

Environmental Impact Report

EQD No. 80-05-35

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

CONCLUSIONS:

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

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

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

SUMMARY

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

Traffic Circulation

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

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

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

Biological Resources

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

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

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

Growth Inducement

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

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

Air Quality

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

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

Visual Aesthetics and Topographic Modification

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

Mitigation: Several measures are contained in the Precise Plan to lessen visual quality impacts. Terraced grading is proposed to reduce the height of cut slopes and to reduce grading requirements, and the Precise Plan controls the height and scale of buildings beyond the regulations in the M-1P Zone. An open space strip along I-5 would be landscaped by future owners to partially screen the buildings. The two open space areas along I-5 and the power line would be maintained by a property-owners association.

Archaeological Resources

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

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

Hydrology and Water Quality

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

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

Geology and Soils

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

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

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

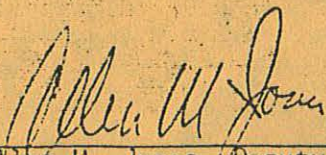
Energy

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

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

ALTERNATIVES

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


 Alden H. Jones, Deputy Director
 City Planning Department

July 13, 1981
 Date of Draft Report

Sept. 18, 1981
 Date of Final Report

Analyst: Balko/dh/meb

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

Engineering and Development Department

Park and Recreation Department

Utilities Department

Planning Department

City Attorney

City Manager

Councilman Mitchell

SANDAG

County of San Diego

Integrated Planning Office

Air Pollution Control District

Department of Land Use and Environmental Regulation

Department of Sanitation and Flood Control

Del Mar Union School District

San Dieguito Union High School District

Solana Beach School District

San Diego Unified School District

State of California

State Clearinghouse

CALTRANS

Fish and Game Department

California Coastal Commission

San Diego Coast Regional Commission

San Diego Region Water Quality Control Board

San Diego Gas & Electric

San Diego Building Contractors Association

San Diego Chamber of Commerce

San Diego Construction Industry Coordinating Council

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

Citizens Coordinate for Century III

San Diego League of Women Voters

Torrey Pines Community Planning Group

Torrey Pines Coastal Group

Torrey Pines Planning Group

Torrey Pines Protective Association

San Dieguito Community Planning Group
San Dieguito League of Women Voters
Del Mar Villagers
Sun Valley Association
APM Cochrane
Pat Jacoby
Coalition for Responsible Planning
Dwight Worden, City Attorney, City of Del Mar
Town Council President's Association
Community Planner's 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
Security Title Insurance Company Trust
Title Insurance & Tr. Co.Tr.
F.E. Ludwig
T. A. Bankhead
H. Eckstein
C. D. Flowers
Newspapers
Daily Transcript
Union Tribune

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. Copies of these documents may also be reviewed at the Del Mar, Solana Beach, Encinitas, and Cardiff public libraries.

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.

The Board of Directors of the Association

Resolved, that the Board of Directors of the Association

do hereby authorize the Executive Director to

execute and sign any and all contracts, agreements,

and other instruments that may be necessary

in the course of the business of the Association

and to take any and all other action that may be

deemed proper and advisable

in the interest of the Association

and to do all things that may be necessary

to carry out the purposes of the Association

and to do all things that may be necessary

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ENVIRONMENTAL IMPACT REPORT
FINDINGS FOR THE
NORTH CITY WEST EMPLOYMENT CENTER

The following findings are recommended relative to the conclusions of the final supplemental environmental impact report (EIR) for the proposed North City West Employment Center Precise Plan, Tentative Map, and Development Plan, EQD No. 80-05-35. These findings have been prepared pursuant to Sections 15088 and 15089 of Title 14 of the California Administrative Code and to Sections 21081 of the California Public Resources Code.

A. The City Council and the Planning Commission, having reviewed and considered the information contained in the final supplemental EIR for the proposed North City West Employment Center, the record before this council and the planning commission, 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. Traffic Circulation

Impact. The development of the North City West Employment Center will add a significant increment of traffic to the road system in the North City West community. The cumulative effect of development of North City West will be to add a significant volume of traffic to the major street system onto Interstate 5 (I-5) and limited volume to adjacent jurisdictions (EQD No. 80-05-35:24-34).

Finding. The city will require the developer to incorporate the following measures into the proposed project.

- a. Street A will be constructed as a four-lane collector street, 78 feet wide from curb to curb, with a 14-foot-wide median designed to accommodate left-turning movements.
- b. Street B will be constructed as a 50-foot-wide local industrial street on a 70-foot right-of-way. The intersection of Street B with Del Mar Heights Road will be designed for right turns only.
- c. El Camino Real will be constructed as a 78-foot-wide, four-lane, primary arterial

street on a 98-foot right-of-way. The centerline alignment should be modified to provide an intersection angle of approximately 75 to 80 degrees at Del Mar Heights Road. Additional pavement width, as specified by the city engineer, will be provided on the west side of El Camino Real to accommodate traffic that would access any driveways from El Camino Real adjacent to the Employment Center.

- d. Traffic signals will be required at the intersections of El Camino Real and Street A, El Camino Real and Street B, and Del Mar Heights Road and Street A.
- e. Del Mar Heights Road will be a 102-foot-wide, six-lane, primary arterial street on a 122-foot right-of-way.

In addition to these specific requirements, the Transportation Phasing Plan for North City West will provide adequate assurances that additional elements of the circulation system within the North City West community will be provided on a timely basis.

These mitigation measures will reduce to a level of insignificance the traffic-related impacts associated with the project. Cumulative impacts will also be reduced by these measures, but not to a level of insignificance (EQD No. 80-05-35:34-41).

2. Growth Inducement

Impact. The approval of the Precise Plan and tentative map will continue the implementation of the community plan. They will make available lots which can be used for activities which will stimulate employment and will encourage the more intensive settling of the north city area (EQD No. 80-05-35:50-51).

Finding. The proposed Precise Plan and Planned District Ordinance contain development restraints that will control growth-inducing effects by the limitation of the physical development and the ultimate uses.

The provision of services for the project will be accomplished by the implementation of financing mechanisms of the facilities benefit assessment program. The services that are to be developed with the tentative map should eliminate

the need for any other financial assistance for mitigation to accommodate anticipated growth. These measures will not reduce the growth inducement impacts to an insignificant level (EQD No. 89-05-35:51).

3. Archaeology

Impact. Due to the nature of the proposed project, all of the sites would be subject to direct impact during construction activities (EQD No. 80-05-35:67).

Finding. A cultural resource recovery and documentation has been completed. The sandstone face containing petroglyph elements (SDM-W-1290) has been photodocumented and recorded, and a latex cast has been made. SDM-W-1291 has been collected and test units made to determine the significance of the site. Reports on these investigations are presently being prepared. These measures of data recovery and report preparation will reduce any anticipated impacts upon the information contained within the sites to a level of insignificance (EQD No. 80-05-35:67).

4. Geology and Soils

Impact. A severe erosion potential will exist during the period after initial vegetation clearance and grading and prior to the development of individual lots (EQD No 80-05-35:76).

Finding. A comprehensive geology and soils technical report will be required prior to the issuance of any grading permits (EQD NO. 80-05-35:76-77). In addition, the following measures will control the runoff and subsequent erosion to predevelopment conditions, thereby reducing the potential effects to an insignificant level (EQD No. 80-05-35:71).

- a. To avoid the rainy season, no grading will occur during the five-month period between October 15 and March 15 each year.
- b. All exposed, graded slopes would be conditioned and planted before November 1 using procedures outlined in County Special Condition R-23, "Specifications for Natural Slope Restoration for Land Development," or the equivalent.
- c. Graded roadbeds would be sandbagged, where necessary, to minimize erosion and prevent

sediment transport. This measure would be maintained until the roadbeds are paved.

- d. Sediment production from graded building pads would be controlled with low perimeter berms, jute matting, sandbags, or other appropriate methods, where necessary.
- e. A system of bladed ditches at flat gradients would be constructed across the larger graded pads in order to retard sediment transport. This system of ditches would be maintained until the actual paving and construction operations occur.
- f. Permanent underground drainage facilities would be constructed on-site concurrently with grading operations.
- g. A detention basin would reduce the rate of runoff from the property, thereby reducing potential erosion and subsequent downstream siltation impacts.

5. Climate and Air Quality

Impact. Local and regional air pollution will be incrementally increased if the project is approved and implemented (EQD No. 80-05-35:57).

Finding. The location of the Employment Center adjacent to I-5 and the proposed park-and-ride facilities will encourage the efficient use of automobiles and public transportation services (Tactics T9 and T10). Street A, which lies within the central portion of the project site, will be broad enough to accommodate bus stops at any point. Bus stops at convenient locations should encourage the use of mass transit and subsequently reduce vehicular emissions. A bicycle route is planned along the major internal street, and pedestrian paths are proposed along the major street and within the open space easement (Tactics T6 and T7). These measures would mitigate the climate and air quality impacts to a level of insignificance (EQD No. 80-05-35:57-59).

6. Hydrology and Water Quality

Impact. If left uncontrolled, the increase in the rate of runoff would result in a significant increase in erosion and sediment production (EQD No. 80-05-35:69).

Finding. A master drainage study has been completed for the northern portion of North City West by Leeds-Hill. The drainage plan provides a detention basin in each development unit to allow independent development of each unit. The detention basins and outlets would be sized to meet the state Coastal Commission's requirement to reduce the rate of storm water runoff having a 10-year frequency or 25-year frequency under ultimate development conditions to the rate of runoff that would exist under present conditions with the same storm events.

The following constraints will be adhered to, to reduce the interim effects during the development phases:

- a. To avoid the rainy season, no grading will occur during the five-month period between October 15 and March 15 each year.
- b. All exposed, graded slopes would be conditioned and planted before November 1 using procedures outlined in County Special Condition R-23, "Specifications for Natural Slope Restoration for Land Development," or the equivalent.
- c. Graded roadbeds would be sandbagged, where necessary, to minimize erosion and prevent sediment transport. This measure would be maintained until the roadbeds are paved.
- d. Sediment production from graded building pads would be controlled with low perimeter berms, jute matting, sandbags, or other appropriate methods, where necessary.
- e. A system of bladed ditches at flat gradients would be constructed across the larger graded pads in order to retard sediment transport. This system of ditches would be maintained until the actual paving and construction operations occur.
- f. Permanent underground drainage facilities would be constructed on-site concurrently with grading operations.

These measures would reduce the erosion and siltation impacts to a level of insignificance (EQD No. 80-05-35: 70-71).

7. Topography and Visual Aesthetics

Impact. The grading, removal of native vegetation species, and the development of structures will result in an irreversible, significant impact (EQD No. 80-05-35:59).

Finding. Incorporated into the Precise Plan is the principle of "contour-related terracing." This breaks the majority of the lots into two terraces at different elevations. These terraces will generally follow the natural contours of the property. This has the effect of reducing the height required for cut slopes and it reduces the overall requirement for grading. For the most part, the terraces will increase in elevation to the west. If the buildings are constructed on the lower terraces, the result is the appearance of a lower-lying structure. The second feature designed to reduce the total visual impact of the project is the planting of trees so that the alignment will permit visibility from the freeway yet form a visual barrier for the residential areas in Del Mar Heights.

Two open space strips are incorporated into the Precise Plan. The first acts as a buffer strip between I-5 and the tentative map area; the second is along the San Diego Gas & Electric power-line easement within the central portion of the Precise Plan area. A total of 15 acres of open space are incorporated into the project.

The Precise Plan, page 12, (EQD No. 80-05-35:60-61) indicates that the open space designated in the plan will be maintained as follows:

- a. The property owners association will maintain the open space adjacent to I-5, San Diego Gas & Electric power easement, and the median and entry areas of Street A.
- b. The maintenance district will maintain the street medians of Del Mar Heights Road and El Camino Real and the detention basin, if required.
- c. The property owners will maintain the parkway areas included in or adjacent to their property.

These measures will reduce the potential impacts, but not to a level of insignificance.

B. The City Council and the Planning Commission, having reviewed and considered the information contained in the final EIR and the record, 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. The cumulative impacts analysis, prepared pursuant to CEQA Guidelines Section 15023.5, has identified a number of cumulative impacts associated with this project and the 15 other projects currently under analysis in the area of this proposed project. The cumulative impacts identified are to traffic, biological resources, growth inducement, and hydrology.

Finding. The cumulative impacts on traffic and hydrology can be mitigated by the City of Del Mar, the County of San Diego, and Caltrans (I-5), using methods similar to the mitigation measures proposed for this project and the general guidelines for the North City West community. 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; hydrology impacts by maintaining requirements similar to those proposed for the project, which require a drainage plan and grading limitations which reduce any associated impacts to those existing in a nondevelopment state; and urban pollutants associated with maintenance and operation of motor vehicles and associated with nutrients used on lawns and landscaping by using detention basins and regular roadside and street sweeping. Other cumulative impacts identified in the EIR, such as those to biological resources and visual aesthetics, remain essentially unmitigable as a result of cumulative consequences of growth in the north county region. Of course, mitigation measures proposed for a given project may mitigate to a level of insignificance the consequences associated with any of these impacts. However, each of these impacts generally results from 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 these findings. The City of San Diego does, however, note that the requirements of such

mitigation measures will significantly increase costs of any development and will reduce any possibility for low- or moderate-income housing in the absence of significantly increased densities, which in turn may increase significantly the impacts associated with a given proposed project.

C. The City Council and the Planning Commission, having reviewed and considered the information contained in the final, revised EIR and the record, finds that specific economic, social, or other considerations make infeasible the mitigation measures or project alternatives identified in the final, revised EIR. Specifically:

1. Traffic

Impact. Cumulative impacts to traffic outside of the North City West community are not mitigated with the proposed project.

Finding. The City of San Diego recognizes that the total buildout of the entire North City West Community Plan and the development of the various north county communities will cause serious traffic congestion on Interstate 5 (I-5) and within neighboring jurisdictions. However, as stated within Section B of these findings, it is incumbent upon the affected jurisdictions to take positive steps to identify and plan for the potential impacts within their jurisdictional boundaries. The City of San Diego, through its planning mechanism for new developing communities, will ensure that the impacts of North City West upon those communities will be considered in engineering the circulation systems (City Council Policies 600-5 and 500-6; City of San Diego Progress Guide and General Plan, pp. 23-24). Therefore, it is expected that the impacts of North City West upon neighboring areas will be reduced to the extent feasible.

2. Biological Resources

Impact. The project will have a significant, adverse biological impact by removing 87 acres of coastal mixed chaparral and a large population of Del Mar Manzanita and other populations of sensitive plant and animal species, both of which are very limited in distribution. The project can also contribute incrementally to an increase in urban pollutants entering Penasquitos Lagoon, as well as increase siltation rates in the lagoon.

Finding. The use of open space easement mitigation, resulting in a reduced scope project, was considered and rejected because such an easement could not realistically be proposed over an area large enough to preserve the biological value of the site. Therefore, the no project alternative is the only alternative available to mitigate the potential impact to the biological resources. However, the North City West Community Plan (City of San Diego 1975:91-97) places major emphasis upon preserving tracts of open space

along the bluff areas adjacent to the San Dieguito River valley to the north and in Carmel and Shaw valleys to the southeast. This may reduce, to some extent, the impacts on a community-wide basis. Partial mitigation is achieved through the use of detention basins that would significantly reduce the off-site erosion potential and reduce, to a lesser extent, the transport of urban pollutants off-site.

One of the major thrusts of the planning effort within the City of San Diego is the "balancing [of] social and community characteristics in all areas by providing for . . . (b) proximity of place of employment and residence" (City of San Diego Residential Growth Management Plan, pp. 24). Placement of housing and employment in reasonable proximity has the overall environmental benefit of reducing traffic based impacts. Vacant land which is available to be used for industrial sites is currently at a premium in the city (City of San Diego Progress Guide and General Plan, pp. 73-79). The largest available tracks are those adjacent to Sorrento Valley, two or four miles south of North City West. This area is developing rapidly. Currently, the vacant industrial floor space available in the north and central city areas are less than six percent of the total developed floor space (San Diego Economic Bulletin, Economic Research Bureau 1981, 29:8). The potential development of an area where residential and industrial areas are in close proximity is limited to vacant lands west of University Towne Centre and to North City West. Due to the limited amount of industrial area available in close proximity to residential development and due to the limited area available for industrial land throughout the city, the no project alternative is socially and economically infeasible.

3. Growth Inducement

Impact. The growth inducement from this and other projects in North City West is considered to be significant.

Finding. The City of San Diego, within its Progress Guide and General Plan (1979:16), recognizes that growth within the region will occur. The city also recognizes that any project in an undeveloped area will likely encourage further development.

As stated earlier, the City of San Diego has a limited inventory of developable industrial acreage and an even more limited inventory of industrial land in close proximity to residential areas (City of San Diego Progress Guide and General Plan, pp. 73-79). The demand for employment

opportunities within the north city area and in close proximity to residential areas is expected to increase as the anticipated growth in the area continues. The development of these localized industrial areas should be encouraged in that they provide a realistic alternative to the "typical commuting burden" (City of San Diego Growth Management Program, pp. 323; City of San Diego Progress Guide and General Plan, pp. 73-79).

The only alternative to the proposed project that would mitigate the growth inducement impacts would be the no project alternative. The present and future demand for employment opportunities make the no project alternative socially and economically infeasible.

4. Visual Aesthetics and Topographic Modification

Impact. The proposed grading and the development of buildings and paved surfaces will significantly alter existing landforms and remove vegetation.

Finding. Although mitigation will be achieved to the extent feasible through the use of terracing and landscaping plans for the Precise Plan, the impacts to visual aesthetics and topographic modification are essentially unmitigable short of the no project alternative. Previous decisions by the City of San Diego regarding the accommodation of growth in the area and the need for employment opportunities within the San Diego region make the no project alternative infeasible.

5. Alternatives

Impact. Alternatives to the project or the community as a whole, in terms of content, design, or scope, may generally reduce anticipated environmental impacts.

Findings. The alternatives to the project basically fall into four categories:

- a. The "no project" (buildout at existing zoning) would preempt the existing community plan and would require the revision of the plan.
- b. The "delayed project" may require the revision of the phasing of the community as a whole and may require revision of the community plan.

- c. The "reduced scope" offers a variety of alternatives that would essentially reduce the viability of an economically feasible light industrial project.
- d. The "nonindustrial land use alternative," which would require the reidentification of of the "self-contained" community and the revision of the community plan.

The no project alternative would significantly reduce the environmental impacts to the following: traffic circulation, biological resources, growth inducement, visual aesthetics, and landform modification. The delayed project alternative would delay the impacts associated with this project and may decrease or increase such impacts, depending upon future events. The no project or delayed project alternatives, because of existing employment demand in the region, are not feasible, in that they serve to defeat long-range planning efforts of the City of San Diego. North City West has been anticipated for development in this century since 1967. Its designation as a "Planned Urbanizing Area" in the Progress Guide and General Plan (City of San Diego 1979) followed a number of studies under the city's Growth Management Program which were aimed at determining the amount and location of land necessary to accommodate existing and projected housing and industrial demands. The elimination of the proposed project as a viable development area would place increased pressure on other developing areas and would impact the ability of the city to maintain its balanced community policy or its fair share of regionally allocated growth. The ultimate consequences of a reduction in developable land in the city could be an even greater increase in the unemployment rate.

Two alternatives were presented which would alter either the general scope of the project or the design: the reduced scope alternative and the nonindustrial zoning. A reduced project scope would generally reduce the environmental impacts in direct proportion to the extent the project is reduced. The nonindustrial zoning could reduce the visual alteration of the project site, but probably not to a level of insignificance.

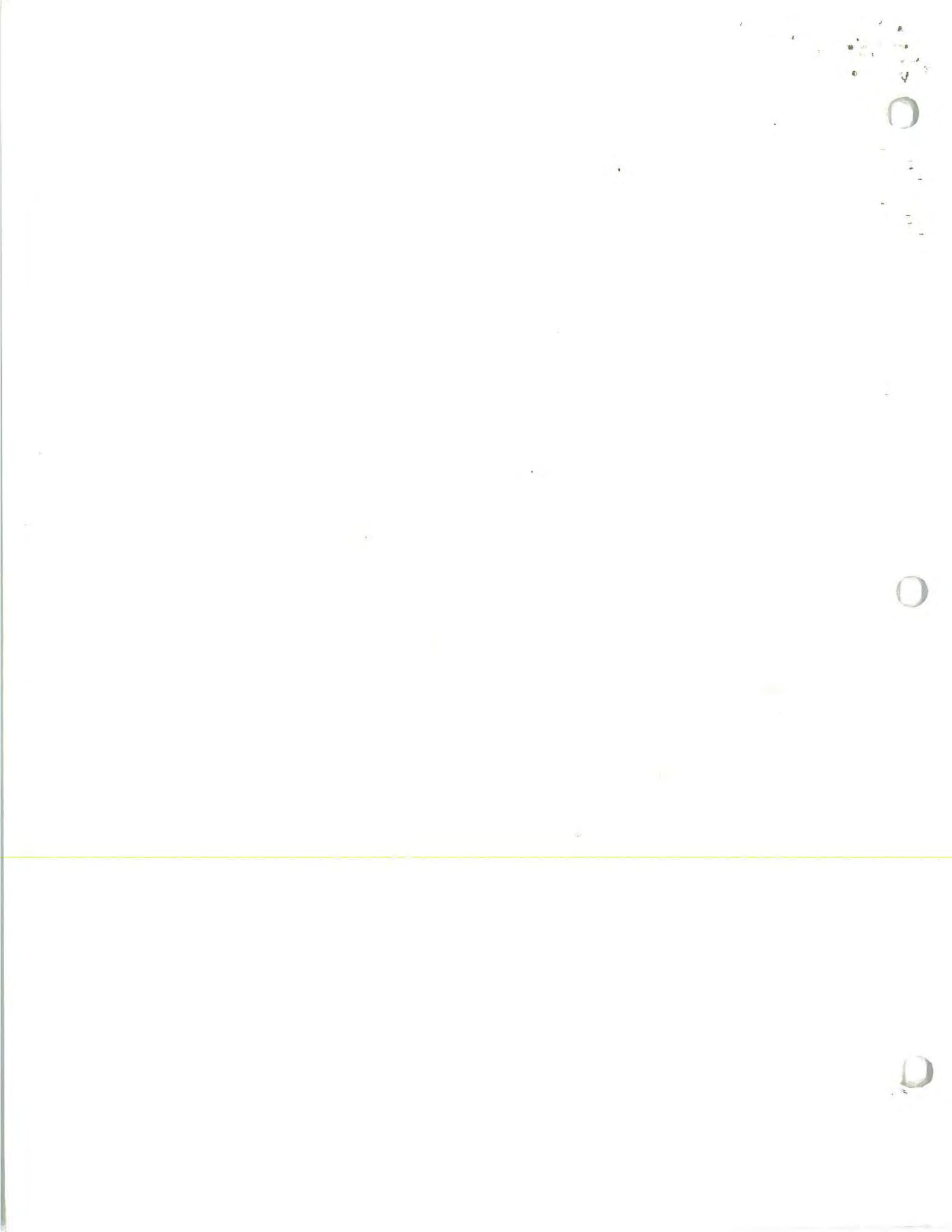
While a project of lesser density or reduced scope may have fewer environmental impacts, an in-house study conducted by the developer (dated 10/8/80) indicates that the existing size of the project is necessary to create and implement a self-contained community. The economic evaluations do not fix an absolute limit, but less dense alternatives and

reduced project scope alternatives heighten the impact of fixed capital costs for public facilities and reduce the impetus for commercial and industrial self-sufficiency.

The nonindustrial (or residential) option would not necessarily result in a significant reduction in any of the indentified impacts. Additional structures in the form of walls and berms would be required along I-5 to reduce the noise levels to those acceptable by the city, thereby creating additional visual impacts as viewed from Del Mar Heights and I-5. Traffic impacts would be aggravated in that a residential development would add to the projected peak-hour traffic loads of the other residential precise plans.

Further, reducing the scope of the proposed project or the selection of an alternate use of the property would seriously jeopardize or eliminate the Employment Center as a viable, light industrial complex. The result would be the elimination of a major employment center, not only for North City West but also for the north city region. Presently, major employment areas within the north city area that can be expanded to accommodate the demand for jobs is decreasing. Therefore, the need for an employment area, as proposed by the Employment Center in North City West, socially and economically outweigh the impacts described.

vcp/ryw





EDMUND G. BROWN JR.
GOVERNOR

State of California
GOVERNOR'S OFFICE
OFFICE OF PLANNING AND RESEARCH
1400 TENTH STREET
SACRAMENTO 95814

RECEIVED
AUG 27 1981
ENVIRONMENTAL QUALITY

RESPONSES:

August 25, 1981

Ms. Mary Lee Balke
City of San Diego
202 "C" Street, N.S. 5A
San Diego, CA 92101

SUBJECT: SCH# 80072317 NORTH CITY WEST EMPLOYMENT CENTER

Dear Ms. Balke:

State agencies have commented on your draft environmental impact report (see attached). If you would like to discuss their concerns and recommendations, please contact the staff from the appropriate agencies.

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 recent Appellate Court decision in Clary v. County of Stanislaus 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 and factors of overriding importance warranting an override of the suggestion. Responses to comments must not be conclusory statements but must be supported by empirical or experimental data, scientific authority or explanatory information of any kind. 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.

Please contact Pam Duncan at (916) 445-0613 if you have any questions.

Sincerely,

Stephen Williamson
Stephen Williamson
State Clearinghouse

cc: Ken Fellows, DWR

No response is necessary.

Memorandum

HEADQUARTERS

Date: August 21, 1981

Ann Barkley, Chief
Division of Transportation Planning
Department A-95 Coordinator

File: 11-SD-5
R 34.1

DEPARTMENT OF TRANSPORTATION - District 11

SCH #80072317, NORTH CITY WEST EMPLOYMENT CENTER

CALTRANS District 11 comments on the Draft EIR are as follows:

1. Page 2 of the Summary and page 34 of the EIR identify the Transportation Phasing Plan for North City West (Table 11) as mitigation for traffic impacts. The mitigation measures listed on page 90 do not, however, provide any of the Transportation Phasing Plan improvements needed to relieve substantial congestion on the Del Mar Heights bridge over Interstate Route 5 and on associated off-ramps. CALTRANS believes it will be a serious mistake to proceed with the North City West Employment Center without signalization at the northbound off-ramp to Del Mar Heights Road.
2. The Transportation Phasing Plan, funded by developers, is intended to provide for the widening of the Del Mar Heights bridge. Along with funding, there will be a need to arrange for the design of the bridge, for inclusion of the action in regional and state transportation improvement programs, and for preparation of federal environmental documents adequate to permit approval by the Federal Highway Administration.
3. CALTRANS did not receive the Appendix E - Traffic Study. The appendices were evidently bound separately and not transmitted along with the EIR.

James T. Cheshire
James T. Cheshire, Chief
Environmental Planning Branch

RESPONSES:

- 2 As indicated on pages 34 and 35 and on Table 11, the majority of the traffic that is associated with the Employment Center is expected, in essence, to complement the traffic generated by the residential areas in that the major portion of the traffic will be inbound, into the community, in the morning and outbound, out of the community, in the afternoon. As a result of the general movements that are anticipated, traffic from the Employment Center is not expected to add to the traffic from the residential areas at critical intersections during the peak hours of travel. As a result, no signal is required on any of the ramps as a requirement of this project.
- 3 No response is required for item 2, in that it only provides direction for future processing.
- 4 No response is required for item 3.

COALITION FOR RESPONSIBLE PLANNING

P.O. BOX 544, SOLANA BEACH, CALIFORNIA 92075

8-28-81

RECEIVED
AUG 31 1981
ENVIRONMENTAL QUALITY
DIVISION

RESPONSES:

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

SUBJECT: Response to Draft Environmental Impact Report for NCW
Employment Center, EQD No. 80-05-35

The proposed industrial-office park as described falls both to match the concept outlined in the NCW Community Plan and to meet the minimum requirements for mitigating the visual and aesthetic impacts. The NCW Community Plan segment dealing with the Employment Center stresses (1) the need to design this industrial area as an industrial park related closely to the remainder of NCW, and (2) the absolute need for each site's development as a part of a planned industrial park with strict development controls. To quote, from NCW Community Plan, page 89,

The concept advocated for the North City West industrial-office park is that individual buildings be designed to fit into park like surroundings. Particular attention should be paid to the appearance of the facility, its scale, and the needs of its employees. In this regard strict standards should be established to assure that the industrial-office park became an asset to the North City West community. Considerations should include the amount of coverage, placement of parking, landscaping of the entire site, screening of all service areas and the provision for small recreational facilities for employees. An important consideration is the establishment of standards to limit the adverse affects of noise, air and visual pollution.

6 The NCW Community plan also specifies the development of the Employment Center in form to accommodate 2500 employees.

Examination of the EIR and other relevant documents leads to several strong conclusions and recommendations;

1. Conclusion: The currently planned industrial park diverges so widely from that of the NCW Community Plan as to fail to meet the legal requirement of consistency with the community plan adopted by the City Council. The current plan is to accommodate 6210 employees, approximately 2½ times the original planning number, on the same acreage. The unification with NCW through strict controls of development, landscaping, provision of small recreational facilities, etc., is clearly absent. The only remaining tie-ins are its proximity and its name. The selection of M-IP zoning is questionable, as allowing far too wide a spectrum of manufacturing, offices, repair and servicing facilities, and material processing and fabrication to be consistent with location in a planned residential community. Sorrento Valley, Kearney Mesa and the industrial area north of Miramar Road stand as examples of unsuitable forms for NCW and as reasons why

5 The North City West Community Plan (pages 89 and 90) notes that buildings within the industrial-office park should "be designed to fit into park-like surroundings with particular attention . . . [being] paid to the appearance of the facility, its scale, and the needs of its employees." The Community Plan states that the M-IP zone should be applied to the industrial office park. This zone contains within it the development standards and necessary development plan approval procedures for the construction of a high-quality industrial office center (Page 123).

The proposed zoning for the project is a special zone that is patterned after, and is more restrictive than, the M-IP zone, a planned manufacturing and industrial zone. The purpose of the standard M-IP zone is to limit building coverage on the lots, to provide landscaping, and to control the architectural style of the structures. The result of these controls is that "it is expected that areas zoned M-IP [or M-IP equivalent] will provide attractive boundaries to heavily traveled highways" (M-IP zone:Section 101.0435.1).

The Employment Center Precise Plan (pages 25-30) provides for extensive landscaping and significant guidance in the selection of plant species. The EIR (pages 59-61) states that the proposed measures as identified within the Precise Plan will reduce the visual impacts, but not to a level of insignificance.

The EIR states (pages 52-59) that the North City West community was included in the revised Regional Air Quality Strategies (RAQS) and the project includes, to the extent feasible, the tactics identified by the RAQS. Therefore, the development of this project will not significantly impact the strategies set forth.

The North City West Planned District Ordinance (PDO) (proposed Section 103.0611B8) will include wording that will significantly limit, beyond the extent of the M-IP zone, the activities that can occur within the Employment Center. By the nature of the allowable uses together with existing ordinances, the PDO will limit the noise and point source air emissions generated as a result of these activities. These impacts are not expected to be significant.

COALITION FOR RESPONSIBLE PLANNING

P.O. BOX 544, SOLANA BEACH, CALIFORNIA 92075
8-28-81

RECEIVED
AUG 31 1981
ENVIRONMENTAL QUALITY
DIVISION

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

SUBJECT: Response to Draft Environmental Impact Report for NCW
Employment Center, EQD No. 80-05-35

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7 1. Conclusion: The currently planned industrial park diverges so widely from that of the NCW Community Plan as to fail to meet the legal requirement of consistency with the community plan adopted by the City Council. The current plan is to accommodate 6210 employees, approximately 2½ times the original planning number, on the same acreage. The unification with NCW through strict controls of development, landscaping, provision of small recreational facilities, etc., is clearly absent. The only remaining tie-ins are its proximity and its name. The selection of M-IP zoning is questionable, as allowing far too wide a spectrum of manufacturing, offices, repair and servicing facilities, and material processing and fabrication to be consistent with location in a planned residential community. Sorrento Valley, Kearney Mesa and the industrial area north of Miramar Road stand as examples of unsuitable forms for NCW and as reasons why

RESPONSES:

6 The estimate by the Community Plan of 2,500 employees within the Employment Center is based on 25 employees per acre. More recent studies (Traffic Generators for the San Diego Region, Caltrans 1980) show that a more concentrated density of employees is typical of centers similar to the North City West Employment Center.

The EIR projected 6,170 employees based on four employees per 1,000 square feet of floor space. Development of the project under a standard M-IP zone would have allowed a density approximately six times that which is proposed. This would presumably result in a comparable increase in the anticipated number of employees.

7 The majority of the industrial projects in Sorrento Valley, in Kearny Mesa, and along Miramar Road were developed under typical manufacturing and industrial zones, such as the M-1A and M-1B zones, prior to the establishment of planned development zones. These zones are less sensitive to appearance and allow a much broader range of uses than those that will be allowed by the standard M-IP zone, the Precise Plan for the Employment Center, and the North City West Planned District Ordinance amendments.

The specific restrictions as identified within the proposed amendments to control development and uses are presented on pages 7 and 19 and on Table 2 (refer to response 5 above).

additional such areas are not need in NCW.

Recommendation: The scale and nature of industry to be permitted in the Employment Center should be tightly restrained, consistent with the Community Plan. Most specifically, the proposed amendment to Section 103.0607 B of the NCW Planned District Ordinance should be revised.

2. Conclusion: The proposal to sever all connection between this development and the school financing plans should be rejected. The Employment Center is to be a unified part of the NCW community. If school financing were to be a major long-term stumbling block to NCW development, this industrial park would stand as an isolated and independent area which would be a clearly inappropriate usage of that land.

Recommendation: The proposed amendments to the planned district ordinance should be changed to retain consideration of school financing. Specifically, the paragraph proposed to be added under Section 103.0603C.2 should have the word "whatsoever" struck, and the part proposed to be added under Section 103.0603D.7 should contain a third subparagraph, reading:

"J. The City Council has adopted a North City West Schools Facility Master Plan covering at least the property covered by the Planned District Ordinance."

J. Conclusion: The measures described in the EIR to mitigate visual pollution and the negative effects of land use changes are ineffective, and reasonable effective measures are available. Design planning, appearance and landscaping are left to the individual site and building developer. The guidelines for site planning are general, and "enforcement will be a result of a 'mutually cooperative approach.'" (EIR, p. 60) That is ineffective! Further, if the developers were to meet the legal requirement of consistency with the Community Plan, the strict controls called for by that Plan would be able to effect the mitigation needed.

Recommendation: Develop and institute a set of designs, appearance, landscaping and maintenance controls for the Employment Center as required in the NCW Community Plan.

Aside from this overall commentary, the Coalition would also like to address specific portions of the EIR.

Traffic Circulation - The ADT generated by the Employment Center is estimated at 20,800. The impact on the Del Mar Heights Road bridge and interchange will be severe. Under the "Transportation Phasing Plan for North City West", when 1800 edu's are built, the bridge will be widened, or as an alternative both Green Valley Road and Carmel Valley Road will be widened. This latter act would defer widening the bridge until 2500 edu's are constructed in NCW. This number of edu's would generate 17,500 ADT's, using a factor of 7.

RESPONSES:

8 The Employment Center will not include any residential areas. Therefore, there will be no students generated as a result of its development and no impact to any of the school districts is anticipated. In that no direct impact to the schools will occur with the development, the decisions upon the Precise Plan and TM need not be preceded by resolution of the schools financing plan. The Employment Center may participate in the financing of schools for the community but this will be by means of a payment of a fee at the time of recording of a final tract map.

9 Table 2 of the EIR presents the proposed amendments to the North City West PDO. Section 103.0607 states that the general requirements identified within the M-IP zone will be in effect, with the exceptions listed. The procedures for development within an M-IP zone require that each lot owner make an application for a development permit. Each permit application will be reviewed according to the criteria in Section 103.0606B of the PDO. Generally, the criteria for review are the regulations within the proposed PDO amendments, which include uses and the architectural design, and conformance with specific development criteria (coverage, height, parking, etc.). In addition, there will be a design committee established to review the architectural design and landscaping to assure the compatibility of the various designs of the individual lot owners. The Precise Plan on page 12 specifically identifies the maintenance responsibility for each of the common areas within the Precise Plan area:

- "a. The Property Owners Association will maintain the open space adjacent to I-5, the SDG&E power easement, and the median and entry areas of Street 'A'.
- b. The maintenance district will maintain the street medians of Del Mar Heights Road and El Camino Real and the detention basin, if required.
- c. The Property Owners Association will maintain the parkway areas included in or adjacent to their property."

10 The conclusion that the widening of the Del Mar Heights Road bridge should be related to the composite traffic demands generated by all developments in North City West plus the San Dieguito Estates and Fairbanks Ranch developments is valid and was incorporated in the formulation of the Transportation Phasing Plan for North City West, as stated in General Notes 2, 3, and 4 of the phasing plan. The equivalent residential dwelling unit thresholds apply to total development in North City West and the thresholds will be subject to revision based on periodic reviews of future traffic conditions.

The design capacity of the bridge at this time is 15,000 ADT. Its current actual ADT is 9,000. The EIR estimates that 22% of the of the 70% of the employees for this Center coming from the south or 4,576 ADT will use the bridge to return home to the south. This EIR does not the anticipated ADT of 22,000 from the rest of NCW, San Dieguito Estates and Fairbanks Ranch. The EIR for First Neighborhood estimated that 70% of that traffic would use the Del Mar Heights bridge to go south on I-5. This increases the ADT for the bridge to over 30,000 ADT, a clearly unacceptable and preventable situation.

We propose that widening of the Del Mar Heights bridge be tied to the ADT generated by NCW, regardless of the source of generation within the project. This would mean that when the bridge capacity of 15,000 ADT was being used, whether it comes from First or Third Neighborhood or the Employment Center, then expansion of the bridge would be done. Of course it would be even more efficient to do this now, knowing that expansion will create even more chaos and waiting at 15,000 ADT than it will with 9,000 ADT.

- 11 The Carmel Valley Road interchange west of I-5 is currently carrying 7,000 ADT with a design capacity of 5,000 ADT (Table 4). The EIR anticipates that 4,992 ADT can be anticipated as generated from the Employment Center to the West side of I-5 on Carmel Valley Road (Table 8). This gives a total ADT of almost 12,000 ADT, yet no plans are indicated to require improvements, as is the case on the east side of I-5. This is a clear discrepancy which must be resolved before the TM can be issued.

- 12 Biological Resources - The proposed center by its current planned nature will destroy the wildlife and flora of this area. This is inconsistent with the 1975 Community Plan's theme of preserving the natural space in NCW. The City of San Diego should insist on natural vegetation, minimum grading and emphasis on building to the land.

- 13 Growth Inducements - The 1975 Community Plan stated that "Employment for approximately one-third of the North City West labor force is expected to be provided in the study area." (p. 34) It is clear that this is not going to happen, since traffic projections show 100% of the labor force for this center coming from outside NCW.

- 14 Air Quality - There is no excuse for using CPO Series IV Population projections in this section of the EIR. Series V is considered more accurate, has been available since 1980, and would result in higher percentages in the pollution expected.

- 15 Geology and Soils - Given the high erodability of Torrey Sandstone, it is very possible that the site preparation will lead to extensive problems with erosion as sites are bought and built on at different times. No mitigations for this problem are suggested.

- 11 Existing Carmel Valley Road in the immediate vicinity of the Interstate Route 5 Interchange is fully improved to a width of approximately 70 feet and is striped for only one traffic lane in each direction. Most of the future North City West traffic that will be on Carmel Valley Road west of the freeway will be destined to and from the interchange ramps. The increased traffic volumes will be accommodated by restriping and existing pavement to provide four traffic lanes plus left turn pockets at the ramp intersections.

- 12 The EIR indicates on pages 99 through 103 that virtually any feasible project would significantly alter the biological resources of the project site.

The North City West Community Plan, pages 91-97, identifies three major areas that are critical for biological preservation within the community: the north-facing bluff areas along the San Dieguito River valley, Carmel Valley along the valley floor within the flood zone and along the north-facing slopes, and the major slope areas along Shaw Valley and tributary canyons in the southern portion of the planning area.

The Community Plan (page 97) shows an open space buffer strip between I-5 and the Employment Center. The proposed tentative map and Precise Plan (EQD 80-05-35:5-6) show the open space buffer along I-5 as well as an open space strip along the SDG&E power-line easement.

- 13 The traffic analysis presented on pages 24-41 of the EIR assumes that 100 percent of the traffic will be from outside of North City West. This analysis is a "worst-case" analysis. It is expected that concurrent with the development of the Employment Center, Precise Plan Units One and Three will be developed. These developments will provide housing for prospective employees and clients of the center. It is also expected that as the remainder of North City West continues to develop, a larger proportion of the traffic for the Employment Center will originate within the community.

The design capacity of the bridge at this time is 15,000 ADT. Its current actual ADT is 9,000. The EIR estimates that 22% of the of the 70% of the employees for this Center coming from the south or 4,576 ADT will use the bridge to return home to the south. This EIR does not the anticipated ADT of 22,000 from the rest of NCW, San Dieguito Estates and Fairbanks Ranch. The EIR for First Neighborhood estimated that 70% of that traffic would use the Del Mar Heights bridge to go south on I-5. This increases the ADT for the bridge to over 30,000 ADT, a clearly unacceptable and preventable situation.

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Air Quality - There is no excuse for using CPO Series IV Population projections in this section of the EIR. Series V is considered more accurate, has been available since 1980, and would result in higher percentages in the pollution expected.

Geology and Soils - Given the high erodability of Torrey Sandstone, it is very possible that the site preparation will lead to extensive problems with erosion as sites are bought and built on at different times. No mitigations for this problem are suggested.

14 The revised Regional Air Quality Strategies which incorporate the North City West community, are predicated upon the CPO series IVb population forecast (EQD 80-05-35). The anticipated population for the North City West community, projected by the series V forecast, has not changed. Therefore, any anticipated air quality impacts which are essentially population-based have not been altered. The series V forecasts show increased population densities in surrounding areas (primarily the County of San Diego and the City of San Diego), which would lead to greater concentration of air pollutants within the San Diego Basin. Therefore, it can be expected that if the series V forecasts are assumed, North City West will represent a smaller proportion of total emissions than previously expected.

15 Leeds, Hill and Jewett, Inc., prepared the North City West Drainage Study, which identifies specific measures and techniques that would reduce the rate of runoff and subsequent erosion on projects within North City West to predevelopment conditions. The study, in part, recommends:

- a. no grading between October 15 and March 15
- b. vegetating of exposed slopes
- c. sandbagging where appropriate
- d. development of low berms around graded pads
- e. bladed ditches across developed pads
- f. permanent underground drainage facilities
- g. development of a detention basin.

The EIR, on pages 71-72 indicates that the measures proposed for the drainage improvements (the Leeds-Hill criteria) would ultimately reduce erosion and subsequent sedimentation impacts to a level of insignificance.

RESPONSES:

4.

- 16 Urban Support Services - Energy mitigations as suggested are good but are meaningless unless they are made mandatory as a part of the subdivision process.

Solid waste - There is no section on solid waste. According to the city's Notice of Preparation of a Draft EIR dated 7-7-80, 1.8 million

- 17 pounds of solid waste would be generated daily by this project. This problem cannot be ignored. This EIR is incomplete without this topic being covered.

Thank you for the opportunity to study this EIR.

COALITION FOR RESPONSIBLE PLANNING by

Anne Omsted, Co-ordinator.

- 16 Specific recommendations for energy conservation have been incorporated into the Precise Plan. The application of these recommendations is dependent upon the specific development proposal for each lot. The development upon each lot will be reviewed in accordance with the M-IP process by the City of San Diego. This process will ensure that each development will incorporate, to the extent feasible, the recommendations within the Precise Plan. In addition to this, a solar access letter assuring minimum solar access standards for each of the lots has been signed.

- 17 The Urban Support Services section of the EIR has been revised to include solid waste.

SIERRA CLUB



SAN DIEGO CHAPTER

HOUSE OF HOSPITALITY
1349 EL PRADO, BALBOA PARK
SAN DIEGO, CALIFORNIA 92101

RECEIVED

SEP 09 1981

ENVIRONMENTAL QUALITY
DIVISION

September 8, 1981

Mary Lee Balko
City of San Diego
Environmental Quality Division
202 "C" St.
San Diego, Ca. 92101

Subject: Public Notice of Draft Environmental Impact Report
EQD No. 80-05-35, North City West Employment Center.

Dear Ms. Balko,

Thank you for providing the Sierra Club the opportunity to comment on this Draft Environmental Impact Report.

In reviewing both the Environmental Impact Report and the Appendices we find we have several concerns associated with this proposed project. In the conclusion one is left with the impression that impacts cannot or will not be mitigated. Our concerns include but are not limited to the following.

1. The proposed rezoning of 118 acres from A-1-10 to M-1P.
- 18 2. The grading of 750,000 cu. yds. of earth.
- 19 3. The proposed destruction of archaeological resources, ie, Sandstone face with petroglyphs.
- 20 4. The removal of 13 mature Torrey Pines and other sensitive plant species.
5. The disturbance and destruction of habitat for such animals as the mule deer, coyote, and sensitive birds.
- 21 6. The off-site siltation of the Los Penasquitos lagoon.
7. The statement in Appendices pg ii, paragraph three- "no fully compensating mitigation measure exists which is compatible with development of the site, and no fully mitigating attendance is considered likely."
- 22

This passage and similar ones make the Review to sound as if mitigation which cannot fully be done should not be done at all.

8. The concerns concerning water and especially sewage capacity as

RESPONSES:

- 18 The Eir on pages 60 and 61 identifies the grading that will be required and will result in an aesthetic and topographic modification impact. This impact is identified as significant and cannot be mitigated to a level of insignificance.
- 19 Pages 67 and 68 of the EIR indicate that a salvage program has been completed and a report of the findings is in preparation. These measures will reduce the loss of any scientific data to an insignificant level.
- 20 The EIR on pages 47 through 49 identifies the removal of the natural habitat, and the loss of sensitive species including the loss of 13 mature Torrey Pines as a significant impact. Studies relating to the ecology of the habitat and the sensitive species including the Torrey Pines could be undertaken. Additionally, a program of transplantation could be undertaken for the sensitive species. However, neither of these options could substantially mitigate the anticipated impacts. A reduced project may reduce the impacts as described on pages 101-102 of the EIR, but not to a level of insignificance.
- 21 The proposed mitigation measures identified within the Hydrology and Water Quality section of the EIR, on pages 70-72 would reduce the siltation potential to the Penasquitos Lagoon to an insignificant level.
- 22 The quote from the biological report (Appendix C) should read:

"Because the value of the resource is based to a large degree on size and continuity, no fully compensating mitigation measure exists which is compatible with development of the site. Alternative land uses are discussed, and no fully mitigating alternative is considered likely."

As explained under response 20, no mitigation measures are available which would substantially mitigate the impacts.

RESPONSES:

addressed in the letter from the County Department of Sanitation and Flood Control.

We agree with the Department of Fish and Game that all mature trees, especially the Torrey Pine should be placed in open space. Recommend that

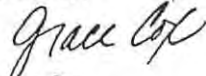
23 17 acres located in the northeast precise plan area be placed in permanent open space. The following measure should also be taken: 1. SDG&E easement

24 should be placed in open space. 2. Reclamation of waste water through a

25 treatment facility should be built as proposed by the County Department of Sanitation and Flood Control. 3. Archaeological resources such as the Sandstone face w/petroglyphs should be preserved. 4. A map made with clear

26 plastic overlays showing the biological, archaeological, easements, etc. could help to see if many of these areas overlap and preserving a number of these areas would thereby solve several problems. 5. For the reasons stated on pg. 99 of the report The Sierra Club requests that either a reduced scope or no project/building at existing zoning be considered and implemented.

Sincerely,



Grace Cox

Land -Use Subcommittee Chair.

- 23 The 17 acres in the northeastern portion of the Precise Plan area, outside of the proposed TM, is presently highly disturbed with residential and agricultural uses. Page 2 of the EIR notes: "The proposed site is currently undeveloped, with the exception of several single family residences, outbuildings, and a horse corral, which lie along the northeastern perimeter". For this reason, an open space easement over this area to preserve biological resources would be inappropriate.
- 24 The Precise Plan (Figure 3 of the EIR) show the proposed open space areas. The TM has been revised to show the open space easements (Figure 4). It can be seen that the SDG&E easement is clearly within the proposed open space.
- 25 A reclamation plant for the Employment Center or for the North City West community is not practical in that the San Diego Metropolitan Sewer District serves the area and the establishment of such a district would only duplicate existing services. Additionally, the requirement for this project alone would require an inordinate expense.
- 26 The Biological Resource and Archaeological Resource sections adequately identify the resources on the property and the possible impacts. Therefore, a separate overlay at this time is considered unnecessary.

To: Environmental Quality Division

Date: 8-19-81

From: Transportation Development

EQD No. 80-05-35

Subject: North City West Employment Center

T.M. No. 02-037

RESPONSES:

No adverse comment

Comments, as follows:

27 No response is necessary.

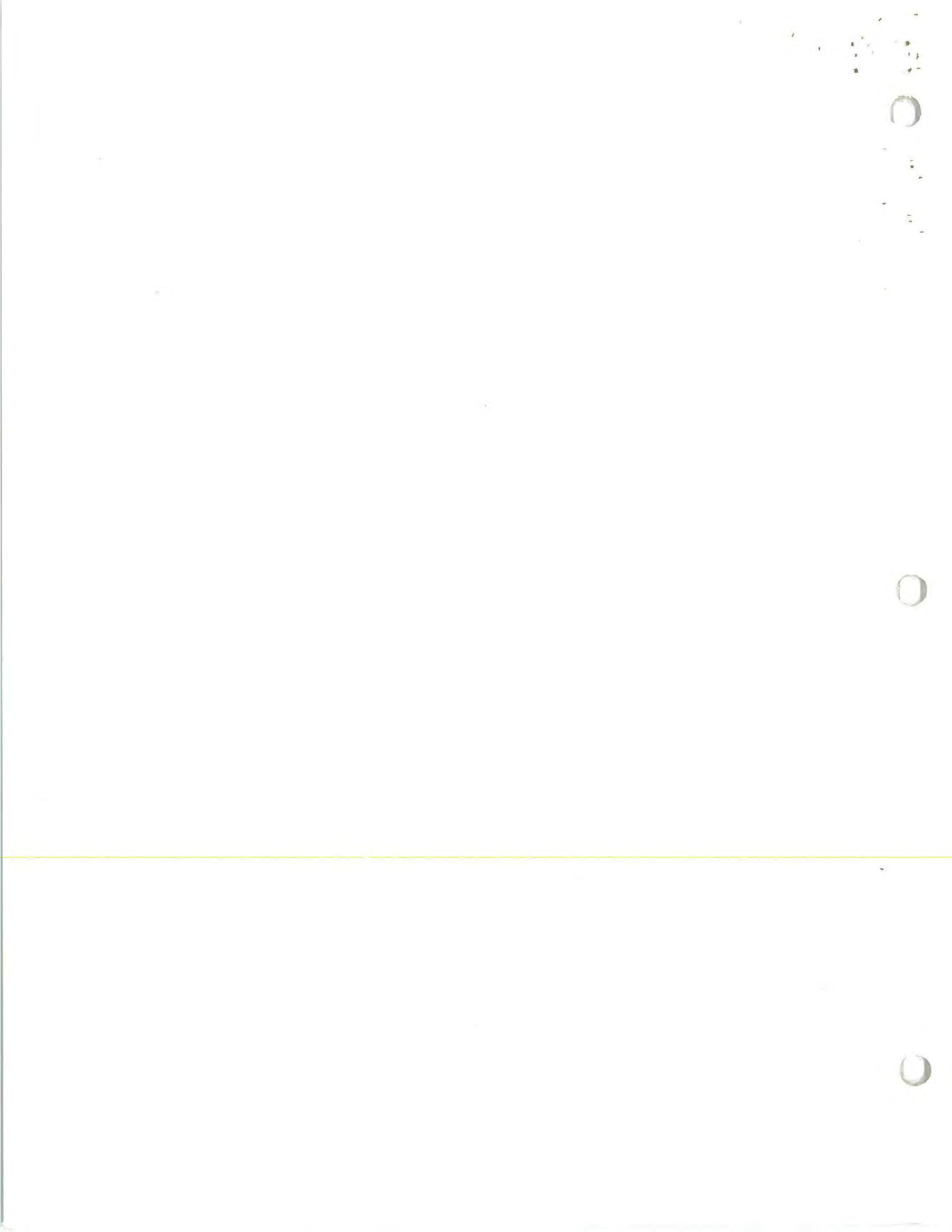
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AUG 20 1981

ENVIRONMENTAL QUALITY
DIVISION

Reviewed By:

J. S. C. H. Rosenberg



ENVIRONMENTAL IMPACT REPORT
FOR
NORTH CITY WEST EMPLOYMENT CENTER
PRECISE PLAN DEVELOPMENT
UNIT NUMBER 2

Prepared for

PARDEE CONSTRUCTION COMPANY
10639 SANTA MONICA BOULEVARD
LOS ANGELES, CALIFORNIA 90025

Prepared by

RECON

Regional Environmental Consultants
1094 Cuddeby Place Suite 204 San Diego, CA 92110 275-3732

RECON NUMBER 6488
SEPTEMBER 16, 1981

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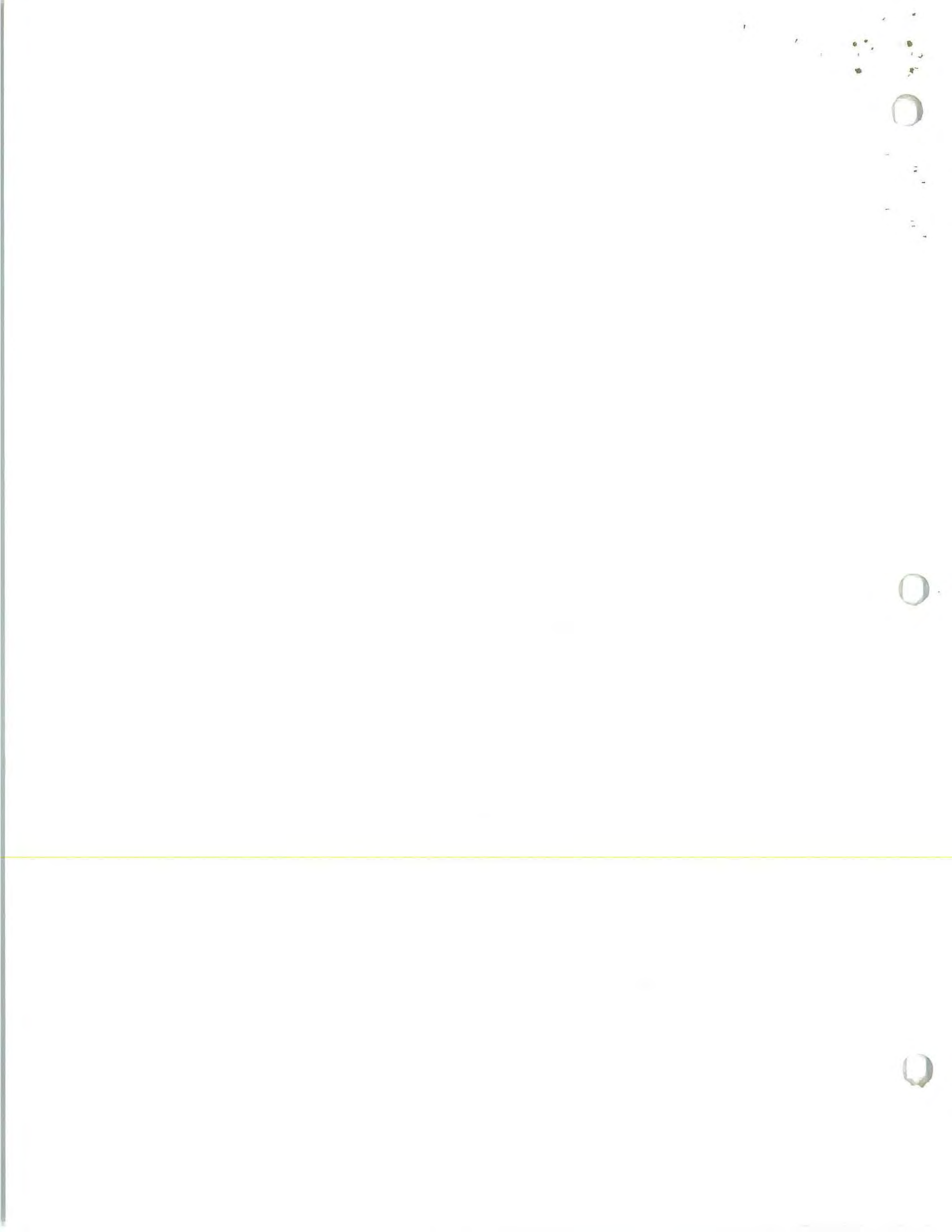
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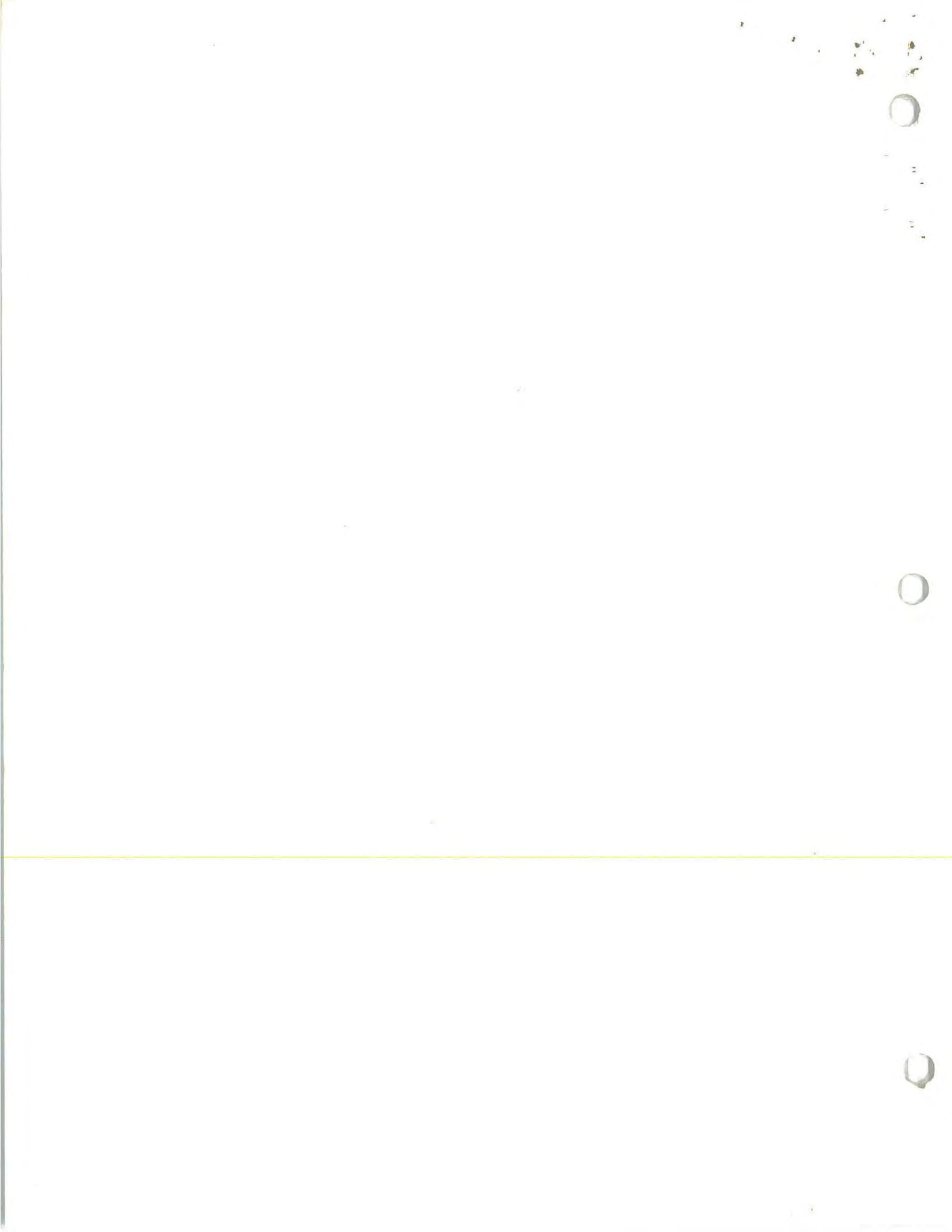


I. INTRODUCTION

This environmental impact report (EIR), prepared according to the most recent requirements of the California Environmental Quality Act of 1970 and the City of San Diego guidelines, presents the relevant information available on the proposed North City West Employment Center precise development plan. The Precise Plan area, as shown in the North City West Community Plan (City of San Diego 1975a:map), is identified as Precise Plan Development Unit Number 2. It is bounded by Interstate 5 (I-5) on the west, Del Mar Heights Road on the north, and El Camino Real to the east. Discretionary actions required for this project include the adoption of a precise plan and planned district ordinance amendment, rezone of the Precise Plan area from A-1-5 to M-IP, and a tentative map (TM) for 103 of the 118 acres in the Precise Plan area.

Land use, growth inducement, biology, water and air quality, geology, archaeology, traffic, and other aspects of the Precise Plan have been addressed. Each major topic under analysis includes a discussion of the existing conditions, the potential or probable impacts, the anticipated cumulative effects, and the proposed or possible mitigation measures. Significant or inevitable environmental effects which cannot be avoided if the Precise Plan is implemented are also identified within the mitigation portion under each topic.

Technical supporting materials discussed and referenced within this text are located in appendices which are under a separate cover or are contained in separate technical documents.



II. PROJECT DESCRIPTION AND SETTING

A. PROJECT DESCRIPTION

The proposed North City West Employment Center site is a roughly triangular, 118-acre parcel of land located south of Del Mar Heights Road between I-5 and El Camino Real. The property is one mile east of the City of Del Mar and approximately 17 miles north of downtown San Diego. The property is separated from the Coastal Zone by I-5 on the west and by Carmel Valley Road to the south. Figures 1 and 2 illustrate the location of the property.

The subject property is characterized by a combination of landforms including low knolls, badland erosional features, sandstone terraces, arroyos, and gently sloping hillsides. The vegetative cover consists of a single major native plant community, coastal mixed chaparral, which is in several stages of development. The proposed site is currently undeveloped, with the exception of several single-family residences, outbuildings, and a horse corral, which lie along the northeastern perimeter. Several dirt roads traverse the property and a 20-foot-wide north-south San Diego Gas & Electric Company (SDG&E) power line easement divides the eastern third of the parcel (Figures 3 and 4).

The property is designated in the adopted North City West Community Plan (City of San Diego 1975a:map, incorporated herein by reference) as an employment center intended to be developed as an industrial office park (City of San Diego 1979b:87-90, incorporated herein by reference). The areas to the north and east are generally undeveloped, with the exception of a gas station and a Pacific Telephone building to the northwest, but are designated for residential and commercial uses in the Community Plan. To the west of the property, across I-5, lies the existing residential community of Del Mar Heights.

The Community Plan (City of San Diego 1975a:123) indicates the area of the Employment Center is to be developed in accordance with an M-IP type of zone. The M-IP zone controls the architecture, landscaping, building uses, lot dimensions and building setbacks, off-street parking, and signs. In addition, it requires the visual screening of outdoor storage, loading areas, and mechanical equipment (i.e., ducts, elevator enclosures, air conditioners, etc.) (Municipal Code Section 101.0435.1). The Precise Plan, as proposed, will allow for the development of a business park consisting of 24 lots, 6 of which will be accessed directly from El Camino Real; 5 lots will be accessed by a short

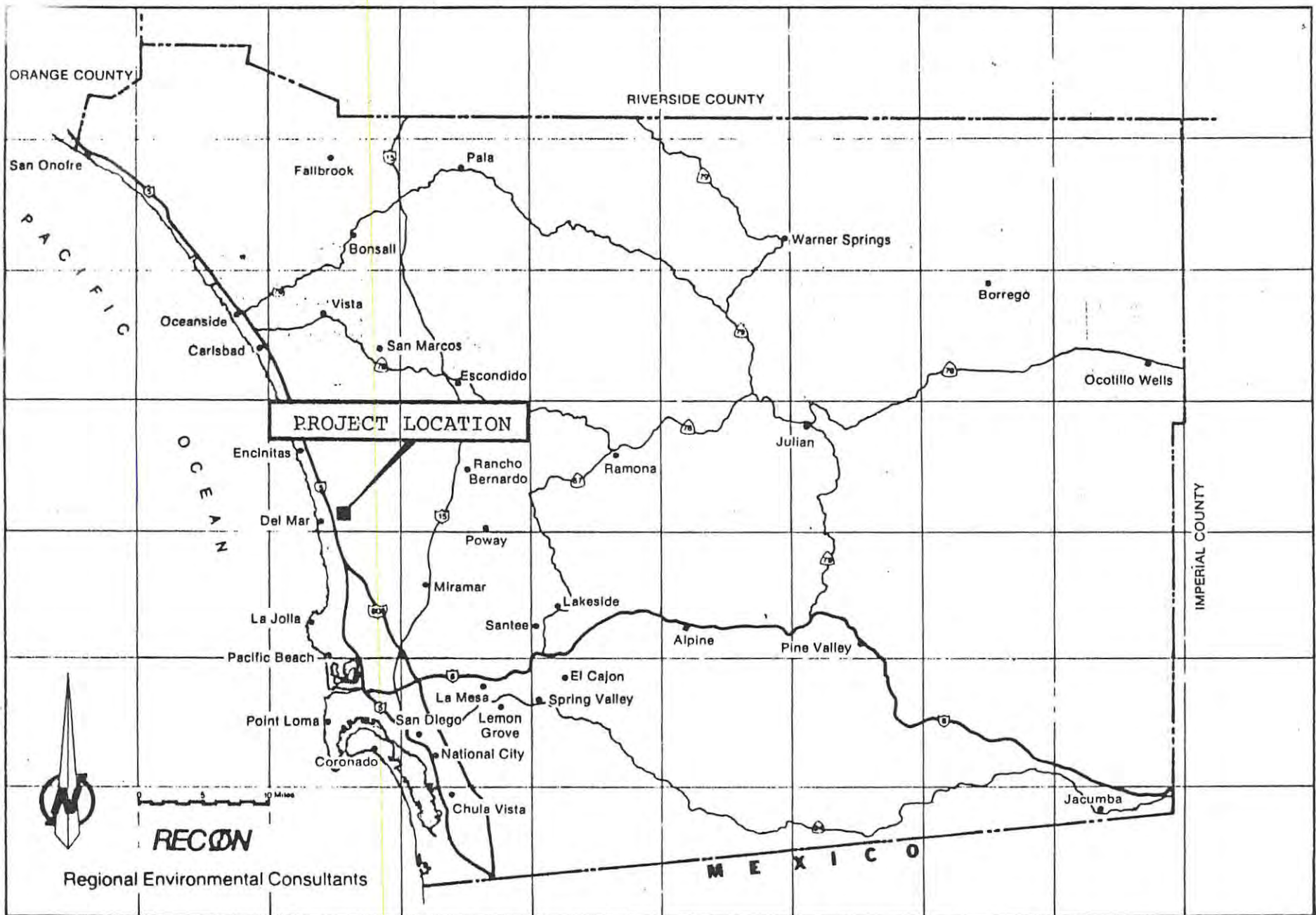


Figure 1. Project location relative to the county of San Diego.

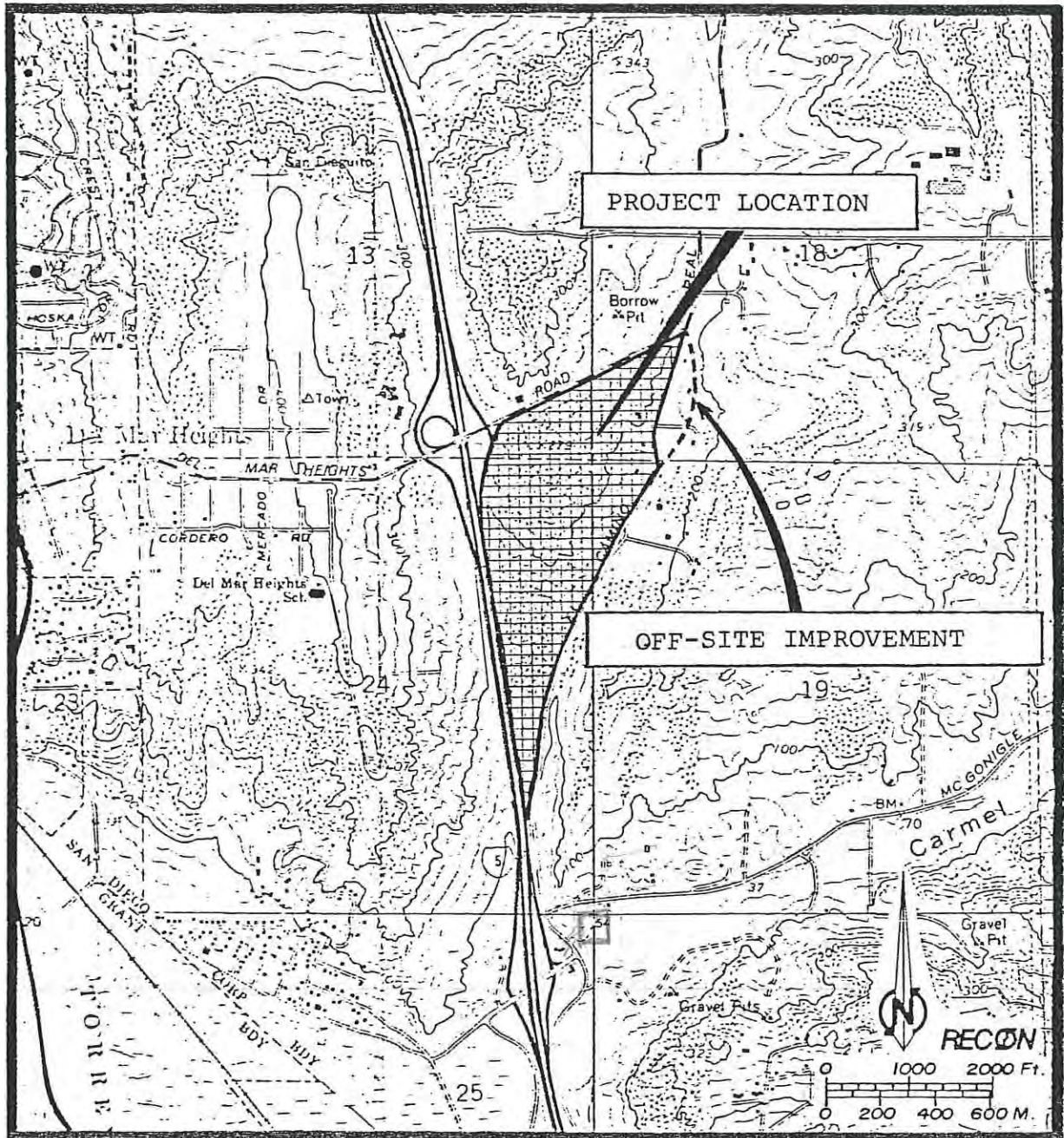


Figure 2. Precise Plan location in relation to its surrounding environs, based on U.S.G.S. 7.5-minute series of topographic maps, Del Mar Quadrangle.

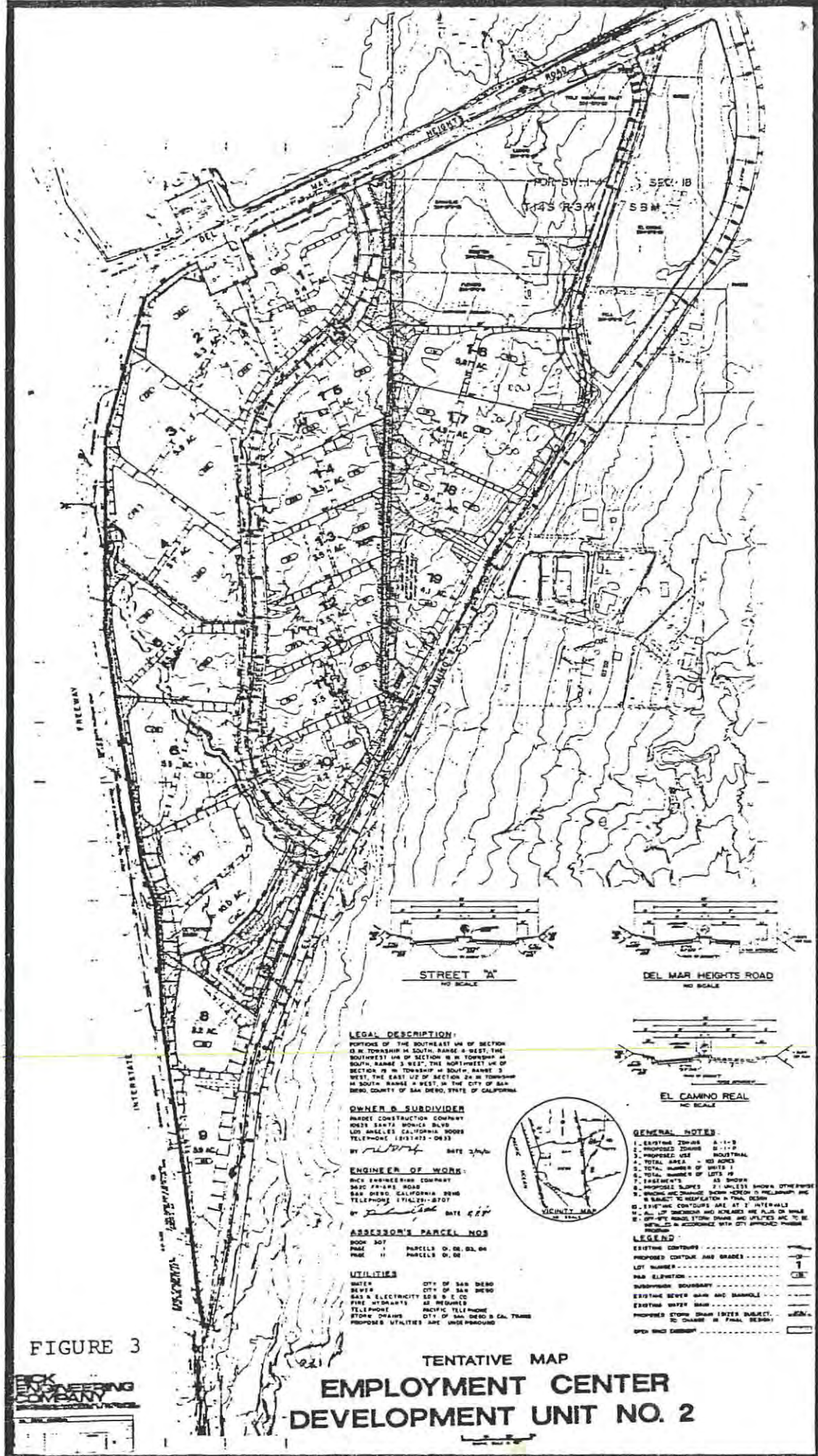


FIGURE 3

BECK ENGINEERING COMPANY

TENTATIVE MAP
**EMPLOYMENT CENTER
 DEVELOPMENT UNIT NO. 2**

LEGAL DESCRIPTION:
 PORTIONS OF THE SOUTHEAST 1/4 OF SECTION 13 IN TOWNSHIP 14 SOUTH, RANGE 4 WEST, THE SOUTHWEST 1/4 OF SECTION 18 IN TOWNSHIP 14 SOUTH, RANGE 3 WEST, THE NORTHEAST 1/4 OF SECTION 19 IN TOWNSHIP 14 SOUTH, RANGE 3 WEST, THE EAST 1/2 OF SECTION 24 IN TOWNSHIP 14 SOUTH, RANGE 4 WEST, IN THE CITY OF SAN DIEGO, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA.

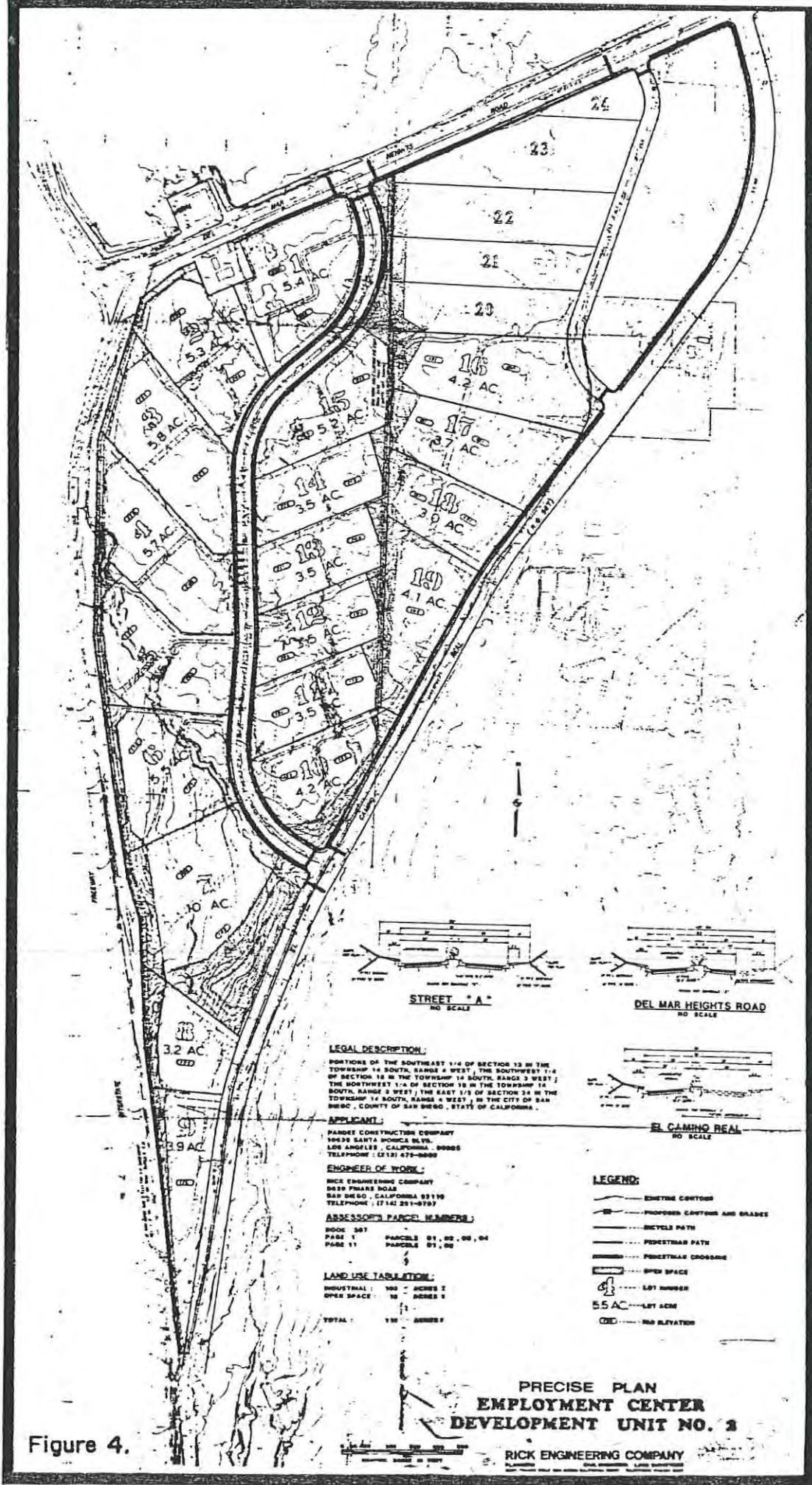
OWNER & SUBDIVIDER:
 HARDEE CONSTRUCTION COMPANY
 10025 SANTEE MONTECITO BLVD
 LOS ANGELES, CALIFORNIA, 90025
 TELEPHONE (818) 743-0433
 BY *[Signature]* DATE 3/1/64

ENGINEER OF WORKS:
 BECK ENGINEERING COMPANY
 5415 FARMERS ROAD
 SAN DIEGO, CALIFORNIA 92121
 TELEPHONE (619) 571-8707
 BY *[Signature]* DATE 4/2/64

ASSESSOR'S PARCEL NOS:
 BOOK 307
 PAGE 1 PARCELS 0, 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

UTILITIES:
 WATER: CITY OF SAN DIEGO
 SEWER: CITY OF SAN DIEGO
 GAS & ELECTRICITY: SDG & E CO
 FIRE HYDRANTS: AS REQUIRED
 TELEPHONE: PACIFIC TELEPHONE
 FIBER OPTICS: CITY OF SAN DIEGO & CAL TELCO
 PROPOSED UTILITIES ARE UNDERGROUND

- GENERAL NOTES:**
- EXISTING ZONING: A-1-B
 - PROPOSED ZONING: B-1-P
 - PROPOSED USE: INDUSTRIAL
 - TOTAL AREA: 403 ACRES
 - TOTAL NUMBER OF UNITS: 1
 - TOTAL NUMBER OF LOTS: 19
 - 1.56 ACRES: 22 UNITS
 - PROPOSED SLOPES: 2% UNLESS SHOWN OTHERWISE
 - SHOWING AND SHOWING: FROM JOHN D. McLENNAN AND ASSOCIATES TO REPLICATOR IN FINAL DESIGN
 - 1.5% AND CONTOURS ARE AT 2' INTERVALS
 - NO. OF INTERSECTIONS AND ACHIEVED SEE PLAN OR SCALE
 - OFF-SPRINT ROAD STONE DRAINAGE AND UNLINED ARE TO BE SET IN ACCORDANCE WITH CITY APPROVED STANDARD SPECIFICATIONS
- LEGEND:**
- EXISTING CONTOURS
 - PROPOSED CONTOUR AND GRADES
 - LOT NUMBER
 - PAV. ELEVATION
 - UNDEVELOPED BOUNDARY
 - EXISTING SEWER MAIN AND MANHOLE
 - EXISTING WATER MAIN
 - PROPOSED STONE DRAIN 18" X 24" SUBJECT TO CHANGE IN FINAL DESIGN
 - OPEN ROAD CORNER



LEGAL DESCRIPTION:

PORTIONS OF THE SOUTHEAST 1/4 OF SECTION 13 IN THE TOWNSHIP 14 SOUTH, RANGE 4 WEST; THE SOUTHWEST 1/4 OF SECTION 13 IN THE TOWNSHIP 14 SOUTH, RANGE 3 WEST; THE NORTHWEST 1/4 OF SECTION 13 IN THE TOWNSHIP 14 SOUTH, RANGE 3 WEST; THE EAST 1/2 OF SECTION 34 IN THE TOWNSHIP 14 SOUTH, RANGE 4 WEST; IN THE CITY OF SAN DIEGO, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA.

APPLICANT:

PANZER CONSTRUCTION COMPANY
10625 SANTA MONICA BLVD.
LOS ANGELES, CALIFORNIA 90025
TELEPHONE: (213) 475-0600

ENGINEER OF WORK:

RICK ENGINEERING COMPANY
2025 PINEAS ROAD
SAN DIEGO, CALIFORNIA 92119
TELEPHONE: (714) 291-9797

ASSESSOR'S PARCEL NUMBERS:

BOOK 387
PAGE 1 PARCELS 01, 02, 03, 04
PAGE 11 PARCELS 01, 02

LAND USE TABLETION:

INDUSTRIAL :	100	-	ACRES :	1
OPEN SPACE :	50	-	ACRES :	1
TOTAL :	150	-	ACRES :	1

LEGEND:

- EXISTING CONTOUR
- PROPOSED CONTOUR AND GRADES
- BICYCLE PATH
- PEDESTRIAN PATH
- PEDESTRIAN CROSSING
- OPEN SPACE
- ① LOT NUMBER
- 55 AC — LOT ACRE
- NO ELEVATION

**PRECISE PLAN
EMPLOYMENT CENTER
DEVELOPMENT UNIT NO. 3**

RICK ENGINEERING COMPANY

Figure 4.

connector in the northeasterly corner of the Precise Plan; the remainder will be accessed from Street A connecting Del Mar Heights Road and El Camino Real through the central portion of the property.

The proposed TM shows 19 lots ranging in size from 3.2 to 10.0 acres each on 103 acres of land. An additional five lots are anticipated for the 15 acres of land in the northeastern corner of the Precise Plan (see Figure 3). Comparative statistics for the Precise Plan and TM are presented in Table 1. The lots are intended for light industrial, research and development, corporate offices and headquarters, and similar uses.

It is anticipated that full occupancy of the project will take approximately five years, as individual lots are sold and developed. Due to traffic constraints, the TM will be developed in at least two phases. The first phase will involve approximately 30 percent of the total development, with the remainder of the development occurring as the capacity of the street system and interchanges is increased.

A number of amendments to the North City West Planned District Ordinance are proposed as part of this project. The purpose of these amendments is to extend the applicability of the ordinance to the Employment Center in addition to the residential areas. Table 2 presents the specific changes and additions to the ordinance. The predominant effects of the changes include the following:

1. Signs on buildings and the premises will be regulated.
2. The assessment fees will be assigned on a "per acre" basis rather than on dwelling units due to the nature of the project.
3. An assessment district will not be formed since the required off-site municipal improvements will be constructed with the development of the TM and may be subject to reimbursement agreements with the City of San Diego.
4. The Employment Center will be exempt from school facility assessments, and the center will not be subject to the approval of a School Facilities Master Plan.
5. The Employment Center will be subject to:

TABLE 1
COMPARATIVE STATISTICS FOR THE PRECISE PLAN
AND TENTATIVE SUBDIVISION MAP

<u>Statistic</u>	<u>Precise Plan</u>	<u>TM</u>
Acreage	118	103
Maximum floor space (square feet) ¹	1,542,000	1,346,000
Estimated employees ²	6,170	5,400
Average daily trips ³	20,800	17,200
Approximate number of parking spaces ⁴	6,170	5,400
Approximate grading (cubic yards)	750,000	635,000

¹Based upon maximum gross area of occupied building space being 30 percent of the gross acreage, as limited by the precise plan.

²Based on an estimated average of 4 employees per 1,000 square feet of floor space (Precise Plan, page 42).

³Based upon Donald Frischer and Associates (1981) traffic report, Appendix E.

⁴Assumes an estimated two-thirds of employees on one shift and 1.5 employees per parking space (Municipal Code Section 101.0435.1).

TABLE 2
 PROPOSED AMENDMENTS TO THE
 NORTH CITY WEST PLANNED DISTRICT ORDINANCE

<u>Section Number</u>	<u>Proposed Change</u>
103.0602	Add: "The provisions of Chapter X, Article 1, Division 11, (City-Wide On-Premises Sign Regulations for Commercial and Industrial Zones) shall apply where not otherwise specified in this Division."
103.0603C.1.a	Add: "The amount of assessment with regard to the North City West Employment Center Planned District will be a cost per acre, or an equivalent thereof, based on an estimate of the cost of the facilities as approved by a Resolution of the City Council. Such fee shall be subject to an annual review and may be adjusted from time to time by the Council to reflect changes in the cost of the facilities. The assessment will be paid prior to the issuance of a building permit for any structure to be constructed within said district."
103.0603C.1.b	Add: "An improvement district will not be created for installation of public facilities within the Employment Center Planned District, but all public facilities will be installed pursuant to subsection d below."
103.0603C.1.c	Add: "With regard to the North City West Employment Center Planned District, the on-site municipal facilities within individual neighborhoods and not provided by 'a' above, such as streets, storm drains, sewer, water, gas, power and telephone utilities, will be provided by the subdivider under the conventional bonded subdivision agreement."
103.0603C.2	Add: "c. With regard to North City West Employment Center Planned District, this subdivision 2 regarding school facilities will have no application whatsoever."
103.0603D.7	Add: "The above provisions of this subsection D shall not apply to the North City West Employment Center Planned District;

TABLE 2
 PROPOSED AMENDMENTS TO THE
 NORTH CITY WEST PLANNED DISTRICT ORDINANCE
 (continued)

<u>Section Number</u>	<u>Proposed Change</u>
103.0603D.7 (cont.)	<p>with regard thereto, no development plan shall be considered as complying with the tentative approval by the Planning Commission, or the City Council, on appeal, unless and until the Planning Director shall advise, and the Planning Commission shall concur, the following had been accomplished:</p> <ol style="list-style-type: none"> 1. There has been established by ordinance a municipal facility impacts fee applicable to the property covered by the development plan, and the City Council has, by resolution, set the amount per acre for such fee. 2. The City Council has established an open space maintenance district, including all land shown in Exhibit 'A,' pursuant to the "San Diego Maintenance District Procedural Ordinance," for the purpose of maintaining open space, the parking area of perimeter streets, the landscape islands at the entrances to development areas, and drainage devices and retention basins."
103.0606B	<p>Add: "10. With regard to the North City West Employment Center Planned District, procedures for grading plan review shall be as follows, and subsections 1 through 9 above shall not be applicable:</p> <ol style="list-style-type: none"> (a) Applications shall be made before any grading or excavation which requires a permit. This section does not apply to the construction of a new building, remodeling, demolition of any existing building, or moving any building into the Employment Center Planned District where a grading permit is not required. (b) A deposit equal to that charged for a conditional use permit under SEC. 101.0204.1 shall be paid when application for plan approval is made.

TABLE 2
PROPOSED AMENDMENTS TO THE
NORTH CITY WEST PLANNED DISTRICT ORDINANCE
(continued)

<u>Section Number</u>	<u>Proposed Change</u>
103.0606B (cont.)	<p>(c) Applications must be signed by the record owner or owners of the property on which the development is proposed.</p> <p>(d) Application shall include the following:</p> <ul style="list-style-type: none">(i) Legal description.(ii) Adequate plans and specifications for the improvements as determined by the Planning Director.(iii) A tabulation of all natural or landscaped open areas shown on the plot plan, indicating the square footage of each type.(iv) Location, name and width of existing and proposed streets, alleys, easements, pedestrian ways and bikeways, including all abutting streets and streets proposed to provide primary access to the proposed development from a major street or freeway.(v) Grading plan showing proposed finished grades superimposed over the existing topography.(vi) Plan of proposed slope stabilization landscaping and permanent water systems showing sizes and types of plant materials or hydroseed mix if proposed.(vii) Any other information deemed necessary by the Planning Director to judge compliance with the regulations contained herein and other applicable laws, regulations and standards. <p>(e) Subdivision Map. The Subdivision Board shall act as an advisory body to the Planning Commission who shall take the initial action on all tentative subdivisions within the Planned District. The tentative map and development proposals within the boundaries of the map shall be heard concurrently by the Planning Commission. The</p>

TABLE 2
PROPOSED AMENDMENTS TO THE
NORTH CITY WEST PLANNED DISTRICT ORDINANCE
(continued)

<u>Section Number</u>	<u>Proposed Change</u>
103.0606B (cont.)	<p>decision of the Planning Commission may be appealed to the City Council within fifteen (15) days of the Commission's actions as permitted under SEC. 102.0308 of the Municipal Code.</p> <p>(f) The Planning Commission may approve, modify or disapprove any plan based on the regulations contained herein and, if applicable, the architectural and design standards adopted by the City Council.</p> <p>(g) If the Planning Commission approved the plan and the Building Inspection Director or City Engineer finds that the plan conforms to all other regulations and ordinances of the City of San Diego, the appropriate department shall then issue the permit for the work except as provided in '10.h' below.</p> <p>(h) Building permits shall not be issued for any construction within the proposed development unless a final approved map has been recorded. A final map shall substantially [conform to the tentative map].</p> <p>(i) The Planning Commission may grant an extension of time up to two years on the time limit contained in a currently valid development plan by filing a written application in the office of the Planning Department. The Planning Commission may grant the extension of time if it finds that there has been no material change of circumstances since the approval was originally granted.</p> <p>11. With regard to the North City West Employment Center Planned District, procedures for structure plan review shall be as follows, and subsections I through 9 shall not be applicable:</p>

TABLE 2
 PROPOSED AMENDMENTS TO THE
 NORTH CITY WEST PLANNED DISTRICT ORDINANCE
 (continued)

<u>Section Number</u>	<u>Proposed Change</u>
103.0606B (cont.)	<p>(a) Applications shall be made before constructing a new building, remodeling, demolition of any existing building or moving any building into the Employment Center Planned District. If grading or excavation that requires a grading permit is also being done in conjunction with any of the above, the provisions of paragraph 10 above shall be complied with, as well as the provisions of this paragraph 11.</p> <p>(b) A deposit equal to that charged for a conditional use permit under SEC. 101.0204.1 shall be paid when application for plan is made. If grading that requires a permit is also being approved, only one fee under the Employment Center Planned District Ordinance need be paid that will cover both the structures and grading.</p> <p>(c) Applications must be signed by the record owner or owners of the property on which the development is proposed.</p> <p>(i) Legal description.</p> <p>(ii) Location of existing and proposed buildings and structures.</p> <p>(iii) Adequate plans and specifications for the buildings and improvements as determined by the Planning Director.</p> <p>(iv) A tabulation of all natural or landscaped open areas shown on the plot plan, indicating the square footage of each type.</p> <p>(v) Proposed off-street parking facilities, including the location, number and dimensions of private and public parking spaces, aisles and driveways.</p> <p>(vi) Adequate plans and specifications for any outbuildings, walls, courtyards, fences, setbacks, signs, lighting or traffic safety.</p>

TABLE 2
PROPOSED AMENDMENTS TO THE
NORTH CITY WEST PLANNED DISTRICT ORDINANCE
(continued)

<u>Section Number</u>	<u>Proposed Change</u>
103.0606B (cont.)	<p>(vii) Plan of proposed landscaping and permanent watering systems showing sizes and types of plant materials or hydroseed mix if proposed.</p> <p>(viii) Any other information deemed necessary by the Planning Director to judge compliance with the regulations contained herein and other applicable laws, regulations and standards.</p> <p>(e) The Planning Commission may approve, modify or disapprove any plan based on the regulations contained herein and the architectural and design standards adopted by the City Council.</p> <p>(f) If the Planning Commission approves the plan and the Building Inspection Director or City Engineer finds that the plan conforms to all other regulations and ordinances of the City of San Diego, the appropriate department shall then issue the permit for the work except as provided in '11.g' below.</p> <p>(g) Building permits shall not be issued for any construction within the proposed development unless a final approved map has been recorded.</p> <p>(h) The Planning Commission may grant an extension of time up to two years on the time limit contained in a currently valid development plan by filing a written application in the office of the Planning Department. The Planning Commission may grant the extension of time if it finds that there has been no material change of circumstances since the approval was originally granted.</p>

TABLE 2
PROPOSED AMENDMENTS TO THE
NORTH CITY WEST PLANNED DISTRICT ORDINANCE
(continued)

<u>Section Number</u>	<u>Proposed Change</u>
103.0607	<p>Zoning of Employment Center</p> <p>Zoning regulations contained within Section 101.0435.1 M-IP (manufacturing-industrial park) shall apply with the following exceptions:</p> <p>B. <u>Permitted Uses</u></p> <p>No building, improvement or portion thereof shall be erected, constructed, converted, established, altered or enlarged, nor shall any lot or premises be used except for one or more of the following purposes:</p> <ol style="list-style-type: none">1. Any use permitted in the SR (Science Research) Zone.2. Field and seed crops, truck crops, orchards and vineyards, paddocks, pasture, irrigated range land, horticultural specialties, landscape gardening, forest nurseries.3. Any use permitted in the CO (Commercial Office) Zone on Lots 1, 8, 9, and 10 only as shown on the attached Precise Plan titles <u>North City West Employment Center, Development Unit No. 2.</u>4. Establishments engaged primarily in the design, development, manufacturing, fabricating, and/or assembly of manufactured products.5. The testing, repairing, servicing and processing of manufactured products when done in conjunction with the manufacturing, fabricating and assembly of those products by manufacturing establishments.

TABLE 2
 PROPOSED AMENDMENTS TO THE
 NORTH CITY WEST PLANNED DISTRICT ORDINANCE
 (continued)

<u>Section Number</u>	<u>Proposed Change</u>
103.0607 (cont.)	<ol style="list-style-type: none"> 6. Storage or packaging of products only when a minimum of 50 percent of the gross floor area of the premises is devoted to the manufacturing process of any such product. 7. Offices of business, industry and governmental agencies. 8. The following business and professional establishments: <ol style="list-style-type: none"> a. Accountants b. Architects c. Attorneys d. Contractors e. Engineers f. Financial institutions g. Insurance agencies h. Photographers i. Real estate brokers j. Surveys k. Graphic artists l. Business machine sales, display and service m. Drafting and blueprinting n. Electronic data processing o. Tabulating and record-keeping services p. Labor unions and trade associations q. Addressing and secretarial services 9. Any other use which the Planning Director or Planning Commission may find to be similar in character to the uses, including accessory uses enumerated in this section and consistent with the purpose and intent section of this zone. Decisions by

TABLE 2
PROPOSED AMENDMENTS TO THE
NORTH CITY WEST PLANNED DISTRICT ORDINANCE
(continued)

<u>Section Number</u>	<u>Proposed Change</u>
103.0607 (cont.)	the Planning Director may be appealed, in writing, to the Planning Commission within 15 days after the action of the Planning Director.
	10. On-premises accessory uses for any of the foregoing uses including in-plant food service facilities which are only intended to serve employees and others affiliated with the primary use or uses of the premises.
	11. The following manufacturing uses only when secondary and supportive to the primary manufacturing use of the premises: <ul style="list-style-type: none">a. Acid manufactureb. Gas manufacturec. Smelting of metals.
	12. The following uses and classes of uses shall be prohibited from locating in the M-IP zone: <ul style="list-style-type: none">a. Residential uses except for watchman's quarters, including trailers, when granted a conditional use permit by the zoning administrator.b. All uses permitted in all commercial zones except as may be specifically permitted in this section.c. Wholesaling operations.d. Churches.e. Schools, except for training facilities accessory to the primary manufacturing operations.

TABLE 2
PROPOSED AMENDMENTS TO THE
NORTH CITY WEST PLANNED DISTRICT ORDINANCE
(continued)

<u>Section Number</u>	<u>Proposed Change</u>
103.0607 (cont.)	f. Warehousing and storage operations except as permitted in paragraph "B.6".
	13. The following manufacturing uses shall be prohibited:
	a. Cement, lime, gypsum, or plaster of paris manufacture.
	b. Distillation of bones.
	c. Explosives, manufacture or storage.
	d. Fat rendering.
	e. Fertilizer manufacture.
	f. Garbage offal or dead animal reduction.
	g. Glue manufacture.
	h. Stockyards or slaughter of animals.

- a. Municipal facilities impact fees.
 - b. An open space maintenance district.
6. Special procedures will be set up for the approval of grading plans and structure plan review.
 7. The uses permitted within the Employment Center will be limited to the following businesses and professional establishments:
 - a. Accountants
 - b. Architects
 - c. Attorneys
 - d. Contractors
 - e. Engineers
 - f. Financial institutions
 - g. Insurance agencies
 - h. Photographers
 - i. Real estate brokers
 - j. Surveys
 - k. Graphic artists
 - l. Business machine sales, display, and service
 - m. Drafting and blueprinting
 - n. Electronic data processing
 - o. Tabulating and recordkeeping services
 - p. Labor unions and trade associations
 - q. Addressing and secretarial services.

Future actions by the decision makers (i.e., planning commission and city council), subsequent to the adoption of the Precise Plan, will be subject to discretionary actions by the City of San Diego. These actions would include TMs and M-IP permits for the northeastern 17 acres not included in this project, M-IP permits for development of lots within the proposed TM, and conditional use permits for uses not included within the Planned District Ordinance but in substantial conformance with the Precise Plan. The northeastern 17 acres (five lots) have not been surveyed for resources, and the Precise Plan states that no discretionary action other than the adoption of the Precise Plan will take place until the resources have been inventoried and their significance established.

B. ANALYSIS OF CUMULATIVE EFFECTS

The cumulative impact from several projects is "the change in the environment which results from the incremental

impact of the project when added to other closely related past, present, and reasonably foreseeable future projects" [California Administrative Code, Article A, Section 15023.5(b)]. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

Two basic methods of analysis could be undertaken. The first method would be to analyze impacts based upon the development of the nine precise plan units within the North City West community, as discussed within this and previous EIRs for North City West. The strength of this analysis lies in the identification and analysis of impacts within the community planning area, such as the urban service demands and the adequacy of proposed transportation facilities. Analysis of the community-wide impacts have been addressed in the EIR and Supplemental EIR for Carmel Valley (EQD 76-05-25P and 76-05-25P, S-1).

This impact analysis was predicated upon the full buildout of the nine precise plan areas within the North City West community. Of the nine precise plan areas, only three have entered the planning stages. No time table has been established for the development of the remaining precise planning areas. Therefore, the analysis may not represent the true cumulative effect picture that may be generated when the currently planned areas are completed.

The second method would be to identify and analyze the projects in the vicinity of the Employment Center that are currently in the various stages of planning. While the developing areas within North City West are a significant portion of the total effect, they do not represent the total effect. A more regional analysis of known projects will result in a more precise identification of the total impacts that can be expected with the completion of the Employment Center.

For the purposes of this report, the cumulative effects study area for the second method of analysis discussed contains portions of the City of San Diego, the City of Del Mar, and the County of San Diego (including Eden Gardens and Lomas Santa Fe). The boundaries generally are Los Penasquitos Canyon to the south; the westernmost portions of Mira Mesa and Los Penasquitos East along the eastern boundary; Eden Gardens, Lomas Santa Fe, and the San Dieguito River valley along the north; and the Pacific Ocean to the west (Figure 5).

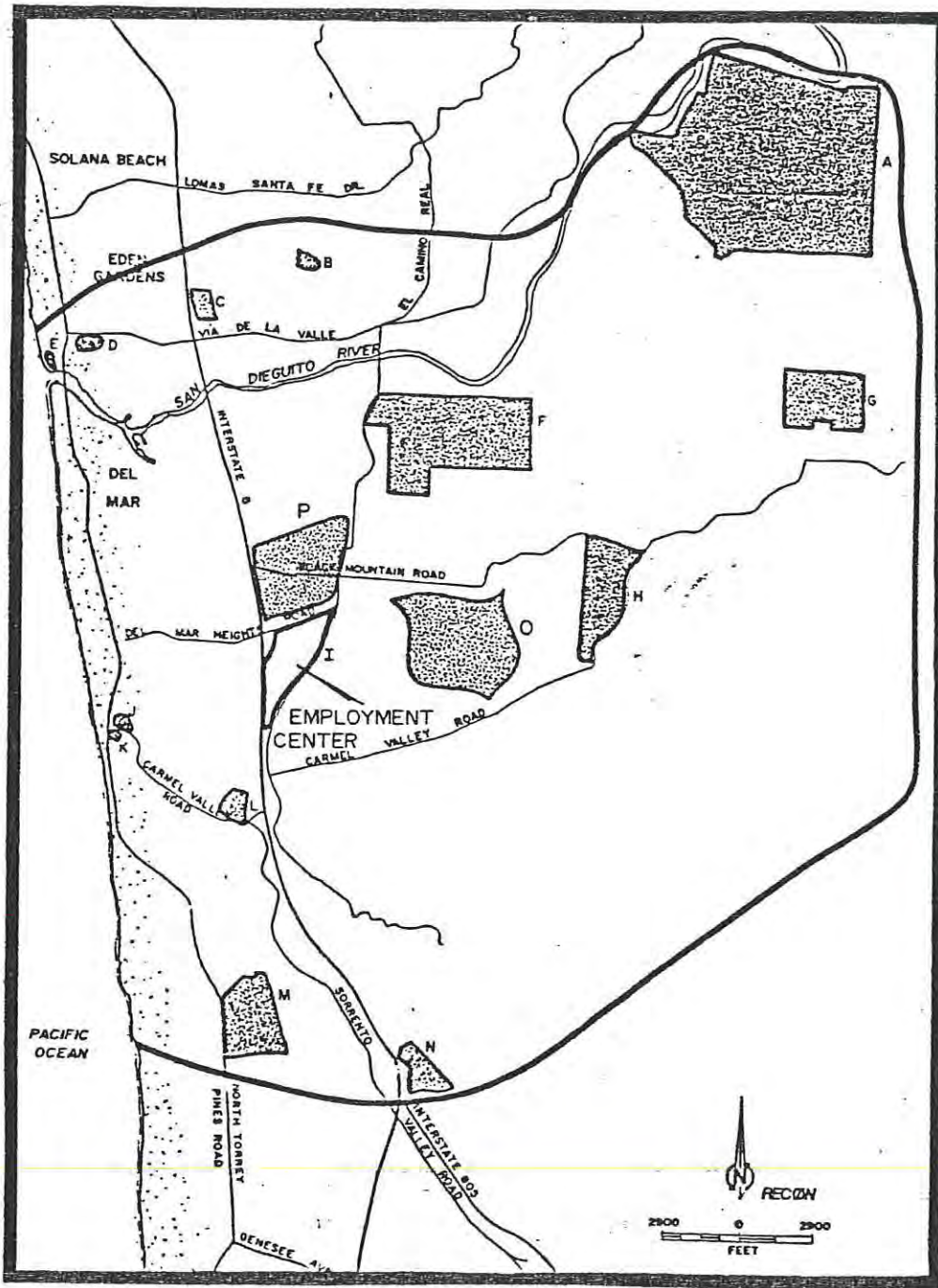


Figure 5. Cumulative effect study area (16 project analysis). Project identifications are presented in Table 3.

The cumulative effects study area contains a wide variety of land uses at various stages of development. According to the Progress Guide and General Plan (City of San Diego 1979b:map, incorporated herein by reference) major uses are anticipated as being residential, open space, and park area, with smaller portions being reserved for commercial and industrial uses. The east-central portion of the cumulative effects area is identified as being areas for future study, and no development is anticipated prior to 1995. The majority of the areas in the County of San Diego have been developed with single-family residences with minor portions being reserved for commercial and industrial uses. The City of Del Mar, owing to the limited amount of land available and its development restrictions, is not expected to experience significant growth.

Sixteen current projects are included in this analysis: five county projects, three projects in the City of Del Mar, and seven projects within the City of San Diego, in addition to the Employment Center. These projects are listed and identified in Table 3. The majority of these are still in their planning stages, although a small number are under construction. The projects analyzed include nine residential developments, two industrial and science parks, a restaurant, and a city park.

Quantification of the impacts obtained from the above jurisdictions is inconsistent and difficult to compare. As a result, RECON has derived some of the data using the basic demand figures presented in Appendix A of this report. Where possible, the original data is used from the environmental review statements for each of the projects.

The Supplemental EIR for Carmel Valley (City of San Diego 1979c:53-75) presents an extensive discussion on the anticipated cumulative effects relative to land use and coastal access, growth inducement, agricultural potential, hydrology and water quality, traffic, and school facilities.

TABLE 3
IDENTIFICATION OF PROJECTS WITHIN THE STUDY AREA

Project	Location	Map Symbol	Size (acres)	Number of Dwelling Units or Size of Commercial or Industrial Facility
Fairbanks Ranch	County of San Diego	A	1,420	620 units
Highland Estates	County of San Diego	B	28.04	16 lots, presumes 16 units
Seawind-Del Mar Property	County of San Diego	C	20.06	67 units
Multi-purpose Transportation Facility	County of San Diego	D	5.85	6,000 square feet
Sea Grove Park and Del Mar Bluff Preserve	City of Del Mar	E	7	No structures proposed
San Dieguito Estates	City of San Diego	F	418	39 units
Rancho La Zanja Properties	County of San Diego	G	166	73 lots, presumes 73 units
Sea Breeze Estates	City of San Diego	H	127	12 units
North City West Employment Center	City of San Diego	I	118	1,500,000 square feet
Carmel Valley Area Precise Plan	City of Del Mar	J	2.2	18 units
Seabridge Restaurant	City of Del Mar	K	2.29	10,011 square feet
Sierra Del Mar	City of San Diego	L	66.5	131 units
Torrey Pines Science Park #3	City of San Diego	M	93	400,000 ¹
Sorrento Valley Industrial Park Unit 8	City of San Diego	N	16.8	120,000 square feet
Carmel Valley Precise Plan	City of San Diego	O	378	1,936 units
NCW--Third Precise Plan Development Unit	City of San Diego	P	295	1,150 units

¹An approximation of square feet based on the environmental impact analysis.

III. ENVIRONMENTAL ANALYSIS

A. TRAFFIC CIRCULATION

1. Existing Conditions. The Precise Plan area is bounded by I-5 to the west, Del Mar Heights Road to the north, and El Camino Real to the east. A major freeway interchange is located at I-5 and Del Mar Heights Road, adjacent to the property; a second interchange is located approximately 0.25 mile to the south of the site at Carmel Valley Road and I-5. Access to lots in the project will be from El Camino Real, Street A, or Street B which run through the property from Del Mar Heights Road to El Camino Real.

Del Mar Heights Road east of the freeway has 44-foot-wide pavement except along the frontages of an existing gasoline service station and telephone company facility, where the road is 82 feet from curb to curb. The road is striped for one lane of traffic in each direction. El Camino Real is a 20-foot-wide, paved, rural road. I-5, an eight-lane freeway, has four lanes in each direction. At the intersection of I-5 and Del Mar Heights Road, there is a "full-service" interchange. The 32-foot-wide bridge over the freeway is striped for one lane in each direction and has a five-foot-wide raised sidewalk for pedestrian access across the freeway. Table 4 presents the existing average daily traffic (ADT) for each of the roadways in the vicinity of the Employment Center along with the existing design capacity.

2. Impacts. Total traffic generation by the precise plan area is estimated to be approximately 20,800 ADT, based upon 200 ADT per gross developable acre (Appendix E:3); the TM is expected to generate approximately 17,200 ADT. It is estimated that 2,600 trips will be generated during the morning peak hour, between 7:00 a.m. and 8:00 a.m., from the Precise Plan area. Approximately 2,900 trips are anticipated during the afternoon peak hour, between 4:00 p.m. and 5:00 p.m. (Appendix E:Table 1). All of the ADT generated within the precise plan area are assumed to be external trips, having their origins and terminations outside of the North City West community. Figure 6 presents the anticipated morning and afternoon peak-hour trips as well as the total ADT for the internal roadways. During the initial years of development, the majority of the external trips are expected to be oriented to and from the south. It is estimated that 70 percent of the ADT will be to the south, 20 percent to the north, 10 percent to the west, and no trips to the east (Appendix E:4)

TABLE 4
TRAFFIC DATA FOR ROADWAYS IN THE VICINITY
OF THE EMPLOYMENT CENTER

<u>Roadway Segment</u>	<u>Present ADT (1980)</u>	<u>Present Design Capacity (1980)</u>	<u>Ultimate Anticipated ADT^a</u>	<u>Ultimate Design Capacity^a</u>
Interstate 5				
North of Del Mar Heights Road	100,000 ^b	120,000-180,000	145,000	120,000-180,000
South of Del Mar Heights Road	100,000 ^b	120,000-180,000	185,000	120,000-180,000
El Camino Real				
North of Del Mar Heights Road	500 ^b	5,000 ^c	20,000-38,000	30,000
South of Del Mar Heights Road	2,500 ^b	5,000 ^c	31,000-39,000	30,000
Del Mar Heights Road				
West of I-5	12,000 ^b -15,000 ^d	10,000-25,000 ^c	No data	10,000-25,000
East of I-5	1,600	5,000 ^c	45,000-51,000	50,000
Carmel Valley Road				
West of I-5	7,000 ^b	5,000 ^c	No data	No data
East of I-5	1,000 ^b	5,000 ^c	32,000-56,000 ^e	50,000

^aCity of San Diego 1975a:106-107, based upon the development of State Route 56.

^bCPO 1980 (map).

^cCity of San Diego 1979d:62.

^dDonald Frischer & Associates 1981.

^eProjected volumes based upon the improvement of Carmel Valley Road.

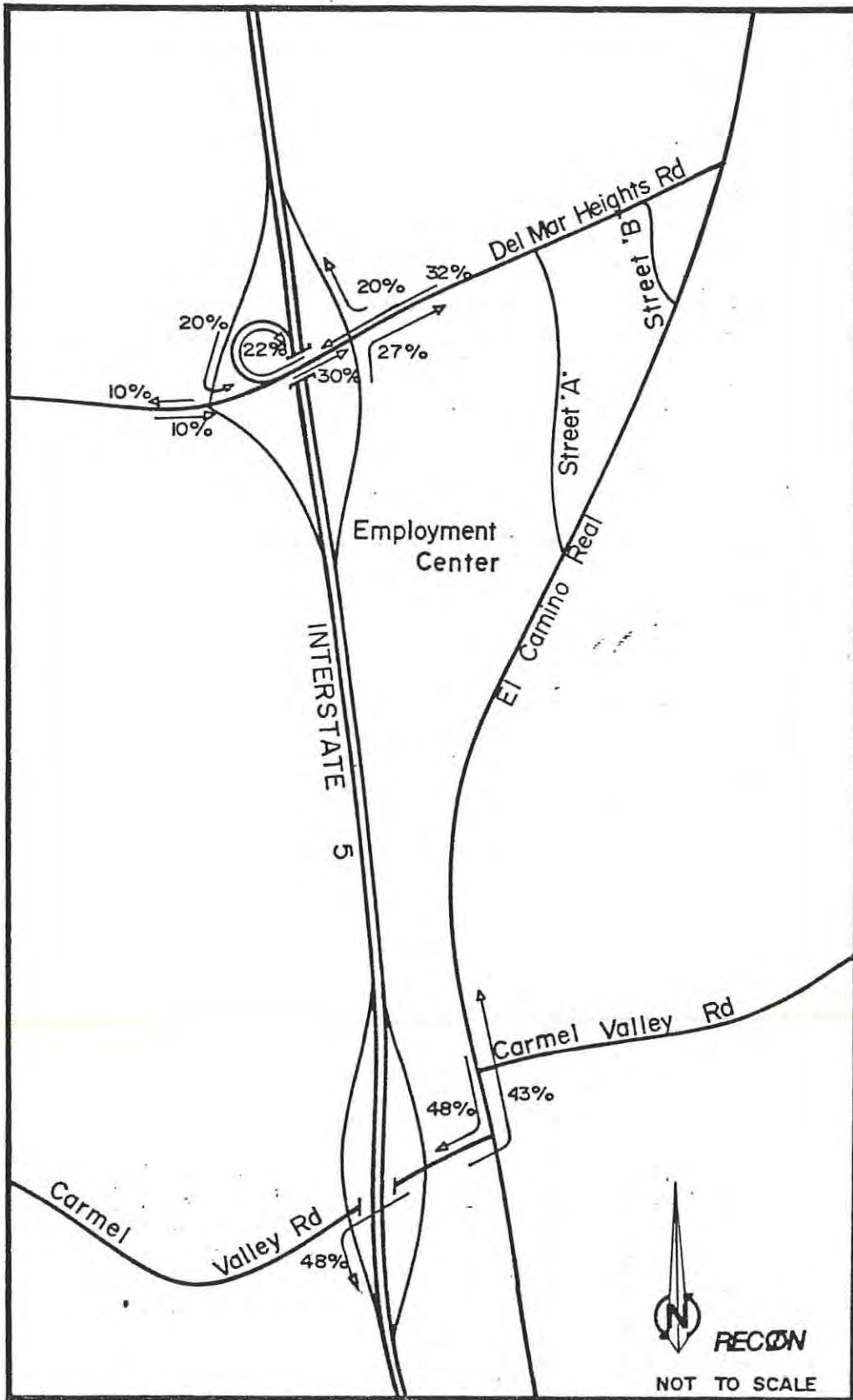


Figure 7. Anticipated traffic assignments from the Employment Center.

TABLE 5
 ANTICIPATED ADT FROM THE EMPLOYMENT CENTER
 TENTATIVE MAP AND PRECISE PLAN AREAS

<u>Roadway Segment</u>	<u>Approximate Trips from the Precise Plan</u>		<u>Approximate Trips from the TM</u>	
	<u>Inbound</u>	<u>Outbound</u>	<u>Inbound</u>	<u>Outbound</u>
El Camino Real				
North of Del Mar Heights Road	0	0	0	0
Between Del Mar Heights Road and Carmel Valley Road	4,472	4,992	3,706	4,138
Del Mar Heights Road				
West of I-5	1,040	1,040	862	862
East of I-5	5,928	5,408	4,913	4,482
Carmel Valley Road				
West of I-5	0	4,992	0	4,138
East of I-5	4,472	4,992	3,706	4,138

TABLE 6
TRAFFIC DATA FOR NORTH CITY WEST

	<u>ADT</u>	<u>Trip Length</u>	<u>Total Miles</u>	<u>Gasoline Consumption</u>
North City West	110,324	10.7	1,184,000	66,000

Carmel Valley Precise Plan	16,800	11	184,800	12,320
North City West Development #3	16,350	9.8	161,800	10,780
North City West Employment Center	<u>20,800</u>	9.8	<u>203,840</u>	<u>13,590</u>
	53,950		550,440	36,690

Source: EQD 76-05-25P-S1:Appendix A.

Note: Calculation based upon the same criteria as Table 7.

TABLE 7
TRAFFIC DATA FOR THE PROJECT STUDY AREA

Project	ADT ¹	Trip Length ²	Total Miles (miles/day)	Gasoline Consumption ³ (gal/day)
Fairbanks Ranch	(5,456)	(11.27)	(61,490)	(4,100)
Highland Estates	149	7.00	1,043	70
Seawind-Del Mar Property	557	(10.20)	(5,680)	(380)
Multi-purpose Transportation Facility	N/D	N/D	N/D	N/D
Sea Grove Park and Del Mar Bluff Preserve	N/D	N/D	N/D	N/D
San Dieguito Estates	343	(10.00)	(3,430)	(230)
Rancho la Zanja Properties	730	(9.75)	(6,260)	(417)
Sea Breeze Estates	(120)	(9.80)	(1,176)	(78)
Carmel Valley Area Precise Plan (City of Del Mar)	180	8.33	1,500	(100)
Seabridge Restaurant	1,004	(9.00)	(9,040)	(600)
Sierra Del Mar	7,480	(10.00)	(74,800)	(4,990)
Torrey Pines Science Park #3	2,200	(8.00)	(17,600)	(1,170)
Sorrento Valley Industrial Park Unit 8	<u>660</u>	(8.00)	<u>(5,280)</u>	<u>352</u>
SUBTOTAL	<u>18,879</u>		<u>187,299</u>	<u>12,487</u>
North City West	<u>110,234</u>	10.7	<u>1,184,000</u>	<u>66,000</u>
TOTAL	<u>129,203</u>		<u>1,371,299</u>	<u>78,487</u>

() - Approximations derived from known data within the area.

¹Derived data based on 55 ADT per 10,000 square feet of floor space (Wright, City of San Diego, 1/21/80).

²Derived data based on San Diego Metropolitan Area Transportation Study (CPO 1975).

³Based on 18 miles per gallon of gasoline.

TABLE 8
 ANTICIPATED ADDITIONAL ADT FOR CARMEL VALLEY ROAD
 IN THE VICINITY OF I-5

Project	ADT Split for Carmel Valley Road	
	East of I-5	West of I-5
Carmel Valley Area Precise Plan		130 ^a
Sea Breeze Estates	4 ^b	
Seabridge Restaurant		200 ^c
Rancho La Zanja	23 ^b	
Sierra Del Mar		3,740 ^d
North City West Employment Center	9,464 ^e	4,992
Carmel Valley Precise Plan (North City West)	538 ^f	
TOTAL	10,029	9,062

^aSource: Carmel Valley Area Precise Plan (MSA, Inc. 1980).

^b3.2 percent of the total ADT

^cSource: Seabridge Restaurant Environmental Impact Report (Environmental Analysis Systems, Inc. 1978).

^d50 percent of the total ADT anticipated for the project.

^eSource: Application for Environmental Initial Study (City of San Diego 1980).

^fSource: Traffic Impact Study, North City West, Carmel Valley Tentative Map (Federhart & Associates 1980).

TABLE 9
 ANTICIPATED ADDITIONAL ADT FOR DEL MAR HEIGHTS ROAD
 WEST OF INTERSTATE 5

<u>Project</u>	<u>Anticipated ADT</u>
Carmel Valley Precise Plan (North City West) (including San Dieguito Estates and Fairbanks Ranch)	1,246 ^a
North City West Employment Center	2,080 ^b
Rancho La Zanja	56 ^c
Sea Breeze Estates	10 ^c
Third Precise Plan Development Unit	<u>500</u>
TOTAL	<u>3,892</u>

^aSource: Traffic Impact Study, North City West, Carmel Valley Tentative Map (Federhart and Associates 1980).

^bSource: Appendix E.

^cBased on 7.7 percent of total ADT.

^dSource: Traffic Engineering Study: North City West Development Unit 3 (Appendix to the draft EIR for North City West Development Unit 3, 1981).

impacts of projects within the cumulative effect study area upon Del Mar Heights Road. The Supplemental EIR for Carmel Valley (City of San Diego 1979c:63-67) identifies four major issues that are expected to accompany the development of the north city area: I-5 capacity, traffic flow into the City of Del Mar, the development of a major roadway through Carmel Valley, and potential expansion of Carmel Valley Road along Penasquitos Lagoon.

In addition to the issues noted above, a fifth problem is anticipated at the interchange of Del Mar Heights Road and I-5. It is anticipated that the bridge will have to be widened in order to accommodate the road's anticipated volume. The traffic phasing plan prescribes that the Del Mar Heights bridge over I-5 is to be widened upon the development of 1,800 equivalent dwelling units or 2,500 equivalent dwelling units, depending upon how the circulation system is expanded.

It is anticipated that with development of additional precise plan development units in North City West, and outlying communities, the number of vehicles using Del Mar Heights Road will approach the projected design capacity of the road.

Without adequate mitigation the identified impacts within the community and in surrounding areas are considered significant.

3. Mitigation. A "Transportation Phasing Plan for North City West" has been developed jointly by the city staff and private consultants. The result is a seven-phase program for the improvements to the "backbone" street system in the North City West community. The development of the community-wide road system in accordance with the phasing plan will ensure a level of service "C" or better (stable flow).

Included within the plan is the expansion of the Del Mar Heights bridge over I-5. "Prior to the widening of the Del Mar Heights bridge, traffic conditions are expected to deteriorate to a 'D' level of service [on the bridge]. This situation is acceptable because traffic will stabilize at 'D' level of service and will improve to a service level of 'C' when the bridge is widened, (the Transportation Phasing Plan ensures continuous street improvements as a condition of developments beyond the 2,500 dwelling units level)" (Rosenberg, City of San Diego, 6/23/81). A level of service "D" approaches unstable flow.

Equivalent dwelling units (EDU) will not apply to improvements relating to the Employment Center; these improvements will be conditions of the TM (Table 10). Scheduling of the remainder of the improvements (in EDUs) will be revised to the satisfaction of the Engineering and Development Department. The transportation phasing plan, although subject to further revision, will be kept on file by the Engineering and Development Department and used as a guide in establishing the requirements for future development projects within North City West. Table 11 presents a reproduction of this plan as of the date of publication of this draft EIR (July 1981).

In addition to the "backbone" road improvements described within the Transportation Phasing Plan, the Precise Plan and TM show the development of Street A which is to serve the major portion of the Precise Plan area. Street B as proposed within the Precise Plan will provide additional access to Del Mar Heights Road and El Camino Real from lots in the northeastern portion of the planning area.

Street A will be 78 feet wide from curb to curb, with a 14-foot-wide median designed to accommodate left-turning movements to each subdivision lot. For approximately 250 feet south of Del Mar Heights Road, Street A will be 88 feet wide to accommodate dual left-turn lanes for northbound-to-westbound traffic. Driveways will be located to allow nonconflicting left-turn lanes to be installed on Street A, and the driveway access points should be shown on the final tract map to insure that all future driveways will be compatible. A minimum centerline curve radius of 500 feet will be appropriate and desirable to establish the character of Street A as a curvilinear collector street providing local access to 13 business park lots. The width proposed will be sufficient to allow bus stops to be placed at any point along Street A.

The Precise Plan shows Street B which will give the lots in the northeastern portion of the Precise Plan area access to Del Mar Heights Road and El Camino Real. Street B will be a 50-foot-wide collector street on a 70-foot-wide right-of-way. The street will be striped with one lane in each direction. The intersection of Street B and Del Mar Heights Road will be designed to accommodate only right-turning movements and be controlled by a stop sign for northbound traffic. The intersection will be too close to the intersection of El Camino Real and Del Mar Heights Road to allow a median opening on Del Mar Heights Road for left-turning movements to and from Street B. Bike lanes are proposed along Street A and pedestrian walkways are proposed

TABLE 10
PROPOSED TRAFFIC-RELATED CONDITIONS
TO THE NORTH CITY WEST EMPLOYMENT CENTER
TENTATIVE SUBDIVISION MAP

1. Del Mar Heights Road adjacent to the subdivision shall be dedicated and graded full-width as a 122-foot-wide primary arterial street and improved as follows:
 - a. On the side adjacent to the subdivision, improvements shall consist of 44 feet of paving, curb, and 5-foot-wide sidewalk.
 - b. On the opposite side, the subdivider shall maintain the existing traveled way as required by the city engineer.
 - c. Construct a fully improved, 14-foot-wide raised median.
2. Del Mar Heights Road off-site easterly of the subdivision through the intersection with the new alignment of El Camino Real shall be dedicated and graded full-width as a primary arterial street within a 122-foot-wide right-of-way and center four lanes and the median improved without the outside curbs and sidewalks. A 4-foot-wide temporary AC sidewalk shall be constructed on both sides of the roadway.
3. El Camino Real from the southerly subdivision boundary through the proposed "T" intersection easterly of lot 16 shall be dedicated and graded full width as a primary arterial street and improved as follows:
 - a. On the side adjacent to the subdivision, improvements shall consist of 32 feet of paving, curb, and 5-foot-wide sidewalk with a 10 feet curb to property line distance.
 - b. An additional 12-foot-wide lane for a total of 44 feet of paving shall be constructed in a manner satisfactory to the city engineer, adjacent to lots 8, 9, 16, 17, 18, and 19 to provide access to the lots.
 - c. On the opposite side, improvements shall consist of 24 feet of paving with no curb.
 - d. A fully improved, 14-foot-wide raised median.

TABLE 10
PROPOSED TRAFFIC-RELATED CONDITIONS
TO THE NORTH CITY WEST EMPLOYMENT CENTER
TENTATIVE SUBDIVISION MAP
(continued)

4. The proposed realignment of El Camino Real between the "T" intersection easterly of lot 16 and Del Mar Heights Road shall be dedicated and graded 49 feet wide and improved with curb and 39 feet of paving and a temporary AC sidewalk on the westerly side.
5. El Camino Real from the southerly subdivision boundary offsite to the westerly intersection with Carmel Valley Road shall be dedicated and graded 49 feet wide and improved with curb and 39 feet of paving and sidewalk on the westerly side.
6. The subdivider shall provide a temporary connection, satisfactory to the city engineer, between the new and the existing alignments of El Camino Real at the "T" intersection easterly of lot 16.
7. Street A shall be dedicated and fully improved, as shown on the approved tentative map, as a collector street. The right-of-way and improvements shall transition from a 78/98 street to an 88/108 street as it approaches Del Mar Heights Road in order to provide for two left-turn lanes. The centerline of Street A shall match the centerline of the collector street on the north side of Del Mar Heights Road in TM 02-063 in a manner satisfactory to the city engineer.
8. The subdivider shall construct traffic signal systems, as required by the city engineer, at the intersection of Del Mar Heights Road with Street A and at the intersection of El Camino Real with Street A.
9. The subdivider shall provide a street reservation in lot 16, as shown on the approved tentative map, to provide for the revised alignment of a local street between El Camino Real and Del Mar Heights Road.

This phasing plan is for information purposes only. The Employment Center-related improvements will be made as conditions of the TM and to the satisfaction of the city engineer.

3/23/81
Revised 3/25/81

TABLE 11
TRANSPORTATION PHASING PLAN FOR NORTH CITY WEST

MAJOR AMOUNT OF DEVELOPMENT NOT TO BE EXCEEDED, EXPRESSED IN EQUIVALENT RESIDENTIAL UNITS	TRAFFIC FACILITIES REQUIRED AT SPECIFIED LEVELS OF DEVELOPMENT
0	Widening of Del Mar Heights Road from I-5 to the Torrey Pines High School to four full lanes of an ultimate six lane facility.
300	Installation of a traffic signal at northbound I-5 off-ramp to Del Mar Heights Road.
400	Improve El Camino Real to an initial two lane facility of ultimate four lane facility between Del Mar Heights Road and the west leg of Carmel Valley Road.
1800	Realign El Camino Real to the San Dieguito Valley with two lanes of an ultimate four-lane facility. Widen the Del Mar Heights Road Bridge over I-5 or, in lieu of the Del Mar Heights Road widening, perform the following: a) improve Green Valley Road to two lanes within a four lane facility between Del Mar Heights Road and Carmel Valley and b) improve Carmel Valley Road to two lanes within a six lane facility between Green Valley Road and the I-5 interchange without the existing offset along El Camino Real and including any required traffic signals.
2500	Widen Del Mar Heights Road Bridge over I-5. Also requires improvements to Carmel Valley Road and Green Valley Road as described above.
3000	Widen Carmel Valley Road to a four lane facility from I-5 east to Green Valley Road including all required traffic signals.
4000	Improve El Camino Real to a full four lane facility from Del Mar Heights Road to the west leg of Carmel Valley Road. Provide traffic signals at El Camino Real at Del Mar Heights Road and at Carmel Valley Road.
4000	Improve Del Mar Heights Road to a full six lane facility from I-5 to M.C. Road. Extend Del Mar Heights Road and Carmel Valley Road as four lane facilities to the eastern limits of the community plan boundary if deemed necessary by the City Engineer to provide service to newly developing communities to the east.

TABLE 11 (cont.)
TRANSPORTATION PHASING PLAN FOR NORTH CITY WEST

MAJOR AMOUNT OF DEVELOPMENT NOT TO BE EXCEEDED, EXPRESSED IN EQUIVALENT RESIDENTIAL UNITS	TRAFFIC FACILITIES REQUIRED AT SPECIFIED LEVELS OF DEVELOPMENT
8000	<p>Improve Carmel Valley Road to a full six lane facility from I-5 to El Camino Real.</p> <p>Improve Green Valley Road from Del Mar Heights Road to Carmel Valley Road as complete four lane facility.</p> <p>Improve El Camino Real northward from Del Mar Heights Road to the community plan boundary as a complete four lane facility.</p>

GENERAL NOTES:

1. All referenced transportation facilities are to be in an "under construction" posture prior to the approval of the final map containing the equivalent dwelling units exceeding the limits shown above. Under construction is defined herein as that point in time at which a public improvement permit is issued for the required transportation facility. Final maps for no more than 200 equivalent dwelling units shall be approved beyond the number of equivalent residential dwelling units shown in the table for each level of development until the required street improvements are complete.
2. The transportation facilities shown represent the minimum circulation system improvements necessary to support land development throughout the North City West Community regardless of its location. It should be recognized that it may be necessary to provide more extensive or additional circulation facilities as conditions of specific developments irrespective of the number of equivalent residential units shown in the table.
3. It should be noted that this plan is intended to serve as a guideline for sequential development of street improvements. Because the geographic order of developments is not certain, it will be necessary to periodically review and revise this phasing plan in order to reflect current land development proposals.
4. The dwelling unit values shown in this phasing plan table are in addition to 39 dwelling units in San Dieguito Estates and 618 dwelling units in Fairbanks Ranch as discussed on Page 26 of the EIR. Any significant increase in residential land developments in these areas not accounted for in the EIR may require adjustments in the equivalent residential dwelling unit thresholds shown in the North City West Transportation Phasing Plan.
5. Equivalent Residential Unit values shall be determined in connection with each tentative map.

for both Street A and the open space area within the SDG&E easement.

Additional to the two lanes that are proposed for southbound through traffic on El Camino Real, an acceleration-deceleration lane will be developed along the western side of El Camino Real to serve the traffic accessing the driveways of the lots fronting onto the road.

El Camino Real will be constructed as a 78-foot-wide, four-lane primary arterial street on a 98-foot right-of-way with a revised alignment at the intersection with Del Mar Heights Road. The centerline alignment will be modified to provide an intersection angle of approximately 75 to 80 degrees at Del Mar Heights Road. A minimum number of driveways with left-turn access will be provided on El Camino Real. If the final lot grades will accommodate them, single driveways providing common access to two lots are recommended by the traffic engineer at the common property lines between lots 16 and 17 and lots 18 and 19. Additional pavement width, as specified by the city engineer, will be provided on the west side of El Camino Real in the vicinity of the driveways.

Traffic signals will be required at the intersections of El Camino Real and Street A and El Camino Real and Street B during the later phases of development of the Employment Center and North City West. Del Mar Heights Road will be a 102-foot-wide, six-lane primary arterial street on a 122-foot-wide right-of-way. A traffic signal will be installed at the intersection of Del Mar Heights Road and Street A during the initial phases of development of the Employment Center. The intersection and the traffic signal will be designed to accommodate the future construction of a fourth intersection leg on the north side of Del Mar Heights Road.

Construction of the access improvements discussed above will provide a circulation system within and contiguous to the North City West Employment Center that would have adequate capacity for projected daily and peak-hour traffic demands. The improvements could be constructed in stages that would be compatible with the total traffic demands generated by the incremental development of the North City West community.

Street A and Street B will be constructed when the lots that are contiguous to the streets are graded and prepared for development. Del Mar Heights Road and El Camino

Real can be improved in stages, as defined in the Transportation Phasing Plan for North City West, previously approved by the City of San Diego in the Carmel Valley Precise Plan. Compliance with the Transportation Phasing Plan will insure that arterial access improvements will be implemented in a timely manner to provide adequate capacity for the combined traffic demands generated by all new developments within North City West.

Caltrans has plans for two park and ride facilities in North City West: one at the southeast corner of the intersection of Del Mar Heights Road and El Camino Real and the second at the northeast corner of the intersection of El Camino Real and Carmel Valley Road. Both locations are planned for 150 parking spaces. The predominant use is expected to be as a meeting place for car and van parking, although they may also be used as a mass transit stop (Watt, Caltrans, 8/28/80).

Parking within the Employment Center will be regulated by the M-IP zone, specifically "one parking space for each one and one-half employees on the shift having the greatest number of employees" (Municipal Code Section 101.0435.1). This requirement should provide ample parking for each of the developments within the center.

The mitigation measures identified within this section and the Transportation Phasing Plan will mitigate traffic impacts within the North City West community, including the Employment Center, to a level of insignificance. The development of the North City West community will be an on-going process and the Transportation Phasing Plan will be revised to reflect the needs as they become evident during the development process. Traffic impacts which may occur outside the community will not be mitigated by the Phasing Plan. The mitigation measures proposed for the internal circulation system and those proposed for the community through the phasing plan will not mitigate any potential impacts outside of the Community Plan area.

B. BIOLOGICAL RESOURCES

1. Existing Conditions. Only the 103-acre TM area has been surveyed for biological resources. Although some of the remaining +15 acres in the Precise Plan area are disturbed, the Precise Plan states that no discretionary action other than the adoption of the Precise Plan will take place on unsurveyed property until the resources have been identified and their significance established.

The North City West Employment Center site supports approximately 87 acres of coastal mixed chaparral habitat (County of San Diego 1979; Thorne 1976). The remaining portion of the 103-acre TM site is characterized by weedy vegetation which is associated with disturbed soils and old agricultural areas. The effects of a fire which burned across the central portion of the site about six years ago can still be seen in the structure and composition of the native chaparral.

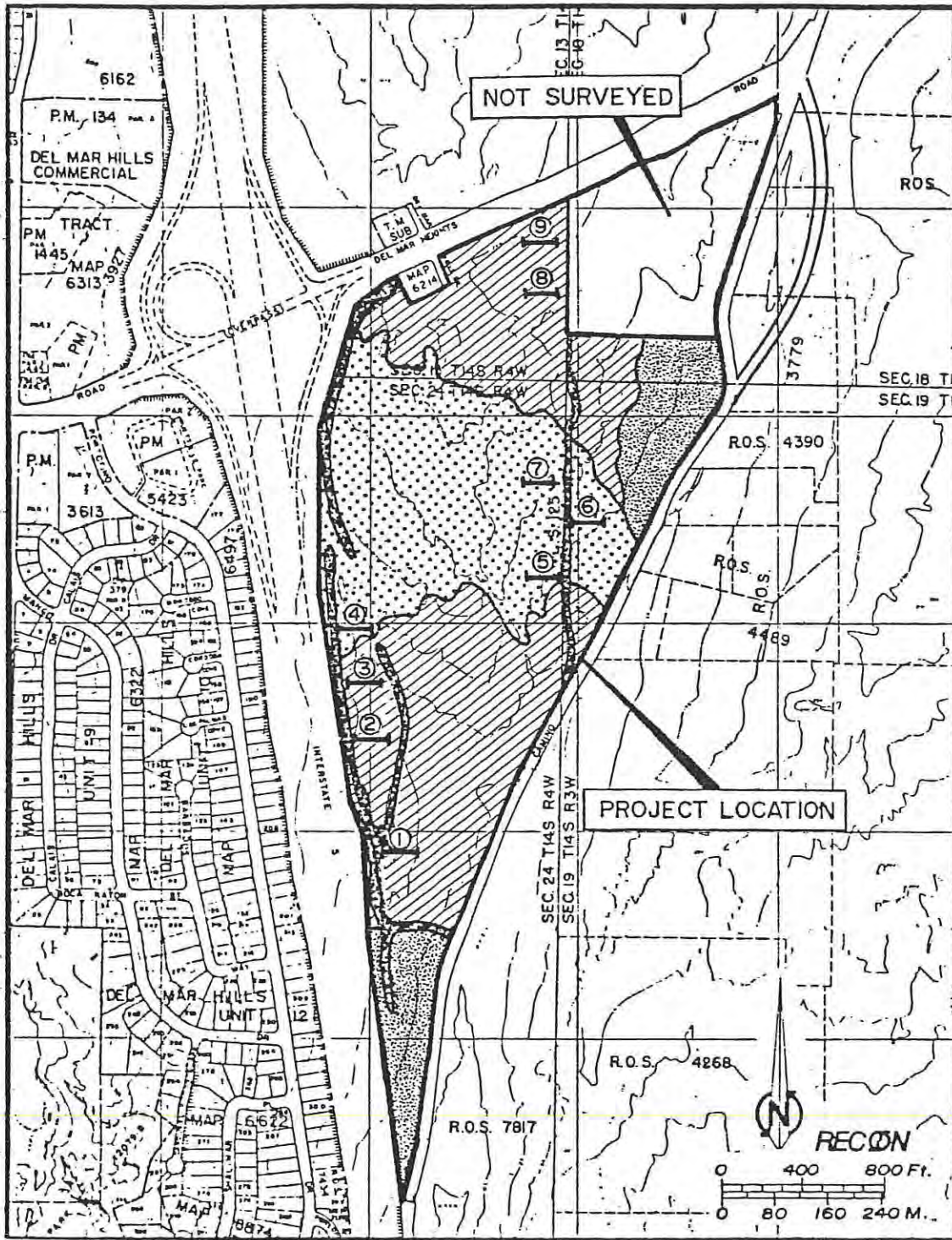
The dominant shrub species which characterize the mixed chaparral of the site include Chamise (Adenostoma fasciculatum), Del Mar Manzanita (Arctostaphylos glandulosa ssp. crassifolia), Coast White Lilac (Ceanothus verrucosus), and Scrub Oak (Quercus dumosa). The spatial distribution of the plant communities observed on the site are illustrated in Figure 8. Several eucalyptus trees are located at the southern tip of the property.

Two other features of the site's vegetation may be described. A minor riparian feature has developed along the drainage which traverses the site from the central-western border to El Camino Real. This vegetation is best described as riparian scrub. It is characterized by scattered stands of Willow (Salix spp.), Giant Reed Grass (Arundo donax), and other plants which inhabit mesic sandy washes. This vegetation does not possess sufficient arboreal development to be termed "riparian woodland."

Secondly, the site may fall within the natural distribution of Torrey Pine (Pinus torreyana), represented on the site by a population of 13 mature (reproducing) trees and a number of immature trees of all age classes. Their occurrence appears to be natural, being part of a population now divided by I-5 and urban development from the Torrey Pine woodlands of the coastal bluffs bordering the inlet of Los Penasquitos Lagoon and extending north through Del Mar and Crest Canyon. The Torrey Pines on the site may represent the easternmost range of the species.

Five plant species observed on the site are listed in the California Native Plant Society's (CNPS) rare plant listing (Smith, Cole, and Sawyer 1980). These include Del Mar Manzanita, Del Mar Mesa Sand Aster, Torrey Pine, Coast White Lilac, and Mesa Clubmoss. Short-leaved Dudleya, while not observed, is considered to have moderate potential for habitation of the site. These, and a number of other species known from the vicinity of the study area, are listed in Table 12.

The diversity of wildlife on the property is relatively high for the habitats present, with 50 bird



LEGEND

- Dirt road
- Disturbed
- Sampling transect
- Coastal mixed chaparral--mature
- Coastal mixed chaparral--1973 burn

Figure 8. Vegetation map for the subject property.

TABLE 12
 SENSITIVE PLANT SPECIES
 OBSERVED, EXPECTED, AND KNOWN
 FROM THE VICINITY OF THE SITE

<u>Scientific Name</u>	<u>Habitat</u>	<u>R-E-V-D*</u>	<u>Potential for Occurrence on the Site</u>
<u>Acanthomintha ilicifolia</u>	Clay soils in coastal sage scrub	3-3-2-2	LOW: Minimal suitable habitat
<u>Arctostaphylos glandulosa</u> ssp. <u>crassifolia</u>	Coastal mixed chaparral, Carlsbad to La Jolla	None†	PRESENT
<u>Ceanothus verrucosus</u>	Mixed chaparral	1-2-1-1	PRESENT
<u>Chorizanthe orcuttiana</u>	Sandy places, coastal mesas, and coastal sage scrub openings	3-3-3-3	LOW: Would probably have been seen in April
<u>Coreopsis maritima</u>	Coastal bluffs and dunes	2-2-1-1	LOW: Usually easily discernible all year
<u>Corethrogyne filaginifolia</u> var. <u>linifolia</u>	Coastal bluffs and slopes near Del Mar	2-1-1-3	PRESENT
<u>Dudleya blochmaniae</u> ssp. <u>brevifolia</u>	Dry sandstone bluffs, coastal mixed chaparral	3-3-3-3	MODERATE: Ideal habitat; obscure and difficult to observe
<u>Erysimum ammophilum</u>	Sandy soils near the coast	1-2-2-3	LOW: Marginal habitat
<u>Ferocactus viridescens</u>	Dry slopes in coastal sage scrub	1-2-2-1	LOW: Would have been observed

TABLE 12
 SENSITIVE PLANT SPECIES
 OBSERVED, EXPECTED, AND KNOWN
 FROM THE VICINITY OF THE SITE
 (continued)

<u>Scientific Name</u>	<u>Habitat</u>	<u>R-E-V-D*</u>	<u>Potential for Occurrence on the Site</u>
<u>Pinus torreyana</u>	Coastal bluffs and canyons near Del Mar	3-2-2-3	PRESENT
<u>Selaginella cinerascens</u>	Openings in chaparral	1-2-1-1	PRESENT

*See Table 13.

†Not listed in Smith, Cole, and Sawyer (1980). See biology technical report.

TABLE 13

**THE
RARITY-ENDANGERMENT-VIGOR-DISTRIBUTION
CODE**

R (Rarity)

- 1- rare, but found in sufficient numbers and distributed widely enough that the potential for extinction or extirpation is low at this time.
- 2- occurrence confined to several populations or to one extended population.
- 3- occurrence limited to one or a few highly restricted populations, or present in such small numbers that it is seldom reported.

E (Endangerment)

- 1- not endangered
- 2- endangered in a portion of its range
- 3- endangered throughout its range

V (Vigor)

- 1- increasing or stable in number
- 2- declining in number
- 3- approaching extinction or extirpation

D (Distribution)

- 1- more or less widespread outside California
- 2- rare outside California
- 3- endemic to California

Source: Smith, Cole, and Sawyer 1980.

species and 8 mammal species observed. California Quail, Brown Towhee, Bushtit, and House Finch are common birds and Coyote, Mule Deer, California Ground Squirrel, and Rabbit are common mammals.

Red-shouldered Hawk, Willow Flycatcher, and Yellow Warbler are species observed on the site whose local breeding populations have been experiencing long-term declines, primarily due to reduction of grassland and riparian habitats in the region.

Coastal mixed chaparral is an identifiable habitat type which has become rare in relation to its original extent. It is easily recognized by its species composition and is unique to the sandstone terrace soils of coastal San Diego County from Carlsbad to La Jolla. Although all of the plant species on the site occur elsewhere in the immediate area, the site's size, diversity of slope, soil subtypes, and concentration of sensitive plant species impart significance to the on-site resource.

No species listed as rare and/or endangered by federal or state agencies were encountered or expected to occur on the property.

Complete species lists and a detailed discussion of the biological resources on the Employment Center site are included in the biological technical report, on file with the City of San Diego, Environmental Quality Division.

2. Impacts. Implementation of the proposed plan would result in the conversion of the entire 118-acre site to Employment Center use. Grading would take place over the entire site, resulting in the removal of all existing biota.

Significant biological resources present on the site, as described in the Resource Evaluation section of the biological technical report, include 87.4 acres of coastal mixed chaparral, a large population of Del Mar Manzanita, and possible significant scientific and ecological values. The loss of these resources would represent a significant, direct adverse impact.

Incremental off-site siltation impacts to the biota of Los Penasquitos Lagoon resulting from postgrading erosion from the site may also be anticipated.

3. Cumulative Effects. The North City West Employment Center is part of a regional cumulative effects study area including 16 current projects. The names, locations, and respective sizes of these projects are given in Table 3

and Figure 5. Totalling about 2,855 acres, these projects will impact more than 1,700 acres of natural biological habitat, including mixed chaparral, chamise chaparral, riparian woodland, coastal sage scrub, and annual grasslands. Approximately 103 acres of the North City West Employment Center study areas contain native habitat. Thus, six percent of the impacts of currently planned projects to native habitat within the cumulative impact study area can be attributed to the North City West Employment Center project.

Populations of five regionally sensitive plant species, Mesa Clubmoss, Del Mar Manzanita, Del Mar Sand Aster, Torrey Pine, and Coast White Lilac, and possibly three sensitive bird species, Yellow Warbler, Willow Flycatcher, and Warbling Vireo, will be affected by implementation of the North City West Employment Center project. In addition, 87 acres of coastal mixed chaparral, a habitat that has undergone a dramatic reduction in distribution in the last 25 years, will be lost.

The loss of the populations of sensitive species from the site are not considered to be significant if the project is considered alone. However, this impact is significantly adverse on a cumulative basis.

The cumulative effect of the 16 current projects in the study area must be considered to be significant, because the loss of +1,700 acres of natural habitat on the coastal plain of San Diego County represents a measurable reduction in the populations of a number of unique species and habitat types, such as coastal mixed chaparral, and an incremental reduction in the overall extent of natural habitat in coastal San Diego County. This impact becomes increasingly critical as development occurs within the study area.

When considered in the context of the summed impacts of the 16 proposed projects within the cumulative effect study area, the impacts on regional sensitive resources resulting from implementation of the North City West Employment Center will constitute an increment of this significant impact. To date, natural habitat areas larger than a few acres have been essentially eliminated from the San Diego metropolitan area, which covers much of the coastal plain from the International Border to La Jolla.

The isolation of small areas of habitat considered sensitive in themselves or containing populations of sensitive species constitutes a further, less easily defined cumulative impact. Patches of habitat isolated from one another invariably tend to lose diversity in both flora and

fauna. The species most likely to disappear as a result of isolation are those that are already considered sensitive. The formation of isolated open spaces where portions of known populations exist may, in fact, only delay the eventual extirpation of the population from the sites. The continued advance of urban development onto natural lands and habitat fragmentation is most rapid in the coastal areas, consisting of several thousand acres per year. This urban expansion represents a significant adverse impact to regional biota that is not mitigable within the context of current general planning and growth trends in the San Diego metropolitan area.

The development of the land surrounding Los Penasquitos Lagoon will result in increased urban pollutants entering the lagoon, predominantly petroleum products from surfaced areas, with lesser amounts of fertilizers and pesticides. These dissolved materials could generally result in increased concentrations within the lagoon area and subsequent increases in biological oxygen demand. The proposed project would contribute to this impact.

4. Mitigation. No measure is available, given the nature and scope of the proposed land use, which would fully mitigate anticipated project impacts. The use of open space easement mitigation was considered and rejected because such an easement could not realistically be proposed over an area large enough to preserve the biological value of the site. Project alternatives which could accommodate the existing biological resource without significant impact are limited. They include (1) public acquisition and preservation in a natural state of the entire parcel, (2) limited parcelization of the disturbed areas along El Camino Real for development with the interior bulk of the site left as natural open space, or (3) acquisition of the parcel by a private resource stewardship, such as the Nature Conservancy.

Potential off-site impacts consisting of an incremental increase in siltation rates in Los Penasquitos Lagoon can be mitigated to a level of insignificance. Such mitigation would require the preparation of an erosion control and landscape plan to be implemented during construction of the project. Such a plan is described in the Water Quality section of this EIR. However, the increase in dissolved pollutants in the runoff could not be controlled entirely by the erosion control measures. Regular street cleaning and existing controls on industrial waste would reduce the biological impacts caused by dissolved pollutants.

C. GROWTH INDUCEMENT

1. Existing Conditions. The City of San Diego recognizes that growth within the region will occur and has adopted the planned development as a major strategy to accommodate the anticipated growth (City of San Diego 1979b:16) and the strategic placement of employment centers "to provide residents with a realistic alternative to the typical commuting . . ." (City of San Diego 1979b:23-24). This strategy most recently has been exemplified by the development of the communities within the I-15 corridor, which are expected to be generally completed by 1995. The city also recognizes the growth pressures along the I-5 corridor and has begun to implement its strategy by the approval of the North City West Community Plan (City of San Diego 1975a).

2. Impacts. The approval of this PDU will continue the implementation of the Community Plan. This PDU and TM will make available, through the M-IP process, lots which can be used for activities which will stimulate employment opportunities.

With respect to the planning and provision of facilities to accommodate urban development, the direct growth-inducing effects of the proposed PDU and TM are not expected to be adverse. The planning that has occurred for the North City West community, the implementation of the city's facilities benefit assessment program, and the proposed project-related improvements will ensure the orderly provision of necessary services to support any anticipated growth.

3. Cumulative Effects. Development pressure is occurring not only in the north city area but also within the entire north county area. Both the City of San Diego and the County of San Diego accept that growth will occur and have indicated, through the general plans, an acceptance of planned growth as the most reasonable strategy for the anticipated growth. The City of Del Mar is not expected to experience the rates of growth that are anticipated for surrounding jurisdictions due to the policies of the city.

Therefore, development of the identified project should be a part of the regional planning goals for the area. Consistency and cooperation between the jurisdictions should be maintained in order to maximize the orderliness of development and avoid isolated, or leapfrog, developments. The Employment Center will be a primary employment area within the north city area, and as such, it is an integral part of

the Industrial Element of the City of San Diego's Progress Guide and General Plan (1979b:71-80).

The development of the Employment Center will add to the available jobs within San Diego and will encourage the more intensive settling of the north city area. Therefore, the development of this project will contribute a significant stimulus to the cumulative growth of the general area. Since the Precise Plan and TM will continue development in North City West, and since it will contribute towards the cumulative effects, the growth inducement impact from this project, in this respect, is significant.

4. Mitigation. The North City West Planned District Ordinance, as amended, the proposed Precise Plan, and the Community Plan each impose constraints upon the growth-inducing impacts of the proposed development. The proposed Precise Plan and amended Planned District Ordinance, as well as the Community Plan, would restrict the method and extent of growth within the North City West community. The control and provision of services provided by the implementation of financing mechanisms of the facilities benefit assessment program and the facilities that will be developed in conjunction with the TM will reduce growth inducement effects. The development in the proposed TM area will be phased to ensure that related traffic facilities are available.

The cumulative effects associated with the Employment Center, the North City West community, and the north county region cannot be reduced to an insignificant level given the present governmental and economic conditions. The timing or placement of growth may be redirected, but the expansion of urban development into vacant land and the concomitant reduction of biological habitat and increases in air and water emissions cannot be avoided. Thus, the growth inducement related to the proposed Precise Plan and TM, and its contribution toward cumulatively significant impacts, cannot be mitigated.

D. CLIMATE AND AIR QUALITY

1. Existing Conditions

a. Climate. The San Diego County area is dominated by the California Mediterranean climate. A distinguishing characteristic of this climate is that maximum rainfall occurs during winter, usually between the months of December and March. In addition, summers are hot and dry,

winters are mild, and there is a high percentage of sunshine throughout the year.

The average high temperature at the project site in the summer is approximately 75°F, and the average low temperature in winter is approximately 45°F. The average annual precipitation for the area is approximately ten inches (Close et al. 1970).

The prevailing winds for the entire county are westerly to northwesterly due to the predominant climatic influence, which is the offshore Pacific High. The other influential wind pattern which periodically predominates in the county is the easterly Santa Ana condition, which produces two- to three-day periods of hot, dry winds.

The afternoon temperature inversion height, the altitude at which pollution is trapped, for the San Diego Air Basin varies between 1,500 and 2,500 feet above mean sea level (MSL). The morning inversion height in the winter is approximately 800 feet MSL, or approximately 500 feet above ground level at the project site. The mixing depth in the winter, therefore, changes approximately 1,200 feet on the average. In the summer, it changes from approximately 1,100 feet MSL in the morning to an approximate average of 2,000 feet MSL in the afternoon, or about 900 feet. The greater change between the morning and afternoon mixing depth increases the ability of the atmosphere to disperse pollutants (Brown, Air Pollution Control District (APCD), 3/24/77).

b. Air Quality. The San Diego APCD has air quality monitoring stations located around the county. The station closest to the North City West Employment Center property is the Kearny Mesa station, located approximately ten miles to the southeast. The nearest coastal station to the north is situated in Solana Beach; however, this station began operations in 1978 and does not yet have sufficient data for environmental analysis as it currently monitors only ozone levels. Another coastal air pollution monitoring station is in Oceanside, approximately 18 miles north of the project site. Like the Oceanside station, the project site is near the coast and adjacent to I-5. Therefore, though the data is probably higher than that which is expected at the project site, it is felt that data from the Oceanside station would most closely represent the air quality at the project site. The linear interpolation procedure accepted by APCD for estimating air quality at a point between two stations would be of limited value in this case because of the climatic differences between the project site and the Kearny Mesa station. Table 14 shows the number of days that

TABLE 14
EXISTING AIR QUALITY FOR 1978

Pollutant	Maximum Value	State	Maximum Value	Federal
		<u>Days Over Standard</u> Oceanside		<u>Days Over Standard</u> Oceanside
Oxidant (Ozone, O ₃)	1 Hr Avg 200 micro-grams/m ³	51*	1 Hr Avg 160 micro-grams/m ³	20
Carbon Monoxide (CO)	12 Hr Avg 11 micro-grams/m ³	0	8 Hr Avg 10 micro-grams/m ³	0
Sulfur Dioxide (SO ₂)	24 Hr Avg 105 micro-grams/m ³	0	24 Hr Avg 365 micro-grams/m ³	0
Reactive Hydrocarbons (RHC)	no standard	--	3 Hr Avg (6-9 a.m.) 160 micro-grams/m ³	211
Nitrogen Dioxide (NO ₂)	1 Hr Avg 470 micro-grams/m ³	2	Annual Avg 100 micro-grams/m ³ standard	--
Particulates	24 Hr Avg 100 micro-grams/m ³	40	24 Hr Avg 260 micro-grams/m ³	0

Source: Air Pollution Control District 1979.

*The ozone level at the Solana Beach monitoring station, which opened in 1978, was over standard 62 days.

pollution has exceeded state and federal standards at the Oceanside station for a one-year period.

In general, it is anticipated that the project area, like much of the region, probably experienced significant air pollution from oxidants on an estimated 51 days in 1978. Reactive hydrocarbon pollution was experienced on an estimated 211. Nitrogen dioxide levels exceeded standards on an estimated two days, while carbon monoxide and sulfur dioxide did not exceed state or federal standards at the project site during 1978 (APCD 1979).

The most influential local source of air pollution is the traffic on I-5, which runs immediately west of the property. Sources outside the San Diego Air Basin also influence San Diego County's air quality at times. Santa Ana winds can blow pollution from the South Coast Air Basin (Los Angeles) out to sea where it drifts south and is blown ashore again into San Diego County.

Air quality management in San Diego County is the responsibility of APCD and the Comprehensive Planning Organization (CPO). These organizations have prepared an air quality management plan in compliance with the federal Clean Air Act, adopted in 1978. In 1976, the San Diego Air Quality Planning Team (AQPT) published Regional Air Quality Strategies for the San Diego Air Basin (RAQS) (revised 1978). The RAQS strategies are integral to the air quality management plan.

2. Impacts. Based on existing data, project-related emissions were calculated and the results presented in Table 15. Generally, the emissions associated with the project would be a result of vehicle emissions, power generation, and space heating. Such impacts would not be site-specific but would result anywhere that similar industrial development takes place.

Although industrial areas often have site-specific emissions, it is virtually impossible to forecast such impacts in advance without knowing the types of industry to be built on the site. Because the project is intended to be developed as a corporate headquarter type of employment center, it is unlikely that associated manufacturing processes will take place on-site. In fact, the uses will probably more closely parallel commercial office areas.

As shown in Tables 15 and 16, the reactive hydrocarbon emissions that would be generated by the Precise Plan represent approximately 0.1 percent of the reactive hydrocarbon emissions in the San Diego Air Basin in 1985, as

TABLE 15
SUMMARY OF EMISSIONS RELATED TO THE PRECISE PLAN
AND THE TENTATIVE MAP
(kilograms per day)

Emission Source	Reactive Hydrocarbons		Carbon Monoxide		Oxides of Nitrogen		Sulfur Dioxide		Particulates	
	PP ¹	TM ²	PP	TM	PP	TM	PP	TM	PP	TM
Vehicles ³	346	286	3,085	2,556	443	367	---	---	---	---
Power generation	---	---	43	35	216	179	5	3	65	54
Heating	---	---	1.6	1.3	0.8	0.6	0.004	0.003	0.08	0.07
TOTAL	<u>346</u>	<u>286</u>	<u>3,129.6</u>	<u>2,592.3</u>	<u>659.8</u>	<u>546.6</u>	<u>5.004</u>	<u>3.003</u>	<u>65.8</u>	<u>54.07</u>

¹PP = Precise Plan

²TM = Tentative Map

³Based on traffic figures presented in Appendix E.

TABLE 16
 SUMMARY OF EMISSIONS RELATED TO THE PRECISE PLAN
 AND TENTATIVE MAP AREAS AND BASINWIDE EMISSIONS, 1985
 (1977 control levels)

Pollutant ¹	Basinwide (kg/day)	Project Area (kg/day)		Percentage of Basin Total	
		PP ²	TM ³	PP	TM
Reactive hydrocarbons	322,500	346	286	0.1	0.09
Carbon monoxide	1,452,000	3,130	2,590	0.2	0.18
Nitrogen oxides	226,500	660	550	0.27	0.23
Particulates	360,600	65	50	0.02	0.01

¹No basinwide totals are available for sulfur dioxide.

²PP = Precise Plan

³TM = Tentative Map

forecast from existing population trends (APCD 1978). Carbon monoxide emissions would represent 0.2 percent; nitrogen oxide emissions, 0.27 percent; and particulates, 0.02 percent. The emissions from the TM area would represent 0.09 percent of the reactive hydrocarbon emissions, 0.18 percent of the carbon monoxide, 0.23 percent of the nitrous oxide emissions, and 0.01 percent of the particulate emissions.

Local and regional air pollution will be incrementally increased if the project is approved and implemented. This direct impact is not significant. Although this represents significantly less than one percent of each of the identified emissions, the pollution production will be a part of a cumulative impact of the growth process within the air basin. Although the anticipated impacts to air quality are considered to be normal for a project of this size, the location of the project away from other population centers, other than North City West, may result in longer average trip lengths than a more centrally located project.

Local concentrations of carbon monoxide (CO) may occur where there are prolonged emission sources, predominantly automobiles and trucks. These sources become significant where vehicles are stationary for extended periods of time. This condition could potentially occur at the intersection of I-5 and Del Mar Heights Road during the morning and afternoon peak travel hours.

3. Cumulative Effects. The largest single source of local pollutants is expected to be from automobile starts, stops, and operations. The San Diego Air Basin is a non-attainment area for both the California air quality standards and federal air quality standards in each category except sulfur dioxide. The RAQS (AQPT 1976) sets forth strategies for the air quality standards' attainment. These strategies are based upon the CPO's Series IVB population forecasts. These forecasts were based upon specific planning documents submitted by the various jurisdictions within the San Diego area. Projects, if included in this forecast, were considered within the RAQS program. In that North City West has been included in the Series IVB forecasts, it was considered within the RAQS and development within this area does not constitute a significant impact on the strategy set forth.

4. Mitigation. The Air Quality Planning Team, which consisted of members of APCD, CPO, and others, produced strategies for an air quality management plan in the RAQS publication. These strategies reinforce CPO's Comprehensive Regional Plan by encouraging master planning for self-contained communities, which include shopping facilities,

employment centers, carpool coordination, bicycle lane systems, and maximum utilization of public transportation (AQPT 1976, incorporated herein by reference) (Tactic T10).

By implication, the Employment Center development should be located within short distances to residential development both to the north and to the east. Existing residential developments in Del Mar, Del Mar Heights, and the beach communities to the north have convenient access to the proposed Employment Center. Proposed residential development under the adopted community plan surrounding the Employment Center will provide a labor source. The closest residential development to the south is approximately six miles away; little additional residential development will occur within three miles south of the proposed Employment Center site because of the adverse noise impacts from Naval Air Station, Miramar, which lies seven miles southeast of the subject property (Tactic T9).

RAQS recommend that employers provide incentives to employees to ride in carpools, in vanpools, or on bicycles to reduce emissions generated on work trips. These incentives include preferential parking for carpools and lockers with shower facilities for bicyclists. These mitigation measures are strictly voluntary but would reduce vehicle emissions if implemented and provide partial mitigation of the air quality impacts. The Employment Center, in conformance with the North City West Community Plan, will include bicycle paths along El Camino Real, Del Mar Heights Road, and Street A, thus helping to implement the recommendations of RAQS.

With the buildout of the surrounding community, San Diego Transit will very likely initiate additional bus routes, including a possible express route linking the proposed Employment Center with other areas of the city. The unnamed street through the central portion of the project will be broad enough to accommodate bus stops at any point along its length. The actual location of these stops should be determined by San Diego Transit in response to ridership demand (Tactic T6).

Bicycle and pedestrian ways are proposed for the Precise Plan area. A bicycle route is to be adjacent to the unnamed street through the central portion of the project. The pedestrian path will follow the open space easement in the vicinity of the electrical transmission lines. These measures, however, would not reduce the cumulative air quality impacts associated with the project to an insignificant level. Traffic congestion is expected to occur along I-5 and

at the intersection of I-5 and Del Mar Heights Road during the peak hours; this would increase local concentrations of carbon monoxide. The phasing of planned street improvements and projected traffic levels are discussed in the traffic section.

E. VISUAL AESTHETICS AND TOPOGRAPHIC MODIFICATION

1. Existing Conditions. The topography of the Precise Plan area is typical of the eroded mesas and canyons of westernmost San Diego County. The property has elevations ranging from 279 feet MSL in the north-central portion of the site to about 100 feet MSL in the southernmost portion, giving a topographic relief of about 179 feet. Generally, the topography is characterized as a series of small bluffs less than ten feet in height with a deeply eroded drainage channel dividing the property approximately in half. A number of smaller drainage courses occur on the property and empty into a valley area along El Camino Real on the eastern border of the plan area. Slopes on the plan site range from about 25 percent to less than 5 percent with the average being between 10 and 15 percent.

The western edge of the plan area is visible from adjacent northbound and southbound lanes of I-5. More of the property is visible from the residential development which lies west of the site across I-5 and from largely undeveloped areas to the east of the property. From Del Mar Heights Road, a majority of the property is visible from both lanes, while there is low visibility from El Camino Real along the eastern boundary.

2. Impacts. The development of the Precise Plan will result in approximately 750,000 cubic yards of grading, which would be balanced on-site. The maximum height of manufactured slopes will be 45 feet, and the maximum slope ratio will be 1.5:1. The proposed grading will significantly alter existing landforms and necessitate the removal of native vegetation. Thirteen mature Torrey Pines and three large eucalyptus trees will be removed. The topographic changes and vegetation removal will represent an irreversible, significant impact.

The project will replace natural topography and vegetation with buildings as high as 50 feet, streets and parking areas, and landscape vegetation.

Visual impacts will occur on the views of the property from the Del Mar Heights area, I-5, and the presently vacant land east of the project site. In accordance with the Community Plan the land east and north of the Employment Center is to be developed as the town center and a residential area. The proposed development will be in a "prominent and highly visible location." The Community Plan further states that "particular attention should be paid to the appearance of the facility, its scale, and the needs of its employees" (City of San Diego 1975a:89).

3. Mitigation. No mitigation measures are available that would totally reduce the visual and topographic impacts to an insignificant level. As in most developments, grading procedures necessary for the development of any employment center concept would result in a significant alteration of the character of the natural landform. However, several concepts have been incorporated into the Precise Plan that would minimize the overall grading required and partially mitigate the visual impact of the project on surrounding areas.

Incorporated into the Precise Plan is the principle of "contour-related terracing." This breaks the majority of the lots into two terraces at different elevations. These terraces will generally follow the natural contours of the property. This has the effect of reducing the height required for cut slopes and it reduces the overall requirement for grading. For the most part, the terraces will increase in elevation to the west. If the buildings are constructed on the lower terraces, the result will be the appearance of a lower-lying structure than normally would be expected.

The Precise Plan controls the height and scale of buildings beyond the regulations in the M-IP zone. The total gross area of occupied building shall not exceed 30 percent of the gross site area, total site coverage of enclosed structures shall not exceed 40 percent of the gross site area, and total height shall not exceed 50 feet. Furthermore, the Precise Plan contains guidelines for the appearance and site planning of each development within the Employment Center. Interpretation of these guidelines will be made by a design review committee, in addition to the City approvals required by the M-IP zone. However, the guidelines are general in nature and enforcement will be a result of a "mutually cooperative approach" (page 42).

Two open space strips are planned, totaling 15 acres. The open space area along the western border will be between 30 and 100 feet wide. A second open space strip will

be along the power line easement, which divides the eastern third of the site.

Open space areas would be planted with trees, shrubs, and other vegetation in accordance with approved species lists. The proper alignment of trees and shrubs along I-5 could permit visibility from the freeway yet shield the view of the center from the residential areas in Del Mar Heights (Figures 9 and 10). However, the landscaping of each lot, including the open space areas, and the maintenance of the landscaping would be the responsibility of each individual owner, with proposed landscape plans subject to review under the M-IP permit process.

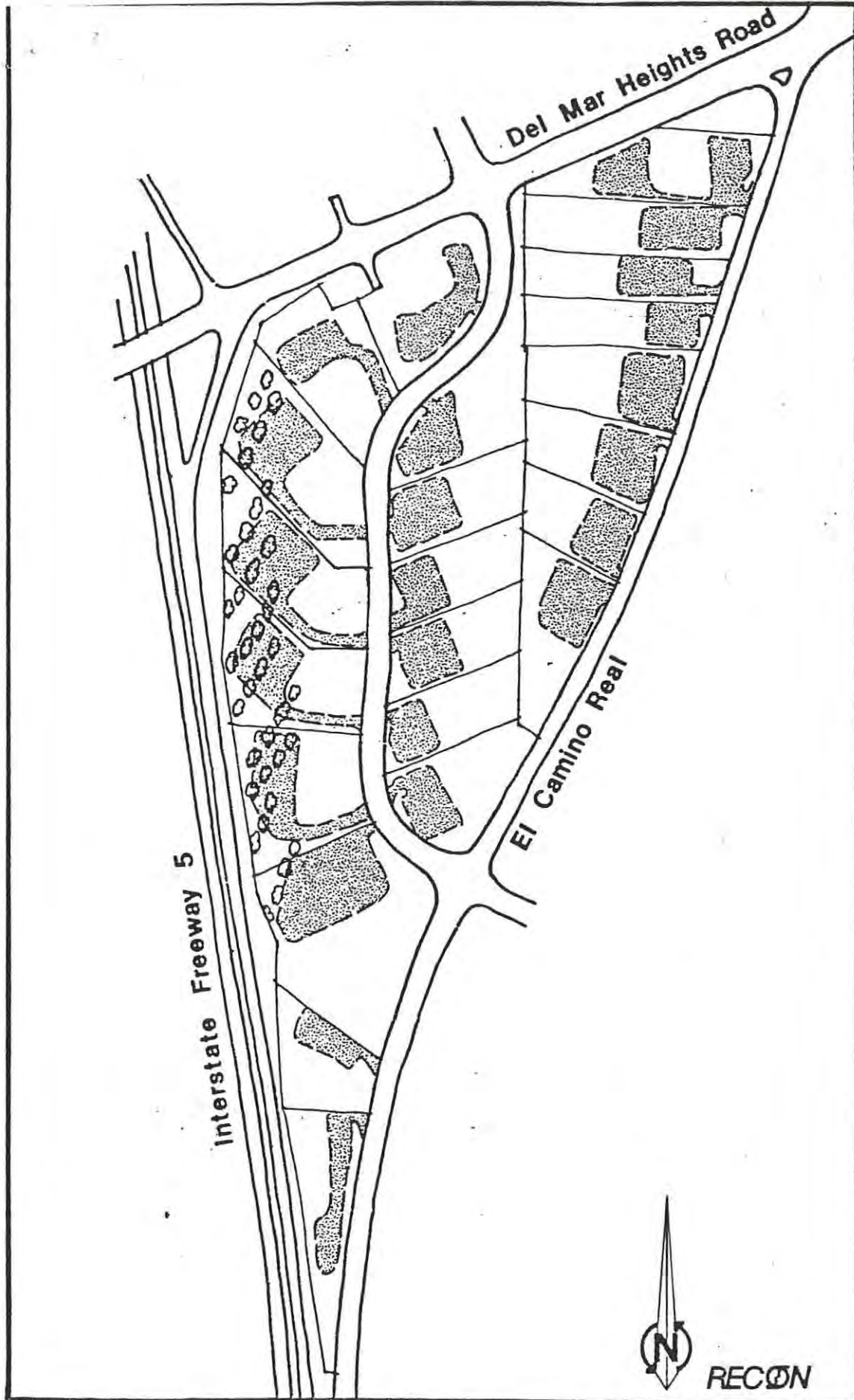
Open space identified within the Precise Plan will be maintained by three mechanisms:

- a. The property owners association will maintain the open space adjacent to I-5, the SDG&E power easement, and the median and entry area of Street "A".
- b. The maintenance district will maintain the street medians of Del Mar Heights Road, El Camino Real, and the detention basin, if required.
- c. The property owners will maintain the parkway areas included in or aligned to their property.

F. LAND USE

1. Existing Conditions. Currently, most of the land within the proposed Precise Plan area is vacant and unused. The exception occurs in the 15 acres in the northeastern corner of the Precise Plan area. Several dwelling units and associated outbuildings are located in this area. A small amount of land within the Precise Plan area is used for agricultural purposes. The crops that have been grown here are used by the growers themselves. The current zoning for the Precise Plan area is A-1-5. This zoning allows small-lot agriculture with a minimum five-acre lot size.

A 20-foot-wide north-south SDG&E easement occurs in the eastern portion of the PDU with a 69 kV electric transmission line (Figures 3 and 4). SDG&E has plans to



● Upper terrace

Figure 9. Screening effect of the landscaping on the west side of the project.

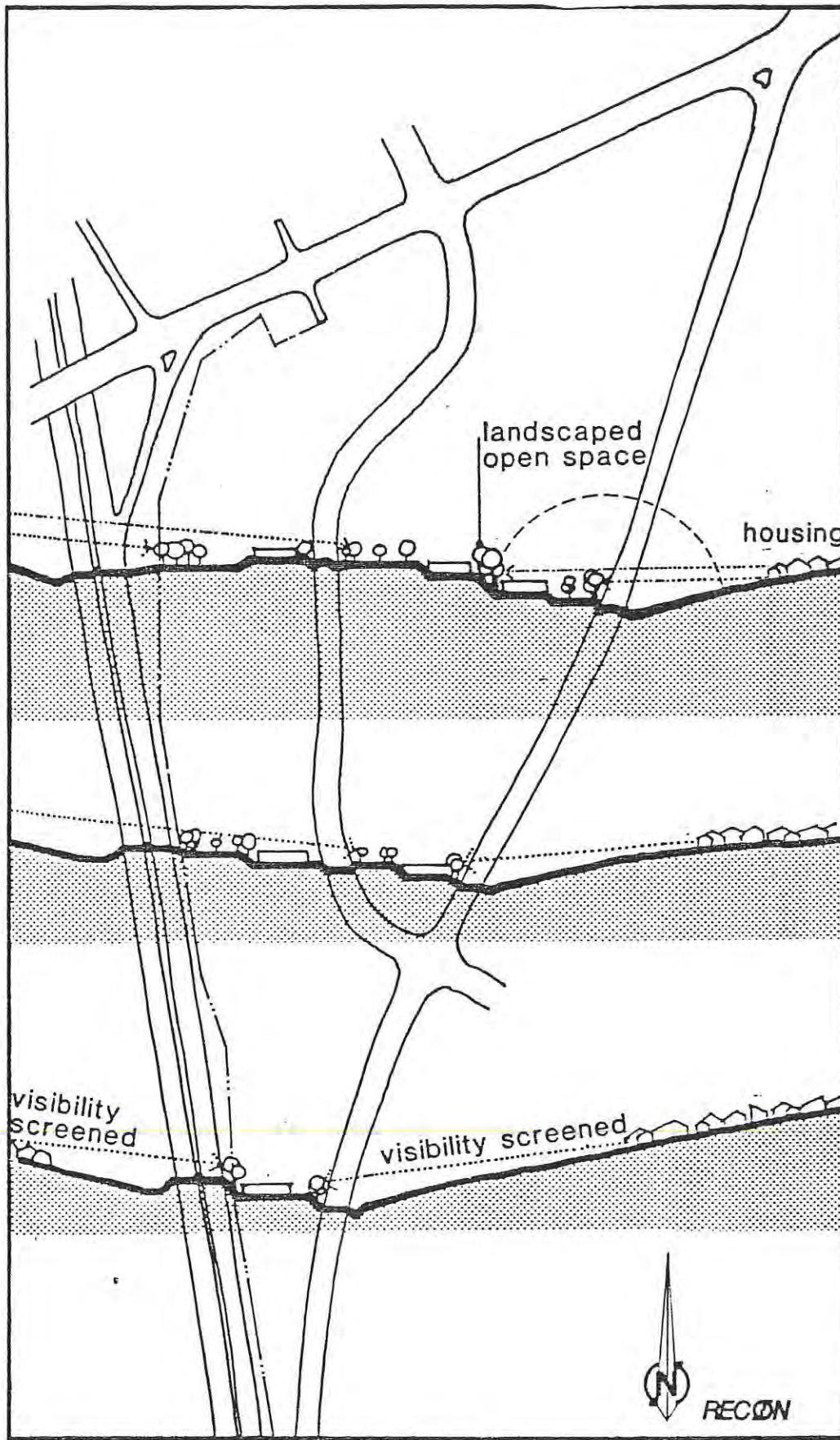


Figure 10. Visual cross sections of the subject property.

replace the present circuitry with 138 kV circuitry. No dates have been determined, and SDG&E indicates that load demands will dictate the timing for the construction (Norman, SDG&E, 7/18/80).

The Precise Plan area is surrounded by predominantly vacant land. The exception is Del Mar Heights west of I-5. Proposed land uses of other adjacent areas, as identified within the Community Plan (City of San Diego 1975a:map), include low and very low density residential uses to the north and northeast and a commercial town center and low-medium density residential to the west.

In a regional context, the proposed industrial park is located within six miles of the north county communities of Del Mar, Del Mar Heights, Solana Beach, Rancho Santa Fe, Cardiff, and Encinitas. Within eight miles to the south are the City of San Diego communities of La Jolla and University City. It is very likely that the labor force for the business park will draw heavily from those nearby communities along the I-5 corridor, particularly those to the north which have no other nearby industrial development. While there is additional industrial land to the south in the City of San Diego (Sorrento Valley and western Mira Mesa), those areas are already substantially developed or are generally applying other development concepts and will therefore contain industrial development of a different nature than the "corporate headquarters" approach of the North City West Employment Center, as prescribed by the Precise Plan.

The Progress Guide and General Plan (City of San Diego 1979b:73-79) includes the area of the proposed Precise Plan within its inventory of industrial land. The North City West Community Plan (City of San Diego 1975a:87-90, map) designates this area as an industrial-office park. The plan estimated that an industrial-office park of approximately 100 acres in size would be needed in the community and that approximately 2,500 employee positions would be created. The Community Plan designates the strip of land adjacent to I-5 as open space.

The Community Plan further indicates the area should be developed in accordance with the city's M-IP zone (City of San Diego 1975a:123). Development in accordance with the M-IP zone would allow the uses identified within the text of the zoning requirements (Municipal Code Section 101.0435.1B). Generally, this would include uses permitted in the Scientific Research (SR) zone, field crops and

orchards, manufacturing and servicing of specified industries, and professional office type of uses.

The Community Plan (City of San Diego 1975a:130) shows the Employment Center and town center areas being formed through development phases I through III; the text of the plan says, "Included within Phase I are both the town center and industrial-office park complexes. While it is not anticipated that these facilities will be complete by the end of Phase I, it is proposed that initial development be under way." Development Phase I has begun with approval of the First Precise Plan Development Unit (PDU), Carmel Valley, and the processing of the first TM within that PDU. A second residential unit, the Pardee Third PDU, is currently being planned.

2. Impacts. The project proposes a precise plan over 118 acres that would ultimately be developed in light industrial, office, and some commercial uses. The area of the Precise Plan would be developed in accordance with the M-IP zone, which would be a change from the existing A-1-5 zone. This zone requires that a subsequent M-IP permit be used for each development within the zone. The proposed amendment to the Planned District Ordinance concerning the Employment Center restricts the types of uses beyond the restrictions in the M-IP zone. The list of permitted uses (Section 103.0607) prohibits wholesaling operations and restricts the extent of warehousing and storage operations and generally encourages a "corporate headquarters" type of development in the Precise Plan area. If uses are to occur that are not listed within either the M-IP zone or the Planned District Ordinance for the Precise Plan, the Planning Department could issue a conditional use permit (CUP).

Approximately 15 acres of developed open space is proposed for the Precise Plan area. An open space strip would occur along the western boundary adjacent to I-5 and with a minimum width of 30 feet will provide a buffer between the freeway and structures. Additional open space is proposed along the SDG&E easement and will provide access for maintenance crews. The proposed open space is in substantial conformance with the open space shown in the Community Plan.

Areas adjacent to the property are expected to be developed for a variety of uses. To the north and northeast, plans call for the development of residential neighborhoods of varying densities; to the east of the northern half of the property, the town center is planned; and east of the

southern portion of the property, a residential neighborhood with densities up to 20 dwelling units per acre is proposed.

Because of traffic constraints (discussed in Section A of this report), the Employment Center will be developed in a minimum of two phases. The first phase will consist of the development of a maximum of 30 percent of the Precise Plan area. The remainder of the Precise Plan will be developed over approximately five years, or as the traffic circulation system will allow.

The development of the proposed project will result in a significant irreversible impact on the existing nature and use of the land. However, the City of San Diego, through its various planning documents described above, anticipates the eventual development of this project. In that this project is in conformance with the specific planning for the subject property and is reasonably compatible with the anticipated surrounding land uses, this project is not expected to result in any significant impacts to the planning process that has proceeded this project. However, the change in use from those associated with rural areas to the uses associated with urbanized areas is considered to be significant.

3. Cumulative Effects. Development of the proposed Precise Plan and TM will be a major step toward the ultimate development of the North City West community. The direct effect of the final development will be to change the ultimate character of the area from undeveloped rural and agricultural acreage to urban uses. With the change in land use in the North City West community, specific effects on surrounding areas can be anticipated. Employees can be expected to make use of the various recreational areas, including Torrey Pines State Beach, Del Mar Beach Park, Del Mar Shores, Solana Beach Park, and the Del Mar Fair Grounds. Shopping areas in adjacent communities and, consequently, the traffic circulation system can also be expected to be used.

Of the 16 projects included in the cumulative effect study, 10 are residential and involve the development of 2,912 dwelling units. The three science and industrial developments will result in approximately 2,200,000 square feet of science and industrial floor space, including the Employment Center.

4. Mitigation. No mitigation is proposed for land use since the proposed project is in full conformance with the Industrial Element of the Progress Guide and General Plan

(City of San Diego 1979b:73-79) and the North City West Community Plan (City of San Diego 1975a:map).

G. ARCHAEOLOGICAL RESOURCES

1. Existing Conditions. In conformance with the California Environmental Quality Act of 1970, as amended, and the City of San Diego guidelines, an archaeological investigation was performed for the 103-acre TM area. This investigation involved on-foot examination of the property and check of the records for previously recorded cultural resources in the vicinity. The goal of the investigation was to locate, record, and evaluate any cultural resources within the bounds of the TM property. An archaeological investigation will be required on the remaining property prior to further discretionary actions pertaining to the unsurveyed portion.

As a result of the investigation, two archaeological sites and five isolated finds were recorded. SDM-W-1290 is a site which consists of a sandstone face with petroglyphs carved upon it. SDM-W-1291 consists of a shell midden deposit containing a variety of cultural material. The isolated finds are light-density shell and flake scatters and an isolated mano fragment. All cultural materials found and recorded are described in further detail and evaluated in the technical report on file with the City of San Diego, Environmental Quality Division.

It should be noted that there have been repeated rumors of a historic site within the project site. On June 12, 1980, an attendee at a public hearing concerning the project restated this assertion to two RECON staff members. Subsequent field resurvey of the indicated location, combined with analyses of aerial photographs and research at the Sierra Museum/San Diego Historical Society library, has not revealed any evidence of any historical sites. Barring additional and more detailed information, it is thought that no such site exists on the project.

2. Impacts. Due to the nature of the proposed project, all of the finds would be subject to direct impact during construction activities. This impact would be significant without mitigation.

3. Mitigation. The following salvage program has been completed. These measures will reduce any impacts to a level of insignificance.

a. SDM-W-1290. The sandstone face containing petroglyph elements will be comprehensively photodocumented and recorded, and a latex cast will be made of the face itself. A technical report will be prepared discussing the results.

b. SDM-W-1291. This midden site will be surface collected and evaluated through a rectilinear posthole test. This test will be followed by excavation of a series of hand-excavated test units in sufficient quantity to reveal the variation represented at the site. A report will be prepared discussing the results.

c. Isolated Finds. These finds do not have any significant scientific or social value. Mitigation has been achieved through the recording of these finds with the San Diego Museum of Man and San Diego State University, Cultural Resource Management Center.

H. HYDROLOGY AND WATER QUALITY

1. Existing Conditions. The project area lies within the Soledad Hydrologic Subunit of the Penasquitos Hydrologic Unit. The Soledad subunit is rectangular in shape and covers an area of approximately 55 square miles extending from Interstate 15 to the Pacific Ocean. Groundwater quality in the area is described by Coate (1973, incorporated herein by reference) as having a high sodium chloride content due to the release of connate brine. Agricultural and urban runoff and recent sewage effluent disposal practices in the area have also contributed to the degradation of groundwater quality in the Penasquitos unit.

Although there are no naturally occurring streams on-site, runoff from I-5 and areas immediately to the west is directed through the property. The combination of increased runoff from I-5 and the past disturbances in and around the property which have modified the ground cover and drainage patterns has resulted in the erosion of gullies up to 25 feet in depth and 30 feet in width in some portions of the property.

A ridge extends through the north-central portion of the North City West Employment Center site, and drainage from this area is generally to the southeast and southwest. Drainage in the southerly portion of the site flows toward the east and southeast, eventually joining Carmel Valley runoff, which flows into Los Penasquitos Lagoon approximately 0.7 mile downstream.

Los Penasquitos Lagoon, a valuable wildlife habitat and preserve, has been affected by the increased deposition of sediment which has occurred since the lagoon watershed has undergone agricultural and suburban development and the development of the coast highway and railroad causeway. Primary effects have included the infilling of the lagoon and reduction of its total volume and the introduction of various pollutants and nutrients which contribute to periodic algal blooms. The impact of increased sedimentation and pollution has been intensified by the existence of a sandbar which is deposited by ocean currents in the mouth of the lagoon. This blockage prevents tidal flushing of the lagoon which would otherwise help to reduce sediment deposition and dilute and remove pollutants. A program to periodically remove the material blocking the lagoon mouth was in operation between 1966 and 1970 and served to restore the ecological balance in the lagoon during this time. More recently, however, the lagoon mouth has remained blocked and the lagoon has been affected adversely by increased sedimentation (Mudie 1974).

A recent study authorized by the California Coastal Commission has indicated that in the last few years the rate of sediment deposition in the lagoon may be decreasing, possibly due to a decrease in construction activities immediately adjacent to the lagoon (Prestegaard 1979). Nevertheless, the ecological balance of the lagoon has been and will remain threatened until a program to restore tidal flushing is initiated.

2. Impacts. Any development which replaces natural topography and vegetation with an urbanized community will alter drainage basin hydrology and, consequently, lead to unavoidable changes. During grading and construction operations, soil is exposed to erosive forces, and the potential for sediment production from the construction sites is greatly increased.

In February 1980, Leeds, Hill, and Jewett, Inc., (Leeds-Hill) completed the North City West Drainage Study for the Pardee Construction Company, which is on file with the City of San Diego Environmental Quality Division. This study concluded, in part, that the volume of rainfall runoff would increase upon development of North City West over that which exists under existing land use conditions. Additionally, the rate of runoff would increase due to impervious surfaces of pavement and buildings. If left uncontrolled, the increases in the rate of runoff would result in a significant increase in erosion and sediment production downstream from the development, depending upon the channel morphology at runoff discharge points, soil type, and the amount of vegetative cover.

3. Cumulative Effects. Under ultimate buildout, pollutants in runoff will increase, resulting in a greater biological oxygen demand and in heavier concentrations of phosphates and coliform counts. Concentrations of petroleum products, pesticides, and fertilizers in runoff will also increase. Incremental impacts on the drainage basin and lagoon are anticipated principally in the soluble, urban-related compounds and subsequently the biological oxygen demand. The impact of these pollutants on the lagoon would be significant on a cumulative basis.

Leeds-Hill has completed a major hydrologic study for the North City West area (1980). This study has concluded that with appropriate improvements, such as the limitation of earthwork to the dry months and the development of several detention basins, runoff rates during and after construction could be reduced to preconstruction rates, thereby significantly reducing erosion and subsequent deposition into lagoon areas. However, this study has not proposed mitigation for projects mentioned above that are out of the North City West area. Similar requirements as those that have been proposed by the drainage study or other mitigation measures could be imposed by the cities of San Diego and Del Mar and the County of San Diego to mitigate the hydrology and water quality impacts.

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

The detention basin indicated on the proposed Precise Plan map will have a capacity between 14 and 16 acre-feet and an outlet size of 18 inches. In addition to the on-site surface runoff, this basin will accommodate runoff from approximately 120 acres of watershed west of I-5 which flows onto the Employment Center site through culverts located beneath the freeway. Runoff will flow out of the detention basin through a sized outlet pipe beneath El Camino Real. This flow, which will be discharged into the natural drainage course through a system of energy dissipators just

east of El Camino Real, will result in lower downstream erosion levels than those that will be experienced with a 10- or 25-year frequency storm under existing conditions. Emergency spillways will be provided to safely pass 100-year peak inflow.

The maximum exposure of soils to erosive forces will exist during the period of time after initial grading and prior to ultimate development of the site with the usual paved parking, buildings, and landscaping. The potential for erosion and sediment transport from exposed soils will be short-term and the effects will be a function of the specific drainage control strategies used during and immediately after construction. In conformance with the recommendations of the Leeds-Hill report, adherence to the following measures will significantly lessen the potential for soil erosion impacts.

- a. To avoid the rainy season, no grading will occur during the five-month period between October 15 and March 15 each year.
- b. All exposed, graded slopes would be conditioned and planted before November 1 using procedures outlined in the County Special Condition R-23, "Specifications for Natural Slope Restoration for Land Development," or the equivalent.
- c. Graded roadbeds would be sandbagged, where necessary, to minimize erosion and prevent sediment transport. This measure would be maintained until the roadbeds are paved.
- d. Sediment production from graded building pads would be controlled with low perimeter berms, jute matting, sandbags, or other appropriate methods, where necessary.
- e. A system of bladed ditches at flat gradients would be constructed across the larger graded pads in order to retard sediment transport. This system of ditches would be maintained until the actual paving and construction operations occur.
- f. Permanent underground drainage facilities would be constructed on-site concurrently with grading operations.

In addition to the above measures, the detention basin will be in place during the initial construction phase. The detention basin, fitted with a temporary perforated riser, will provide backup control of sediment in runoff by acting as a desilting basin. It is usually necessary to periodically remove the accumulated silt from such basins. The responsibility for this maintenance would be provided for in an assessment district (Planned District Ordinance amendment, Section 103.0603D.7).

Implementation of these measures under ultimate development of the project will reduce sediment production from the site to a level at or below that which presently occurs. Despite the fact that sediment production from the property will not increase above existing levels, the primary mitigation which will reduce the cumulative effect of sediment and pollution from this project, and others in the Penasquitos Lagoon watershed, would be the establishment of a maintenance program for the lagoon mouth.

The State of California owns much of the lagoon including the lagoon mouth, and it is managed by the Department of Parks and Recreation. It is unknown at this time when or if a program to restore tidal flushing of the lagoon will be initiated. A number of other studies by CPO, the Regional Water Quality Control Board, and private consultants are under way for the Penasquitos Lagoon watershed and may lead to a coherent management program and a fuller understanding and better control of surface runoff impacts.

I. GEOLOGY AND SOILS

1. Existing Conditions. Four geologic units underlie the subject property. Torrey Sandstone, an Eocene formation, outcrops in the northern 80 percent of the property; the Bay Point Formation and terrace deposits and dissected alluvium, Pleistocene and Holocene formations, respectively, occur on the southern portion of the property (Kennedy 1975: Plate 2A, incorporated herein by reference).

Torrey Sandstone is generally characterized as "white to light-brown, medium to coarse grained sandstone . . . moderately well indurated [hardened]." The sandstone is predominantly composed of quartz (85 to 90 percent) with minor inclusions of various minerals (Kennedy 1975:16). The basal component of Torrey Sandstone is composed of clay and

mudstone, possibly due to its transition into the clay-rich Delmar Formation (Nobel, Palomar College, 8/17/79).

The Bay Point Formation is "composed mostly of marine and nonmarine, poorly consolidated, fine- and medium-grained, pale brown, fossiliferous sandstone" (Kennedy 1975:29). The fossiliferous material is generally found between 0 and 30 meters above mean high tide. This portion of the formation interfingers with an unfossiliferous sandstone that generally occurs 30 to 60 meters above mean high tide. This portion of the formation is considered to be nonmarine slope wash.

On April 25, 1980, a paleontological walkover was conducted. During this walkover, the range and extent of the Torrey Sandstone and Bay Point Formation were determined. Examination of exposed bluff areas in the northern and central portions of the property resulted in failure to identify any existing or potential fossil localities in the Torrey Sandstone. The Bay Point Formation occurring on the southernmost portion of the property is characterized by poorly differentiated conglomerate material similar to that which would be associated with nonmarine deposits. A subsequent locality search by the Natural History Museum indicates that they have no recorded localities on the property, either in the Torrey Sandstone or the Bay Point Formation.

Three faults occur near the property within a one-mile radius, but none appear to have shown any activity within the last 10,000 years. No landslides have been identified on the site. A low liquefaction potential exists in a small area on the extreme edge of the property bordering El Camino Real (City of San Diego 1974:Map Number 274-1689, incorporated herein by reference).

The Rose Canyon fault lies approximately five miles west of the project site. No recent records of movement occur along this fault; however, there are indications of movement within the past 10,000 years, and therefore, the fault must be considered active (City of San Diego 1974: Figure 5).

The Elsinore fault occurs approximately 35 miles northeast of the project. A number of recent earthquake epicenters have been located in this area, ranging from approximately 2.0 to 5.1 on the Richter scale of intensity (City of San Diego 1974:Figure 5).

According to the USDA (1973:Map Number 43, incorporated herein by reference), three major soil types occur on the property. The approximate extent of distribution of the soil types is summarized in Table 17 and Figure 11. Corralitos loamy sand (CsC), five to nine percent slopes, has a Storie Index rating of 61, indicating that it is suitable for most crops with minor limitations. The capability group, III, indicates the soil may require special conservation practices. The Corralitos loamy sand (CsD), nine to fifteen percent slopes, has a Storie Index rating of 52, indicating that the soil is suited for a few or special crops. The capability group, IV, indicates the soil will require special management. The loamy alluvial land-Huerhuero complex (LvF3) has a Storie Index rating of 23. This indicates the soil is not suited to cultivated crops but may be used as pasture. The capability group, VIII, indicates that "the soils and landforms have limitations that preclude their use for commercial crop production" (USDA 1973:155-179).

The combination of increased runoff from I-5 along the western project boundary and the altered drainage from the freeway, the installation of underground utilities, and past disturbances on the property have resulted in deep channel erosion and sediment production from several areas of the property.

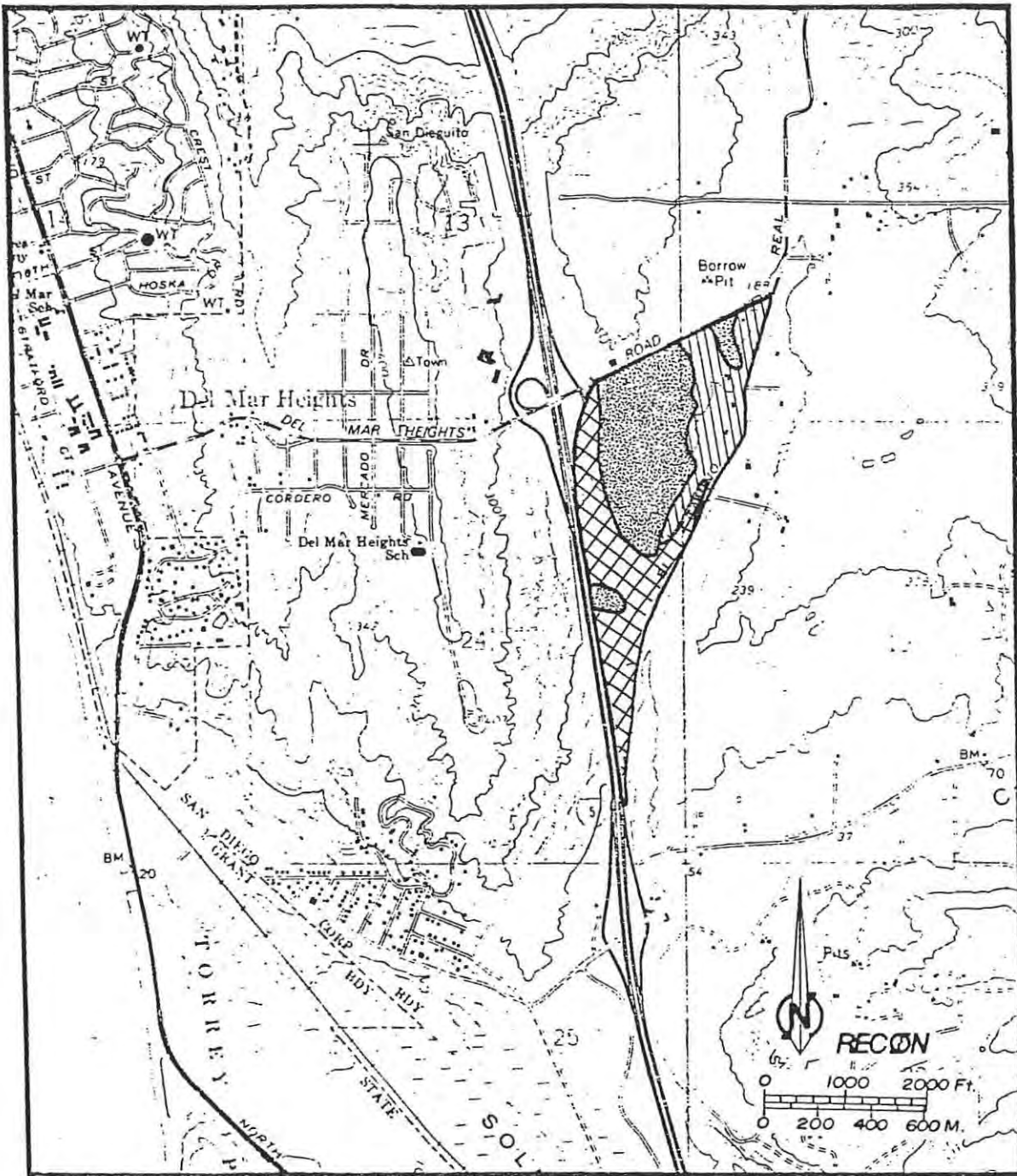
A preliminary soil investigation of the site was conducted by Benton Engineering, Inc. (Appendix D), and is on file with the Environmental Quality Division of the City of San Diego. That report noted that the soils on the property are generally loose and compressible but are nonexpansive with respect to volumetric change when moisture is added.

2. Impacts. The development of the Precise Plan will require an estimated 750,000 cubic yards of grading, which will be balanced on-site. As shown in the Precise Plan, the maximum height of cut and fill banks will be approximately 45 feet with a maximum slope ratio of 1.5:1. The proposed grading will significantly alter existing landforms and necessitate the removal of native vegetation. All rough contouring will be completed in a single process.

Based on the results of preliminary studies, the major geotechnical concern is the high erodibility of the Torrey Sandstone. A severe erosion potential will exist during the period after initial vegetation clearance and grading prior to the development of individual lots. Soils on the

TABLE 17
SOIL TYPES AND DISTRIBUTION

<u>Soil</u>	<u>Description</u>	<u>Estimated Percentage of Site Coverage</u>	<u>Capability Group</u>	<u>Storie Index</u>
LvF3	Loamy* alluvial land-Huerhuero, nine to 15 percent slopes, severely eroded	45	VIII	23
CsD	Corralitos loamy sand, nine to 15 percent slopes	35	IV	52
CsC	Corralitos loamy sand, five to nine percent slopes	20	III	61



LEGEND

- Loamy alluvial land-Huerhuero
(9 to 15 percent slopes)
- Corralitos loamy sand
(5 to 9 percent slopes)

Corralitos loamy sand
(9 to 15 percent slopes)

Figure 11. Distribution of soil in the Precise Plan area.

subject property may be subject to settlement; however, common engineering practices incorporated into the grading plan will reduce this potential impact to insignificance.

Though no paleontological resources were observed in the walkover of the subject property, the potential for significant finds exists primarily within the Bay Point Formation on the southern portion of the property. If during the course of development significant finds occur, the San Diego Museum of Natural History should be notified.

The development of the site will preclude any agricultural use of the site and would contribute to the incremental loss of potential agricultural land in San Diego County.

3. Mitigation. The results of the soils tests indicated that prior to placing filled ground, loose soils will need to be removed, the exposed surface scarified and compacted, and then the filled ground compacted. Cut areas may also require recompaction to provide adequate foundation support.

Ultimately, the drainage improvements and landscaping planned for the project would significantly reduce erosion and sediment production from the property subsequent to the full development of the project. A drainage system has been designed into the project to collect runoff accumulated on individual lots and route the flow to a retention basin at Street A and El Camino Real. The drainage system and erosion control measures are described further in the Hydrology and Water Quality section of this report.

J. URBAN SUPPORT SERVICES

As calculated in Appendix A, the proposed Employment Center would place the following maximum estimated demands upon public services and utilities, as shown in Tables 18 and 19.

1. Water and Sewer

a. Existing Conditions. Water in the North City West community is to be supplied from a 30-inch main running along Del Mar Heights Road. The line was built in 1972 to accommodate an anticipated population of 60,000 to 80,000 in

the northern portions of San Diego. Most of North City West can be served from this single pipeline, except areas south of Carmel Valley Road (City of San Diego 1979a:23-26).

Water to the City of Del Mar is supplied through the same pipelines as North City West, although Del Mar, as a chartered city, has its own water agency which contracts for its supply. Even with this shared water supply, the North City West community would not preempt any supply from the City of Del Mar.

Sewage service to the Precise Plan area would occur by the El Camino Real Trunk Line, which intersects the Carmel Valley Trunk Line at approximately the intersection of El Camino Real and Carmel Valley Road.

Sewage in the City of San Diego and a number of other areas, including Del Mar, is processed by the San Diego Metropolitan Sewerage System, which operates the Point Loma Treatment Facility. This facility has recently come under some criticism for its ability to treat the increasing volumes of sewage resulting from newly developing areas. On February 25, 1980, the Regional Water Quality Control Board (RWQCB) reviewed the capabilities of the Point Loma facility and found that with the measures that have recently been implemented and with the ongoing upgrading and expansion programs, the facility should be able to meet anticipated demands. However, if for some reason funds are not available and the scheduled expansion program is not implemented, the plant may not be able to handle anticipated volumes.

b. Impacts. Development within the Precise Plan area will require approximately 545,000 gallons of water per day. This demand is not considered unusual and is within the capacity of the water district.

Employees within the Precise Plan area development are expected to produce approximately 190,000 gallons of sewage per day. This impact is not considered significant or unusual in that the volumes fall within the expected range for projects of this magnitude and no exotic or heavy metal compounds are expected to be emptied into the system.

Concern recently has been expressed at a public meeting over the ability of the Point Loma facility to treat the sewage that is expected to be generated by new development in the San Diego metropolitan area and, more specifically, the north city area. As noted above, on February 25, 1980, the RWQCB found that the recent efforts to

upgrade the facility and the plans of the sewer district for the expansion of the treatment plant will provide adequate service.

Concern also has been expressed over the adequacy of the pump station in Los Penasquitos Lagoon. It has been noted that the pump station has had a tendency to back up and overflow, especially during the rainy season. However, the municipal sewer district has plans to add two pumps to the station which would adequately serve the existing demand and anticipated demand (Stanley, City of San Diego Water and Sewer Services, 7/25/80).

c. Cumulative Effects. Development of projects within the study area will have a cumulative effect on water and sewer services. The cumulative demand for water will be approximately 8,000,000 gallons per day, while the cumulative sewage generation is expected to be 5,000,000 gallons per day upon the completion of the North City West community (see Tables 18 and 19).

The projects identified within the City of Del Mar, the North City West Employment Center, the Carmel Valley Precise Plan area, and the North City West Third Precise Plan Development Unit are expected to be served by a 30-inch water main located within the right-of-way of Del Mar Heights Road. The projects identified within the County of San Diego would be served by either the San Dieguito Irrigation District or the Santa Fe Irrigation District through separate pipelines from the San Diego Aqueduct.

Currently, approximately 85 percent of the water used in the San Diego region is imported. The remaining 15 percent is from local groundwater. Intrastate and interstate decisions pertaining to water rights and availability will significantly affect regional water supplies, which in turn will affect individual projects.

Development in the north city area has been anticipated by the completion of two sewer trunk lines: the El Camino Real Trunk Line and the Carmel Valley Trunk Line. These facilities will be adequate to transmit sewage generated by a population of from 60,000 to 80,000, or their equivalent.

Recently, the ability of the Point Loma Treatment Facility of the San Diego Metropolitan Sewerage System to handle the volume of sewage from the metropolitan area has been questioned. However, the RWQCB, on

February 24, 1979, found the Point Loma facility in substantial conformance with the identified problems.

The City of San Diego has initiated an upgrading program for the Point Loma Treatment Facility that is scheduled for completion in 1983. On completion, this program will accommodate demand anticipated from communities identified in the General Plan for development prior to 1995 (King, San Diego Metropolitan Sewerage System, 2/25/80).

d. Mitigation. Although the impacts of this project and North City West on sewer and water services are not unusual or significant in a regional context, the following measures should receive consideration for inclusion into the project:

- 1) Low-flush toilets, pressure-reducing devices, and restricted-flow shower heads
- 2) Automated sprinkling systems and/or drip irrigation where appropriate
- 3) The use of drought-resistant vegetation.

2. Fire and Police Protection

a. Existing Conditions. As discussed within the Carmel Valley EIR (City of San Diego 1979a:20), there is a need for adequate fire protection in urbanizing areas where small fires can quickly spread. Presently, fire protection service is provided to the area from a fire station located near Mercado Road and Del Mar Heights Road, approximately one mile west of the project. The response time to the project site is approximately five minutes.

Police protection is provided by the City of San Diego through its facility in University City, located at Eastgate Mall and Genesee Avenue. The actual protection would be determined by several criteria:

- 1) Number of calls for service
- 2) Crime rate
- 3) Number of officers available.

There is some precedent for cooperation between the City of San Diego and other law enforcement agencies (Hikel, San Diego Police Department, 7/25/80).

b. Impacts. The development of the proposed project would add to the cumulative demands for fire and police protection. The establishment of need would be based upon the criteria listed above. The exact amount of protection required by the project cannot be determined at this time. However, it is not expected that this project will result in a significant impact on these services.

c. Mitigation. Land has already been purchased for a new fire station on Black Mountain Road east of El Camino Real, approximately one-third mile east of the project site. No special measures related to police protection are anticipated for this project. An increase in the number of patrol units is expected with the continued development of the area. No mitigation measures are recommended to the developer.

3. Energy

a. Existing Conditions. Currently, a major portion of the North City West area is undeveloped. This area has been designated for mixed residential, commercial, and employment center uses, with development spanning at least 20 years.

b. Impacts. Energy use is expected to parallel the development of the community as a whole. Within this context, the Employment Center will have an incremental impact that will be a part of the cumulative impact of North City West, as well as the cumulative impact of growth in the greater San Diego region. The cumulative effect of this project and of population growth in general on nonrenewable energy resources represents an unavoidable significant impact.

As indicated in Tables 18 and 19, the Precise Plan is expected to use 150 therms of natural gas per day and 189,000 kilowatt-hours (kwh) of electricity per day. Transportation that is related to the activities within the Employment Center is expected to consume 8,600 gallons of gasoline per month.

The cumulative effect of the development of the identified projects, including the development of North City West, is expected to be a demand for 24,000 therms of natural gas per day, 548,000 kilowatt-hours of electricity per day, and 78,000 gallons of gasoline per day.

c. Mitigation. Energy conservation measures should be considered for incorporation into the proposed project. These could include:

- 1) Heating, ventilation, and air conditioning systems designed for specific activity levels with controls for sections or zones based on actual requirements
- 2) Fluorescent lighting designed for brighter "task lighting" and dimmer general lighting
- 3) Openable windows, permitting natural ventilation and lighting systems that provide minimum muted lighting at night as well as curtailment of all interior lighting when facilities are closed
- 4) Installation of insulation with an R factor of 19 or higher
- 5) Building orientation which will utilize exposure and natural air circulation patterns for heating and cooling effects
- 6) Solar energy for space and water heating.

4. Solid Waste

a. Existing Conditions. The city-operated Miramar landfill could serve the North City West community. The City of San Diego intends to utilize the Miramar landfill at least until the year 2000. Should the life of the Miramar landfill be shorter than expected, the North City West solid waste would probably be transported to the new facility at Palomar Airport Road and El Camino Real--the Palomar Airport Transfer Station--and subsequently transported to a county landfill (City of San Diego 1979:16-17).

b. Impact. Generally, the TM and Precise Plan areas will result in incremental increases in the regional waste generation of approximately 29,200 pounds per day and 33,500 pounds per day, respectively. This is not considered to be a significant impact.

c. Mitigation. Though the generation of the anticipated solid waste is not considered to be a significant

impact, efforts should be made to reduce the amount of solid waste generated as much as is practical. The only realistic mechanism for the reduction of the volume of solid waste is through the process of recycling reusable materials, such as paper products, metals, glass, and plastic.

K. OTHER CONSIDERATIONS

1. Noise. The existing day-night average noise level (L_{dn}) calculations are presented in Table 20, with the existing noise contours in Figure 12. With the full buildout of North City West, a significant increase in noise levels is anticipated (Table 21 and Figure 13). The existing noise levels and the anticipated noise levels on the subject property are compatible with the proposed uses of the Employment Center (Table 22).

A noise level of 75 dBA or less is considered to be "compatible" for commercial and industrial sites by the Transportation Element of the Progress Guide and General Plan (City of San Diego 1979b:63). The L_{dn} at the site of the proposed pad nearest I-5 is expected to be 74 dBA by 1995, with I-5 being the greatest noise source.

2. Coastal Zone. The project site lies directly east and south of and adjacent to the San Diego Coastal Zone. Although none of the property is situated within the Coastal Zone itself, the activities associated with street widening and the extension of utility lines are expected to interface with the coastal jurisdiction.

The project itself will not affect access to or from the coast. However, drainage from the property ultimately flows to Los Penasquitos Lagoon, which is within the Coastal Zone. Measures have been incorporated into the project, however, which mitigate the potential for siltation downstream from the project. These measures are discussed in the Hydrology and Water Quality section of this report.

TABLE 20
EXISTING NOISE LEVELS
AT THE SUBJECT PROPERTY

Ref.	Segment	Lanes / Median	ADT (10 ³)	Speed	Average Hourly Flow		% Trucks	L _{eq} , dB		Initial L _{dn} at 50 feet	Adjustment for Median	Adjustment for Grade	L _{dn} at 50 feet	Distance to L _{dn} = 65 dB (feet)
					Day	Night		Day	Night					
1	Interstate 5 South of Del Mar Heights Road	8 / 22	102	55	6,000	1,500	8	78	72	80	-	-	80	580
1	Del Mar Heights Road between I-5 and El Camino Real	2 / 0	1.6	35	100	23	2	58	54	63	-	-	63	-
1	El Camino Real south of Del Mar Heights Road	2 / 0	0.5	35	29	10	2	*	*	-	-	-	-	-

¹Average Daily Traffic Volumes: San Diego Metropolitan Area. Map (CPO 1980).

* Negligible.

TABLE 21
ANTICIPATED NOISE LEVELS
FULL BUILDOUT OF NORTH CITY WEST¹

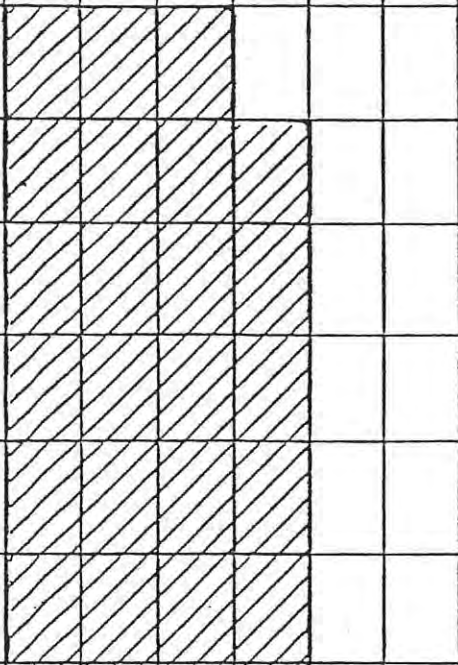
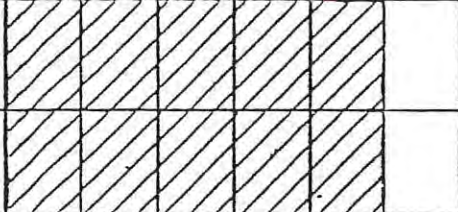
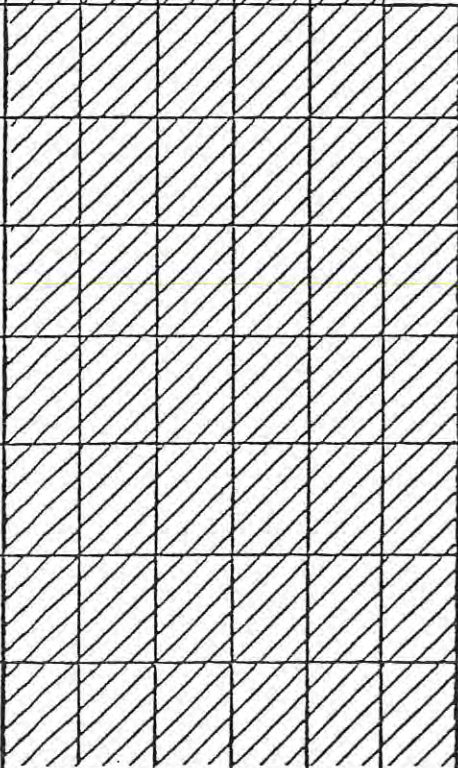
Ref.	Segment	Lanes / Median	ADT (10 ³)	Speed	Average Hourly Flow		% Trucks	L _{eq} , dB		Initial L _{dn} at 50 feet	Adjustment for Median	Adjustment for Grade	L _{dn} at 50 feet	Distance to L _{dn} = 65 dB (feet)
					Day	Night		Day	Night					
2	I-5 south of Del Mar Heights Road	8 / 22	196	55	11,400	2,800	8	80	74	82	-	-	82	720
3	Del Mar Heights Road east of I-5	6 / 22	51	45	3,000	740	2	74	68	76	-	-	76	650
3	El Camino Real south of Del Mar Heights Road	4 / 0	39	35	2,300	560	2	69	63	71	-	-	71	160

¹Swing 1973.

²City of San Diego 1979.

³City of San Diego 1975.

TABLE 22
 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.						
2	Schools, Libraries						
3	Nature Preserves, Wildlife Preserves						
4	Residential-Single Family, Multiple Family, Mobile Homes, Transient Housing						
5	Retirement Home, Intermediate Care Facilities, Convalescent Homes						
6	Hospitals						
7	Parks, Playgrounds						
8	Office Buildings, Business and Professional						
9	Auditoriums, Concert Halls, Indoor Arenas, Churches						
10	Riding Stables, Water Recreation Facilities						
11	Outdoor Spectator Sports, Golf Courses						
12	Livestock Farming, Animal Breeding						
13	Commercial-Retail, Shopping Centers, Restaurants, Movie Theaters						
14	Commercial-Wholesale, Industrial Manufacturing, Utilities						
15	Agriculture (except Livestock), Extractive Industry, Farming						
16	Cemeteries						



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: Progress Guide and General Plan (City of San Diego 1979:63).

IV. SUMMARY OF ENVIRONMENTAL FACTORS

A. MITIGATION MEASURES PROPOSED TO MINIMIZE THE SIGNIFICANT EFFECTS

The Environmental Analysis section of this report contains recommendations for measures to minimize the effects of the proposed development. The recommendations are summarized below.

1. Traffic. The following measures have been recommended by the traffic consultant and will be incorporated into the project:

- a. Street A will be constructed as a four-lane collector street, 78 feet wide from curb to curb, with a 14-foot-wide median designed to accommodate left-turning movements.
- b. Street B will be constructed as a 50-foot-wide local industrial street on a 70-foot right-of-way. The intersection of Street B with Del Mar Heights Road will be designed for right turns only.
- c. El Camino Real will be constructed as a 78-foot-wide, four-lane, primary arterial street on a 98-foot right-of-way. The centerline alignment should be modified to provide an intersection angle of approximately 75 to 80 degrees at Del Mar Heights Road. Additional pavement width, as specified by the city engineer, will be provided on the west side of El Camino Real to accommodate traffic that would access any driveways from El Camino Real adjacent to the Employment Center.
- d. Traffic signals will be required at the intersections of El Camino Real and Street A, El Camino Real and Street B and Del Mar Heights Road and Street A.
- e. Del Mar Heights Road will be a 102-foot-wide, six-lane, primary arterial street on a 122-foot right-of-way.

2. Growth Inducement. The proposed Precise Plan and amendments to the Planned District Ordinance contain development restraints that will control growth-inducing effects by

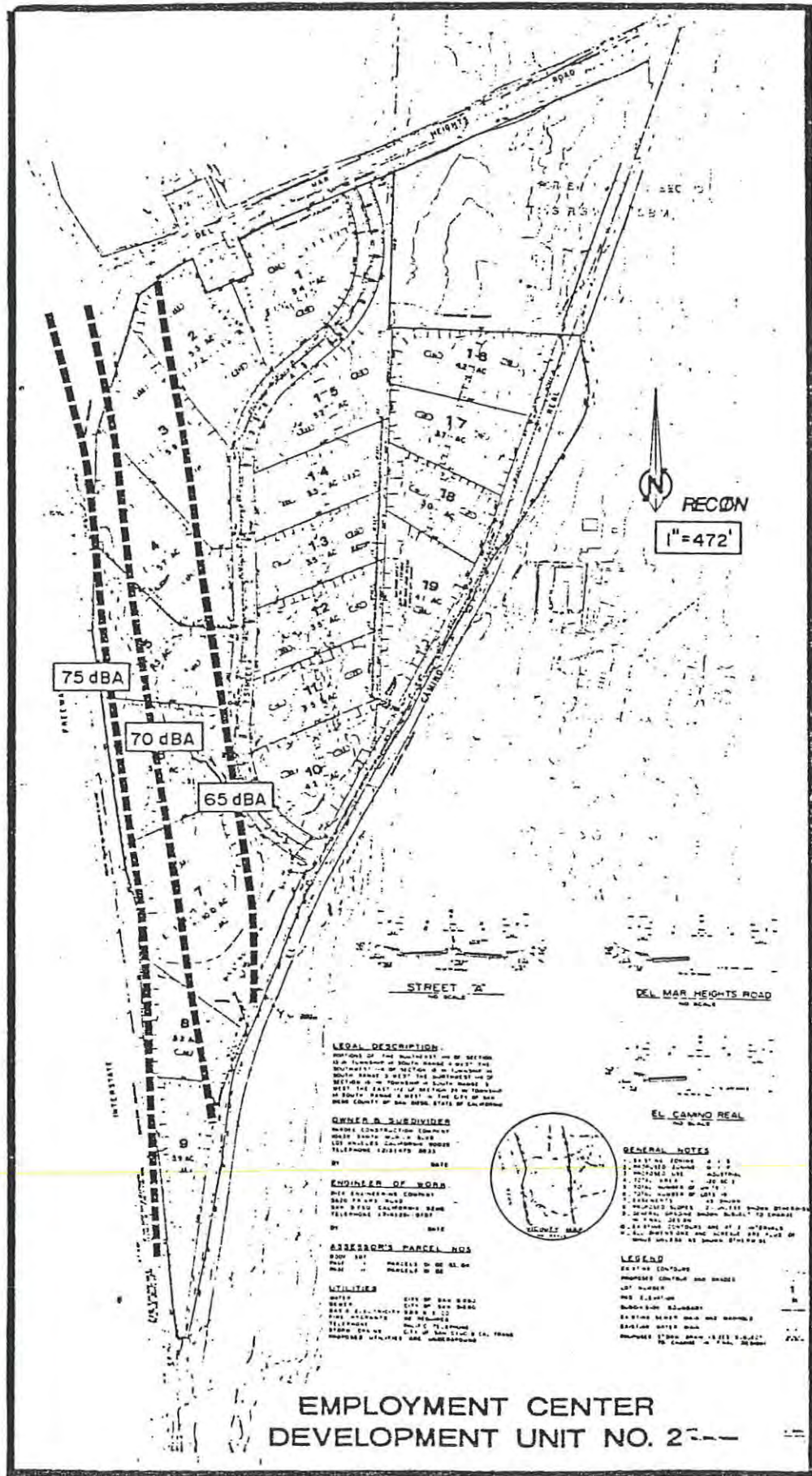


Figure 12. Existing noise contours for the proposed Employment Center.

the limitation of the physical development and the uses of the ultimate development.

The provision for services for the project will be accomplished by the implementation of financing mechanisms of the facilities benefit assessment program. Furthermore, the services that are to be developed with the TM should eliminate the need for any other financial assistance for mitigation to accommodate anticipated growth. These measures would not mitigate the growth inducement impacts to an insignificant level.

3. Archaeology. A cultural resource recovery and documentation program has been completed. The sandstone face containing petroglyph elements (SDM-W-1290) has been photodocumented and recorded, and a latex cast has been made. SDM-W-1291 has been collected and test units made to determine the significance of the site. Additionally, reports on these investigations are presently being prepared.

4. Geology and Soils. The development of the structures will conform to the recommendations that will be proposed in a comprehensive soils and geology technical report which will be required prior to the issuance of any grading permits.

5. Climate and Air Quality. The location of the Employment Center adjacent to I-5, other urban centers in the north city area, the proposed town center, and the proposed park-and-ride facilities will encourage the efficient use of automobiles and public transportation services (Tactics T9 and T10). Street A, which lies within the central portion of the project site, will be broad enough to accommodate bus stops at any point. Bus stops at convenient locations should encourage the use of mass transit and subsequently reduce vehicular emissions. A bicycle route is planned along the major internal street, and pedestrian paths are proposed along the major street and within the open space easement (Tactics T6 and T7).

6. Hydrology and Water Quality. A master drainage study has been completed for the northern portion of North City West by Leeds-Hill. Under this plan, methods are described by which the rate of storm water runoff would be controlled under both ultimate development conditions and the independent development of each precise plan unit. The drainage plan provides a detention basin in each development unit to allow independent development of each unit. The detention basins and outlets would be sized to meet the state

Coastal Commission's requirement to reduce the rate of storm water runoff having a 10-year frequency or 25-year frequency under ultimate development conditions to the rate of runoff that would exist under present conditions with the same storm events.

The following constraints will be adhered to, to reduce the interim effects during the development phases:

- a. To avoid the rainy season, no grading will occur during the five-month period between October 15 and March 15 each year.
- b. All exposed, graded slopes would be conditioned and planted before November 1 using procedures outlined in the County Special Condition R-23, "Specifications for Natural Slope Restoration for Land Development," or the equivalent.
- c. Graded roadbeds would be sandbagged, where necessary, to minimize erosion and prevent sediment transport. This measure would be maintained until the roadbeds are paved.
- d. Sediment production from graded building pads would be controlled with low perimeter berms, jute matting, sandbags, or other appropriate methods, where necessary.
- e. A system of bladed ditches at flat gradients would be constructed across the larger graded pads in order to retard sediment transport. This system of ditches would be maintained until the actual paving and construction operations occur.
- f. Permanent underground drainage facilities would be constructed on-site concurrently with grading operations.

7. Topography and Visual Aesthetics. Incorporated into the Precise Plan is the principle of "contour-related terracing." This breaks the majority of the lots into two terraces at different elevations. These terraces will generally follow the natural contours of the property. This has the effect of reducing the height required for cut slopes and it reduces the overall requirement for grading. For the most

part, the terraces will increase in elevation to the west. If the buildings are constructed on the lower terraces, the result is the appearance of a lower-lying structure than is expected. The second feature designed to reduce the total visual impact of the project is the planting of trees so that the alignment will permit visibility from the freeway yet form a visual barrier from the residential areas in Del Mar Heights. Open space designated in the Precise Plan will be maintained as follows:

- a. The property owners association will maintain the open space adjacent to I-5, the SDG&E power easement, and the median and entry areas of Street "A".
- b. The maintenance district will maintain the street medians of Del Mar Heights Road, El Camino Real, and the detention basin, if required.
- c. The property owners will maintain the parkway areas included in or adjacent to their property.

8. Urban Support Services. The following measures should be incorporated into the project to reduce the impacts of the project on water and sewer service:

- a. Low-flush toilets, pressure-reducing devices, and restricted-flow shower heads
- b. Automated sprinkling systems and/or drip irrigation where appropriate
- c. The use of drought-resistant vegetation.

With respect to energy consumption, the following measures should be considered for incorporation into the project to reduce the anticipated energy demand:

- a. Heating, ventilation, and air conditioning systems designed for specific activity levels with controls for sections or zones based on actual requirements
- b. Fluorescent lighting designed for brighter "task lighting" and dimmer general lighting

- c. Openable windows, permitting natural ventilation and lighting systems that provide minimum muted lighting at night as well as curtailment of all interior lighting when facilities are closed
- d. Installation of insulation with an R factor of 19 or higher
- e. Building orientation which will utilize exposure and natural air circulation patterns for heating and cooling effects
- f. Solar energy for supplementary water heating.

B. SIGNIFICANT UNMITIGABLE ENVIRONMENTAL EFFECTS WHICH CANNOT BE AVOIDED IF THE PROPOSED DEVELOPMENT IS IMPLEMENTED

The Environmental Analysis section of this report contains documentation of unavoidable environmental impacts. These impacts are as follows:

1. Landform and Visual Quality. The project will result in topographic modification, which is not mitigable. The project would replace native vegetation with buildings, streets, parking lots, and landscaped vegetation.

2. Biological Resources. The development of the Employment Center will result in the loss of 87.4 acres of coastal mixed chaparral. Development will have an incremental impact on five sensitive plant species.

The following are significant cumulative impacts:

3. Growth Inducement. The development of the project will result in the opening of new jobs, which will encourage the growth of surrounding areas.

4. Traffic Circulation. The development of the Employment Center will result in an increase in the vehicular traffic on I-5 and areas adjacent to the North City West community.

5. Water Quality. The project will incrementally add to the total dissolved pollutants in Los Penasquitos Lagoon.

C. ANY SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES WHICH WOULD BE INVOLVED IN THE PROPOSED ACTION SHOULD IT BE IMPLEMENTED

Impacts and irreversible environmental changes associated with the project are addressed under each subsection of the Environmental Analysis section of this and the original report. In summary, the significant irreversible effect of the project are as follows:

1. Land Use. Approval of the proposed Precise Plan and TM further represents the commitment to changing the use of the subject property from vacant land to industrial. This commitment was initiated with approval of the North City West Community Plan (City of San Diego 1975a) and the Carmel Valley Precise Plan (City of San Diego 1979d). Once completed, this transition will be irreversible.

2. Landform. The project will result in direct topographic modification in the area of the proposed Precise Plan and TM.

3. Visual Quality. The project will replace natural topography and native vegetation with buildings, manufactured slopes and pads, and paved parking areas and streets.

4. Biological Resources. The project results in an irreversible removal of native vegetation and wildlife habitat.

The following are significant cumulative impacts:

5. Growth Inducement. Development of the project will encourage the growth of the surrounding areas.

6. Traffic Circulation. In addition to local streets, the project will increase traffic in this and neighboring areas.

D. THE RELATIONSHIP BETWEEN LOCAL SHORT-TERM USES OF
MAN'S ENVIRONMENT AND THE MAINTENANCE OF LONG-TERM
PRODUCTIVITY

The project results in cumulatively significant conversions of vacant land and elimination of potential agricultural land. However, the City of San Diego's Progress Guide and General Plan has, since 1967, designated the project area for urbanization prior to 1995. Implicit in this designation is the recognition of the long-term loss of potential agricultural and vacant land to urban use. The City of San Diego Progress Guide and General Plan supports these conclusions in calling for the development of the North City West Community Plan area.

The other significant long-term cumulative impact includes the elimination of biological resources. The impact is specifically addressed in the subsection of the Biological Resources section of this report.

V. PROJECT ALTERNATIVES

As directed within Section 14143(d) of the California Administrative Code, "the discussion of alternatives shall focus on alternatives capable of eliminating any significant, adverse environmental effects or reducing them to a level of insignificance, even if these alternatives substantially impede the attainment of the project objectives, and are more costly."

A. NO PROJECT/BUILDING AT EXISTING ZONING

A no project alternative for the North City West Employment Center would retain the current agricultural zoning, A-1-5. It does not guarantee that no development would occur or that the site would remain undisturbed or that no environmental impact would occur. Instead, a no project alternative would simply avoid the impacts associated with the more dense development proposed for the site.

Under the existing zoning, several types of development could occur. More intensive agricultural uses could take place in the area, which would then have a different set of associated impacts from those identified under the existing plan. Archaeological and biological resources would be impacted by agricultural development. Of particular concern would be the impact on Penasquitos Lagoon from pesticide and fertilizer runoff. More intensive agricultural use of the property would require a Land Development Permit and environmental review, provided that the land was not previously used for agriculture (Municipal Code 62.0405C). The feasibility of agriculture in North City West, however, is questionable given the preceding discussion in the Geology and Soils section of this report, which indicates approximately half of the area is suitable for crops. The badland-type topography of the project area effectively precludes many large-scale agricultural uses.

Were the Employment Center alone reserved for agricultural uses under the existing zoning, an agricultural island would be created, requiring modifications to the community plan. While this option would reduce overall service demand (police, fire, water, sewer), population, and energy use, it would result in essentially conflicting land uses as a major commercial center and residential areas would be juxtaposed with farming. Since the best agricultural land in the total community is not concentrated in any one precise plan area, the preservation of only the best lands would

result in fairly sporadic, small-lot agricultural parcels interspersed with residences and commercial development.

The agricultural development of the area that might take place under a no project scenario for the entire community or just the Employment Center might be much more fragmented and would not necessarily occur in the same 20-year time frame as the proposed North City West project.

Another development pattern possible under the existing zoning (A-1-5) is that of large-lot residential uses. If the entire Community Plan area were developed in such a manner, approximately 430 residences could be accommodated in the North City West area, with about 24 dwellings in the Employment Center alone. Continuing residential development would result in incremental increases in traffic, demand for schools, sewer and water hookups, fire and police protection, and other capital facilities. Those demands and impacts, however, would be significantly less than those anticipated for the existing planned project.

In general, the no project alternative would very likely result in the same impacts to archaeological and biological resources as would a large-scale residential development; that is, archaeological resources would still be lost in the absence of any mitigation measures, and there would be a decrease in native vegetation and wildlife habitat. The exact nature and extent of the impact could not be determined in the absence of specific development plans.

The environmental impacts in terms of visual quality and landform modification with a no project alternative would be substantially different; the potential would exist for less concentrated and less massive grading and development disturbances. Any development, however, even under the no project alternative, would change the topography and visual character of the area from its current natural state.

Population-associated impacts, water quality, and traffic, would generally be reduced under a no project alternative.

The adopted Progress Guide and General Plan (City of San Diego 1979b) indicates that North City West is considered a Planned Urbanizing area, available for development prior to 1995. Within the Progress Guide and General Plan (City of San Diego 1979b:75) and the North City West Community Plan (City of San Diego 1975a:map), the subject property is identified as an industrial site. If the development were to take place within the existing zoning (i.e., a no project

alternative), the North City West Community Plan would need to be reconsidered, since it contains development plans for an employment center under the M-IP zone.

B. DELAYED PROJECT

All potential environmental impacts of the project would be deferred. However, as noted above under the no project alternative, agricultural or large-lot residential development and their associated impacts could still occur in the interim, with the appropriate permits.

The North City West area has been designated in the Progress Guide and General Plan (City of San Diego 1979b) as a Planned Urbanizing area, available for development before 1995. While a delay in the project would not be inconsistent with the General Plan since development is only designated "prior to 1995," it may require a modification in the Community Plan in that it indicates the Employment Center should be included in Phase I of the development of North City West (City of San Diego 1975a:78).

Delays in the project would not minimize the demand for job opportunities and employment centers. Delays are likely to cause the demand to surface elsewhere in existing industrial areas.

The Community Plan indicates that in order to have a balanced community, employment opportunities and commercial centers need to be developed concurrently with the development of the residential communities. Presently, both the Carmel Valley Precise Plan and the Third PDU are either in the final planning stages or are entering the final stages. Therefore, in order to provide employment opportunities for potential residents, it is reasonable that no significant delay in the development of the Employment Center should occur.

C. REDUCED SCOPE

A variety of reduced project alternatives are available. A reduced project could reduce the anticipated impacts on topographic modification, visual quality, and traffic circulation. The reduction of these impacts could be substantial depending on the extent of project reduction. The need for such urban support services as water and sewer facilities

would also be incrementally reduced. Significant adverse impacts, however, would not necessarily be reduced to a level of insignificance.

One reduced project alternative would be the limited parcelization and development of the disturbed land along Del Mar Heights Road and El Camino Real, with the interior of the site and land along I-5 left as natural open space. Some of the site's natural topographic features could be left unchanged. Such biological resources as the Torrey Pines, Del Mar Manzanita, and coastal mixed chaparral could be partially preserved, although impacts would not be reduced to insignificance and the biological value of such an isolated patch of habitat would be questionable. The visual quality impacts to residents west of I-5 would be reduced with this alternative. Traffic congestion impacts associated with traffic generation and congestion would also be reduced. Corporate offices would not be highly visible from I-5, which is considered economically desirable for this type of development.

A second reduced project alternative would be further restrictions on the maximum coverage and gross floor area allowed per gross-acre of land. This alternative could reduce visual quality impacts by requiring more buffer areas between the project and surrounding development and could also incrementally reduce traffic impacts.


D. NONINDUSTRIAL ZONING

Two basic alternatives to an industrial zone are commercial or residential. A commercial development on the site would tend to have the same or greater impacts than the proposed project and would result in an overabundance of commercial development in the North City West community.

The number of units in a residential alternative would be dependent upon the specific zoning of the property. A range of 600 to 4,800 dwelling units on the site would result in between 6,000 and 38,400 ADT, based on 10 ADT for single-family units and 8 ADT for attached units. Only a relatively low or moderate density residential project would have fewer or less severe impacts than the proposed project. Topographic alteration and impacts to biological resources could be reduced if residences were clustered, but the impacts would probably not be reduced to an insignificant level. Traffic and air quality impacts would be reduced if the number of dwelling units and generated ADT were below the

VI. CERTIFICATION

This report presents a full disclosure and an independent analysis of all available information pertinent to the proposed action.



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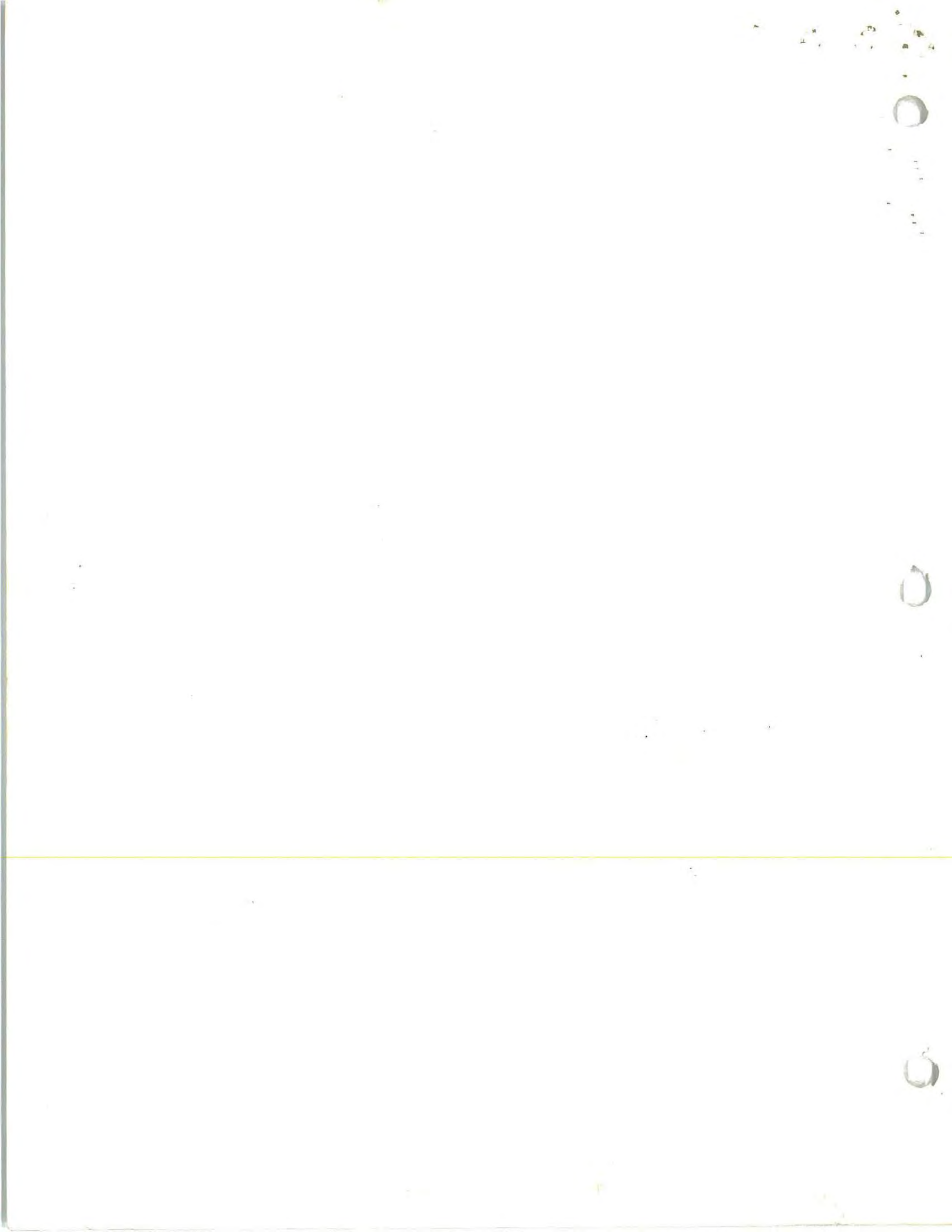
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improvements. This contribution will be made on a pro rata basis as determined by the City Manager and assured through a development agreement. A phasing plan for necessary improvements will be provided to the satisfaction of the City Engineer, and construction will be assured in a manner satisfactory to the City Engineer when required by the phasing plan.

WATER QUALITY

Impact

Grading of the project site could result in potentially significant sedimentation effects on Los Penasquitos Creek and Lagoon while soils are exposed to rainfall.

Finding

Erosion control measures, including sediment basins during the construction phase of the project will be implemented to control sediment in runoff leaving the site. Long-term effects of increased runoff from the site will be mitigated by the detention basin in Lopez Canyon upstream from the project site.

CULTURAL RESOURCES

Impact

Grading of the project site as proposed would destroy significant archaeological resources on the property.

Finding

As a condition of the PID, a comprehensive surface and subsurface data recovery program is required prior to grading for archaeological sites W-1440/A-1. This program will mitigate potential impacts on archaeological resources to an acceptable level.

BIOLOGICAL RESOURCES

Impact

Development of the Circulation Element road and business park uses south of Mira Mesa Boulevard as proposed will result in cumulatively significant biological impacts. This impact is due to the loss of Coastal Sage Scrub habitat, which is locally and regionally declining and supports four sensitive plant species, including approximately 500 coast barrel cactus.

Finding

Measures have been incorporated into the project to mitigate biological impacts to the extent feasible. These measures include the revegetation of manufactured slopes with native species, as detailed on the landscape plan and retention of approximately 7 percent of the project site in natural open space. In addition, large acreage of Coastal Sage Scrub habitat, including the four sensitive species found onsite, is preserved in open space as part of the adjacent City-owned Los Penasquitos Canyon Regional Preserve. Significant impacts associated with biological resources cannot be

mitigated to insignificance due to the proposed extension of "A" Street between Carroll Canyon Road and Mira Mesa Boulevard as required by the City and shown in the Mira Mesa Community Plan. The elimination of building pads adjacent to the road could reduce the grading in this area, but construction of this Circulation Element roadway would necessitate substantial grading that would still have cumulatively significant impacts to biological resources.

STATEMENT OF OVERRIDING CONSIDERATIONS

The City Council and Planning Commission, having reviewed and considered the information contained in the final EIR and the record, make the following statement of overriding considerations.

Although the project would have significant unavoidable impacts on biological resources and air quality, there are specific overriding considerations that balance the benefits of the proposed project against the unavoidable environmental effects, as detailed below.

The Pacific Corporate Center project will provide a large area of needed industrial development in the City of San Diego, including substantial acreage of M-LI zoned land. The PID for the project will assure that the project is sensitive to environmental concerns to the extent practical. Development of business park uses is consistent with the Mira Mesa Community Plan and will include construction of a circulation element road as identified in that plan. There are economic and other benefits to the City as a whole resulting from the development of industrial uses.

Therefore, the City of San Diego finds that the benefits associated with this project override the biological and air quality impacts.

TABLE 18
URBAN SUPPORT DEMANDS
OF THE NORTH CITY WEST COMMUNITY

Development Area	Natural Gas ¹ (therms/day)	Electricity ¹ (kwh/day)	Water (gal/day)	Sewage Generation (gal/day)	Solid Waste (tons/day)	Gasoline (gal/day)
North City West community ²	21,100	504,500	7,500,000	4,500,000	91	65,700
Carmel Valley Precise Plan	3,100	48,500	915,000	407,000	16	12,300
Employment Center	170	214,800	621,000	212,000	16.8	8,600
Third Precise Plan Development Unit	<u>1,740</u>	<u>27,100</u>	<u>599,000</u>	<u>240,000</u>	<u>9.4</u>	<u>10,900</u>
Total of Precise Plan Areas	5,010	290,400	2,135,000	859,000	42.2	31,800

¹Based on 13,970 dwelling units and 1,542,000 square feet of structures within the Employment Center.

²The natural gas and electricity consumption estimates reflect updated estimates of 700 kwh/mo and 45 therms/mo for the average dwelling unit (Gleason, SDG&E, 11/20/80).

TABLE 19
UTILITY DEMAND DATA
FOR THE PROJECTS WITHIN THE STUDY AREA

Project	Natural Gas (therms/day)	Electricity (kwh/day)	Water (gal/day)	Sewage Generation (gal/day)	Solid Waste (tons/day)
Seawind-Del Mar Property	(179)	(1,117)	(37,980)	(18,760)	(0.53)
Multi-purpose Transportation Facility ¹	(10)	(200)	(420)	(340)	N/D
Highland Estates	37	267	7,500	4,250	0.12
Rancho La Zanja Properties	170	1,217	33,000	14,600	0.06
Carmel Valley Area Precise Plan and Resubdivision	48	360	9,315	7,397	0.14
Seabridge Restaurant	14	273	573	459	0.12
Seagrove Park and Del Mar Bluff Preserve	N/D	N/D	N/D	N/D	N/D
San Dieguito Estates	(91)	(650)	(17,550)	(7,800)	(0.03)
Sea Breeze Estates	(28)	(200)	(5,400)	(2,400)	(0.09)
Sorrento Valley Industrial Park Unit 8	(200)	(4,080)	(8,400)	(6,720)	(0.07)
Torrey Pines Science Park #3 ²	(670)	(13,000)	(28,000)	(22,400)	(2.04)
Fairbanks Ranch	(1,500)	(10,300)	(280,000)	(125,000)	(4.09)
Sierra Del Mar	<u>300</u>	<u>2,200</u>	<u>59,000</u>	<u>26,200</u>	<u>1.00</u>
Cumulative study area total	3,247	33,864	487,138	236,326	8.29
North City West community ³	<u>21,100</u>	<u>514,500</u>	<u>7,500,000</u>	<u>4,500,000</u>	<u>91.00</u>
TOTAL DEMAND	<u><u>24,347</u></u>	<u><u>548,364</u></u>	<u><u>7,987,138</u></u>	<u><u>4,736,326</u></u>	<u><u>99.29</u></u>

() - Derived data using generation factors presented in Appendix A of this report.

¹ Assumes the same generation factors as commercial and office facilities.

² Generation factors based on Appendix A.

³ Source: Supplemental EIR for Carmel Valley (EQD 76-05-25P, S-1).

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

I. INTRODUCTION

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

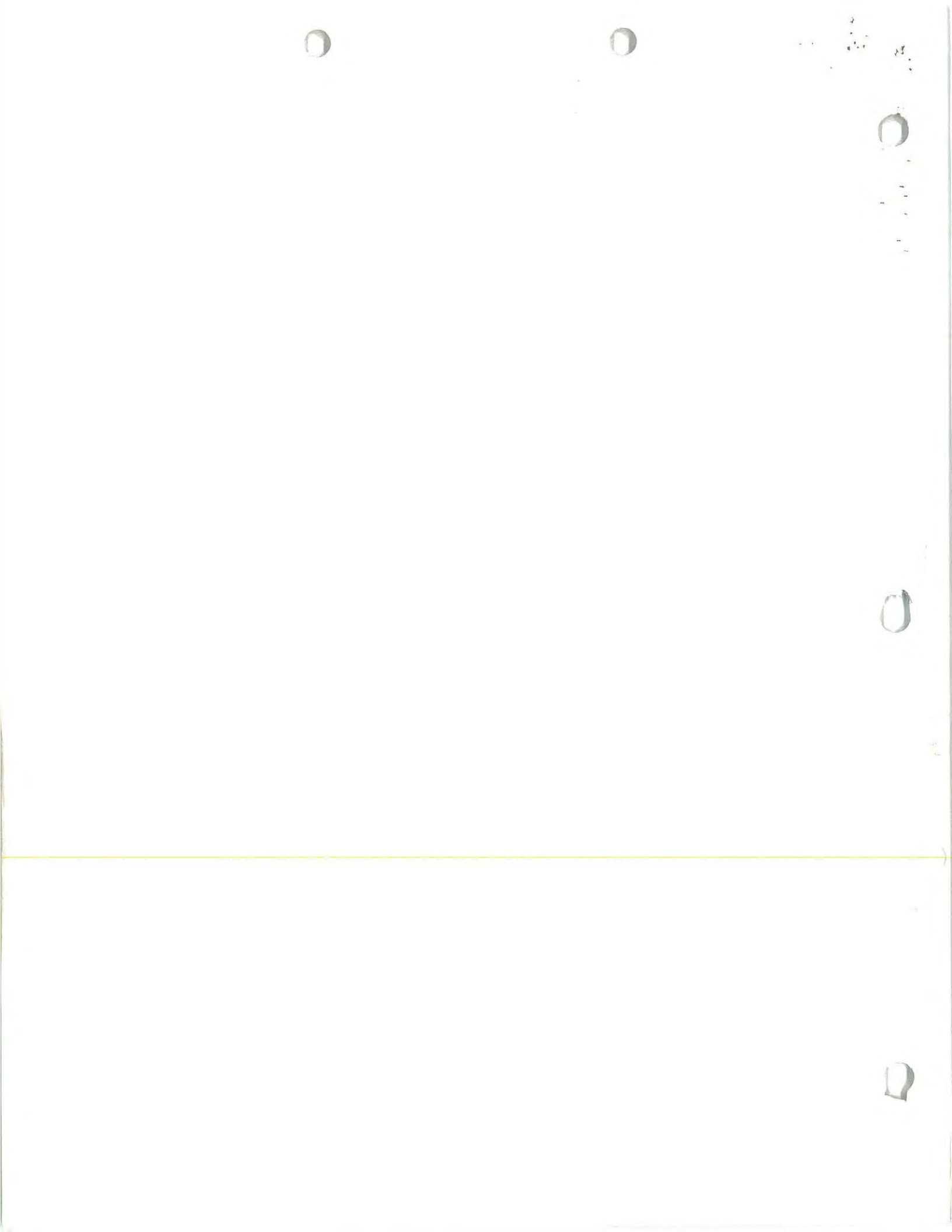
II. PROJECT DESCRIPTION

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

III. ENVIRONMENTAL ISSUE ANALYSIS

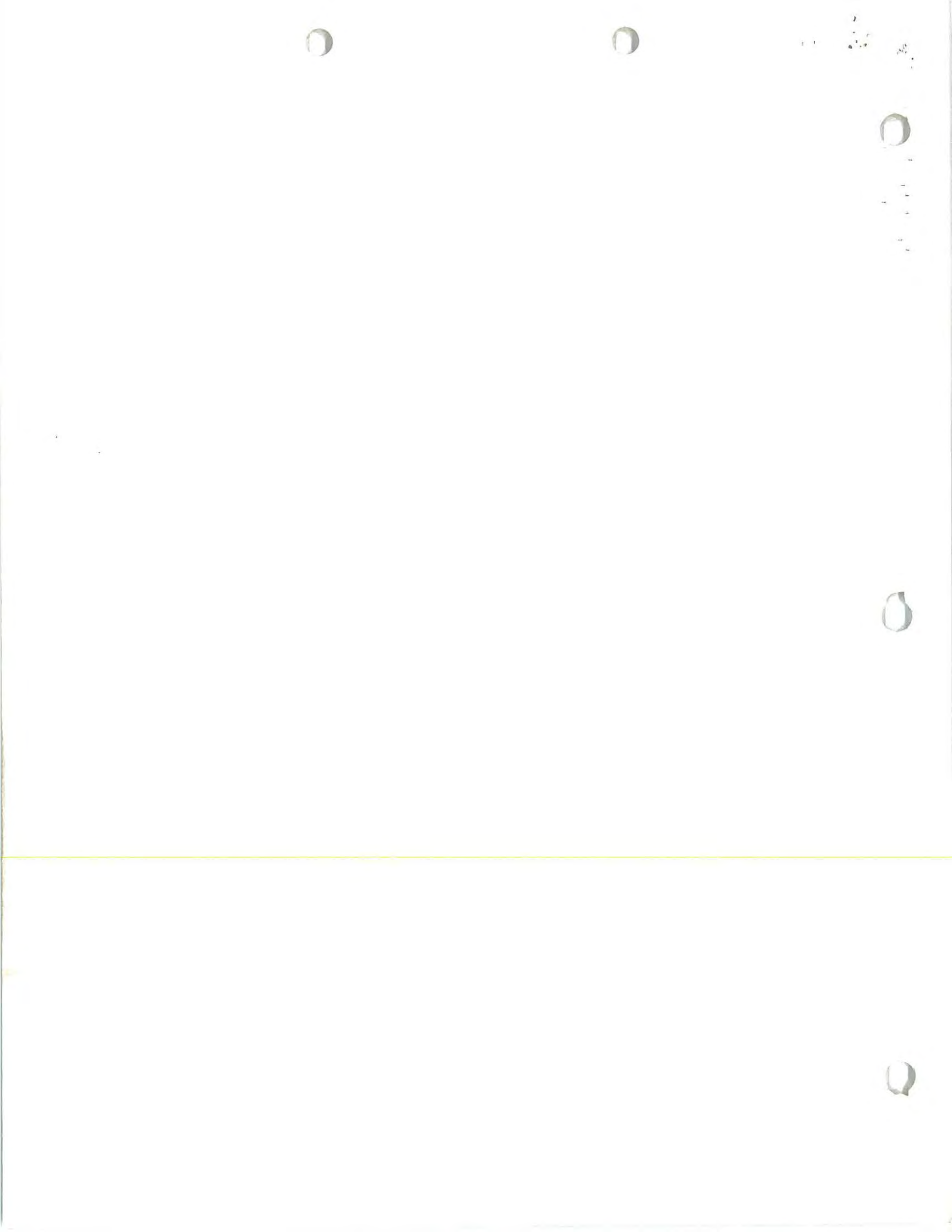
Traffic. The proposed changes in land use would result in an overall net increase of 480 ADT. Since this represents a change of only one percent, the proposed changes in land use would not result in a significant increase in traffic generation nor in significant traffic impacts which were previously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

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



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

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



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

I. INTRODUCTION

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

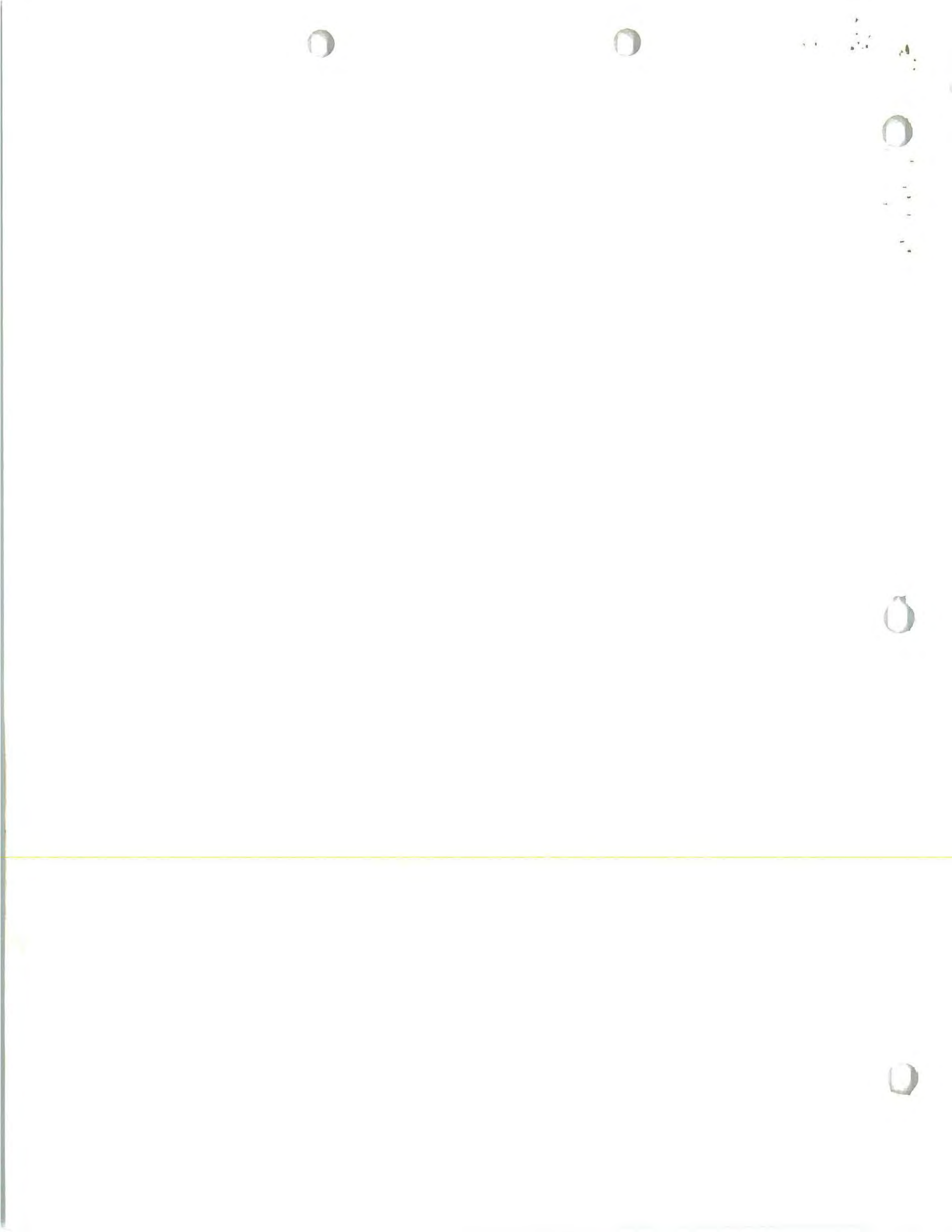
Section 15162 of the amended CEQA guidelines states that where an EIR or negative declaration has been prepared, no additional EIR need be prepared unless the proposed changes in the project or new information related to the project would result in new significant environmental impacts not considered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

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

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

II. PROJECT DESCRIPTION

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



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

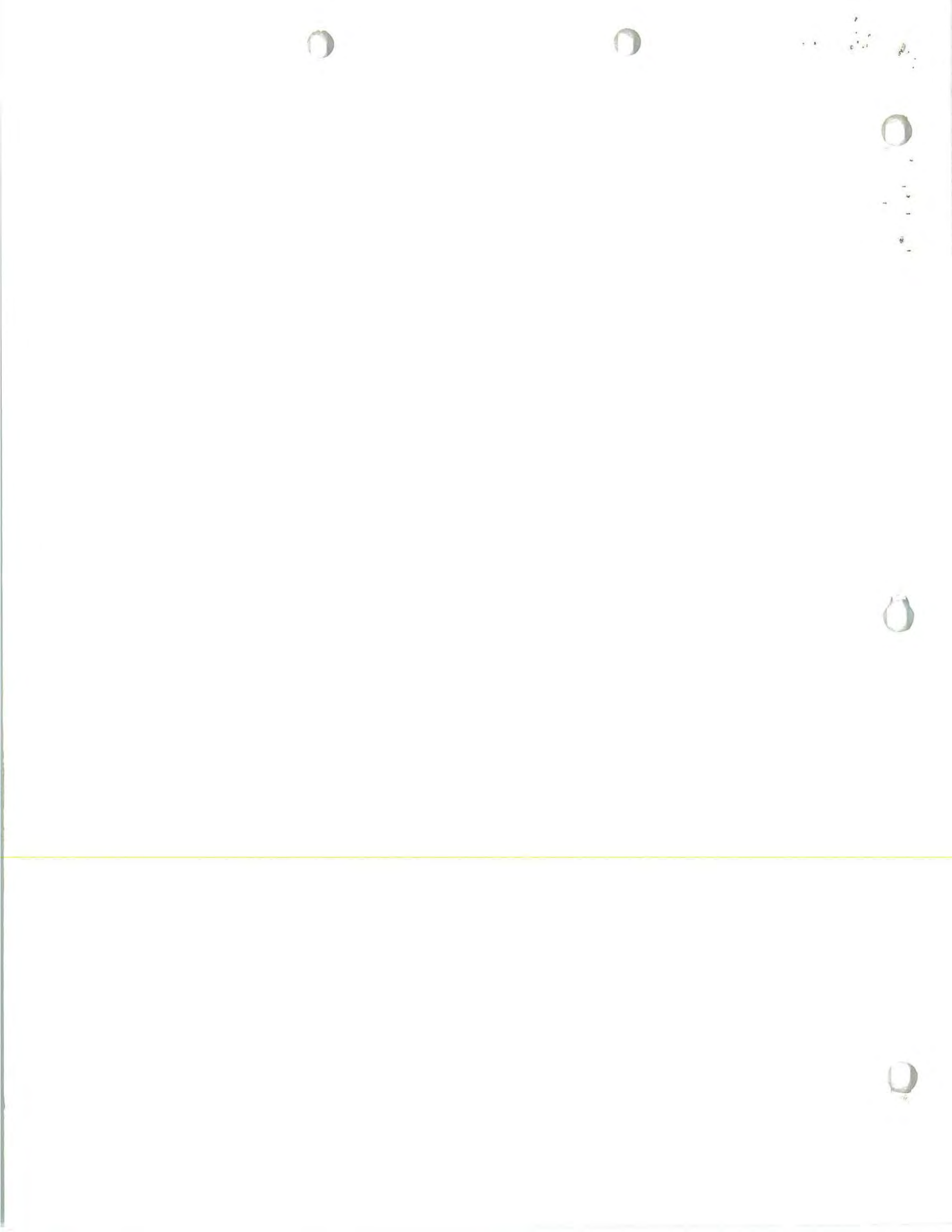
The other amendments to the Employment Center Precise Plan and the Planned District Ordinance are briefly described below.

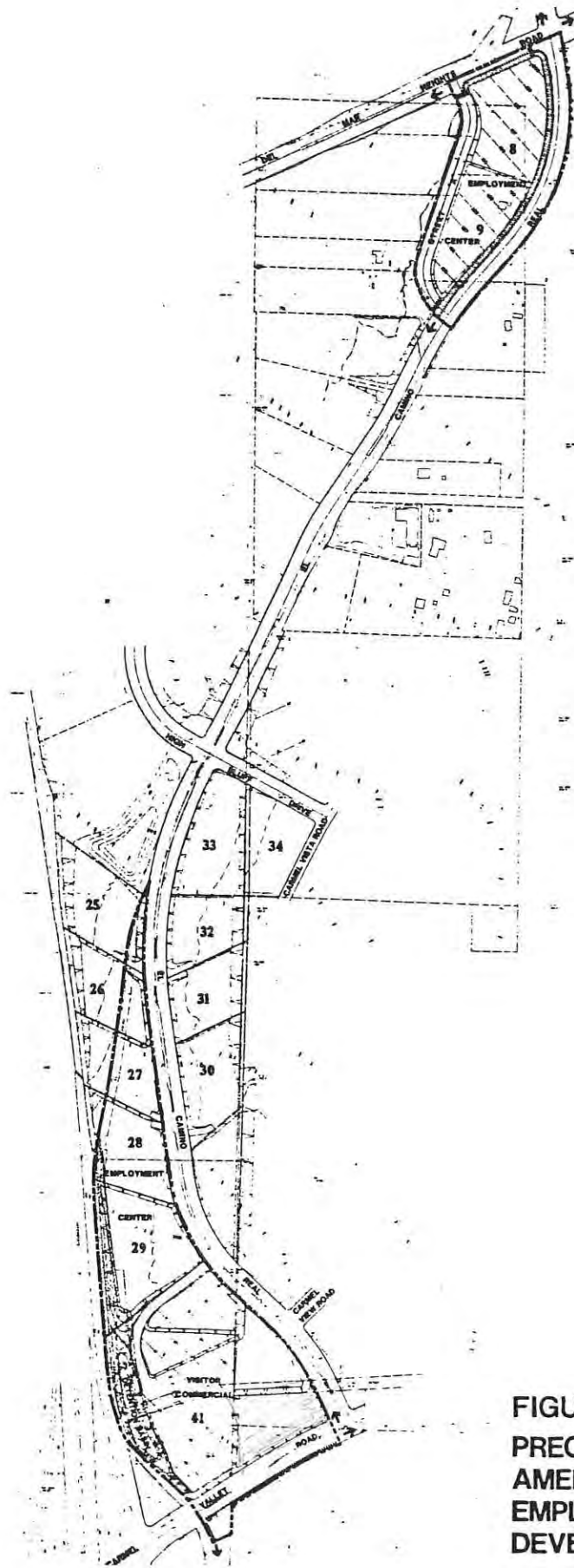
Amending the Planned District Ordinance to change the zoning from A-1-5 and A-1-1 to Employment Center (EC) and from A-1-1 to Visitor-Commercial (VC) for the two "island" areas being added to the Employment Center Precise Plan.

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

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

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





LEGEND

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

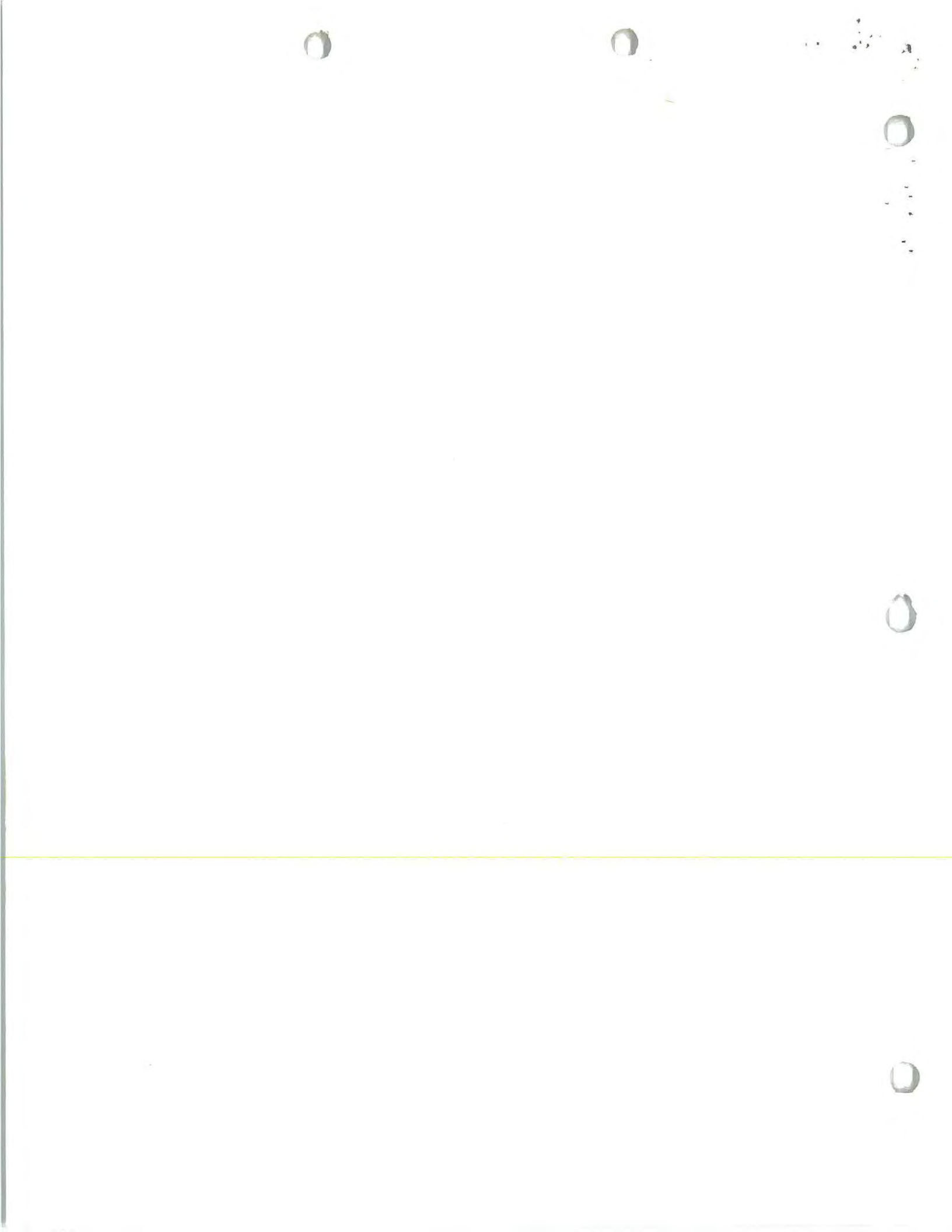
LAND USE SUMMARY

TYPE	LOT	TOTAL ACRES
EMPLOYMENT CENTER	8	4.3 AC.
	9	3.8 AC.
VISITOR COMMERCIAL	28 & POR	10.3 AC. 16.3 AC.
	41	16.1 AC.
OPEN SPACE	POR 28, 29, & 41	6.8 AC.
MAJOR & COLLECTOR STREETS		10.8 AC.
TOTAL		47.8 AC.

NOTE

LOTS 30 - 34 WERE APPROVED WITH PRECISE PLAN NO. 6. PORTIONS OF LOTS 24 - 28 WERE APPROVED WITH PRECISE PLAN NO. 2 AS LOTS 8 & 9.

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



III. ISSUE ANALYSIS

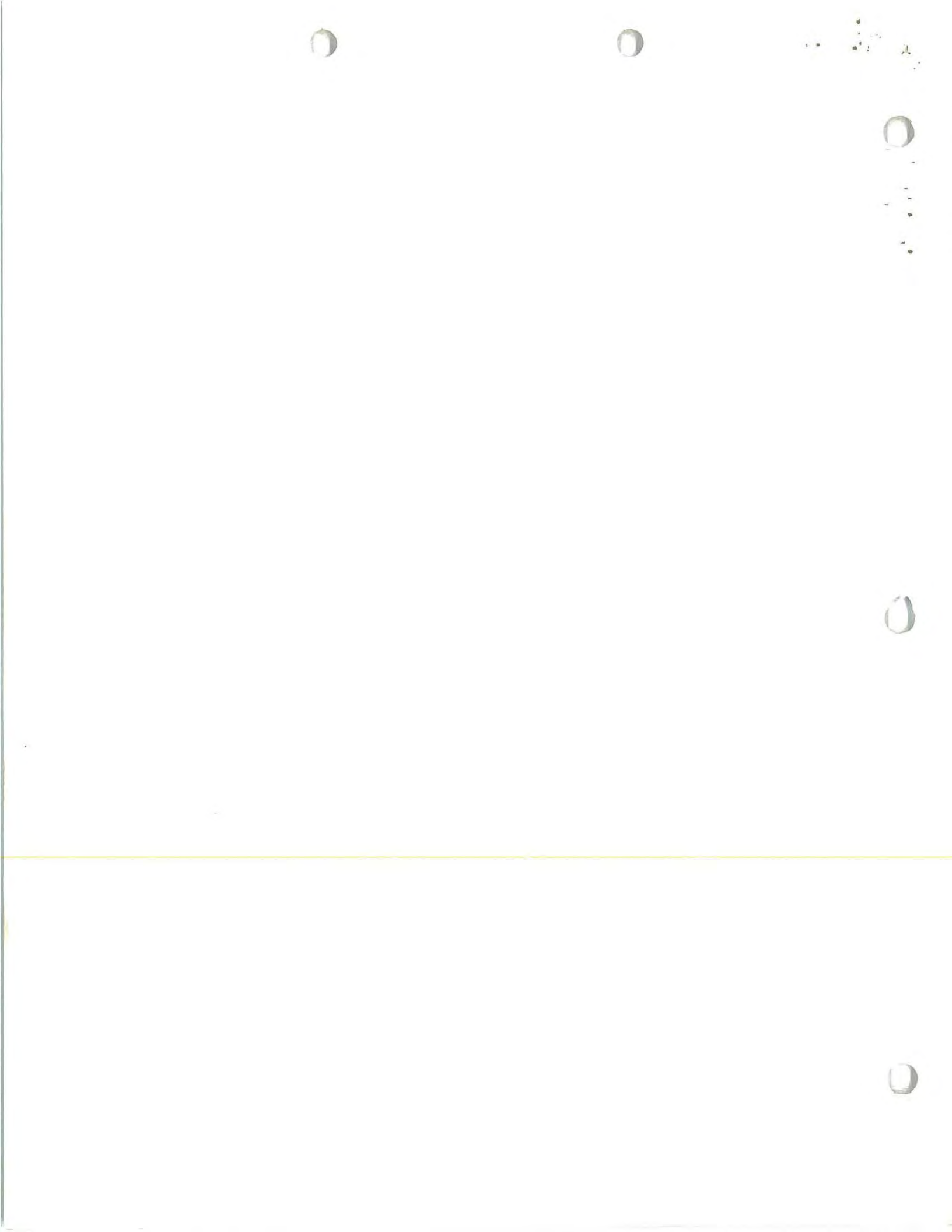
A. TRAFFIC

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

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

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

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



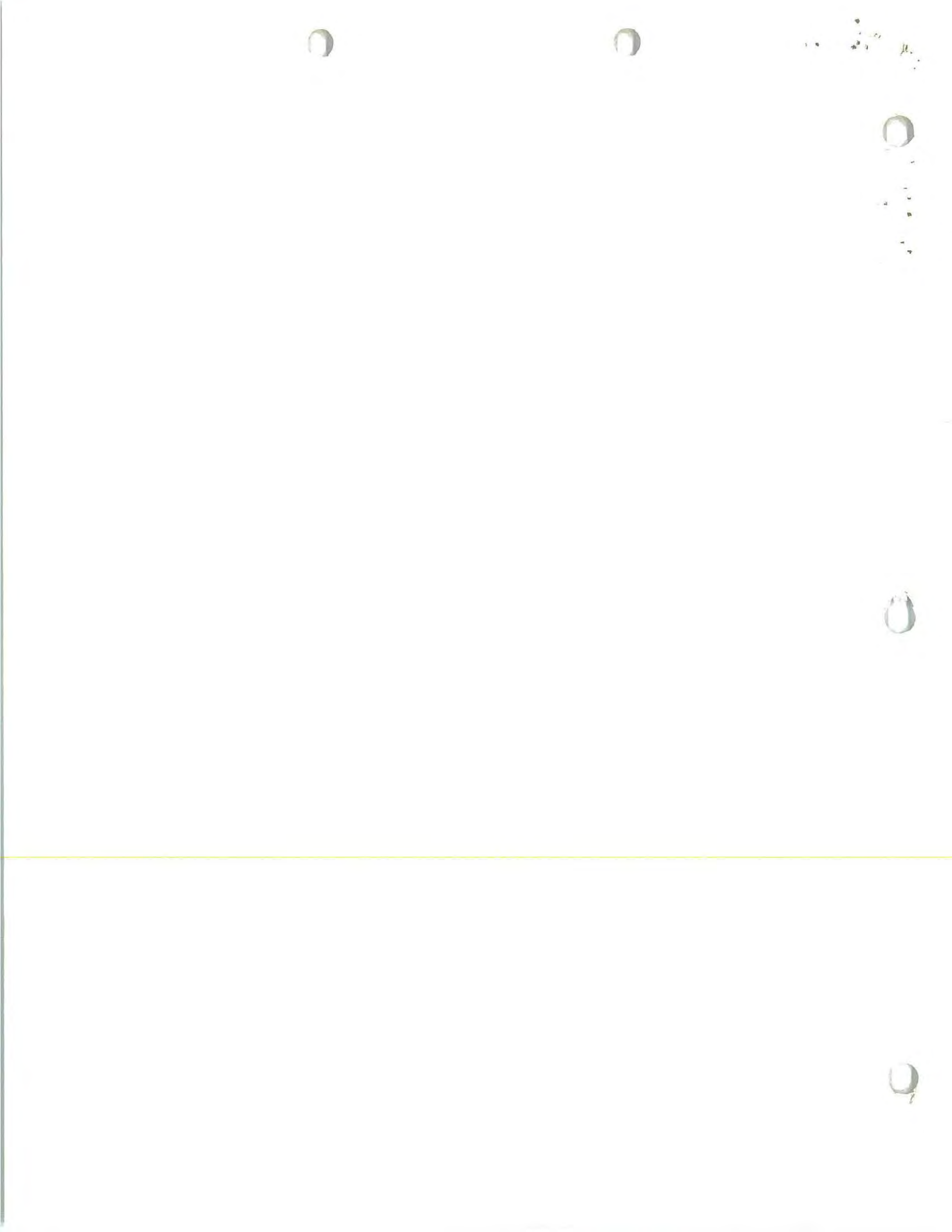
**TABLE 1
TRIP GENERATION COMPARISON
BETWEEN THE APPROVED AND PROPOSED LAND USES**

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

*Refer to Figure 2.

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

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



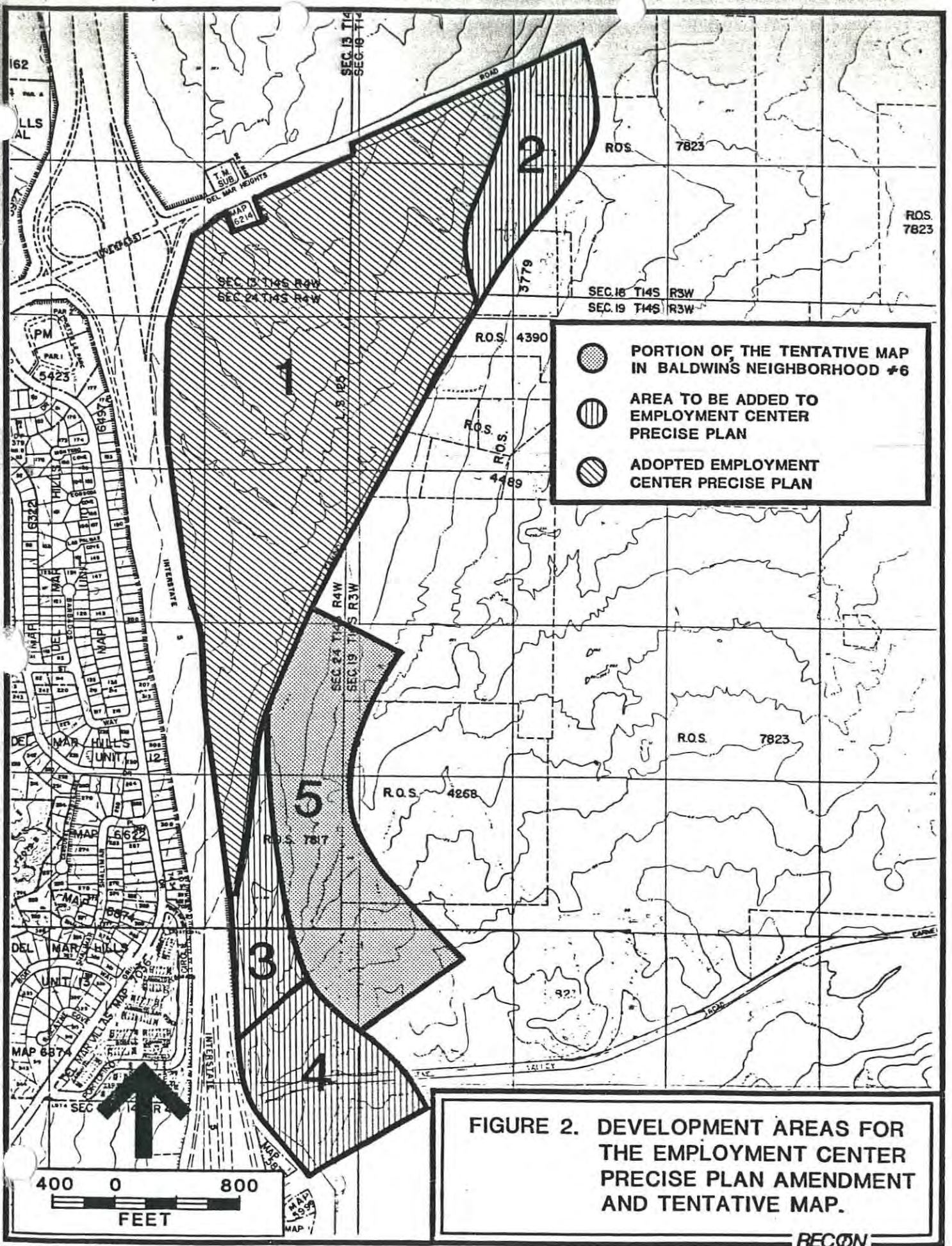


FIGURE 2. DEVELOPMENT AREAS FOR THE EMPLOYMENT CENTER PRECISE PLAN AMENDMENT AND TENTATIVE MAP.



11 3/2



11 3/2



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

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

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

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

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

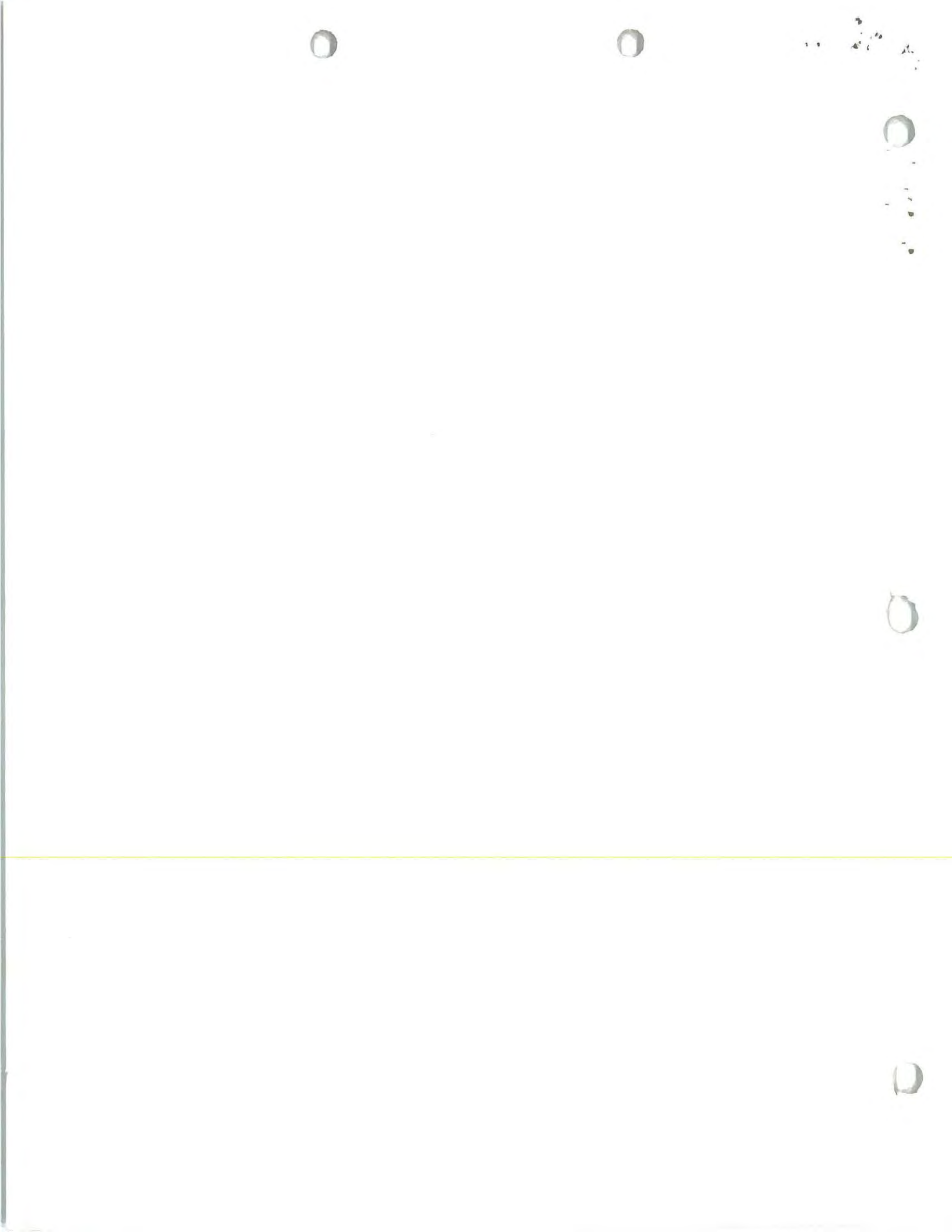
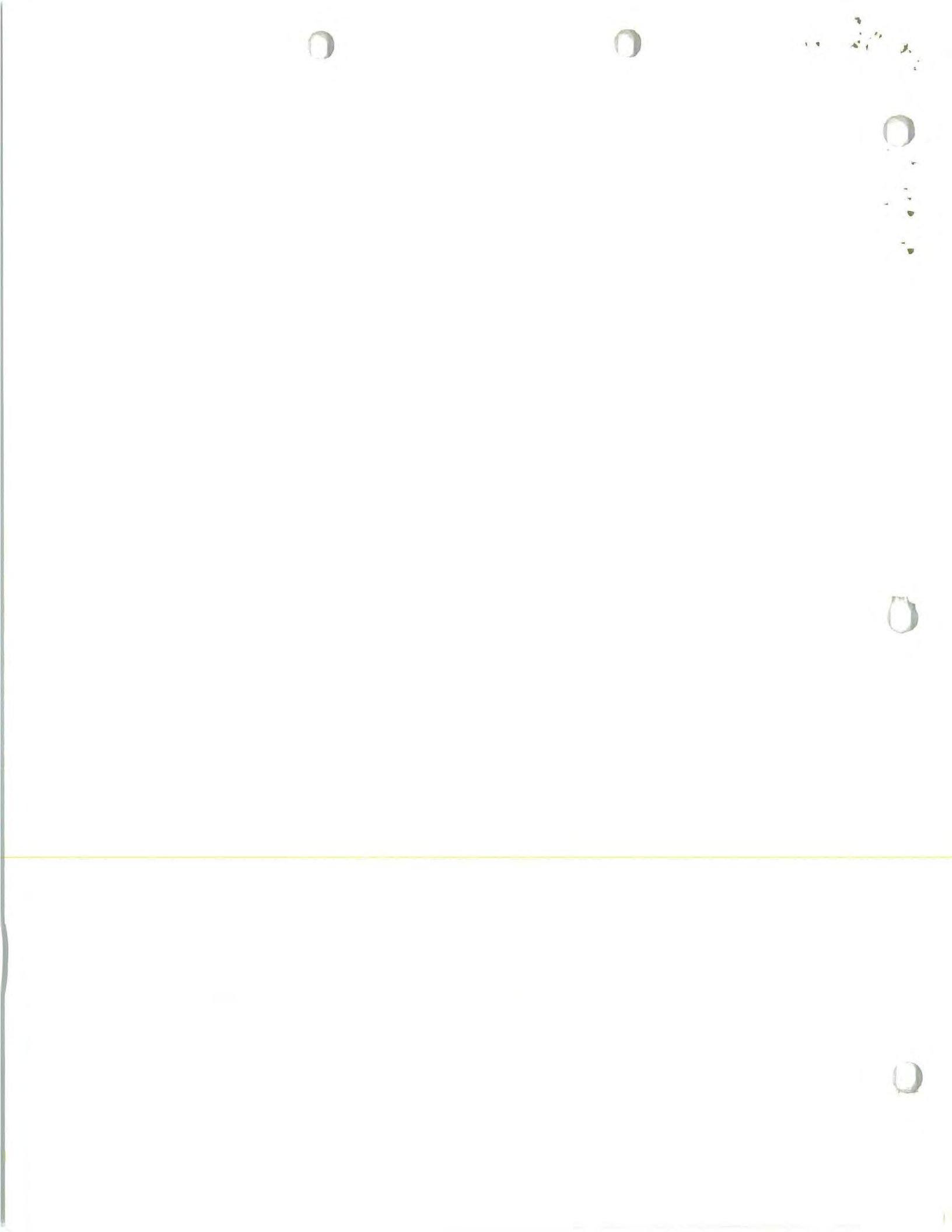


TABLE 2
CORRELATION OF TRIP RATE AND FLOOR AREA RATIOS
 (assuming a constant of 200 trips per acre)

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

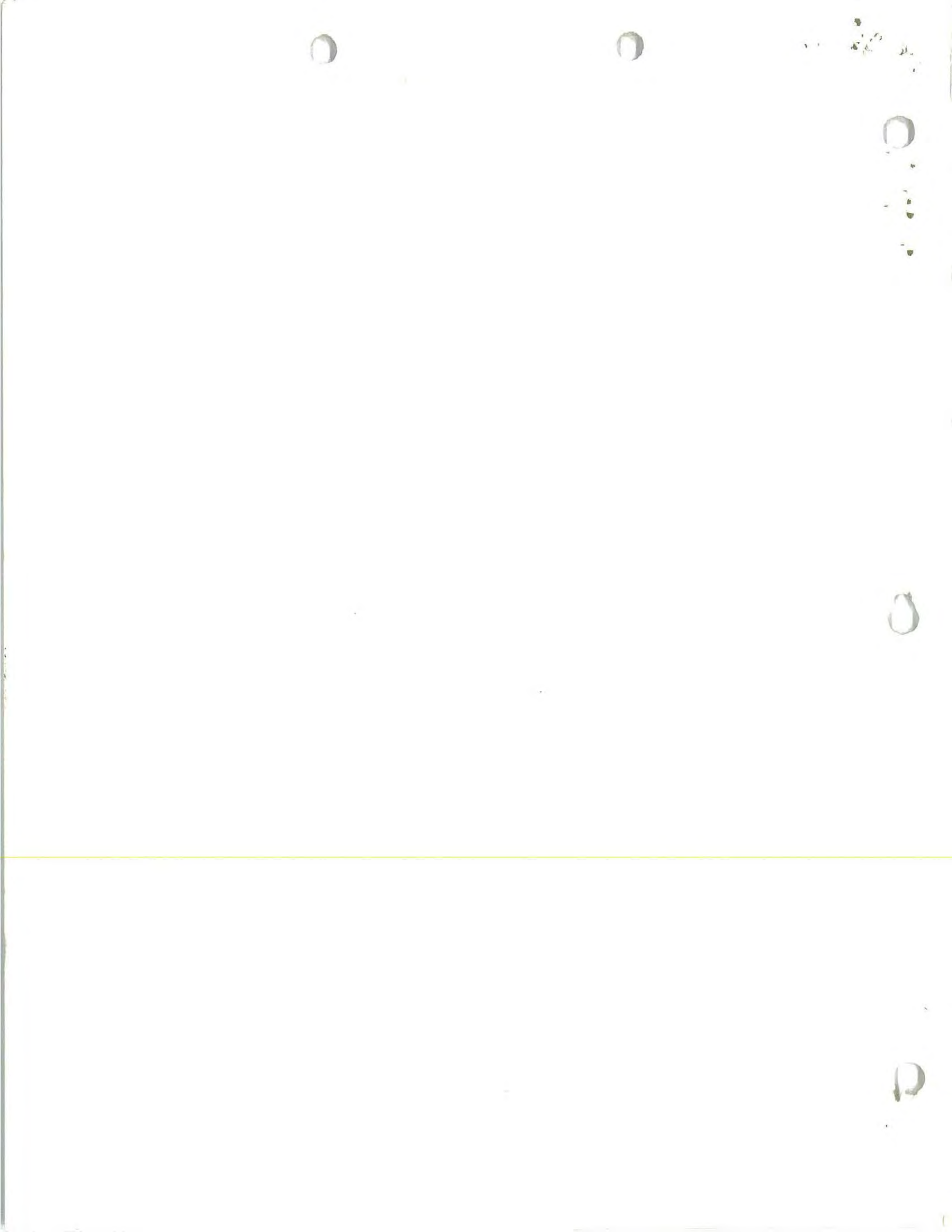
*Based on a theoretical subdivision of 100 acres and other assumptions outlined by Urban Systems Associates (1983).



**TABLE 3
TRIP GENERATION RATES
BY ZONE CLASSIFICATION**

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

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



B. ARCHAEOLOGY

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

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

