expanded ridesharing; expanded transit; encouragement of bicycle travel; traffic flow improvements; development of park and ride facilities; traffic engineering for transit; and encouragement of the pedestrian

mode. Additionally neighborhood activity centers such as schools, parks and commercial centers are located on internal streets and are accessible by foot and bicycle and connected with trail systems. These mitigation measures serve to significantly reduce air quality impacts. However cumulative air quality impacts remain significant.

9. Noise.

Impact. Each of the major roadways would generate significant noise levels (EQD No. 81-1212:132).

Finding. Potential noise impacts to residential dwellings along Carmel Valley Road, Soledad Valley Road, Carmel Country Road, MC Road and Del Mar Heights Road will be mitigated to the construction of noise reducing barrier walls along the effected developmental areas. Additional mitigation measures imposed to potential noise impacts in Neighborhood 6 adjacent to Interstate 5 will be developed in accordance with the PRD procedures and the requirements of the North City West Planned District Ordinance as development occurs. Specifically, such mitigation measures are designed to be site-specific and dependent upon the type of units constructed within Neighborhood 6. Potential noise impacts to the school park site on Del Mar Heights Road would be mitigated by locating the school buildings outside of the noise corridor. Any noise impacts resulting from commercial air conditioning units and other equipment at commercial sites will be mitigated by shielding equipment with appropriate rooftop installation structures.

10. Water and Energy Conservation.

Impact. Development of the project along with cumulative development, will result in impacts to regional water and energy usage (EQD No. 81-1212:135).

Finding. The following mitigation measures have been incorporated to require water and energy conservation: Landscaping plans will included use of a drought-tolerant species; residential units will incorporate low-flow devices in plumbing and energy efficient appliances; all irrigation in common and private areas will use soil moisture override systems; new residents will be provided with information regarding water and energy conservation measures; low flush toilets will be installed; individual residential developments will provide maximum solar access for both active and passive solar systems; all construction will include stub-outs to facilitate addition of solar units if not provided in initial construction; and individual units will be designed to allow flow-through air circulation. In addition, as a result of the North City West Community Plan, gasoline and energy consumption is minimized by the incorporation of commercial, recreational and school facilities in close proximity to residential areas. Provision of a comprehensive pedestrian and bicycle system will also serve to reduce reliance upon automobiles and reduce gasoline consumption. These measures will mitigate any impact.

11. Cumulative Effects.

Impact. The project, in conjunction with other development projects located in the northern coastal area will result in cumulative effects upon biology, archaeology, geology, water quality, visual quality, topographical alteration, land use, traffic and energy (EQD No. 81-1212:139).

Finding. Cumulative impacts associated with the precise plan implementation will be significantly reduced, but not eliminated, through the measures outlined in the environmental impact report.

B. The City Council, having reviewed and considered the information contained in the final EIR, the record and Council Resolution No. 250442, finds that the following changes or alterations which mitigate or avoid the significant environmental effects of the project are within the responsibility and jurisdiction of another public agency. Specifically:

1. Cumulative Impacts.

Impacts and Mitigation. The cumulative impact analysis section, prepared pursuant to CEQA Guideline Section 15023.5, has identified a number of cumulative impacts associated with this project and twenty-one other projects currently under analysis in the area of this proposed project. The cumulative impacts identified are to traffic, energy, biology, archaeology, geology, water quality, visual quality, topographical alteration and land use. With the exception of impacts upon traffic, energy, air quality, hydrology, and urban services, which can be

mitigated by other jurisdictions in manners similar to the mitigation measures proposed relating to this project and others within the City of San Diego, the cumulative impacts identified with the projects associated with the County of San Diego and with the City of Del Mar are unmitigable cumulative impacts.

Finding. Cumulative impacts resulting from this project and other projects can be significantly mitigated by the requirements of mitigation measures similar to those applicable to this project which reduce the impacts for each given project to a level of insignificance. Accordingly, cumulative impacts to traffic may be reduced by a traffic plan, dependent upon the characteristics of a given project, but designed to reduce to a level of insignificance the traffic impacts associated with each project. Similarly, hydrological impacts may be reduced by maintaining requirements similar to those proposed for the project which require a drainage plan and grading limitations which reduce any associated to those existing in a non-development state. Cumulative air quality and energy impacts which may be significantly reduced by requirements for a self-contained community as well as requirements for non-automobile related transportation alternatives. Other cumulative impacts identified in the EIR, such as those to biological, visual aesthetics, topographical, and land use remain essentially non-mitigable as a result of cumulative consequences of growth in the North County region. Mitigation measures may be proposed for a given project to a level of insignificance. However, each of these impacts generally result in the conversion of raw land into developed

uses. The City of San Diego finds that as to those impacts which are mitigable, the City of Del Mar and the County of San Diego should adopt appropriate mitigation measures as addressed in the Findings.

C. The City Council, having reviewed and considered the information contained in the final EIR, the record, and Council Resolution No. 250442, finds that specific economic, social or other considerations make infeasible the mitigation measures or project alternatives identified in the final EIR. Specifically:

1. Biology.

Impact and Mitigation. During the public comments on the DEIR, a suggestion was made of preservation of all of the riparian woodland, freshwater marsh and saltflat environment dedicated as natural open space and afforded protection from urban development and unmanaged intrusion by humans and domestic animals.

Finding. A small area of the riparian woodland habitat will be preserved in natural open space in Neighborhood 4 under the Neighborhood 4 alternative. The majority of the remainder of the riparian woodland, freshwater marsh and saltflat habitats are located adjacent to Carmel Valley Road. Disturbance of these habitats is unavoidable given the present location of Carmel Valley Road and the need for a major east-west road for both the project and ultimate connection with Interstate 15. Relocation of Carmel Valley Road out of the Carmel Creek basin would require substantial and major land form modification

to the adjacent ridges and is partially impossible as a result of the location of the on-off ramps for Carmel Valley Road presently located on Interstate 5. Most of Carmel Valley Creek will be preserved pursuant to the Community Plan and therefore most of the riparian woodland, freshwater marsh and saltflat habitats will be preserved. Because relocation of Carmel Valley Road outside of creekbed is an engineering impossibility, and because the measure could necessitate elimination of the bluffs, the suggested mitigation measure is not feasible.

2. Air Quality.

Impact and Mitigation. During the public comment period, a suggested mitigation measure in the form of a city-wide ordinance containing bicycle parking standards was suggested as mitigation for air quality impacts.

Finding. Bicycle park facilities will be provided at school/park sites, at neighborhood commercial centers, at park and ride facilities and within multi-family residential developments. In light of the existence of such requirements for North City West, the project has mitigated this issue. A city-wide ordinance would not enhance the mitigation for this particular project. Because mitigation measures are appropriately contained for this particular project, the project need not be tied to adoption of a city-wide ordinance requiring a study at the staff level, input from the community and a series of public hearings.

Impact and Mitigation. During the public comment period a suggestion was made of requiring solar hot water and pool heatings in all residential units.

Finding. Requirements of the plumbing for solar water heater and pool heatings are required as a part of this project. Because the project is part of massive phasing, and actual development will occur over an approximate 15 year period, a state-of-the-art application of energy conservation measures will be applied at construction time for a given residential unit. As previously identified in Resolution R-250442, rather than providing energy conservation standards on a project by project basis, administration is more efficiently provided by insuring the building code and state regulations reflect the existing state of technology for energy conservation.

Impact and Mitigation. During the public comments it was suggested that the homeowners association fund internal bus service and that employers within the industrial park fund high speed regional computer bus services.

Finding. Because the financing of transit systems has rapidly changed and will continue to rapidly change, the City Council, for both social and economic reasons, does not wish to "fix" the method of funding of transit services for the entire lifetime of this particular project. The City Council also finds that the requirement of this one project funding transit services through a homeowners association fees or employer fees, would be unfair since that standard does not exist for other residential areas or other employers.

3. Alternatives.

Impact and Mitigation. Alternatives to the project may generally reduce some of the anticipated environmental impacts (EQD No. 81-1212:142-144).

Finding. A no-project alternative would significantly reduce the environmental impacts. The no-project alternative is infeasible because it defeats the long-range planning efforts of the City of San Diego, as previously addressed in Council Resolution No. 250442. Such findings previously identified that acceptance of the no-project alternative would result in increased growth and development in other portions of the City of San Diego and the County of San Diego and that a reduction in the buildable land within the City of San Diego might result in increased housing prices. Selection of the no-project alternative could reduce site-specific impacts, however the cumulative impacts associated with air pollution, water and energy conservation, traffic, and visual would occur with or without this project.

The reduced project scope alternative would provide incremental reductions of resulting impacts anticipated from the buildout of the project. The applicant, as a result of the environmental review process has substantially redesigned Neighborhood 4 and preserved larger amounts of open space within that precise plan area. This was the only environmental impact which could necessarily be associated with the reduced scope alternative. Any other impact associated with the project would still obtain from the reduced scope project alternative. Additionally,

as previously identified in Council Resolution No. 250442, a reduced project scope alternative would place heightened pressures for growth in other areas of the City and County of San Diego and would negatively impact long-range planning goals for the City. Additionally, any reduction to the project scope or density is likely to result in environmental impacts in other locations within the region.

The goals of the eastern neighborhood alternatives have been obtained as a result of a redesign of Neighborhood 4 stemming from the environmental review process. The redesign of Neighborhood 4 has resulted in greater preservation of Bell Valley as well as preservation of the habitat. Total elimination of the roads from the open space areas within the eastern neighborhood is non-attainable as a result of the need for a circulation system providing several means of ingress and egress to the homes. The health and safety of the citizens necessitate more than one access and the elimination of lengthy cul-de-sacs. Thus a redesign to totally eliminate roads into the open space area is socially infeasible.

Western neighborhood alternatives designated the retention of open space in the western portion of Neighborhood 6 or the use of the western portion of Neighborhood 6 as multi-family residential. Designation of the western portion of Neighborhood 6 as open space would eliminate considerable industrial park acreage. Because this western portion fronts on El Camino Real and is immediately adjacent to the North City West Industrial Park, the City Council finds, on the basis of social and

economic consideration that use of the land is best designated as industrial park as opposed to natural open space designation. The need within the City of San Diego for industrial locations and employment opportunities is profound. A designation of this parcel as industrial park also reinforces the goals of the North City West Community Plan for self-containment by creating more job opportunities within the community planning area. It is for this reason that use of the site for multi-family residential units is also rejected. Again, because of the need for employment opportunities and the location of the site across from a developing industrial park, the City of San Diego finds that jobs and employment opportunities are preferable to the construction of residential units.

E. Statement Of Overriding Considerations.

The City Council, having reviewed and considered the information contained in the final EIR, the record, and Council Resolution No. 250442, makes the following statement of overriding considerations:

Although potential project's impacts have been substantially avoided or mitigated as described in the preceding Findings, there is no complete mitigation available for the generalized population-induced impacts associated with residential, commercial and industrial development. The project will have significant non-mitigable impacts upon landform modification, visual aesthetics and biological resources. The project will have significant cumulative non-mitigable impacts upon air

quality, biology, visual quality, topographical alteration, traffic, and energy. Most of the impacts associated with this project are cumulative impacts. As previously stated in these Findings, many of the cumulative impacts could be substantially mitigated by the imposition of mitigation measures similar to those imposed on this project on other projects by other jurisdictions. However, cumulative impacts would occur to some extent if any development were approved in the region and must be accordingly recognized. Short of adopting a no-project alternative, the provision of housing on undeveloped land results in some environmental degradation.

The City Council has previously addressed the wider aspects of the entire North City West planned community in Resolution No. 250442. North City West represents one of the few remaining areas in the City of San Diego with large amounts of land topographically suited to residential development, adjacent to coastal resources, and largely unused or unsuitable for other purposes. The designation of North City West within the planned urbanizing area of the City has been a careful and thorough decision. In the 1967 Progress Guide and General Plan, development of North City West was anticipated prior to 1985. The adoption of the North City West Community Plan in 1975 reaffirmed the City of San Diego's position that North City West would provide housing in a planned and concentrated format. The City Council Resolution No. 218894 providing the conceptual strategy for growth management reaffirmed the designation of North City West in the planned urbanizing sector. Finally, the adoption of

the Progress Guide and General Plan of 1979 reaffirmed North City West would be developed as a part of the growth management strategy. Through a careful analysis of existing and projected demand for housing in the region, as well as an examination of the existing facility and service locations and transportation corridor capacities, the City of San Diego designated North City West in the planned urbanizing section.

As noted in Council Resolution No. 250442, only 18% of the housing units expected pursuant to the Progress Guide and General Plan are designated in the Interstate 5 corridor. Each region of the City of San Diego, the County and the state must be responsible for its fair share of housing. North City West is an effort by the City of San Diego to best meet the housing needs of the citizens of this region in a carefully planned, environmentally sensitive and fiscally responsible manner. The smaller projects might result in fewer environmental impacts. However if these impacts did not occur at the project site, the housing supplied elsewhere within the City or the region will equally incur the types of cumulative environmental impacts associated with the proposed project.

These precise plans are a further step in the integrated and self-contained North City West community. The City of San Diego could accept independent subdivision plans within the North City West community planning area as opposed to the careful precise plan format. Such a process would result in haphazard approvals, haphazard environmental effects and unplanned provision of necessary public facilities. While on balance, each

individual project, because it was not a part of one larger planned community, might have smaller environmental effects, the composite effects of all of the projects together would clearly be worse than those presented in the planned and integrated North City West Community Plan.

Therefore, the City of San Diego finds that the need for the provision of housing; the necessity of a self-contained community of which Precise Plans 4, 5, and 6 are an essential part; and the need to direct and manage the provision and location of housing so that no one area of the City and region is over-burdened override the impacts which result from this project.