

City of San Diego
Development
Services
Department



Environmental Impact Report

Land Development
Review Division
(619) 236-6460

DEP No. 35-0385
SCH No. 96021001

SUBJECT: Seabreeze Farms. AMENDMENT to the CITY PROGRESS GUIDE AND GENERAL PLAN, NORTH CITY FUTURE URBANIZING AREA (NCFUA) FRAMEWORK PLAN, CARMEL VALLEY COMMUNITY PLAN, AND CARMEL VALLEY NEIGHBORHOOD 4, 5, and 6 PRECISE PLAN, to annex Seabreeze Farms, currently in the southwesterly tip of Subarea III in the North City Future Urbanizing Area, to Neighborhood 4 of the Carmel Valley Community Plan and to establish land use designations and policies to allow future development of 300 residential dwelling units (250 single family and 50 multiple family units) and an equestrian center on the 72-acre project site. Proposed land uses include 35 acres of single family residential use (5-9 dwelling units per acre); 4 acres of multiple family residential use (13-22 dwelling units per acre), 8 acres of equestrian use, and 25 acres of Open Space that would include sensitive habitat areas, existing equestrian trails, and pastures. The proposed project would require a vote of the citizenry in order to be implemented. Located east of I-5 and west of Carmel Valley Road between the proposed SR-56 and Del Mar Heights Road. Applicant: Seabreeze Farms, Limited Partnership, Del Mar Land Management, Incorporated, General Partnership.

Revised Update:

Subsequent to release of the draft EIR, the project applicant revised the project to reduce the overall density and to provide affordable housing consistent with the NCFUA Framework Plan Guidelines. The original proposed project included 250 single family units and 50 multi-family units for a total of 300 units. The new proposed project includes 220 single family units and 55 multi-family units. The previous proposed density of 13-22 DU/ac for the four acres of multi-family has been reduced to 10-14 DU/ac. The revised project also proposes 20% (55 units) of the units to be affordable to persons at an average of 65% of the median income. Additionally, the land use plans has been revised to relocate the eight-acre equestrian center approximately 300 feet to the north and west, and the Multi-Family Residential area has been moved from the northern boundary of the equestrian center to the eastern boundary adjacent to Carmel Valley Road. The proposed project revisions would not result in new significant impacts not identified in the draft EIR. During the public review period for the Draft EIR, a spring survey for rare plant species was conducted; no rare annual plant species were identified, however, four individual coast barrel cactus were discovered. The Biology section and project mitigation (Measure IV-C.3) has been modified to address potential impacts to this

species. Additional information on the above revisions has been provided in the PREFACE TO THE EIR located after the title page. Changes are shown as shaded in the following conclusions and in ~~strikeout~~/shade in the EIR.

CONCLUSIONS:

This EIR analyzes the environmental impacts for the development of the Seabreeze Farms project in the North City Future Urbanizing Area. Implementation of the proposed project incorporating the recommended Mitigation, Monitoring, and Reporting Program would reduce all identified significant impacts to below a level of significance.

This project may result in significant unmitigated cumulative impacts in the following areas: hydrology and water quality, landform alteration/visual quality, and agriculture. Potentially significant, but mitigated impacts have been identified for paleontology, transportation, biology, hydrology/water quality, landform alteration/visual quality, cultural resources, air quality, geology/soils, noise, public facilities and services as well as public health and safety. Public facilities and services, as well as biology, would also result in significant, but mitigated, cumulative impacts.

Unless mitigation measures or project alternatives are adopted, project approval will require the decision-maker to make Findings, substantiated in the record, which state that: a) individual mitigation measures or project alternatives are infeasible, and b) the overall project is acceptable despite significant impacts because of specific overriding considerations.

RECOMMENDED ALTERNATIVES FOR REDUCING SIGNIFICANT IMPACTS:

No Project

This alternative would avoid the impacts associated with the project and maintain the existing equestrian facilities on the site. However, this alternative would not facilitate the objectives of the project or the intent of the Framework Plan which anticipated that residential development would occur on the project site.

Development Under Existing Land Use Regulations

This alternative would lead to development of the site in accordance with permitted activities and intensities established by the City of San Diego's Progress and General Plan, as amended by the Framework Plan. Under this alternative, the site would remain designated as "urban reserve" and could be developed under one of the four following development alternatives:

- 1) Development pursuant to A-1-10 zoning, which would be one unit per ten acres;
- 2) Development pursuant to Rural Cluster Development, this option would allow the same number of units as above, but development would be clustered to allow for efficient land utilization and land conservation;
- 3) Development pursuant to Planned Residential Development regulations at a density not to exceed one dwelling unit per four acres; or,

- 4) Development pursuant to Conditional Use Permit (CUP) regulations provided that the conditional uses are natural resource dependent, non-urban in character and scale, or are of an interim nature would not result in an irrevocable commitment of the land precluding futures uses.

Many significant impacts anticipated due to implementation of the project, such as traffic generation, noise, and demand for public services and utilities, would be proportionately reduced. Other impacts, including biological resources, visual, paleontology, hydrology and water quality, and loss of agricultural lands, could be decreased or increased depending on the specific locations and design of units under this alternative.

Build-out of the site under this scenario may not be consistent with the intent of the Framework Plan, which calls for the creation of compact residential communities with a unique character, varied types of housing, and a range of housing affordability.

Alternative Design to Avoid Impacts Associated with Brush Management

The intent of this alternative is to avoid the need to conduct brush management activities on the project site. Because the project site is irregularly shaped (much longer than it is wide), the development footprint would be substantially reduced resulting in a decrease in the number of single-family residences from 250 under the proposed project to 175 under this alternative. It is anticipated that the 8-acre equestrian facility and 50 multi-family residential units would be retained under this alternative.

This alternative would avoid significant impacts to approximately 4.75 acres of sensitive biological resources associated with brush management. Significant impacts to other environmental resources would not be substantially reduced or avoided under this alternative.

Development Consistent with the Framework Plan

This alternative would lead to the build-out of the site in accordance with the adopted uses and intensities established by the NCFUA Framework Plan. The site would be developed with residential uses ranging from 1.6 to a maximum of 4 dwelling units per acre, for a total of approximately 178 single family residential units. No multi-family residential units or equestrian facility would occur with implementation of this alternative.

Because development under the Framework Plan and the proposed project would both be consistent with the Resource Protection Ordinance (RPO), it is anticipated that limits of grading would be similar. Therefore, impacts to cultural resources, paleontological resources, geology/soils, water quality/hydrology, agriculture, aggregate resources, and landform alteration/visual quality would be comparable, as well as mitigation measures that would be required.

However, with implementation of this alternative, the land use inconsistencies associated with project would be avoided. Impacts to traffic and public facilities would be reduced but not avoided, therefore traffic mitigation measures and participation in the Public Facilities Financing and School Master

Plan would still be required.

MITIGATION, MONITORING AND REPORTING PROGRAM INCORPORATED INTO THE PROJECT:

Land Use

The proposed project would impact RPO sensitive biological resources and steep slopes to due to grading and implementation of the brush management plan. Through alternative compliance, which requires mitigation for impacts, the proposed project would be considered consistent with the intent of the Council Policy 600-40 and the Resource Protection Ordinance (See Section IV-A).

Transportation/Traffic Circulation

Development of the project would be tied to appropriate local and regional transportation improvements to be funded by the project and other development in the area. With implementation of the Transportation Phasing Plan and project specific traffic improvements, impacts would be reduced to below a level of significance (See Section IV-B).

Biological Resources

Impacts to coastal sage scrub, scrub oak chaparral, southern maritime chaparral, Nuttall's scrub oak, and California adolphia, and potential loss of three coast barrel cactus would occur from grading and implementation of the fuel management program. Mitigation would include the acquisition of an offsite parcel to mitigate impacts to coastal sage scrub at a ratio of 1:1 and scrub oak chaparral and southern maritime chaparral at a ratio of 2:1. The mitigation parcel shall be located within the City of San Diego MSCP core area supporting coastal sage scrub, scrub oak chaparral, maritime chaparral, Nuttall's scrub oak, and California adolphia. If the mitigation parcel lacks California adolphia and Nuttall's scrub oak, impacts to these species could be mitigated by the replacement planting at a 3:1 ratio within acceptable locations onsite. In addition, a biologist will ensure that brush management field crews minimize impacts to sensitive plant species.

An alternative to acquisition of an offsite parcel is to pay a fee into the City's habitat acquisition fund. Additional mitigation measures include locating future trails in areas which do not support sensitive vegetation, fencing of sensitive areas, and monitoring by a biologist during any new trail construction. At the time of project submittal for future discretionary approvals, an Interim Habitat Loss Permit would need to be obtained (See Section IV-C).

Hydrology/Water Quality

The EIR includes measures to address impacts associated with urban and equestrian runoff which ultimately flows to the Los Penasquitos Lagoon. Mitigation measures include, preparation of a drainage study, appropriate design of storm drain and detention basin facilities, submittal of a Storm Water Pollution Plan and a Monitoring Program, incorporation of Best Management Practices and Best Available Technologies (BMPs and BATs) for pollution control and erosion/siltation control, and a dust and manure management plan (See Section IV-D).

Landform Alteration/Visual Quality

Project grading would be a significant landform impact. However, the project will incorporate the grading concepts and guidelines outlined in the Carmel Valley Neighborhood 4, 5, and 6 Precise Plan with respect to variable slope gradients, contour grading, slope revegetation, use of berms and utilization of landscaping to mitigate impacts to below a level of significance (See Section IV-E).

Cultural Resources

Future development would have a significant impact on the only archaeological site (CA-SDI-6802) located within the project, which has been identified as a artifact scatter. Testing of site CA-SDI-6802 shall occur prior to future development to determine site significance. If the site is determined to be significant, it shall be either preserved or mitigated through a Research Design and Data Recovery Program (See Section IV-F).

Air Quality

The EIR recommends mitigation measures to reduce impacts from dust and odors associated with the equestrian facility. Measures include incorporation of a Dust Control Plan and a Manure Management and Facility Maintenance Plan. Impacts could occur at onsite residents as well as at adjacent offsite residents due to dust generated by project construction. Therefore, the project will also implement a Dust Suppression Plan (See Section IV-G).

Geology/Soils

The EIR recommends measures to address potential impacts associated with unstable soils and erosion. A project-specific soils and geological report shall be prepared, as well as a landscape plan (See Section IV-H).

Paleontology

The proposed project would result in grading in areas which have moderate and high paleontological resources. A paleontological monitoring and mitigation program would be implemented to reduce impacts to below a level of significance (See Section IV-J).

Noise

The EIR recommends measures to address short-term construction noise impacts and the preparation of a detailed acoustical study to address potential impacts associated with vehicular noise from Carmel Valley Road and SR-56 (See Section IV-K).

Public Facilities and Services

Project implementation could result in a significant impact to schools and the City's infrastructure system. The EIR summarizes recommended measures to reduce the impact to below a significant level including obtaining a Certificate of Compliance and payment of school fees to the Del Mar Union ESD and San Dieguito Union HSD, participation in the Public Facilities Financing Plan for the Carmel

Valley community planning area, and compliance with the Facilities Benefits Assessment for the Carmel Mountain Road Water Pipeline and the Carmel Valley Road Trunk Sewer (See Section IV-L).

Public Health and Safety

Potential significant public health impacts associated with vector problems (mosquitoes at the detention facilities) and the at-grade equestrian crossing could occur. These impacts would be mitigated to below a level of significance with implementation of vector and nuisance control measures, and incorporation of a Public Safety Plan for the equestrian crossing (See Section IV-M).

CUMULATIVE IMPACTS (MITIGATED):

Biology

The proposed project would contribute incrementally toward a regional loss of biological resources which is cumulatively significant. However, due to implementation of mitigation measures, it would be mitigated to a level below significant.

Paleontology

The proposed project would contribute incrementally toward a regional loss of paleontological resources which is cumulatively significant. However, due to implementation of mitigation measures, it would be mitigated to a level below significant.

Public Facilities and Services

Due to the demand from this project, growth within the existing service area, and approved new residential development in Carmel Valley and Sorrento Valley, cumulatively significant impacts could occur to the Del Mar Union ESD and the San Dieguito Union HSD. Mitigation would be provided as noted above. Additionally, cumulatively significant impacts on local sewer capacities and solid waste disposal could occur, however impacts would be mitigated through payment of sewer capacity fees and implementation of an Integrated Management Plan which included a county-wide source reduction and recycling plan.

CUMULATIVE IMPACTS (SIGNIFICANT UNMITIGATED):

Hydrology and Water Quality

The increased runoff from impervious surfaces to the lagoons, along with an additional pollutant burden from urban and equestrian uses, would result in a cumulatively significant impact. Implementation of Best Management Practices discussed in Section IV-D, would reduce this impact, but not to below a level of significance.

Landform Alternation/Visual Quality

The combined projects in the area would alter the existing landforms and visual setting from that of open expanses of rolling hills, valleys, and mesas typical

of rural agricultural areas, to that of clustered residential and mixed-use areas separated by open space and 4- and 6-lane roads. The cumulative change in landforms and visual setting from development proposals would be significant and unmitigated.

Agriculture

The incremental loss of approximately sixteen acres of Statewide Important Farmland would contribute to a significant unmitigated cumulative impact.

The above Mitigation Monitoring and Reporting Program will require additional fees and/or deposits to be collected prior to the issuance of building permits, certificates of occupancy and/or final maps to ensure the successful completion of the monitoring program.

Lawrence C. Monserrate

Lawrence C. Monserrate, Principal Planner
Development Services Department

April 1, 1996

Date of Draft Report

June 14, 1996

Date of Final Report

Analyst: Krosch

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:

Federal Government:

- Naval Air Station at Miramar
- U.S. Fish & Wildlife Service
- Federal Highway Administration
- USDA - Soil Conservation Service
- U.S. Army corps of Engineers

State of California:

- CALTRANS, District 11
- Department of Fish & Game
- Solid Waste Management Board
- Regional Water Quality Control Board, Region 9
- Department of Water Resources
- Food and Agriculture Department
- California Coastal Commission
- Air Resources Board
- Local Agency Formation Commission (LAFCO)
- Division of Mines & Geology
- State Clearinghouse

County of San Diego:

- Air Pollution Control Board
- Department of Planning & Land Use
- Department of Public Works
- Agricultural Department
- County Water Authority
- Department of Health Services, Hazardous Materials Management Division

City of San Diego:

- Honorable Mayor Susan Golding
- Councilmember Mathis
- Development Services Department
- Engineering and Capital Projects Department
- Fire Department
- Library Department-Government Records
- Park & Recreation Department
- Planning Department-Long Range and Facilities Planning

San Diego Unified School Districts

City of Del Mar

San Diego Association of Governments

San Diego Gas & Electric

Metropolitan Transit Development Board

San Dieguito River Park Joint Powers Authority

Del Mar Union School District

San Dieguito Union High School District

UCSD Central Library

Construction Industry Federation

San Diego Natural History Museum
E.C. Allison Research Center
Sierra Club
San Diego Audubon Society
California Native Plant Society
SDSU-Department of Biology, Stuart Hurlbert
San Diego Regulatory Alert
Park & Recreation Board
Los Penasquitos Canyon Citizen's Advisory Committee
Citizens' Coordinate for Century III
Community Planners Council
Town Council Presidents
San Diego County Archaeological Society
Native American Heritage Commission
Ron Christman
Carmel Valley Community Planning Board
Shaw Ridge Homeowners' Association
San Dieguito Planning Group
Friends of San Dieguito River Valley
San Dieguito River Valley and Conservancy
22nd District Agricultural Association
SDSU, South Coastal Information Center
San Diego Museum of Man
Carmel Valley Trail Riders Coalition
Pardee Construction Company
Rancho Penasquitos Planning Board
Rancho Penasquitos Town Council
O'Donald-Akins Company

Copies of the draft EIR, the Mitigation Monitoring and Reporting Program and any technical appendices may be reviewed in the office of the Land Development Review Division, or purchased for the cost of reproduction.

RESULTS OF PUBLIC REVIEW:

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

PREFACE TO THE EIR

REVISIONS TO THE PROJECT

Since the Draft EIR was distributed, the project has been modified as follows:

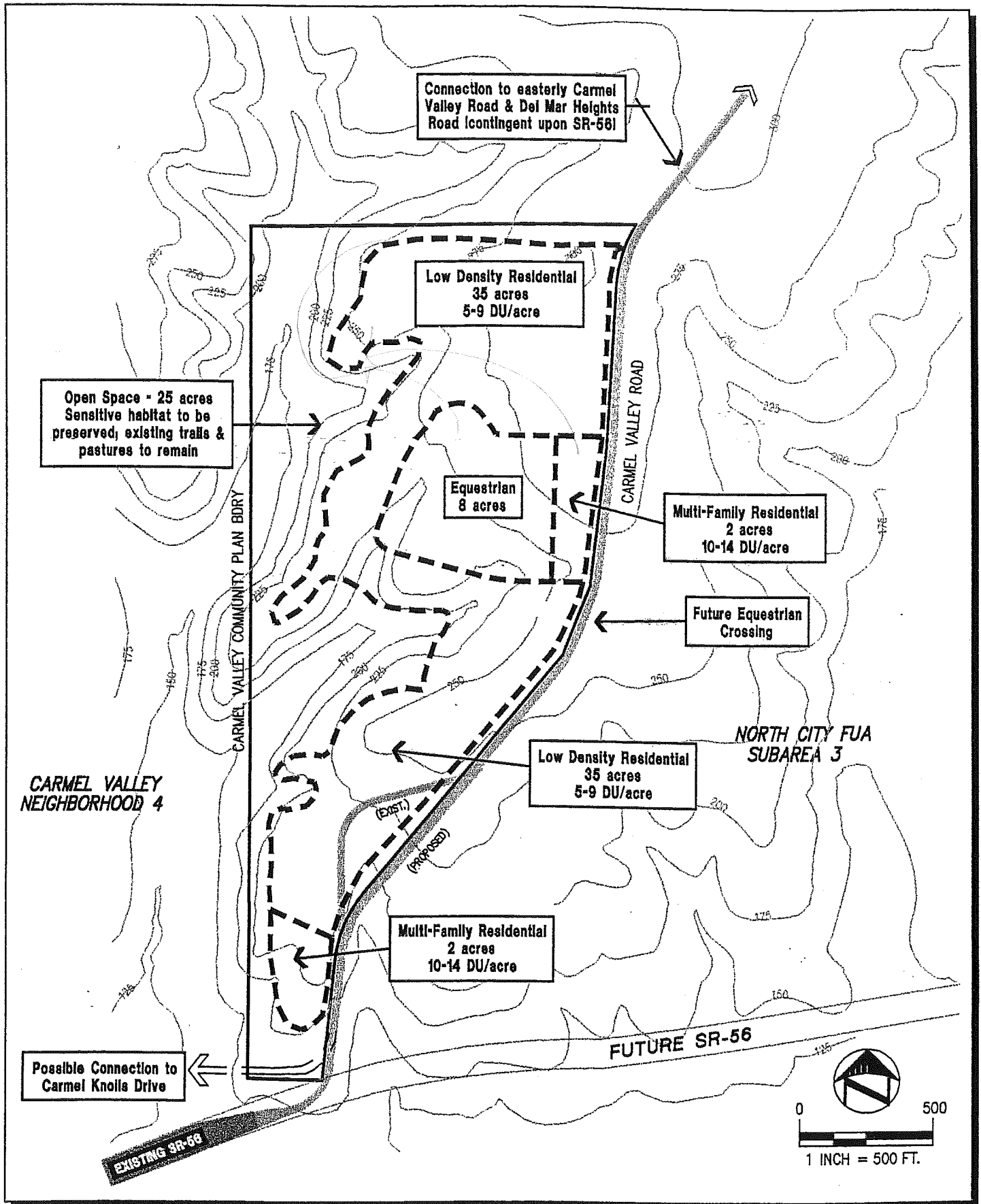
1. The original project evaluated in the Draft EIR included 250 single-family units and 50 multi-family units for a total of 300 units. The new project description features 220 single-family units and 55 multi-family units for a total of 275 units;
2. The project will provide 20% (55 units) affordable to persons at an average of 65% of the median income by including the following mix of affordable units within the multi-family housing designation:
 - ☐ 14 units at 50% of the median income
 - ☐ 28 units at 65% of the median income
 - ☐ 13 units at 85% of the median income
3. The previous proposed density of 13–22 DU/ac for the 4 acres of multi-family has been reduced to 10–14 DU/ac.
4. The land use plan has been revised to relocate the 8-acre equestrian area approximately 300 feet to the north and west in response to a request from the Carmel Valley Community Planning Group. The Multi-Family Residential designation formerly located along the northern boundary of the equestrian area has been moved to the easterly boundary of the equestrian area, adjacent to Carmel Valley Road (see *Figure P-1*). The new equestrian area location provides better access to existing trails leading to the pastures and open space. No changes to either the acreage of land uses or the outer limits of development are proposed.

EIR ANALYSIS

The project has been revised to reduce the total number of units from 300 to 275, relocate the equestrian area, reduce the Multi-Family designation density, and increase the proposed affordable housing component. These changes from what was evaluated in the Draft EIR do not affect the EIR analysis. The EIR evaluated 300 total units and is considered to have provided a "worst case" analysis. Since that time, the overall density has been reduced and the original development footprint remains the same. The EIR analysis has thus not been revised.

SPRING BIOLOGY SURVEY RESULTS

During the public review period for the Draft EIR, a spring survey for rare plant species was conducted for the project site by Sweetwater Environmental Biologists. The survey did not note the presence of



Seabreeze Farms Plan Amendment EIR
Revised Land Use Plan

FIGURE
P-1

any rare annual plant species, although four individual coast barrel cactus (*Ferocactus viridescens*) were discovered within the open space area on the western portion of the site. The Biology section and project mitigation (Measure IV-C.3) has been modified to address impacts to this species. The results of the spring survey are attached as an update to the Biology Study (Appendix C).

RESPONSES TO COMMENTS

COMMENTS



San Diego County Archaeological Society Environmental Review Committee

April 8, 1996

To: Ms. Jeanne Krosch
Land Development Review Division
Development Services Department
City of San Diego
1222 First Avenue, Mail Station 501
San Diego, California 92101

Subject: Draft Environmental Impact Report
Seabreeze Farms
DEP No. 35-0385

Dear Ms. Krosch:

I have reviewed the cultural resources aspects of the subject DEIR on behalf of this committee of the San Diego County Archaeological Society.

1 Based on the information contained in the DEIR and its Appendix D, we believe that the testing program identified as mitigation should have taken place prior to completion of the DEIR. While it may well be true, as the appendix states, that SDI-6802 is not significant, the approach being taken moves the determination of the ultimate mitigation program out of public view. In the process, it also weakens the City's hand in requiring adequate mitigation should a significant resource be discovered.

2 Other than this issue, the analysis presented in Appendix D is complete.

Thank you for including SDCAS in the City's environmental review process for this project.

Sincerely,

James W. Royle, Jr.
James W. Royle, Jr., Chairman
Environmental Review Committee

cc: Gallegos & Associates
SDCAS President
file

P.O. Box 81106 . San Diego, CA 92138-1106 . (619) 538-0935

RESPONSES

1 The Final EIR states in Section IV-F, Cultural Resources, that the project would result in significant impacts to cultural resource site CA SDI-6802. Surveys conducted by archaeologists for the project site identified surficial evidence at the site which indicates that the likelihood that this site would be significant under the RPO is low, however, the site may be significant under CEQA. The City of San Diego has an established significance testing, mitigation, monitoring and reporting program for potentially significant cultural resources which is outlined in Mitigation Measure IV-F.1. Subsequent environmental documentation and public review will be required to process tentative maps associated with this project. Testing of site CA-SDI-6802 will occur prior to the release of the draft subsequent environmental document.

2 Comment noted.

RESPONSES TO COMMENTS

COMMENTS

7015 Vista Del Mar Ave, La Jolla, CA 92037

April, 22, 1996

Lawrence C. Monserrate, Principal Planner
Land Development Review Division
1222 First Ave, M.S. 501
San Diego, CA 92101

RECEIVED

APR 23 1996

DEVELOPMENT SERVICES

Dear M. Monserrate:

Re: Seabreeze Farms, DEP # 35,0385; SCH # 96021001

Thank you for sending me a copy of referenced document for review.

In my opinion, the DEIR for said project is certainly adequate. However, there are a couple of items in the Geology/Soils section that I believe should be changed.

1). Page IV-H-1, "Geologic Formations"

3

A. Geologic formations are usually listed from the oldest to youngest. Therefore the list should read: "Torrey Sandstone (Tt), Friars Formation (Tf), Stadium Conglomerate (Tst), Mission Valley Formation (Tmv) and undifferentiated Alluvium and Slope wash (Qual + Qsw).

B. Stadium Conglomerate Formation.

4

The Stadium Conglomerate is a "cobble conglomerate with a dark yellowish-brown coarse grained sandstone matrix (Ref.1), not "very dense, clayey sands known to have a high cobble content" as stated in the DEIR. The description of the Stadium Conglomerate should be corrected and the proper reference given.

5

C. Age of geologic formations.

No age is given for the geologic formations. Since this factor has a significant effect on the rocks compaction, I believe it would be helpful to say that "All Geologic Formations, except the Alluvium and Slope wash. sands which are recent, are Eocene in age (about 40 million years old).

RESPONSES

- 3** Comment noted. Section IV-H, Geology/Soils, of the Final EIR was revised to include the correct listing of the geological formations from oldest to youngest as identified in the comment.
- 4** Comment noted. Section IV-H, Geology/Soils, of the Final EIR was revised to include the identified description as noted in the comment.
- 5** Comment noted. Section IV-H, Geology/Soils, of the Final EIR was revised to include the identified age of the formations as noted in the comment.

RESPONSES TO COMMENTS

COMMENTS

6

D. Contacts of the Stadium Conglomerate

Boundaries between formations are called "contacts" not "edges" and are characterized as either "conformable" (i.e. layer like) or unconformable. The unconformities are further divided into "angular unconformity" or "erosional unconformity" According to Ref.1, "The Stadium Conglomerate conformably overlies the Friars Formation and is conformably overlain by the Mission Valley Formation." This information should be added to the report because unconformable contacts are usually associated with conglomerates.

7

Turning to another matter, it seems to me that the development of 300 residential units on this 72- acre project site is outrageous. That's the number of DUs proposed for the Naval Training Center's 400-acre site! Therefore, I would endorse Alternative C. (Alternative Design to Avoid Impacts Associated with Brush Management) which would reduce the number of DU to 225, or a reduction of 25% with an attendant reduction in damage to the environment.

Thank you for your consideration in this matter.

Sincerely yours,


Dr. John Northrop, PhD

Consulting Geophysicist

Ref.1. Kennedy, M.P., and G.L Peterson, (1975)"Geology of the San Diego Metropolitan Area, California, Bull.200, California Division of Mines and Geology, Sacramento, CA .

is

RESPONSES

6 Comment noted. Section IV-H, Geology/Soils, of the Final EIR was revised to include the additional information regarding the Stadium Conglomerate as noted in the comment.

7 Comment noted. The Final EIR also identifies that Alternative C would avoid or reduce some environmental impacts associated with the proposed project. However, as the Final EIR discusses, a 25 percent reduction in the number of DUs does not result in a 25 percent reduction in all environmental impacts. All direct environmental impacts associated with the proposed project are mitigated to a level below significance. It should also be noted the proposed project has been reduced to 275 units.

RESPONSES TO COMMENTS

COMMENTS

CITY OF SAN DIEGO

MEMORANDUM

DATE: May 3, 1996

TO: Associate Planner Krosch, Environmental Analysis Section, Land Development Review Division, Development Services Department

FROM: Associate Engineer Moshref via Senior Civil Engineer Wilson, Water Utilities Section, Land Development Review Division, Development Services Department

SUBJECT: Seabreeze Farms, DEP No. 35-0385 - Draft Environmental Impact Report

We have completed our review of the subject Draft Environmental Impact Report dated April 1996. The project proposes annexing Seabreeze Farms, currently in the North City Future Urbanizing Area, to Neighborhood 4 of the Carmel Valley Community Plan. It also proposes to establish land use designations to allow future development of 300 residential dwelling units, an equestrian use area and open space. The project is located east of I-5 and west of Carmel Valley Road between proposed SR-56 and Del Mar Heights Road. We have the following comments:

- 8
1. On page IV-L-9 under the heading "Sewer Service," the first sentence should read: "Sewer service for the project would be provided by the City of San Diego's Metropolitan Wastewater Department (MWW) which operates the Metro System."

9

 2. The second sentence should read: "The Metro System has a capacity of 219 million..."

10

 3. The third sentence should read: "Pending approval of plans to expand facilities throughout the Metro System, the capacity will increase to 240..."

11

 4. Delete the paragraph on page IV-L-9 which begins "According to the Clean Water Act..."

12

 5. Any water and sewer facilities which are not addressed in the Environmental Impact Report may require supplemental environmental review.

If you have any questions or need further information, please call me at 533-5150.


SHAHIN MOSHREF, P.E.

AV

cc: G. Halbert, MS 501
A. Oskoui

RESPONSES

- 8
- The Final EIR was revised to include the revised text in Section IV-L as identified in the comment.
- 9
- The Final EIR was revised to include the revised text in Section IV-L as identified in the comment.
- 10
- The Final EIR was revised to include the revised text in Section IV-L as identified in the comment.
- 11
- The Final EIR was revised to delete the paragraph in Section IV-L as identified in the comment.
- 12
- Comment noted. The exact location and extent of any required offsite water or sewer facilities would be determined at the Tentative Map stage. Environmental review of these improvements would occur as part of the environmental review of the Tentative Map.

RESPONSES TO COMMENTS

COMMENTS

CARMEL VALLEY COMMUNITY PLANNING BOARD
12760 High Bluff Drive, Suite 160
San Diego, CA 92130
PH: 794-2500/FAX: 259-6173

May 14, 1996

Lawrence C. Monserrate, Principal Planner
Development Services Department
City Of San Diego, CA 92101
1222 First Avenue, 5th Floor
San Diego, CA 92101

SUBJECT: "SEABREEZE FARMS" - DRAFT ENVIRONMENTAL IMPACT
REPORT (DEP NO. 35-0328, SCH NO. 96021001)

Dear Mr. Monserrate:

Thank you for the opportunity to comment on project environmental review. The proposed annexation into Carmel Valley would alter community plans as well as affect long-range, comprehensive planning in the North City Future Urbanizing Area. The board consistently has supported complete subarea planning and the goals of the NCFUA Framework Plan.

EXECUTIVE SUMMARY:

Project Alternatives:

Alternative Design to Avoid Impacts with Brush Management:

This is an innovative project alternative which would reduce direct impacts to coastal sage scrub, southern maritime chaparral and scrub oak chaparral. As a result, there would be no required offsite mitigation of 7.36 acres or "fee in lieu of" payment. The draft EIR states that 4.75 acres of sensitive biological resources would not be avoided but it does not state that impacts to 4.38 acres of brush management habitat would be avoided.

We also would like more study of the reduction in the number of dwelling units projected. Setting back the grading limit 80 feet from the mesa would locate the brush management fire zones 1-3 entirely within the disturbed area on the mesa, but we believe that this would not necessarily reduce the project from 300 to 225 units, even given the proposed site plan. Given the advantages of impact reduction, we would like this alternative to be explored more closely.

RESPONSES

13 The Final EIR states in Alternative C that 4.75 acres of sensitive biological resources (impacted by brush management) would be avoided with this alternative and that 0.47 acre of sensitive biological resources onsite (impacted by grading) would not be avoided under this alternative. Mitigation as described in Section IV-C, Biological Resources, would still be required for the 0.47 acre of sensitive biological resources impacted onsite as well as indirect biological resource impacts associated with increased human activity.

14 During preparation of the Draft EIR, the project's engineering consultant was asked to provide the unit reduction that would occur under this alternative. Because the project site is somewhat linear in shape, the effect of setting development back 80 feet along the western edge of the project site would have a significant reduction in the number of units.

13

14

RESPONSES TO COMMENTS

COMMENTS

15

This alternative also would reduce visual impacts from the surrounding neighborhoods, a benefit not cited. Setting back structures so that rear yards would become the brush management zones would soften the effect of rim-line blocks of roofs and walls and would be a major consideration in a site that is a prominent landform.

A Modification of the Alternative to Avoid Impacts With Brush Management:

16

After thorough study and site reviews with the applicant, we believe a modification of the reduced brush management impacts idea merits study. This modification could: (1) reduce impacts to brush management; (2) provide a better site plan in terms of separation of equestrian and resident activity; (3) reduce dust and odors from horse activity; and (4) allow more natural treatments of ridgelines.

17

18

To succeed as a mixed use equestrian/residential development, this proposal should have adequate exercise areas—turnouts as well as rings—so that only well-prepared horses are ridden on trails. The current plan sites the stalls and arenas a considerable distance from the canyon bottom trail. Moving the equestrian farther northwest could alleviate this problem by placing all horse activity closer to the existing trail. A key advantage to this plan is that instead of residential back yards comprising the brush management zones, a perimeter trail from north to south leading out of the equestrian would serve as firebreak.

19

This could alleviate some, if not all, of the impacts to sensitive vegetation (4.75 acres) on Bell Valley slopes because grading limits are absorbed into the trail/firebreak. Fencing would need to be non-flammable, landscaping along the rim could be fire-resistant and dust-absorbing for downwind residences. If fenced on both sides, this trail would provide a controlled exercise "track" for horses.

20

This perimeter trail also could provide a buffer/transition between development and open space. Siting homes away from the trail would have the double advantage of reducing visual impacts from rooflines as well as reducing impacts to native topography and vegetation. A trail can follow the existing naturally-curving topography, with no limitations on curves as roads have. Grading would be reduced and the ridgeline would be less "cut into". This trail also could serve hikers/joggers, and satisfy a Carmel Valley Community Plan goal of providing interior recreational open space.

21

A primary consideration in exploring this alternative is that "impacts to biological resources are caused primarily by brush management" (dEIR, IV-A-16) It would appear that other impacts could be lessened as well.

22

Alternative: Development Consistent with the Framework Plan:

In addition to the statement that "The equestrian facilities proposed as a part of the project would not be implemented" it is important to note that the potential for equestrian/open

2

RESPONSES

15

The Final EIR states in Section IV-E, Landform Alteration/Visual Quality, that the proposed project would result in significant visual impacts associated with the slope of the eastern terminus of a finger canyon to Bell Valley (see Figure IV-E-8). This grading would still occur under Alternative C and visual impacts would be similar as identified for the proposed project. It is noted that the increased setback under Alternative C would reduce the visual impact, somewhat because the structures would be located further from the edge of the slope. However, as viewed from the west, this difference would not be substantial. In any event, the visual impact noted in the comment is not considered to be significant.

16

Comment noted. See the discussion below for a detailed response to each point.

17

Comment noted. In response to this comment, the project has been revised to relocate the equestrian center to the northwest approximately 300 feet to provide better equestrian access from the center to trails and pastures located to the west. The new location is shown on Figure P-1 in the EIR Preface.

18

The comment regarding utilizing a perimeter trail as a fire break has been investigated by the project design team. This idea will be incorporated into the project design where appropriate, however, it is not considered feasible to utilize this concept along the entire perimeter of the project. Residential yards will be included in brush management Zone 1, and the perimeter trail, where its part of the fire break, will comprise a portion of Zones 2 or 3. See response to Comment # 19.

19

The trails and pasture areas have been carefully designed to minimize impacts to biological resources. Placement of the trail between the native vegetation and future development would necessitate either further encroachment into the vegetation and the slope in order to place the trail along the outside of the proposed development area, or it would necessitate an increased setback of the development. The first scenario would not reduce biological impacts. The second scenario is addressed in Alternative C.

20

See Response to Comments # 15, 19, and 22.

21

See Response to Comment #13.

22

The Final EIR incorporates into Alternative D the potential for equestrian/open space connections as identified in the comment.

RESPONSES TO COMMENTS

COMMENTS

22

(Cont.)

space connections that are a Framework Plan goal exists with implementation of the proposed project. (See also IV-A-12-Land Use regarding "trails planning")

IV ENVIRONMENTAL ANALYSIS — A. LAND USE:

Trails Planning: Because both the NCFUA Framework Plan and the San Dieguito River Valley Concept Plan feature connecting trail systems from the San Dieguito River Valley to the Los Penasquitos Canyon Preserve, it would be more accurate to state that trails could be planned to extend through the project site. We have asked that attention be paid to how this trail system could connect, with project modifications. Given the uncertainties of Subarea III open space preservation, it would be prudent to consider a north-south connecting trail from Gonzalez Canyon north of Seabreeze Farms, through the project, and under future SR 56 to existing and planned trails in Subareas 4 and 5, to the preserve.

VII SUMMARY OF ENVIRONMENTAL CONSEQUENCES

24

We strongly concur with the dEIR conclusion that "Both the disturbed and undisturbed areas of the site provide a rural, open space character to the site which serves as an important visual resource. In addition, the site contains an estimated 16 acres of Farmland of Statewide Importance..." (VII-1) We suggest adding that this "visual resource" is viewable from many places in Carmel Valley and the NCFUA, including SR 56, which is proposed as a scenic highway.

25


Because this site is uniquely located and the proposal predominately would preserve the topography, we agree with the conclusion that the "net effect on the uses of the environment" would be primarily loss of agricultural resources, visual impacts, and brush management impacts to biological resources.

However, as the dEIR states, "the project would also result in...the increase in...available recreational opportunities (equestrian facility, and equestrian/hiking trails), and the preservation of open space.

26

We believe that the losses to visual impacts and biological resources (due to brush management requirements) would be strongly lessened by inclusion of an alternative which modifies the "Alternative Design To Avoid Impacts Associated With Brush Management." Discussions of this modification also should include potential reductions in impacts to biological resources by fencing a perimeter trail which serves as a firebreak, reductions in impacts to residences from dust, and reduction in impacts to landforms with a trail, instead of residences, along the ridgeline.


Bob Rauch, Chair


Jan Fuchs, Vice-Chair

RESPONSES

23

The Final EIR incorporates into Section IV-A, Land Use, that the NCFUA Framework Plan and the San Dieguito River Valley Concept plan trails could be planned to extend through the project as identified in the comment. The Project currently proposes to retain existing trails within Bell Valley which extend in the north-south direction and which could be incorporated into a regional trail system, and the project proposes an equestrian crossing of Carmel Valley Road to link the project site with open space to the east.

24

The Final EIR incorporates into Section VII that the open space of the site is visible from many areas of Carmel Valley as identified in the comment.

25

See Response to Comments # 13, 15, and 19.

26

See Response to Comments # 13, 15, and 19.

RESPONSES TO COMMENTS

COMMENTS

RESPONSES

STATE OF CALIFORNIA—THE RESOURCES AGENCY

PETE WILSON, Governor

DEPARTMENT OF FISH AND GAME

4949 VIEWRIDGE DR.
SAN DIEGO, CA 92123

(619) 467-4212



May 8, 1996

Mr. Lawrence C. Monserrate
City of San Diego
Development Services Department
Land Development Review Division
1222 First Avenue, Mail Station 501
San Diego, CA 92101

Comments on Seabreeze Farms Environmental Impact Report. Amendment to the City Progress Guide and General Plan, North City Future Urbanizing Area (NCFUA) Framework Plan, Carmel Valley Community Plan, and Carmel Valley Neighborhood 4, 5, and 6 Precise Plan. (DEP No. 35-0385, SCH No. 96021001)

Dear Mr. Monserrate:

The California Department of Fish and Game's (DFG) Natural Community Conservation Planning (NCCP) staff has completed its review of the Seabreeze Farms Plan Amendments and offers the following comments and recommendations. The DFG has reviewed the proposed project not only with regard to the property's on-site biological values, but also in the context of the site's location and value to the City's Multiple Species Conservation Program (MSCP).

The proposed project is located on a 72 acre site within Carmel Valley, in the western portion of the NCFUA. A portion of the property has already been disturbed by the construction of an equestrian facility, equestrian trails, and temporary offices. Carmel Valley Road abuts the southern and eastern borders of the parcel, and the floor of Carmel Valley is just off-site to the south. Bell Valley and associated minor drainages are located along the property's western boundary. Water runoff from the site would flow into Carmel Valley and eventually into Penasquitos lagoon. The parcel is currently a part of Subarea III of the NCFUA. The project proposes several planning amendments that would shift the property out of the NCFUA and into the adjacent Carmel Valley Precise Plans for Neighborhoods 4, 5, and 6.

The site currently supports several sensitive habitats and species. Most of the native vegetation remaining on-site is confined to Bell Valley and its tributary canyons. Approximately 3.60 acres of coastal sage scrub habitat exists on the parcel, with 0.17 acres being disturbed. The site also supports 10.29 acres of various chaparral habitats, including 0.84 acres of southern maritime chaparral and 4.72 acres of scrub oak chaparral. In addition, the property supports 0.18 acres of mulefat scrub (a wetland habitat), 0.46 acres of non-native grasslands, and 57.42 acres of

27 Comment noted.

27

RESPONSES TO COMMENTS

COMMENTS

27
(cont.)

Mr. Lawrence C. Monserrate
May 8, 1996
Page Two

agriculture-disturbed-developed lands. Two sensitive plant species, Nuttall's scrub oak (*Quercus dumosa*) and California adolphia (*Adolphia californica*), and one sensitive animal species, Coronado Island skink (*Eumeces skiltonianus interparietalis*) were detected on-site. No state or federal endangered or threatened species, including the California gnatcatcher, were found on the property. The site is located outside of the City's proposed MSCP habitat reserve system, due to the disturbed and fragmented condition of some of the habitat areas on the parcel. However, the habitats on-site still have some biological value, especially the southern maritime chaparral habitat.

The proposed project would construct 250 single-family residential homes, 50 multi-family dwelling units, an equestrian facility, and retain 25 acres in open space. The open space area would include some native habitat areas, equestrian trails, and pastures. Direct impacts to biological resources from project construction and brush management include: loss of 1.24 acres of coastal sage scrub, and 6.54 acres of chaparral (including 0.84 acres of southern maritime chaparral and 2.67 acres of scrub oak chaparral). No impacts would occur to mulefat scrub or non-native grasslands. Approximately 56 percent of the area occupied by Nuttall's scrub oak, and 67 percent of the population (400+) of California adolphia would be directly impacted. In addition, 2.34 acres of Coronado skink habitat would be lost. To control sedimentation flow off-site, the project would construct three detention/siltation basins in the Bell Valley drainage.

28

Project impacts are proposed to be mitigated through off-site acquisition of habitat lands, or through payment to the City of an in-lieu mitigation fee. To mitigate for impacts to coastal sage scrub, southern maritime chaparral, scrub oak chaparral, Nuttall's scrub oak, California adolphia, and Coronado Island skink the project would acquire a total of 8.26 acres of like-kind lands off-site within the City of San Diego. This mitigation should be directed toward building the City's MSCP Subarea Plan habitat reserve system, and should include assurances of long-term management. If an in-lieu mitigation fee is contributed instead of the 8.26 acres, then the amount should be sufficient to acquire and manage 8.26 acres of appropriate habitat lands.

29

The DFG recommends that Alternative C, Alternative Design to Avoid Impacts Associated with Brush Management, be strongly considered in-lieu of the proposed project. This alternative would significantly reduce impacts to the sensitive coastal sage scrub and chaparral habitats on-site. Southern maritime chaparral in particular is very rare in San Diego County, and although only 0.84 acres occurs on-site, protecting this habitat in conjunction with the other shrub habitats on-site would be valuable. If the proposed project is selected, the DFG would concur that the mitigation measures described above, and the additional measures outlined in the Mitigation Monitoring and Reporting Program, would be appropriate.

30

The DFG is very concerned about controlling sediment and contaminated water flow into Carmel Valley and Penasquitos lagoon. Erosion and water quality control measures, especially around the equestrian facility, need to be strictly implemented and monitored.

RESPONSES

28

The Final EIR identifies under mitigation measure IV-C.1 that offsite acquisition shall be within the MSCP core area.

29

Section IV-C, Biological Resources, reduces all direct and indirect significant impacts to sensitive biological resources to a level below significance through implementation of Mitigation Measures IV-C.1 - IV-C.4. Please also refer to Comment #13.

30

The Final EIR identifies in Section IV-D mitigation measures which will reduce direct erosion and water quality impacts to a level below significance. Measures are included for the equestrian facility in Section IV-G, Air Quality, which require implementation of a maintenance plan for the facility to control manure and dust. These measures will also reduce potential water quality issues for the equestrian facility.

RESPONSES TO COMMENTS

COMMENTS

RESPONSES

Mr. Lawrence C. Monserrate
May 8, 1996
Page Three

If you have any questions concerning these comments please contact David Lawhead at
(619) 467-4211. Thank you.

Sincerely,



William E. Tippetts
NCCP Field Supervisor

cc: Department of Fish and Game

Mr. Ron Rempel
Sacramento

Ms. Patty Wolf
Long Beach

Mr. David Lawhead
San Diego

U.S. Fish and Wildlife Service

Gail Kobetich
Carlsbad Field Office


FILE: Chron
SEABREEZ.DNL
LAWHEAD/TIPPETS

RESPONSES TO COMMENTS

COMMENTS

RESPONSES

05-15-1996 14:41 619 6942490 TRAFFIC CONTROL P.02



County of San Diego

DEPARTMENT OF PUBLIC WORKS

5555 OVERLAND AVE, SAN DIEGO, CALIFORNIA 92123-1295

TOM GARIBAY
DIRECTOR
(619) 594-2212
FAX: (619) 594-2461
LOCATION CODE 896

COUNTY ENGINEER
COUNTY AIRPORTS
COUNTY ROAD COMMISSIONER
TRANSIT SERVICES
COUNTY SURVEYOR
FLOOD CONTROL
WASTEWATER MANAGEMENT
SOLID WASTE

May 14, 1996

Mr. Lawrence C. Monserrate
Principal Planner
Development Services Department
City of San Diego
1222 First Avenue
Mail Station 501
San Diego, CA 92101

Dear Mr. Monserrate:

DRAFT ENVIRONMENTAL IMPACT REPORT (EIR) SUBAREA III PLAN SEABREEZE FARMS IN THE NORTH CITY FUTURE URBANIZING AREA (NCFUA)
DEP NO. 35-0385

The County of San Diego Department of Public Works (DPW) has reviewed the above referenced Draft Environmental Impact Report (EIR) dated April 1, 1996, and received on April 16, 1996. The following comments are provided for your consideration.

Traffic/Circulation

The Final EIR should consider the following in the Transportation/Traffic Section:

1. A discussion of the County Circulation Element of Roads potentially affected by this project.
2. The Final EIR should include tables and map exhibits displaying existing traffic, existing plus project traffic, buildout traffic, and percent traffic splits to all existing and future County Circulation Element roads. The buildout year is approximately 2015.
3. The County Level of Service standards should be used for defining project impacts to County Circulation Element roads. The County has established Level of Service "C" or better as the standard for operation of County Circulation Element roads. Mitigation, if required, should reflect these standards.

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31 When the traffic study scope was developed, a SANDAG select zone traffic assignment of project traffic was produced. This revealed the following project traffic to total traffic percentages on County roadways:

Rancho Santa Fe Farms Road	1.0%
San Dieguito Road	0.1%
Via de la Valle	0.3%
El Camino Real	0.4%

The projects traffic assigned to County roadways was not great enough to justify detailed traffic studies on any of these facilities. The County location most impacted by project traffic, the intersection of Carmel Valley Road at Rancho Santa Fe Farms Road, was found to have no significant project impacts.

32 Refer to Response to Comment # 31. The EIR sufficiently addresses impacts to existing and future regional facilities.

33 See response to Comment # 31.

RESPONSES TO COMMENTS

COMMENTS

05-15-1996 14:41

619 6942490

TRAFFIC CONTROL

P.03

Mr. Monserrate

-2-

May 14, 1996

34

4. Provide traffic mitigation measures as necessary for any identified traffic impacts to County Circulation Element roads and other roads in the unincorporated area (include, but not limited to, Rancho Santa Fe Farms Road and Rancho Diegueno Road).

Trails

The Final EIR should consider trail connection provisions to the existing San Dieguito Community Plan Trails Map, adjacent municipal trail systems, and the proposed Regional Corridor Trails Map.

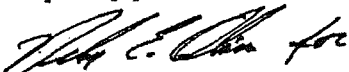
35

DPW requests that your agency provide two copies of the Final EIR when it is distributed for final review before the City Council hearing. Please send the two copies of the Final EIR to:

County of San Diego
Department of Public Works (MS 0385)
5555 Overland Avenue
San Diego, CA, 92123
Attention: Dirk D. Smith

If you have any questions, please call Dirk Smith of the Environmental Services Unit, at (619) 694-8843.

Very truly yours,



DAVID S. SOLOMON, Deputy Director
Department of Public Works

DSS:DDS

cc: Robert Hoglen (0336)

RESPONSES

34

See Response to Comment # 31 and # 32. The impacts to Rancho Santa Fe Farms Road and Rancho Diegueno Road is not considered significant.

35

See Response to Comment #23.

RESPONSES TO COMMENTS

COMMENTS

City of San Diego
MEMORANDUM

Date: May 15, 1996
To: Tina Christiansen, Development Services Director
Attn: Jeanne Krosch
From: Marcia C. McLatchy, Park and Recreation Director
Subject: DRAFT ENVIRONMENTAL IMPACT REPORT FOR SEABREEZE FARMS

In response to the Draft Environmental Impact Report for Seabreeze Farms, we have reviewed the subject document and forward the following comments. If any of the comments are not acceptable to Development Services Department, it is requested that we be advised of the reasons therefor.

OPEN SPACE

Page IV-A-25, 3rd paragraph

- 36** It is not clear in the third sentence as to whether there would be a conflict, or there would not be a conflict with the goals of the MSCP.

PARK DEVELOPMENT

Page IV-L-13, Parks and Recreation

- 37** Please revise this section to read "Based on a population generation factor of 3.5 persons per dwelling unit (San Diego Municipal Code) the proposed 300 units would result in a population of 1,850. The City's "Progress Guide and General Plan" standards for population based parks would require 2.4 useable acres per 1,000 population, or 2.52 useable acres of land and facilities. The Carmel Valley Community Planning Area is at the present time not able to absorb the additional population from this development with existing or proposed parks.
- 38** The Neighborhood 4 neighborhood school/park would require the addition of 2.54 useable acres of land and facilities to provide

RESPONSES

- 36** The Final EIR has been revised to state in Section IV-A, Land Use, that there would not be a conflict between the goals of MSCP and the proposed project.
- 37** The use of 2.6 persons per household as a population generation factor is an historical city-wide average for a number of years and takes into account geographical locations, multi- and single family housing variations. A review of the 1995 population figures for the Carmel Valley area, as published by SANDAG, indicates that the current population factor is only 2.5 persons per household, not 3.5 as described in the comments. The use of 2.6 as generation factor is considered appropriate.
- 38** Based on a cursory review of the Public Facilities Financing Plan for Carmel Valley, approximately 114.1 acres of neighborhood and community parks are either existing or proposed for Carmel Valley (pers. Comm., John Leppert). The PFFP goes on further to forecast that approximately 14,370 dwelling units will ultimately be built in the community. At 2.6 persons per household and utilizing the General Plan population-based factor of 2.4 useable acres per 1,000 population, the required park acreage for Carmel Valley would appear to be 89.7 acres, therefore, more park acreage is currently being provided than is minimally required. The fees contributed by the project to the FBA is considered to be adequate mitigation for park impacts.

RESPONSES TO COMMENTS

COMMENTS

RESPONSES

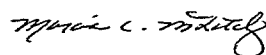
38 the required amenities this development will impose on the community. This development's population-based park requirements were addressed in the North City Future Urbanizing Area Sub-Area III concept. The loss of these units and their impact must be addressed. The Neighborhood 4 neighborhood school/park is designed to serve the population of Neighborhood 4, Neighborhood 4A and a portion of Neighborhood 1.

39 The community park proposed to serve this area is a 13 useable acre site located adjacent to the future junior high school site in the North City Future Urbanizing Area - Sub-Area III. The Carmel Valley Town Center Community Park would be available until the acquisition, design and construction of the community park in Sub-Area III.

40 Renaissance Parks are non-population based parks and do not satisfy any of the required needs and standards of the city's Progress Guide and General Plan

Page IV-L-15, Parks and Recreation

41 Please revise this section to conform with the statement in reference to page IV-L-13 Parks and Recreation Standards. Please address the proposed mitigation of the shortfall of acreage and facilities in the Carmel Valley Community Planning Area if the transfer is approved. Address the impact of the transfer on the proposed park and recreation facilities in the NCFUA.



MARCIA C. MCLATCHY
Director, Park and Recreation

MM:NA:jch

cc: Jeff Harkness, Senior Park and Recreation Planner, Park Development and Open Space Division, MS 804A
Stan Fye, Park and Recreation Project Assistant, Park Development and Open Space, MS 37C

39 Comment noted. By annexing Seabreeze Farms into the Carmel Valley community, it is anticipated that the community park that will service this project will be the one located adjacent to the Carmel Valley Towne Center and not the one located in Subarea III. Following approval of this project, Seabreeze Farms will no longer be in the FUA. For this project proposal, it is appropriate to consider the FUA as a neighboring community, especially given the uncertainty of the timing of future development in Subarea III.

40 Comment noted. See Response # 38.

41 See Response to Comment # 37, 38, 39 and 40. It is further noted that there are several projects in the Carmel Valley area that are currently being planned at less than their originally anticipated dwelling unit count. The "shedding" of dwelling units is estimated to exceed the 275 units being proposed by the Seabreeze Farms project. Consequently, if the community is adequately parked at the 14,370 dwelling units as indicated in the Public Facilities Financing Plan, and these other projects indeed shed more units than the 275 units being added by Seabreeze Farms, the community would not be impacted by a shortage of parks. Consequently, requiring Seabreeze Farms to pay FBA fees (just like any other project in Carmel Valley) would be adequate mitigation for providing parks in Carmel Valley. It is also noted that there is enough land for parks even if the original community-wide dwelling unit count is not reduced by 275.

The transfer of the project site to the Carmel Valley Community would not adversely affect the NCFUA since future parks would be funded by future developments in the NCFUA.

RESPONSES TO COMMENTS

COMMENTS



UNITED STATES MARINE CORPS
MARINE CORPS AIR BASE WESTERN AREA EL TORO
PO BOX 5001
SANTA ANA CA 92709-5001

1996 MAY 17 AM 11:04

IN REPLY REFER TO:

11010.25AA
AQ/Sbrze
13 May 1996

CITY OF SAN DIEGO
DEVELOPMENT SERVICES DEPARTMENT
ATTN MR LARRY MONSERRATE
202 C STREET MS 4A
SAN DIEGO CA 92101

Dear Mr. Monserrate:

This is in response to the Environmental Impact Report for Seabreeze Farms, Dep No. 35-0385 and SCH No. 96021001.

The proposed project will be affected by operations of military aircraft transiting to and from Marine Corps Air Station (MCAS) Miramar. Occupants will both see and hear military aircraft and will experience varying degrees of noise and vibration. Consequently, we are seeking full disclosure on all exchanges of title, recorded to deed for this area. Not all of the affected areas are within the identified contours shown in the Final Environmental Impact Statement for MCAS Miramar. We believe that enhanced awareness within affected areas would be an advantage to our neighbors.

Thank you for the opportunity to review this land use proposal. For further information please contact Ms. C. Laura Thornton at (714) 726-3702.

Sincerely,

D. P. PENDER
Colonel, U.S. Marine Corps
Community Plans and Liaison Officer
By direction of the Commander

RESPONSES

42

Comment noted. The Final EIR identifies that singular air events may occur associated with NAS Miramar in Section IV-K, Noise, although no significant noise impacts are anticipated. As shown on Figure IV-K-1 of the Final EIR, the project site is located well outside the anticipated 60 dB noise contour. Therefore, no mitigation is required.

42

RESPONSES TO COMMENTS

COMMENTS

May 10, 1996

Tina Robinson, Member
San Dieguito Planning Group
7943 Artesian Road
San Diego, CA 92127

RECEIVED

MAY 20 1996

DEVELOPMENT SERVICES

Attention: Lawrence C. Monserrate, Principal Planner
City of San Diego, Development Services Dept.
1222 First Avenue, MS 501
San Diego, CA 92101

Dear Mr. Monserrate:

At our May 9, 1996 meeting, the San Dieguito Planning Group voted unanimously to forward the following comments on the DEIR for Seabreeze Farms DEP # 35-0385.

As County neighbors sharing over a 10 mile boundary with the Future Urbanizing Area, we have strong concerns about the cumulative impacts. Further, we believe that the approval of this project may cause precedent setting policies for piecemeal development of the entire FUA. This would have a substantial effect on regional traffic, other public services, and our viewshed along the FUA boundaries. This concern is valid since there have been at least four applications for removal from the FUA in the last year (two in the March 1996 election, this project, and the Torrey Highlands project). Others are expected. We do not believe that the DEIR adequately addresses significant regional impacts to our area. We believe that these and the following issues must be addressed in the Final EIR.

43

44

The preferred alternative of the San Dieguito Planning Group is the 1 dwelling unit per 4 acre alternative. This alternative should be explored in greater detail and it's fair share contribution to SR 56 shown.

45

Regional traffic - The Framework assumptions never adequately considered the County network of related roads including through traffic on Del Dios highway, Via de la Valle, El Camino Real North, and San Dieguito Road. Additionally, the County Circulation Element has substantially changed since approval of the Framework Plan. There need to be new traffic studies and this project's fair share contribution to SR 56 must be explained, not simply stated that it will conform to the Framework plan.

46

47

We are concerned about the cumulative impacts to the San Dieguito High School District. These impacts need to be addressed in greater detail. Also, cumulative impacts on all public services (power, water and sewer, libraries, fire and police, etc) must be addressed in greater detail if this project is going to be precedent setting in the piecemeal development of the FUA.

Sincerely,



Tina Robinson, Member

cc: Lois Jones, Chair, San Dieguito Planning Group

RESPONSES

43

The Final EIR identifies in Section VI, Cumulative Effects, that there are several City of San Diego land use policies which are in effect within the project area and guides urbanization within the NCFUA. City Council Policies 600-29 and 600-30 require voter approval prior to transference of lands from the General Plan Future Urbanizing land use designation to Planned Urbanization. These policies apply to lands located within the NCFUA and include the proposed project. The Framework Plan provides a basis for urbanization of the NCFUA. Therefore, projects such as the proposed project which are developed utilizing the general development guidelines of the Framework Plan and are designed in conjunction with City staff guidance would not result in "piecemeal" development.

The Final EIR for the proposed project assesses regional, cumulative buildout traffic. Development of the proposed project would not result in significant cumulative traffic impacts. The proposed project has been conditioned with a traffic phasing mitigation plan which allows development to occur in conjunction with specific street and intersection improvements (see Section IV-B, Traffic Circulation). The Final EIR identifies significant cumulative impacts to public services which would result from project implementation. These cumulative impacts are mitigable to a level below significance through appropriate agreements and funding mechanisms arranged with the school districts and fair share contribution to the Carmel Valley Public Facilities Financing Plan.

Significant and unmitigated cumulative impacts to viewsheds associated with project implementation are identified in the Final EIR. No measures area available to fully mitigate this significant cumulative impact to a level below significance other than the adoption of the No Project Alternative.

RESPONSES TO COMMENTS

COMMENTS

May 10, 1996

Tina Robinson, Member
San Dieguito Planning Group
7943 Artesian Road
San Diego, CA 92127

RECEIVED

MAY 20 1996

DEVELOPMENT SERVICES

Attention: Lawrence C. Monserrate, Principal Planner
City of San Diego, Development Services Dept.
1222 First Avenue, MS 501
San Diego, CA 92101

Dear Mr. Monserrate:

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As County neighbors sharing over a 10 mile boundary with the Future Urbanizing Area, we have strong concerns about the cumulative impacts. Further, we believe that the approval of this project may cause precedent setting policies for piecemeal development of the entire FUA. This would have a substantial effect on regional traffic, other public services, and our viewshed along the FUA boundaries. This concern is valid since there have been at least four applications for removal from the FUA in the last year (two in the March 1996 election, this project, and the Torrey Highlands project). Others are expected. We do not believe that the DEIR adequately addresses significant regional impacts to our area. We believe that these and the following issues must be addressed in the Final EIR.

43

44

The preferred alternative of the San Dieguito Planning Group is the 1 dwelling unit per 4 acre alternative. This alternative should be explored in greater detail and it's fair share contribution to SR 56 shown.

45

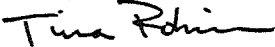
Regional traffic - The Framework assumptions never adequately considered the County network of related roads including through traffic on Del Dios highway, Via de la Valle, El Camino Real North, and San Dieguito Road. Additionally, the County Circulation Element has substantially changed since approval of the Framework Plan. There need to be new traffic studies and this project's fair share contribution to SR 56 must be explained, not simply stated that it will conform to the Framework plan.

46

47

We are concerned about the cumulative impacts to the San Dieguito High School District. These impacts need to be addressed in greater detail. Also, cumulative impacts on all public services (power, water and sewer, libraries, fire and police, etc) must be addressed in greater detail if this project is going to be precedent setting in the piecemeal development of the FUA.

Sincerely,



Tina Robinson, Member

cc: Lois Jones, Chair, San Dieguito Planning Group

RESPONSES

44

Comment noted. This development scenario is discussed as Alternative B in Section IX of the Final EIR. The discussion provides an analysis of how environmental impacts would differ for this alternative versus the proposed project. Transportation improvements required to be funded by Seabreeze Farms, as well as the timing of local and regional transportation facilities in relation to phasing of the project, are shown in Table IV-B-10 of the Final EIR. Seabreeze Farms is not required to fund SR-56.

45

Comment noted. The traffic study for Seabreeze Farms was completely updated from the previous Framework Plan studies to reflect changed conditions in the County and the City. The most recent information regarding the County developments and roadways were used to conduct traffic technical studies.

46

See Response to Comment #43.

47

See Response to Comment #43.

RESPONSES TO COMMENTS

COMMENTS



San Diego County Water Authority

A Public Agency
3211 Fifth Avenue • San Diego, California 92103-5718
(619) 682-4100 FAX (619) 297-0511

May 15, 1996

Lawrence C. Monserrate, Principal Planner
City of San Diego Development Services Department
Land Development Review Division
1222 First Avenue, Mail Station 501
San Diego, CA 92101

Dear Mr. Monserrate:

SEABREEZE FARMS DRAFT EIR (DEP NO. 35-0385, SCH NO. 96021001)

Thank you for sending the above referenced document which was received on April 4, 1996. The San Diego County Water Authority (Authority) has the following concerns and comments.

Some inconsistencies were noted in the Public Facilities and Services section pertaining to the analysis of the adequacy of local water facilities and anticipated facility improvements.

48

Page IV-L-8, paragraph 4. The existing conditions discussion indicates that all of the existing and planned backbone water distribution facilities in the area (i.e., Del Mar Heights, Green Valley and Carmel Mountain Road pipelines) would not provide adequate capacity for the area. Yet this is not mentioned in the impact section.

49

Page IV-L-17, paragraph 4. The statement 'Due to the small size of the development, the project is not considered to have a significant impact on water service' is inconsistent with the significance of impact section (p. IV-L-19, ¶ 4) which states that the project's impact on water service are significant but mitigable. It is also inconsistent with the fact that the mitigation section (p. IV-L-20) includes measures that 'would reduce (water service) impacts to below a level of significance'.

50

The Authority understands that the project proposes a higher land use intensity than is currently planned for the project site (300 proposed dwelling units compared to 178 dwelling units allowed under the current land use regulations for the site). The City staff concludes that significant impacts to public utilities and services would be reduced under the recommended Development Under Existing Land Use Regulations alternative. The

MEMBER AGENCIES

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• Oceanside • Poway • San Diego

COUNTY
• San Diego
re-affiliated

IRRIGATION DISTRICTS
• Santa Fe • South Bay
• Vista

PUBLIC UTILITY DISTRICT
• Fallbrook

WATER DISTRICTS
• Escondido • Escondido
• San Diego • San Diego
• Vista • Vista

FEDERAL AGENCY
• Pecos Valley Water Conservation

MUNICIPAL WATER DISTRICTS
• Carlsbad • Escondido
• Oceanside • Poway
• San Diego • San Diego
• Vista • Vista

PRINTED ON RECYCLED PAPER

RESPONSES

48

Section IV-L of the Final EIR was revised to reconcile the Water Service existing conditions section with the Water Service impacts section as identified in the comment.

49

Section IV-L of the Final EIR was revised to reconcile the Water Service impacts section with the Water Service significance of impacts section as identified in the comment.

50

The Final EIR identifies in Section IV-L that with construction of new extensions the Del Mar Heights Pipeline and Green Valley Pipeline would be adequate to accommodate the water demands of the proposed project. It should be noted that since distribution for public review of the EIR that the applicant has reduced the total number of dwelling units proposed from 300 to 275. This reduction results in a gross density of 3.8 DUs per acre which is within the density range identified under the Framework Plan for the project site. The proposed project is required to contribute funds through water fees to the City to ensure that the extensions to the pipelines would be constructed.

RESPONSES TO COMMENTS

COMMENTS

RESPONSES

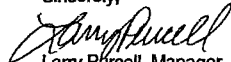
Lawrence C. Monserrate
SEABREEZE FARMS DEIR
May 15, 1996
Page 2

Authority concurs with this conclusion given the inadequacy of the existing and planned backbone water distribution facilities in the area previously mentioned.

50
(cont.)

Please retain the Authority on your mailing list to receive the Final EIR and other information concerning this project. If you have any questions, please contact Mark Tegio at (619) 682-4143.

Sincerely,


Larry Purcell, Manager
Water Resources Planning

LJP/mvt

m4 H:\WORD8\CORRESPOND\AGENCY\SEABREIR.DOC

5/15/96

RESPONSES TO COMMENTS

COMMENTS

25 14 65 14:00 CALTRANS PLANNING DEPT. NO. 067 005

STATE OF CALIFORNIA - BUSINESS, TRANSPORTATION AND HOUSING AGENCY PETE WILSON, Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 11, P.O. BOX 85406, MAIL STATION S-5, SAN DIEGO, 92186-5406
(619) 688-6424 TDD Number
(619) 688-6022

May 14, 1996

Mr. Chris Belsky
State Clearinghouse
1400 Tenth Street
Sacramento, CA 95814

Dear Mr. Belsky:

Draft EIR for Seabreeze Farms - SCH 96021001

Caltrans District 11 comments are as follows:

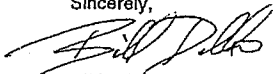
51 • Pages IV-B-19 and 20; The Interstate Route 5 (I-5) interchanges are presently operating at a poor Level of Service (LOS). Seabreeze should provide a fair share contribution toward mitigation.

52 • Figures IV-B-3 and 4; The north and south alternatives of State Route 56 (SR-56) should both be analyzed with and without an interchange between Camino Santa Fe and Camino Ruiz.

53 • Page IV-K-10; The developer should construct noise barriers to mitigate 20 year projected traffic if residences are constructed adjacent to or near SR-56.

54 • Appendix B, Figure 3.4-3; An exclusive right turn lane is needed from SR-56 eastbound to I-5 southbound.

Close coordination is encouraged. Our contact person for SR-56 is Joe Hull, Design Manager, (619) 688-3633. For Traffic Operations, our contact person is Fred Yazdan, Branch Chief, (619) 688-6881.

Sincerely,

BILL DILLON, Chief
Planning Studies Branch

BD/LS:ct

RESPONSES

- 51** The Final EIR states that the proposed project's contribution to cumulative traffic levels on I-5 is 1.7% and is below the City of San Diego's threshold of 2%. Therefore, the proposed project's cumulative traffic contribution to I-5 is considered to be below a level of significance and mitigation is not required.
- 52** Different regional traffic models that include the project site and study area was performed by the traffic consultant for the Subarea IV Torrey Highlands project. This analysis indicated that there was no significant difference between runs both with and without the interchange as noted in the comment. Therefore, for purposes of the Seabreeze Farms EIR, it was decided to present only the alternative that includes the interchange.
- 53** The Final EIR states in Mitigation Measure IV-K.1 that at the buildout year acoustical barriers would be required if homes were constructed adjacent to SR-56. The buildout year is the Year 2015, which is a 20-year projection for the project.
- 54** The amount of traffic generated by the project at this intersection is minor (less than 2%) and is not considered to be a significant impact by City of San Diego criteria. As such, the project is not responsible for providing improvements at this location.

RESPONSES TO COMMENTS

COMMENTS

RESPONSES



PETE WILSON
GOVERNOR

State of California

GOVERNOR'S OFFICE OF PLANNING AND RESEARCH

1400 TENTH STREET

SACRAMENTO 95811 MAY 24 AM 11:47



LEE GRISSOM
DIRECTOR

May 20, 1996

JEANNE KROSCH
CITY OF SAN DIEGO
1222 FIRST AVE., MS 501
SAN DIEGO, CA 92101

Subject: SEABREEZE FARMS PLAN AMENDMENT SCH #: 96021001

Dear JEANNE KROSCH:

The State Clearinghouse has submitted the above named draft Environmental Impact Report (EIR) to selected state agencies for review. The review period is now closed and the comments from the responding agency(ies) is(are) enclosed. On the enclosed Notice of Completion form you will note that the Clearinghouse has checked the agencies that have commented. Please review the Notice of Completion to ensure that your comment package is complete. If the comment package is not in order, please notify the State Clearinghouse immediately. Remember to refer to the project's eight-digit State Clearinghouse number so that we may respond promptly.

Please note that Section 21104 of the California Public Resources Code required that:

"a responsible agency or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency."

55 Commenting agencies are also required by this section to support their comments with specific documentation.

These comments are forwarded for your use in preparing your final EIR. Should you need more information or clarification, we recommend that you contact the commenting agency(ies).

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

ANTERO A. RIVASPLATA
Chief, State Clearinghouse

Enclosures
cc: Resources Agency

55 Comment noted.

RESPONSES TO COMMENTS

COMMENTS

RESPONSES

[illegible]

EXECUTIVE SUMMARY

PROJECT BACKGROUND AND DESCRIPTION

Project Background

The 72-acre Seabreeze Farms project site is located along the western border of Subarea III of the 12,000-acre North City Future Urbanizing Area (NCFUA). The NCFUA is a portion of the City of San Diego designated as Future Urbanizing. On October 1, 1992, the City Council adopted the NCFUA Framework Plan as an amendment to the General Plan, and as a land use plan showing general locations and types of land uses, preliminary circulation and public facilities, and a regional open space system. According to the Framework Plan, future development beyond the current underlying zoning would be allowed to occur upon approval of more detailed Subarea Plans and voter approval of a "phase shift" of properties from Future Urbanizing to Planned Urbanizing.

The proposed Seabreeze Farms Plan Amendment project involves amendments to a number of long range plan documents and voter approval to allow development of the property with residential and equestrian uses. This Environmental Impact Report analyzes the environmental impacts associated with approval of the proposed plan amendments. Future development of the property would require future discretionary actions that would be subject to further environmental review. One of the primary functions of this EIR is to direct and focus subsequent environmental review on specific issues which have been identified to be significant and to further develop and refine mitigation measures to reduce impacts to below a level of significance.

Project Description

The proposed project would involve amendments to the Progress Guide and General Plan, the NCFUA Framework Plan, the Carmel Valley Community Plan, and the Precise Plan for Neighborhoods 4, 5 and 6. The Carmel Valley Community Plan is divided into ten neighborhoods. Development within each neighborhood is subject to the Community Plan as well as individual neighborhood Precise Plans that have been approved by the City. Neighborhood 4 borders the project site to the west. Neighborhood 4 has been predominantly built out in accordance with the Precise Plan for Neighborhoods 4, 5 and 6. With implementation of the project, the Seabreeze Farms site would be deleted from the NCFUA and annexed to the of the Precise Plan for Neighborhoods 4, 5 and 6.

The proposed project plan amendments would annex the 72-acre Seabreeze Farms property to the portion of the Precise Plan for Neighborhoods 4, 5 and 6 area of the Carmel Valley Community Plan to allow future development of the property with single-family (250 units) and multi-family (50 units) residential uses and an 8-acre equestrian center. The proposed plan amendments would allow the subject property to be brought before the voters as a phase shift proposal to shift the property from future urbanizing to planned urbanizing.

Future development of the site would require additional discretionary approvals beyond the plan amendments. These include Tentative Map, Planned District Ordinance, Interim Habitat Loss Permit and Final Map/Building Permits. In addition, future development projects would be reviewed for substantial conformance with the provisions of the Resource Protection Ordinance and City Council Policy 600-400.

Discretionary actions required to implement the proposed project include the following:

- Progress Guide and General Plan Amendment;
- NCFUA Framework Plan Amendment;
- Carmel Valley Community Plan Amendment; and
- Precise Plan for Neighborhoods 4, 5 and 6 Amendment.

Environmental Setting

The project area is comprised of 72 acres located in the western portion of the 12,000-acre NCFUA, which is generally located along the northern limits of the City of San Diego between I-5 and I-15. The site is located approximately 17 miles northeast of downtown San Diego, approximately six miles inland from the Pacific Ocean and 2.5 miles west of I-15.

Existing uses on the site include an equestrian facility and temporary offices. Carmel Valley Road forms the eastern border of the site and is used to access the site. The terrain of the site is characterized by level topography along the eastern border of the site that slopes down into lower elevations along the western and southwestern portions of the site. The more level area in the northeastern portion of the site ranges from approximately 300 feet above mean sea level (MSL) to 250 feet above MSL. The western portion of the site includes a portion of a north-trending valley referred to as Bell Valley. Bell Valley represents a tributary landform that extends from Carmel Valley. Much of the steeply sloping terrain within the project vicinity is associated with Carmel Valley. The floor of Carmel Valley is located immediately to the south of the site. Slopes with gradient in excess of 25 percent occur along drainages that extend to the floor of the valley.

A majority of the site has been previously disturbed in association with agricultural activities and existing facilities. The more level areas along the northeastern portion of the site are characterized by ruderal or non-native vegetation. The portion of Bell Valley that extends onto the site has also been partially disturbed in association with equestrian activities. Disturbed coastal sage scrub, southern mixed chaparral, and non-native grassland are located along the eastern slopes and the floor of the valley.

Existing uses surrounding the site include primarily open space and residential. Carmel Valley Neighborhood 4, which borders the site to the west, has been predominantly built out with single family residential uses. The site is bordered to the north and northwest by vacant land that was used as a large nursery. The area immediately to the east of the site currently supports production of crops including

tomatoes. The right-of-way for State Route 56 borders the site to the south. A single-family residential development and golf course are located to the south of SR-56.

ENVIRONMENTAL ANALYSIS

Table ES-1 summarizes the results of the environmental analysis completed for the project.

TABLE ES-1
SUMMARY OF ENVIRONMENTAL ANALYSIS RESULTS

ENVIRONMENTAL ISSUE	RESULTS OF IMPACT ANALYSIS	MITIGATION	IMPACT LEVEL AFTER MITIGATION
LAND USE:			
Issue 1: Would the proposed plan amendment implement the goals, objectives, and recommendations of the City of San Diego Progress Guide and General Plan, the environmental goals of the Framework Plan for the North City Future Urbanizing Area, and policies of the Local Coastal Program?	The project is generally consistent with General Plan goals and policies. The proposed project density is higher than the approved Framework Plan density, although adverse impacts typically associated with higher densities would not occur due to adequate mitigation of density-based public facilities, services and transportation/traffic circulation. Land use impacts are not significant, with the exception of a cumulatively significant loss of conversion of agricultural lands.	No mitigation is available for the cumulative loss of agricultural lands. Only adoption of the No Project/No Action Alternative would avoid impact.	Cumulatively significant.
Issue 2: Would the proposed project result in a conflict with the purpose and intent of the Resource Protection Ordinance?	The project is consistent with the purpose and intent of RPO and Council Policy 600-40 because development has been sited to avoid alteration of the steeper, more visible slopes and because impacts from grading, brush management on slopes and biology are minimized. In addition, the project includes 25 acres in open space. Future projects developed in accordance with the Plan would be eligible for consideration for Alternative Compliance (substantial conformance).	Mitigation for impacts to RPO sensitive resources (biological, landform, and cultural resources) are provided in other sections that reduce impacts to a level below significance.	Below a level of significance
Issue 3: Would the plan amendment be compatible with existing and future land uses in the project vicinity? Would the proposed uses be consistent with the Carmel Valley Community Plan and Neighborhood 4 Precise Plan?	The proposed project would be consistent with the intent of the Carmel Valley Community Plan and the Neighborhood 4 Precise Plan, and compatible with surrounding land uses. The provision of project proposes to meet the intent of the affordable housing required by requirements of the NCFUA Framework Plan by making 20% (55 units) affordable to people with 50% median income (14 units), 65% median income (28 units), and 80% median income (13 units). does not apply to the proposed project since it is being annexed to the Carmel Valley Community Plan.	No mitigation is required.	N/A

TABLE ES-1 (Continued)
SUMMARY OF ENVIRONMENTAL ANALYSIS RESULTS

ENVIRONMENTAL ISSUE	RESULTS OF IMPACT ANALYSIS	MITIGATION	IMPACT LEVEL AFTER MITIGATION
TRANSPORTATION/TRAFFIC CIRCULATION			
Issue 1: In conjunction with other development proposals in the Future Urbanizing Area, what cumulative traffic impacts would the project have on the community or regional transportation network?	The project traffic generation of 2,900 average daily trips would contribute an incremental portion of traffic to cumulatively adverse traffic conditions in the NCFUA. The impact attributable to the project is below the City's significance threshold level of two percent.	The Seabreeze Farms Project will contribute a relatively minor share to cumulative traffic impacts in the North City Future Urbanizing Area. Mitigation measures provided under Issue 2 would maintain traffic impacts at below a level of significance.	Below a level of significance.
Issue 2: Would the proposed project result in a substantial direct impact upon the existing or planned transportation system? Is it necessary to phase the development of the proposed project in accordance with regional transportation system improvements?	An analysis of impacts for the two interim alternative traffic scenarios anticipated prior to full buildout indicated little change in the level of service between without project and with project scenarios. The project impacts on the surrounding circulation system would be maintained at a level below significance with provision of new facilities and by phasing of development in association with regional traffic improvements.	As a condition of future tentative maps, transportation system improvements will be provided and future development will be phased according to Table IV-B-10, to the satisfaction of the City Engineer. As shown in this table, development of the project at specified land uses and intensities will be tied to appropriate local and regional transportation improvements to be funded by the project and other development in the area. Phase One of the TPP would require the construction of a secondary project access road connecting the southern portion of the project to Carmel Knolls Drive. With the provision of this improvement, up to 20 single-family homes could be constructed. (Under this phase, as with all subsequent phases, the existing equestrian facility on the site will be retained). Phase Two would require the provision of the secondary project access and the construction of the SR-56 expressway as a continuous facility through the NCFUA. With the provision of these improvements, up to 100 single-family homes could be constructed. Phase Three, the final phase, would require the following improvements: <ul style="list-style-type: none"> • Improve and widen Carmel Valley Road from the project access to Del Mar Heights Road; • Construct Del Mar Heights Road as a six-lane major from western terminus to Lansdale Drive; 	Below a level of significance.

TABLE ES-1 (Continued)
SUMMARY OF ENVIRONMENTAL ANALYSIS RESULTS

ENVIRONMENTAL ISSUE	RESULTS OF IMPACT ANALYSIS	MITIGATION	IMPACT LEVEL AFTER MITIGATION
<u>Transportation/Circulation (Continued)</u>		<ul style="list-style-type: none"> Construct southern half of ultimate Del Mar Heights Road from Carmel Valley Road to Carmel Valley community boundary; Construct Del Mar Heights Road as a six-lane major from Lansdale Drive to Carmel Valley community boundary. <p>With the provision of the above improvements, the project would be permitted to construct all proposed land uses (i.e., 250 single-family dwelling units and 50 multiple-family dwelling units).</p>	
Issue 3: Would the annexation of the property to the Carmel Valley Community Plan impact the ability of Subarea III to provide the road network required to support the Framework Plan density?	No significant impacts were identified.	No mitigation is required.	N/A
Issue 4: Would the traffic generated by development of the proposed project create adverse traffic and circulation impacts to Neighborhood 4 and the balance of the Carmel Valley Community?	No significant impacts to neighboring residential streets would occur.	No mitigation is required.	N/A
BIOLOGICAL RESOURCES Issue 1: What direct and indirect impacts to sensitive species, important habitats and plant and animal diversity would occur as a result of project implementation?	Project implementation would result in direct impacts to 0.04 acre of coastal sage scrub, 0.35 acre of scrub oak chaparral, loss of 56 percent of Nuttall's scrub oak, loss of 67 percent of California adolphia, and direct impacts to sensitive animal species. These impacts are considered significant.	Mitigation of direct biological impacts includes acquisition of an offsite mitigation parcel totaling 0.90 acre in size to mitigate for the loss of coastal sage scrub at a ratio of 1:1 and loss of southern maritime chaparral and scrub oak chaparral at a ratio of 2:1. The mitigation parcel shall be located within the City of San Diego MSCP core area supporting maritime chaparral, scrub oak chaparral, coastal sage scrub, or other native habitats acceptable to the City. An alternative to offsite acquisition would be contribution to the City's Habitat Acquisition fund. If the mitigation parcel lacks California adolphia and Nuttall's scrub oak or if the payment of a fee is the chosen mitigation, impacts to these species could be mitigated by the replacement planting at a 3:1 ratio within acceptable locations onsite.	Below a level of significance.

TABLE ES-1 (Continued)
SUMMARY OF ENVIRONMENTAL ANALYSIS RESULTS

ENVIRONMENTAL ISSUE	RESULTS OF IMPACT ANALYSIS	MITIGATION	IMPACT LEVEL AFTER MITIGATION
Biological Resources (Continued)			
Issue 2: Would compliance with the City's fuel management program result in the loss of sensitive plant species or wildlife habitat?	Project implementation would require compliance with the City's fuel management program which would result in direct impacts to 1.2 acres of coastal sage scrub, 0.76 acre of southern maritime chaparral, and 2.32 acres of scrub oak chaparral and potential loss of three coast barrel cactus. These impacts are considered significant.	Indirect lighting impacts shall be mitigated through lighting restrictions incorporated into future project designs. Mitigation of biological impacts from brush management includes acquisition or preservation of an offsite mitigation parcel totaling 7.36 acres to mitigate for the loss of coastal sage scrub at a ratio of 1:1 and loss of southern maritime chaparral and scrub oak chaparral at a ratio of 2:1. The mitigation parcel shall be located within the City of San Diego MSCP core area supporting maritime chaparral, scrub oak chaparral, coastal sage scrub, or other native habitats acceptable to the City. In addition, a biologist will ensure that brush management field crews minimize impacts to sensitive plant species.	Below a level of significance.
Issue 3: What effect would the proposed equestrian uses within the open space habitat have on sensitive species and habitats?	Equestrian trails and uses within natural open space would significantly impact sensitive habitats and species through the introduction of invasive non-native species and the effects of unauthorized equestrian activities.	Future development on the site will be required to locate trails in areas which do not support sensitive vegetation and species, fence off areas which are sensitive and utilize a biologist to monitor trail design and new trail construction.	Below a level of significance.
HYDROLOGY/WATER QUALITY			
Issue 1: What modifications to the natural drainage system would be required for future development of the site under the proposed plan? Would the project result in changes to the rate and amount of runoff?	Project implementation would result in a significant increase in runoff that must be properly directed.	Future tentative maps shall be conditioned with the following: <ul style="list-style-type: none"> • Prepare a drainage study in accordance with the City of San Diego Drainage Design Manual, subject to approval by the City Engineer. (see Section IV-D for details). • Design necessary storm drain facilities extending to a satisfactory point of disposal for the proper control and disposal of storm runoff. • Design appropriate onsite detention basin facilities to ensure that runoff volumes do not exceed the existing runoff volumes. 	Below a level of significance.

TABLE ES-1 (Continued)
SUMMARY OF ENVIRONMENTAL ANALYSIS RESULTS

ENVIRONMENTAL ISSUE	RESULTS OF IMPACT ANALYSIS	MITIGATION	IMPACT LEVEL AFTER MITIGATION
<p>Hydrology/Water Quality (Continued)</p> <p>Issue 2: What effect would project implementation have on water quality in the Los Peñasquitos drainage basin and downstream water resources?</p>	<p>Development of the project site with residential and equestrian land uses would incrementally increase the contaminants found in urban runoff which ultimately goes to the Los Peñasquitos Lagoon. This is considered a significant cumulative impact.</p>	<p>Future tentative maps or development permits are required to comply with the NPDES permit requirements for construction of the project and long-term operation of the site. A Storm Water Pollution Prevention Plan and a Monitoring Program Plan will be submitted with grading activities. In addition, site specific Best Management Practices will be incorporated for all proposed development on the site.</p> <p>Future tentative maps and/or development permits shall be conditioned to require a site specific analysis for the project that incorporates the current Best Management Practices and Best Available Technologies (BMPs and BATs) available at that time for pollution control and erosion/siltation control. This plan would address both short-term and long-term erosion control. (see Section IV-D for details).</p> <p>Measures are also identified in <i>Section IV-G, Air Quality</i>, which require dust and manure management at the equestrian facility. These measures would reduce potential pollutant loading of downstream water bodies associated with the equestrian facility (see Measures IV-G.1 and IV-G.2).</p>	<p>Cumulatively significant</p>
<p>LANDFORM ALTERATION/VISUAL QUALITY</p> <p>Issue 1: Would implementation of the plan amendment result in substantial alteration of the existing visual quality from public vantage points and existing and future public roadways?</p>	<p>Project implementation would represent a change of the existing visual character of the uses on the site that is a cumulatively significant impact.</p>	<p>Measures are not available that would mitigate the contribution of the project to the cumulatively significant impacts associated with urbanization of views from Carmel Valley Road.</p>	<p>Cumulatively significant.</p>

TABLE ES-1 (Continued)
SUMMARY OF ENVIRONMENTAL ANALYSIS RESULTS

ENVIRONMENTAL ISSUE	RESULTS OF IMPACT ANALYSIS	MITIGATION	IMPACT LEVEL AFTER MITIGATION
<p>Landform Alteration/Visual Quality (Continued)</p> <p>Issue 2: Would implementation of the Plan result in a substantial change in topography or ground surface relief features?</p>	<p>The project proposed grading of approximately 300,000 - 600,000 cubic yards, (about 6,000 to 12,500 cubic yards per graded acre) including fill slopes of up to 40 feet within an interior canyon, is concentrated along the more level terrain along the eastern border of the site and within an internal tributary canyon. The amount of proposed grading is a significant landform impact.</p>	<p>Future development will incorporate grading concepts and guidelines outlined in the Carmel Valley Neighborhood 4,5, & 6 Precise Plan with respect to variable slope gradients, contour grading, slope revegetation, use of berms and utilization of landscaping to soften slope interfaces.</p>	<p>Below a level of significance.</p>
<p>Issue 3: Would implementation of the Plan result in the loss, covering or modification of any unique geologic or physical features, such as canyons, bluffs, or hillside with a slope gradient in excess of 25 percent?</p>	<p>The total encroachment into steep slopes greater than 25% is limited to interior slopes that are not greater than 50 feet in height. The impact to these slopes from grading activities and impacts to other slopes as a result of brush management are not significant.</p>	<p>No mitigation is required.</p>	<p>Below a level of significance.</p>
<p>CULTURAL RESOURCES</p> <p>Issue 1: Would implementation of the Seabreeze Farms Plan Amendments adversely affect archaeological or historical resources?</p>	<p>Future development would have a significant impact on the one site located within the project. This site (CA-SDI-6802) is identified as an artifact scatter.</p>	<p>In conjunction with subsequent environmental review and prior to approval of tentative maps for future development within the project site, testing of site CA-SDI-6802 prehistoric resources shall occur and a determination of significance ascertained.</p> <p>If CA-SDI-6802 is determined to be significant by the testing program, it shall either be preserved or mitigated through a Research Design and Data Recovery Program to the satisfaction of the City of San Diego Environmental Analysis Section Principal Planner.</p>	<p>Below a level of significance.</p>

TABLE ES-1 (Continued)
SUMMARY OF ENVIRONMENTAL ANALYSIS RESULTS

ENVIRONMENTAL ISSUE	RESULTS OF IMPACT ANALYSIS	MITIGATION	IMPACT LEVEL AFTER MITIGATION
<p>AIR QUALITY</p> <p>Issue 1: Would implementation of the proposed equestrian center create objectionable odors or dust that would impact future onsite and adjacent offsite residents?</p>	<p>Implementation of the project would expose residences to significant levels of dust in the absence of dust control measures and significant odors if manure is improperly handled.</p>	<p>Prior to recordation of future discretionary tentative map, the applicant shall submit to the Development Services Department a plan to control dust at the equestrian facility. The plan shall identify:</p> <ul style="list-style-type: none"> • high areas of dust generation; • control measures which will be applied. <p>At the time building permits are submitted, a detailed dust suppression plan shall be submitted and approved by the Development Services Department prior to approval. Dust suppression shall be identified on plans submitted for the building permit. Dust suppression shall include schedules for watering of dirt arenas during dry months and control measures for dirt roads and pathways. The dust suppression plan shall be made a condition of future discretionary permits for use of equestrian facility.</p> <p>Prior to recordation of any future discretionary tentative map, the applicant shall submit a manure management and facility maintenance plan. The plan shall identify facilities to be used for manure placement. These facilities shall be enclosed. In addition, daily manure management practices shall be identified. These practices include:</p> <ul style="list-style-type: none"> • a minimum maintenance schedule of daily stall cleaning; • proper design of barn areas to minimize standing damp areas; and • contracting with a waste hauler to dispose of manure when enclosed facilities are full. <p>At the time building permits are submitted, a detailed manure management and facility maintenance plan shall be submitted and approved by the Development Services Department prior to approval of the building permit. Manure placement areas shall be identified on construction plans submitted for the building permit. The manure management suppression plan shall be made a condition of future discretionary permits for the use of the equestrian facility.</p>	<p>Below a level of significance.</p>

TABLE ES-1 (Continued)
SUMMARY OF ENVIRONMENTAL ANALYSIS RESULTS

ENVIRONMENTAL ISSUE	RESULTS OF IMPACT ANALYSIS	MITIGATION	IMPACT LEVEL AFTER MITIGATION
Air Quality (Cont.) Issue 2: Would implementation of the proposed project create objectionable dust during construction that would impact future onsite and adjacent offsite residents?	During the construction phases of future development, dust generated onsite would adversely affect future onsite and offsite residential areas and is considered significant.	The following measures shall be made conditions of approval for grading permits associated with future discretionary tentative maps and/or discretionary permits: <ul style="list-style-type: none"> • Active grading sites should be watered twice daily to reduce dust; • All trucks hauling loose materials should be covered and maintain at least two feet of free board; • Soil stabilizers shall be utilized wherever necessary; and • Material stockpiles shall be covered and/or watered. Dust control measures shall achieve a minimum of 80 percent dust suppression.	Below a level of significance
GEOLOGY Issue 1: Are there geologic or soil conditions which represent a constraint to development?	Project implementation would require development on soils and geologic formations which could be unstable and represent potential development constraints. This is a significant impact.	Prior to grading permit issuance for any proposed development on the project site, a project-specific soils and geological investigation of the geologic conditions shall be submitted to and approved by the City Engineer. Grading and development plans shall be reviewed and approved by the City Engineer to determine compliance with the remedial grading measures identified in the project-specific geotechnical reports.	Below a level of significance.
Issue 2: Would development of the site increase the potential for erosion?	Project implementation would require disturbance of soils which have a severe erosion potential, which is a significant impact.	Prior to grading permit issuance for any proposed development on the project site, a project-specific landscaping plan shall be prepared. This landscape plan shall include short-term and long-term measures which will control erosion from manufactured banks or Brush Management Zones, such as those identified in <i>Section IV-D, Hydrology/Water Quality</i> . The landscape plan shall also incorporate erosion-resistant ground cover planting on manufactured slopes or Brush Management areas immediately upon completion of grading. Additionally, the landscape plan shall also comply with the Landscape Master Plan of the Precise Plan for Neighborhoods 4, 5 and 6.	Below a level of significance.

TABLE ES-1 (Continued)
SUMMARY OF ENVIRONMENTAL ANALYSIS RESULTS

ENVIRONMENTAL ISSUE	RESULTS OF IMPACT ANALYSIS	MITIGATION	IMPACT LEVEL AFTER MITIGATION
AGRICULTURE/NATURAL RESOURCES			
Issue 1: Would implementation of the Plan result in the conversion of agricultural land to non-agricultural use or impairment of existing agricultural productivity?	Project implementation would convert 16 acres of farmland of statewide importance to non-agricultural uses, resulting in a cumulatively significant impact.	No measures are available. Only adoption of the No Project/No Action Alternative would avoid this impact.	Cumulatively significant. No mitigation is available.
Issue 2: Would implementation of the plan result in the prevention of future extension of sand and gravel resources?	Project implementation would include use of the site for mining of potential aggregate resources in an identified MRZ-3 Zone. This impact is less than significant due to the small acreage and low potential of the resources onsite.	No measures are required.	Below a level of significance.
PALEONTOLOGY			
Issue 1: To what extent would implementation of the proposed project plan result in the loss of paleontological resources?	Project implementation would result in grading in areas which have moderate and high paleontological resources potential, and is considered a significant direct and cumulative impact.	Prior to issuance of a grading permit, written verification that a qualified paleontologist and/or paleontological monitor has been retained to implement a paleontological monitoring program shall be provided to the City. The requirement for paleontological monitoring shall be noted on all grading plans. The paleontologist's duties shall include monitoring, salvaging, preparation of materials for deposit at a scientific institution that houses paleontological collections, and preparation of a report summarizing the results of the monitoring efforts.	Below a level of significance.
NOISE			
Issue 1: Would implementation of the proposed Plan result in future noise levels compatible with existing and proposed uses, both onsite and offsite?	Project implementation would expose offsite and onsite receptors to significant short-term construction noise. Onsite traffic-related noise would result in a significant but mitigable noise impact at residential areas. Direct impacts from project-generated traffic are not significant. Noise impacts from NAS Miramar are less than significant.	Specific mitigation measures cannot be determined at this time as more specific project information will be required. The location and elevation of future residences, timing of SR-56, and phasing of offsite traffic improvements will affect specific mitigation requirements. However, general mitigation measures could include any of the following measures or a combination of the measures: Onsite Traffic-Related Impacts Mitigation measures may include setbacks, proper building orientation, and/or noise barriers to limit or reduce traffic noise (see Section IV-K for more details). Noise walls will be limited to 6 feet in height, or will require a combination berm with a maximum six-foot high wall.	Below a level of significance.

TABLE ES-1 (Continued)
SUMMARY OF ENVIRONMENTAL ANALYSIS RESULTS

ENVIRONMENTAL ISSUE	RESULTS OF IMPACT ANALYSIS	MITIGATION	IMPACT LEVEL AFTER MITIGATION
Noise (Continued)		<p>Single and Multi-family residences exposed to a CNEL greater than 60 dB would require an acoustical analysis to ensure that the interior noise levels do not exceed a CNEL of 45 dB. Air conditioning and/or mechanical ventilation, and sound-rated windows may be necessary for some of the residences adjacent to the Carmel Valley Road and SR-56.</p> <p>Construction Impacts</p> <p>Future grading permits shall be conditioned to limit construction and maintenance time frames, require construction equipment mufflers, and locate construction staging areas away from existing development.</p> <p>Future Noise Studies</p> <p>Prior to issuance of the building permit, an acoustical report prepared by a qualified acoustician will be required to ensure that appropriate mitigation measures for the residences and usable open space areas have been incorporated into the project design and would meet the City's noise criteria.</p>	
<p>PUBLIC FACILITIES AND SERVICES</p> <p>Issue 1: How would implementation of the Subarea Plan affect public services, particularly schools, parks, libraries, police and fire protection?</p>	<p>Project implementation would generate 123 elementary students that would contribute to overcrowding at Del Mar Union Elementary schools, 29 middle school students that would impact Earl Warren Junior High School, and 75 high school students that would impact Torrey Pines High School. These are significant impacts to schools. Direct impacts to parks and recreation, library services, law enforcement, and fire protection are not significant.</p>	<p>Prior to obtaining building permits, the applicant shall provide the City with a certification from the Del Mar Union ESD and San Dieguito Union HSD that any fee imposed by the Districts pursuant to Government Code Sections 53080 and 65995.3 has been paid. If necessary to fully mitigate impacts on Del Mar Union ESD and San Dieguito Union HSD, and subject to applicable laws, specific financing plans and/or special districts may be established to provide adequate funding for school facilities. Special community facility districts may include but are not limited to the Mello-Roos Community Facilities Act of 1982.</p>	<p>Below a level of significance.</p>

TABLE ES-1 (Continued)
SUMMARY OF ENVIRONMENTAL ANALYSIS RESULTS

ENVIRONMENTAL ISSUE	RESULTS OF IMPACT ANALYSIS	MITIGATION	IMPACT LEVEL AFTER MITIGATION
<p><u>Public Facilities and Services (Continued)</u></p> <p>Issue 2: Would implementation of the Plan result in a need for new systems or require substantial alterations to existing facilities for the management of water, sewage, solid waste, reclaimed water, or power?</p>	<p>Project implementation would have a significant impact on the City's existing water supply and infrastructure system, and cumulatively significant impacts on sewer service and solid waste. Impacts to gas and electric and telephone service are not significant.</p>	<p>Prior to Plan approval, a Public Facilities Financing Plan and Facilities Benefit Assessment shall be completed which establishes fair share contributions for property within the Carmel Valley Community Planning Area for regional facilities including community parks, libraries, fire stations and law enforcement facilities. The project plan shall require payment of approved fees.</p> <p>Prior to approval of Final Tentative Maps, the City Development Services Department shall review the water and sewer distribution plans to determine their consistency with water and sewer distribution plans approved for the NCFUA by the City.</p> <p>Prior to approval of Final Maps, Waste Management Plans shall be submitted to the Director of Development Services Department for approval.</p> <p>Development within the project shall comply with the construction timing and funding requirements to be established in the approved Facilities Benefits Assessment for the Carmel Mountain Road Water Pipeline and the Carmel Valley Road Trunk Sewer. The development shall also pay its fair share of other onsite and offsite water facility improvements necessary to serve their respective developments, as identified in the City's Water Master Plan (currently in preparation), the Facilities Benefits Assessment, or during City Review of proposed tentative maps. These improvements would include roads, parks, police and fire, libraries, drainage and utilities.</p>	<p>Below a level of significance.</p>
<p>PUBLIC HEALTH AND SAFETY.</p> <p>Issue 1: Would the proposed project expose people to potential health hazards?</p>	<p>The project would construct three detention facilities to control runoff volumes from the site. The potential exists for significant public health impacts associated with vector problems (mosquitoes carrying malaria).</p>	<p>Prior to approval of future planned developments and tentative maps within the project site, the City of San Diego Development Services Department shall review future tentative maps to ensure that vector and nuisance control measures are incorporated into project planning in accordance with the San Diego County Department of Health.</p>	<p>Below a level of significance</p>

TABLE ES-1 (Continued)
SUMMARY OF ENVIRONMENTAL ANALYSIS RESULTS

ENVIRONMENTAL ISSUE	RESULTS OF IMPACT ANALYSIS	MITIGATION	IMPACT LEVEL AFTER MITIGATION
Public Health and Safety (Continued) Issue 2: Would the proposed project expose people to potential safety hazards?	The project proposes an at-grade equestrian crossing at Carmel Valley Road that would create a significant safety hazard for both motorized traffic and equestrian traffic.	Prior to approval of future planned developments and tentative maps within the project site, the applicant shall prepare a Public Safety Plan for review by the City of San Diego Development Services Department, Caltrans, San Diego County Sheriff's Department, and San Diego Trails Council. The Public Safety Plan shall be coordinated with input from Caltrans, San Diego County Sheriff's Department, San Diego Trails Council, the residents of the proposed project, and equestrian trail users to incorporate measures to avoid conflicts between equestrian and motor vehicles and ensure public safety.	Below a level of significance

Growth Inducement

Pursuant to Section 15126 (g) of the CEQA Guidelines, the growth inducement potential of the proposed project was evaluated based on 1) the potential for stimulation of development of surrounding property at a greater density than allowed by existing planning and zoning and 2) a change in the timing of development resulting from extension of public services or road access into an area where previously unavailable.

The proposed project would implement the NCFUA Framework Plan which was determined to have a significant growth inducing effect. However, development pressure already exists to the north (Black Mountain Ranch) and designated to the east (remainder of Subarea III). These development pressures would exist with or without the proposed project. In addition, major sewer and water infrastructure already exists to the west and east of the project site as well as major access roads (Carmel Valley Road). No extension of Carmel Valley Road would occur with project implementation. Therefore, no project-specific factors associated with the proposed project which in and of itself would be significantly growth inducing.

Cumulative Effects

Cumulative effects were evaluated for each environmental issue analyzed in Section IV of the EIR pursuant to Section 15130 of the State CEQA Guidelines. The cumulative impact area encompasses 20,398 acres which extends from Del Mar east to the I-15/Rancho Peñasquitos area, north to Rancho Santa Fe/Camino del Norte Road area, and south of Carmel Valley Road. Seventeen approved or proposed residential/commercial planned urban development and other projects in the North City West and San Dieguito Community Plan areas are included as part of the cumulative effects analyses.

No significant unmitigable cumulative effects as a result of the proposed project are anticipated to occur for land use, noise, traffic, and cultural resources.

Significant unmitigable cumulative impacts to loss of agricultural lands, visual impacts associated with views from Carmel Valley Road and SR-56, and incremental increase in water quality/hydrology impacts would occur with project implementation. Significant and mitigable cumulative impacts would occur to the issues of public facilities, paleontological resources, and biological resources.

Effects Considered But Found Not Significant

Effects considered but found not significant include traffic generated air emissions, power, natural gas, and communication systems, energy, and public hazards (hazardous waste, electromagnetic fields).

Alternatives

Four alternatives to the proposed project are presented in the EIR in accordance with CEQA Guidelines Section 15126 (d). Based on the results of the environmental impact analysis contained in Section IV, alternatives were identified and evaluated on the basis of their ability to eliminate or substantially reduce significant impacts associated with the following issues:

- Agriculture/Natural Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology/Soils
- Hydrology/Water Quality
- Land Use
- Landform Alteration/Visual Quality
- Noise
- Paleontology
- Public Facilities and Services (specifically schools)
- Transportation/Traffic Circulation
- Public Health and Safety

These Alternatives include the CEQA required No Project/No Action Alternative, Development Under Existing Land Use Regulations Alternative, Alternative Design to Avoid Impacts Associated with Brush Management, and Development Consistent with the Framework Plan. The key elements of these alternatives to the proposed project are summarized below.

No Project/No Action: Under this alternative, the site would be maintained in its existing condition and the existing equestrian enter would continue to operate in conjunction with existing agricultural-related operations. Existing sensitive resources onsite would be preserved under this alternative and significant impacts to associated under the proposed project would be avoided.

Development Under Existing Land Use Regulations: Under this alternative, the site would be developed in accordance with existing permitted activities and intensities established by the City of San Diego Progress Guide and General Plan, zoning ordinance, and City Council Policy 600-29. No phase shift or plan amendments would occur and the site would remain designated as an "urban reserve". Under existing City policies, the site could be developed in four variations. Development could occur in accordance with A-1 zoning resulting in a maximum density of one dwelling unit per 10 acres or development with other allowable uses such as a private or public equestrian facility, a church, or agriculture. In addition, under the existing Rural Cluster Development regulations, the site could be developed with the one DU per 10 acre density clustered to allow for maximum protection of open space and land utilization. Development of the site could also occur under either the Planned Residential Development regulations which would allow a maximum density of one DU per four acres or Conditional Use Permit regulations provided the uses are natural resource dependent and do not result in an irrevocable commitment of land.

Development under the PRD regulations offers the opportunity for the greatest intensity of development, with development being permitted at a gross density of one dwelling unit per four acres.

Buildout of the site under PRD regulations on a 72-acre site could result in a total of approximately 18 dwelling units, or up to 22 units, if affordable units were to be provided and a 25 percent density bonus were received. In addition, strictly accessory uses such as commercial, office and recreational facilities that would serve only project occupants would be permitted, as would roads required to serve development.

Under this alternative, the site would retain its Future Urbanizing Area designation. Development would likely occur incrementally, as a series of relatively small-scale developments. Dedication of open space areas to the City would be required for each future development. The City's Resource Protection Ordinance, CEQA and other environmental planning requirements would apply to the PRD developments under this scenario and would minimize environmental impacts.

Many of the significant impacts anticipated due to implementation of the project, as identified in Section IV of this EIR, and the cumulative impacts of all proposed or approved developments in the area, as identified in Section VI, would be substantially reduced under this scenario because of the reduction in dwelling units. Impacts which are directly related to the number of housing units (e.g., traffic generation, air pollution, noise and demand for public services and utilities) would be proportionately reduced. Due to the substantial reduction in residential units, impacts to public services associated with the proposed project including those to schools, parks and solid waste generation would be avoided with implementation of this alternative.

Other impacts associated with this alternative could be less than, equal to or greater than, those associated with the proposed development, depending on the specific locations and designs of the PRD developments. These impacts include, but are not limited to, the potential for land use incompatibilities, potential direct and indirect impacts to biological resources, change in visual character, potential impacts to cultural and paleontological resources, water quality impacts, increase in storm water runoff, erosion, and loss of agricultural lands.

Alternative Design to Avoid Impacts Associated with Brush Management: Under this alternative, the need to conduct brush management activities on the project site would be avoided. The product type and limits-of-grading under this alternative would be identical to that of the proposed project. To avoid the need for brush management activities, residential units would be set back at least 80 feet from the edge of the grading limit. With the 80 foot setback, units and the rear yard of the lots would be located entirely within the disturbed area located on the mesa. It is anticipated that only 225 units would be accommodated under this alternative. Implementation of the setback would only avoid impacts to sensitive vegetation identified for the proposed project brush management activities. Under this alternative encroachment into these resources would not be necessary. Direct impacts to 4.75 acres of sensitive biological resources would not be avoided.

Other significant impacts identified with implementation of the proposed project would not be avoided with implementation of this alternative. It is not anticipated that the 75-unit reduction would be enough

to avoid population based impacts of the proposed project related to schools or traffic generation. The development of the project under this alternative would result in impacts to visual quality along Carmel Valley road, cultural resources, paleontological resources, and agricultural lands. Construction of walls along Carmel Valley Road would be required to attenuate exterior noise levels experienced by future residents of the development.

Development Consistent with the Framework Plan: This alternative would lead to the buildout of the site in accordance with the adopted uses and intensities established by the NCFUA Framework Plan. Under the Framework Plan, the site would be developed with residential uses ranging from approximately 1.6 DU/acre to a maximum of 4 DU/acre. A total of approximately 178 units would be allowed.

With implementation of this alternative, the land use inconsistencies associated with the project would be avoided. The site would be developed at the densities anticipated by the Framework Plan and in accordance with RPO. Development in the western portion of the site, as envisioned by the Framework Plan would likely require disturbance of the landforms and sensitive vegetation.

Implementation of this alternative would result in similar impacts to the project including those to cultural resources, paleontological resources, geology/soils, water quality/hydrology, agriculture, traffic, noise and public services. As a result, mitigation measures similar to that required for the proposed project would also be required for development under this alternative. Due to the nature of impacts to geology/soils and hydrology/water quality, any development on the site would need to incorporate measures to ensure that geologic hazards such as erodible soils and impacts to water quality are minimized.

Traffic generated by development of 178 units on the site would be less than that of the proposed project. However, measures would still need to be incorporated into the project design to minimize potential impacts to surrounding roadways. It is anticipated, therefore, that noise measures such as noise walls would need to be implemented into the design of this alternative. The reduction of units developed on the site under this alternative would not avoid population-based impacts of the project to public services such as schools. Due to the overcrowded conditions within the school district, it is anticipated that the applicant would be required to contribute to a Mello-Roos district under this alternative. The objective of the project to provide a mix of uses on the site would not be realized under this alternative. The equestrian facilities proposed as a part of the project would not be implemented.

FINAL ENVIRONMENTAL IMPACT REPORT

*for the
Seabreeze Farms Plan Amendments
San Diego County, California*

DEP No. 35-0385
SCH No. 96021001

Lead Agency:

CITY OF SAN DIEGO
LAND DEVELOPMENT REVIEW DIVISION
1222 FIRST AVENUE
SAN DIEGO, CA 92101

June, 1996

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I. INTRODUCTION

This Environmental Impact Report (EIR) has been prepared in accordance with the requirements of the California Environmental Quality Act (CEQA) and the State of California CEQA Guidelines, as amended. This is an informational document intended for the use by both the decision makers and the public, and contains relevant information to be used in the evaluation of the proposed Seabreeze Farms Plan Amendment project. This EIR provides a detailed analysis of the potential environmental impacts associated with future development of the 72-acre Seabreeze Farms project. Seabreeze Farms is located east of I-5 and west of Carmel Valley Road between the proposed SR-56 and Del Mar Heights Road alignments.

A. BACKGROUND

HISTORY

The NCFUA Framework Plan was adopted by the City Council in October, 1992, to provide a comprehensive plan for the 12,000-acre NCFUA. The Framework Plan established five subareas within the NCFUA, a land use plan showing general locations and types of land uses within each of the five subareas, an Initial Environmental Tier or Preserve system throughout the NCFUA, a preliminary circulation system, and basic public facility requirements for the entire NCFUA. The Seabreeze Farms project site is located in the southwestern corner of Subarea III.

The land use plan for Subarea III designed by the adopted Framework Plan has been the subject of several draft revisions. However, no revised plans for Subarea III have been adopted which supersede the adopted Framework Plan land uses for Subarea III. In 1992, the Citizen Advisory Committee (CAC) reviewed the approved NCFUA Framework Plan and made its own recommendations for land use designations within Subarea III. Under the CAC alternative, approximately 57 percent of the project site would be designated for 4 to 5.2 residential dwelling units per acre and 43 percent of the site would be designated for 2.5 to 3 dwelling units per acre. The CAC presented this alternative at the Framework Plan adoption hearing, but the City Council was unable to consider it because it had not been the subject of environmental review. The City Council therefore directed staff to use the CAC alternative in the subsequent subarea planning process.

In 1993, a screencheck draft of the Subarea III Plan was completed. In the draft plan, the project site would have been developed with 50 acres of residential units at 5 to 10 dwelling units per acre and 22 acres of open space. The open space areas would include the portion of Bell Valley located on the project site. Processing of the screencheck draft Subarea III Plan stopped at the request of the applicant, in September, 1993.

On June 7, 1994, Proposition C, which would have allowed a "phase shift" from Future Urbanizing Area to Planned Urbanizing Area as required for the NCFUA Subareas to proceed to public hearing and potential adoption, failed to receive voter approval. According to the NCFUA Framework Plan, "phase shifts" for development of each individual Subarea can proceed based on City Council adoption of a

Subarea Plan and voter approval of a transfer of property from Future Urbanizing to Planned Urbanizing. In the absence of voter approval, the Framework Plan limits development within the Subareas in accordance with the underlying low-density zoning which generally allows a density of 1 dwelling unit per ten acres, or 1 dwelling unit per four acres through a Planned Residential Development permit. The Framework Plan currently remains in effect as a part of the City of San Diego Progress Guide and General Plan (County of San Diego, December 1994b).

The proposed project presented in this EIR is based in concept on the draft plans for Subarea III recommended by the CAC in 1992 and further refined by the Draft Screencheck EIR for Subarea III submitted in 1993.

CURRENT PROJECT

The proposed project would involve amendments to the City Progress Guide and General Plan, NCFUA Framework Plan, Carmel Valley Community Plan, and the Precise Plan for Neighborhoods 4, 5, and 6 of the Carmel Valley Community Plan. The Carmel Valley Community Plan is divided into ten neighborhoods. Development within each neighborhood is subject to the Community Plan as well as individual neighborhood Precise Plans that have been approved by the City. Neighborhood 4 borders the project site to the west. Neighborhood 4 has been predominantly built out in accordance with the Precise Plan. Uses within the neighborhood include predominantly single-family residential units interspersed with neighborhood commercial uses. With implementation of the proposed project, the Seabreeze Farms site would be deleted from the NCFUA boundaries and annexed to the boundaries of the Precise Plan for Neighborhoods 4, 5 and 6.

B. CEQA REQUIREMENTS

ENVIRONMENTAL COMPLIANCE

The California Environmental Quality Act (CEQA) of 1970 (California Public Resources Code Section 21000 et. seq.) requires the preparation of an EIR or other environmental analysis for any project that a lead agency determines may have a significant impact on the environment. According to Section 21002.1 of CEQA, "The purpose of an EIR is to identify the significant effects of a project on the environment, to identify alternatives to the project and to indicate the manner in which those significant effects can be mitigated or avoided". CEQA also establishes mechanisms whereby the public and decision makers can be informed about the nature of the project being proposed, and the extent and types of impacts that the project and its alternatives would have on the environment if they were to be implemented.

This EIR has been prepared in accordance with the requirements of the City of San Diego's environmental review procedures, and complies with all criteria, standards and procedures of CEQA and the State CEQA Guidelines (California Administrative Code, Section 15000, et. seq.).

As identified in *Section III(A), Purpose and Objectives of the Proposed Project*, a number of future discretionary actions would be necessary to develop Seabreeze Farms. These future discretionary actions would be subject to further environmental review. One of the primary functions of this EIR is to direct and focus subsequent environmental review on specific issues which have been identified to be significant and to further develop and refine mitigation measures to reduce impacts to below a level of significance.

SCOPE OF THE EIR

The scope of the analysis for this EIR was determined by the City of San Diego in a letter dated January 26, 1996, and by responses to the Notice of Preparation (NOP) which was distributed by the City on January 30, 1996. The scoping letter and NOP, including associated responses, are included in Appendix A of this document.

The following environmental issues were identified by the City as being potentially impacted due to project implementation, and are addressed in this EIR: Land Use, Transportation/Traffic Circulation, Biological Resources, Hydrology/Water Quality, Landform Alteration/Visual Quality, Cultural Resources, Air Quality, Geology/Soils, Agriculture/Natural Resources/, Paleontology, Noise, Public Facilities and Services, and Public Health and Safety. Specific issues were identified by the City for each of these general environmental issues. The analysis of these issues is broken down into sections describing the existing physical and regulatory conditions, the potential impacts of the proposed plan, a determination of significance of those impacts, and mitigation measures for significant impacts.

Other mandatory sections required by CEQA for any community plan amendment include a discussion of cumulative effects, effects found not to be significant, growth inducement, significant irreversible environmental changes, and the relationship between local short-term use of the environment and enhancement of long-term productivity. Alternatives to the proposed plan that would avoid, reduce or mitigate impacts are also discussed.

II. ENVIRONMENTAL SETTING

A. LOCATION

The project area is comprised of 72 acres located in the western portion of the 12,000-acre NCFUA, which is generally located along the northern limits of the City of San Diego between I-5 and I-15. The site is located approximately 17 miles northeast of downtown San Diego, approximately six ~~3.5~~ miles inland from the Pacific Ocean and 2.5 miles ~~west~~^{west} of I-15 ~~5~~ (Figure II-1).

B. PHYSICAL CHARACTERISTICS

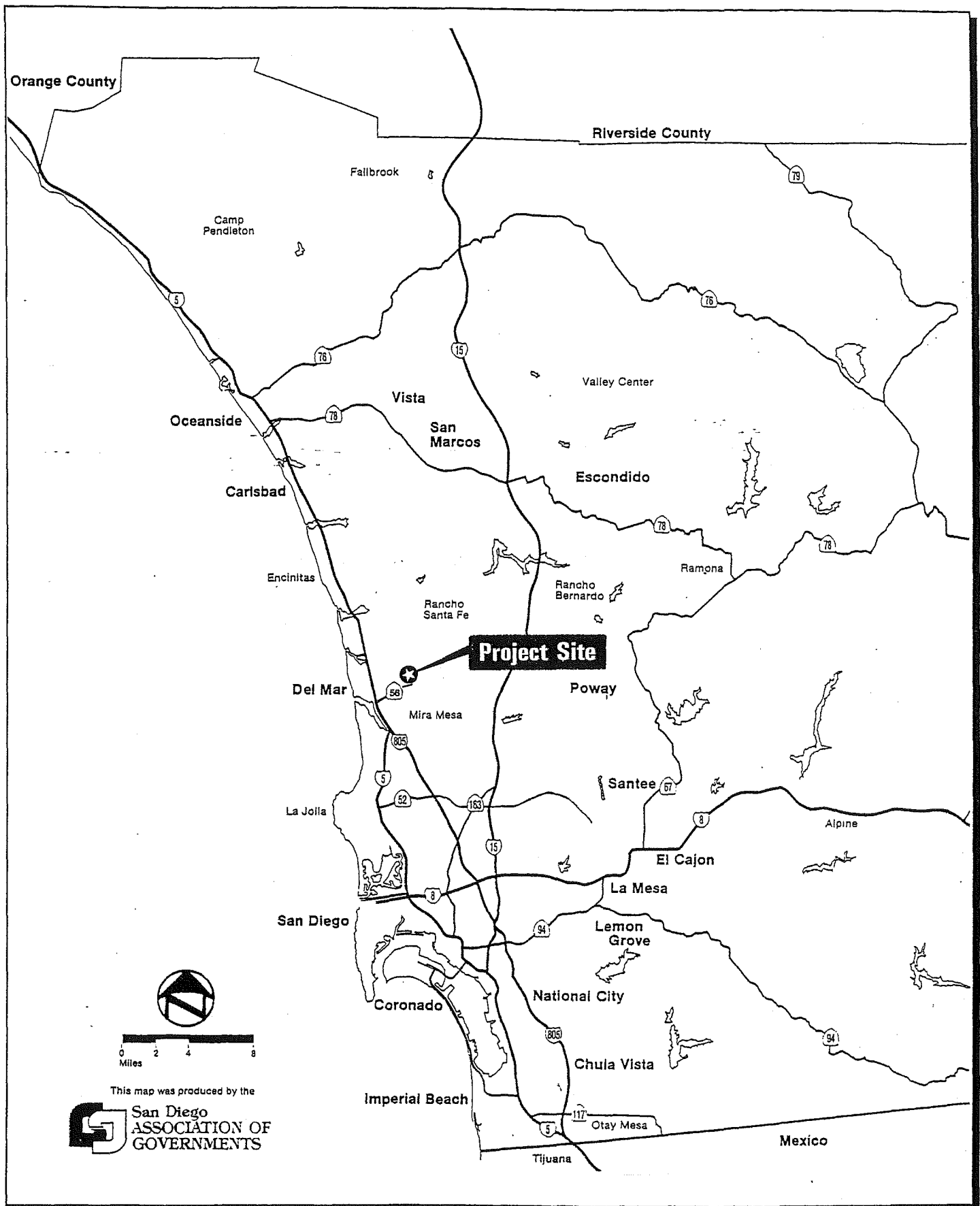
The terrain of the site is characterized by level topography along the eastern border of the site that slopes down into lower elevations along the western and southwestern portions of the site (Figure II-2). The more level area in the northeastern portion of the site ranges from approximately 300 feet above mean sea level (MSL) to 250 feet above MSL. The western portion of the site includes a portion of a north-trending valley referred to as Bell's Valley. Bell's Valley represents a tributary landform that extends from Carmel Valley. Much of the steeply sloping terrain within the project vicinity is associated with Carmel Valley. The floor of Carmel Valley is located immediately to the south of the site. Slopes with gradient in excess of 25 percent occur along drainages that extend to the floor of the valley. Carmel Valley Creek is located to the south of the site. Bell Valley is a tributary to Carmel Valley Creek. No portion of the site is located in the 100-year floodplain.

Existing uses on the site include an equestrian facility, equestrian trails, and temporary offices. As shown in Figures II-3 and II-4, the equestrian facility consists of storage facilities, arenas, and corrals that cover the northeastern portion of the site. Three structures are located in the southern portion of the site. Two of the structures in the southern portion of the site are storage sheds for equestrian uses. An additional single-story structure is currently used as an office. Informal equestrian trails criss-cross the site and are located around the site perimeter and join offsite trails used by other riders in the area (see Figures II-3 and II-4). Carmel Valley Road forms the eastern border of the site and is used to access the site.

A majority of the site has been previously disturbed in association with past agricultural activities and existing facilities. The more level areas along the northeastern portion of the site are characterized by ruderal or non-native vegetation. The portion of Bell Valley that extends onto the site has also been partially disturbed in association with equestrian activities. Disturbed coastal sage scrub, southern mixed chaparral, and non-native grassland are located along the eastern slopes and the floor of the valley.

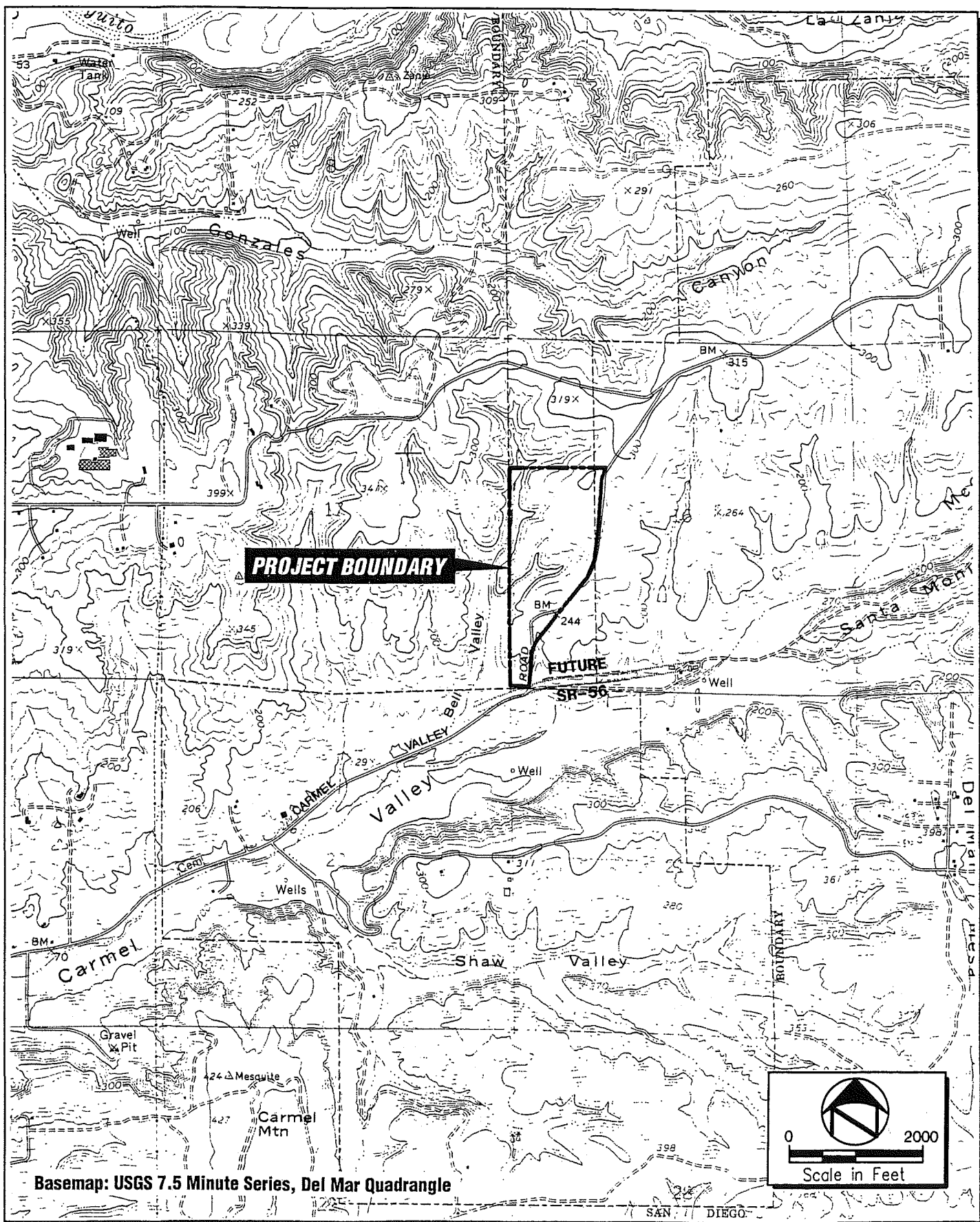
C. SURROUNDING LAND USES

Existing uses surrounding the site include primarily open space and residential. Carmel Valley Neighborhood 4, which borders the site to the west, has been predominantly built out with single-family residential uses at a density of 2.81 units per acre (p. 10, Precise Plan). The site is bordered to the north and northwest by vacant land that was used as a large nursery. The area immediately to the



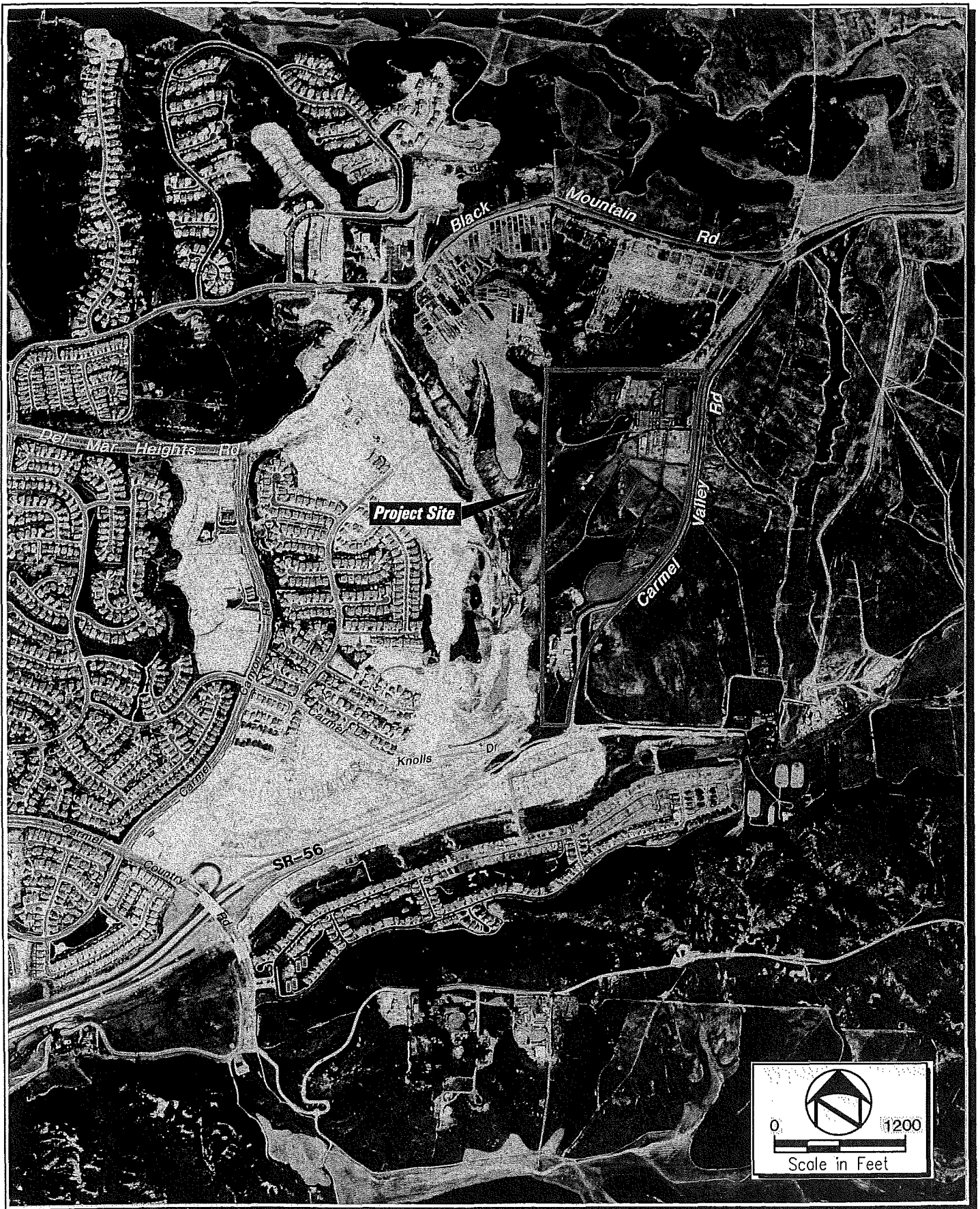
Seabreeze Farms Plan Amendment EIR
Regional Map

FIGURE
II-1



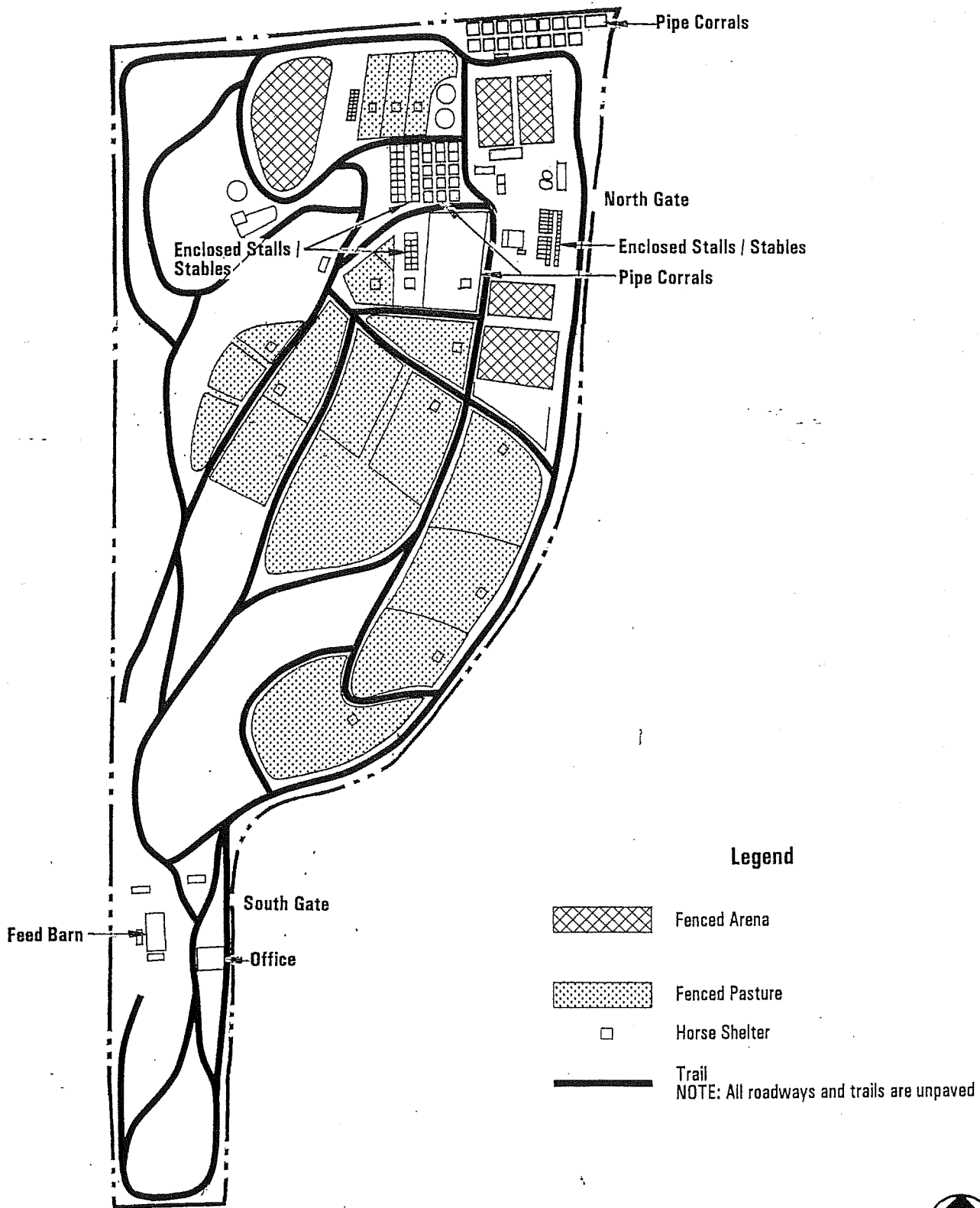
Seabreeze Farms Plan Amendment EIR
Project Site and Vicinity

FIGURE
II-2



Seabreeze Farms Plan Amendment EIR
Aerial Photograph

FIGURE
II-3



No Scale

Seabreeze Farms Plan Amendment EIR
Existing Site Features

FIGURE
II-4

east of the site currently supports production of crops including tomatoes. The right-of-way for State Route 56 borders the site to the south. A single-family residential development and golf course are located to the south of SR-56.

III. PROJECT DESCRIPTION

A. PURPOSE/OBJECTIVES OF THE PROPOSED PROJECT

The proposed project involves plan amendments to annex the 72-acre Seabreeze Farms property to the Precise Plan for Neighborhoods 4, 5 and 6 of the Carmel Valley Community Plan to allow future development of the property with residential use (300 units) and an equestrian center. The proposed plan amendments would allow the subject property to be brought before the voters as a phase shift proposal to shift the property from future urbanizing to planned urbanizing.

The current zoning on the property is A-1-10 Agricultural Use. The maximum allowable residential development per existing zoning in the future urbanizing designation is one unit per 10 acres or up to one unit per four acres under a Planned Residential Development Permit. Approval of the proposed plan amendments and phase shift would allow development of up to 300 residential units and an equestrian center. The residential development would consist of 250 low density (5-9 du/ac), single-family lots, and 50 multi-family (13-22 du/ac) residential units.

Future development of the site would require additional discretionary approvals beyond the plan amendments. These include Tentative Map, a Rezone, Interim Habitat Loss Permit, and Final Map/Building Permits. In addition, future development projects would be reviewed for substantial conformance with the provisions of the Resource Protection Ordinance and City Council Policy 600-40.

B. PROJECT BACKGROUND

On October 1, 1992, the City Council adopted the NCFUA Framework Plan as an amendment to the Progress Guide and General Plan. The Framework Plan has, subsequently, been amended on three occasions, but most substantively on March 7, 1994, to reverse the order of subarea plan preparation/adoption and placement of the accompanying phase shift on the ballot. The amendment was proposed as a result of the applicants within the NCFUA being unable to prepare plans in time to meet the June 1994 ballot date. The resultant 1994 ballot measure failed to garner voter approval, and no phase shift occurred.

In 1994, the City Council adopted an amendment to the Framework Plan to allow the owner of a property in Subarea II to prepare a subarea plan level document for only his ownership, and the requirement to prepare a single, unified subarea plan was waived, (City of San Diego, 1996). At that time, the single property owner was the only owner within the subarea willing to go forward with a plan amendment proposal, and the major property owner within Subarea II had also been exempted from the Subarea Plan preparation requirement as a result of litigation.

The proposed Seabreeze Farms Plan Amendment is similar to the 1994 project in that this is the only ownership willing to process a subarea plan level document at this time. The subject property is located adjacent to the Carmel Valley Community Plan area. The proposed development type and phasing of the project are consistent with existing and planned development densities in the adjoining community. In addition, there is immediate access to and availability of City public facilities, such as water and

sewer, just to the west of the project. The overall development density of Carmel Valley is 5.5 DU/acre. Residential gross density in the immediately adjacent Neighborhood of the Precise Plan for Neighborhoods 4, 5 and 6 is designated as 2.81 dwelling units per acre (DU/acre) with a net density of 4.42 DU/acre. Neighborhood 5 is designated with a gross density of 3.7 DU/acre and a net density of 5.67 DU/acre. Neighborhood 6 is designated with a gross density of 7.4 DU/acre and a net density of 13.31 DU/acre. The proposed project would result in a gross density of 4.17 DU/acre and a net density of 8.11 DU/acre.

Phasing of development within the proposed project is to be directly related to the provision of the major street network and other infrastructure as set forth within the adopted Public Facilities Financing Plan for North City West. With this assurance that public facilities will be provided commensurate with the provision of housing, actual phasing of individual housing products can become a function of the marketplace. This phasing sequence is also consistent with the philosophy of expanding development within North City West from west to east in order to take advantage of freeway and major street access with minimal cost.

The designation of Carmel Valley Road as an official state route (SR-56), shall dictate future changes in right-of-way requirements for Carmel Valley Road. The project takes these potential factors into account by initiating development which is adjacent to Carmel Valley Road. After the first phase of development is well underway, additional units will be added in other areas of the site.

C. PLAN AMENDMENTS

Progress Guide and General Plan

The proposed plan amendment would revise the Phased Development Areas Map of the Progress Guide and General Plan in order to shift Seabreeze Farms from the Future Urbanizing Area designation to the Planned Urbanizing Area designation.

NCFUA Framework Plan

The proposed plan amendment would remove the 72-acre Seabreeze Farms parcel from Subarea III in the NCFUA Framework Plan.

Carmel Valley Community Plan

The proposed plan amendment would revise the boundary of the Carmel Valley Community Plan to include the 72-acre parcel.

Precise Plan for Neighborhoods 4, 5 and 6

The proposed plan amendment would add the project site to the Neighborhood 4 Precise Plan area. The Precise Plan for Neighborhoods 4, 5 and 6 is the document that will have the most substantive

changes. It will be changed from 338 acres and 951 dwelling units to add the 72 acres and 300 dwelling units in Seabreeze Farms. The new Neighborhood 4 gross density will be 3.05 DU/acre; the net density will be 4.96 DU/acre. The circulation system would be revised to connect the loop system in Neighborhood 4 with Carmel Valley Road via a connection to Carmel Knolls road.

The Precise Plan Neighborhood 4 component would be revised to include 8 acres of equestrian use and 4 acres (50 units) of multi-family development. The zoning categories, phasing plan, and landscape concept plan would all be revised to incorporate specific Seabreeze Farms aspects into the Neighborhood 4 Plan.

Local Coastal Program

On March 13, 1996, the California Coastal Commission confirmed that the subject property is not located within the coastal zone. No actions relative to the Local Coastal Program are required.

D. PROJECT CHARACTERISTICS

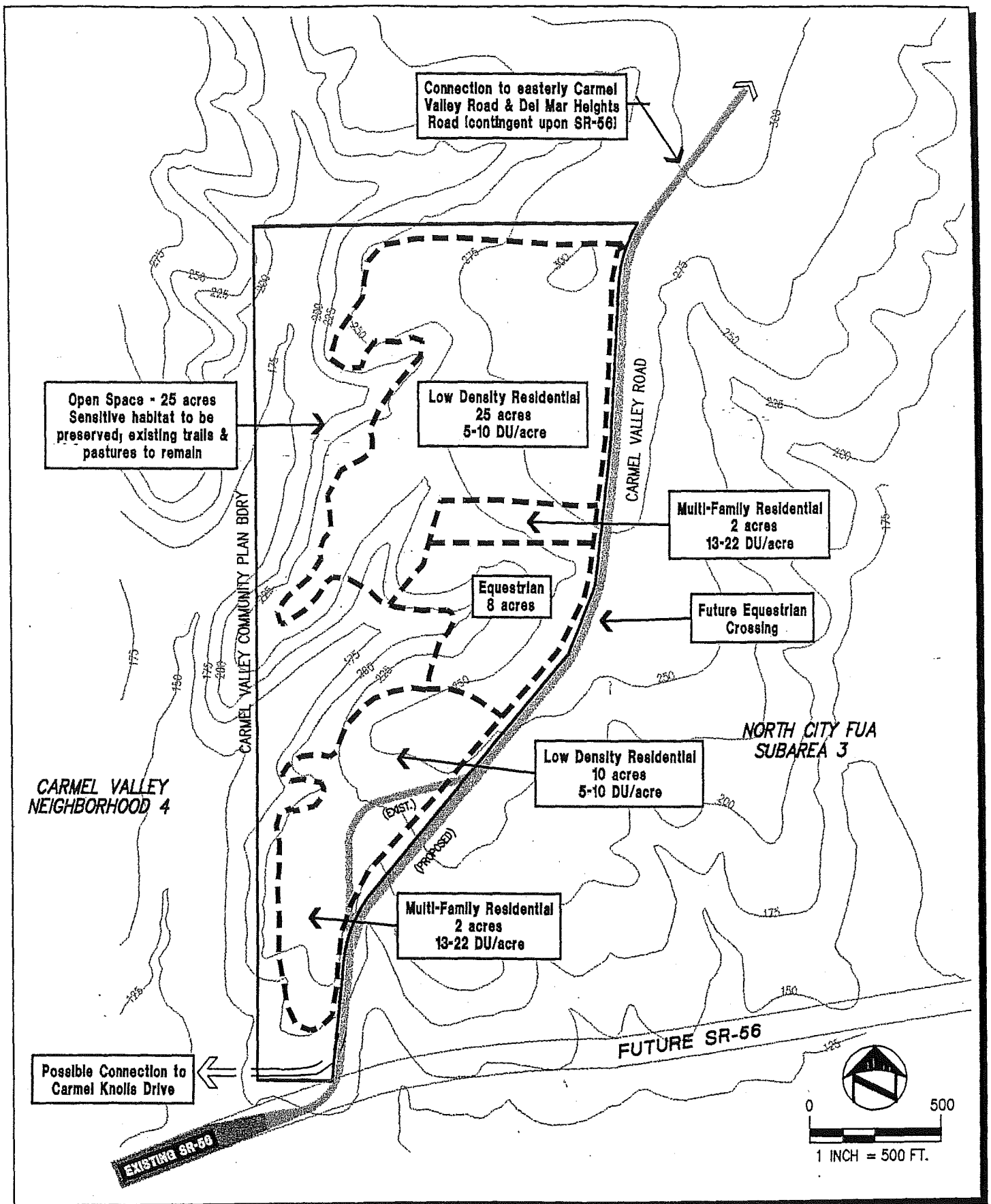
The proposed project involves amendments to the Progress Guide and General Plan, the NCFUA Framework Plan, Carmel Valley Community Plan, and Neighborhood 4 Precise Plan to annex the 72-acre Seabreeze Farms property of the Neighborhood 4 Precise Plan area of the Carmel Valley Community Plan to allow future development of the property with residential use (300 units), and an equestrian center.

The proposed land use plan is shown in *Figure III-1*. Twenty-five acres in the northeastern portion of the site would be designated for Single Family Residential use (5-9 dwelling units per acre). The 12-acre residential area in the southern portion of the site would include 10 acres of single-family residential (5-9 DU/ac) and 2 acres of multi-family residential (13-22 DU/ac). The central 10-acre portion of the site would be designated for equestrian multi-family use, and would include 8 acres of equestrian use and 2 acres of multi-family residential. The entire project area would include 4 acres of multi-family use (50 units) and 35 acres of single-family use (250 units) for a maximum of 300 units.

The maximum 8-acre equestrian area would be a smaller facility than the facility currently in operation and would include barns, grooming, wash racks, dressage arena, tackroom, general purpose arena, clubhouse, and parking for a 100-horse facility. The proposed equestrian facility would continue the existing equestrian facility onsite.

The multi-family residential use planned along the northern edge of the equestrian use would be used, at least partially, to provide housing for people who work at the equestrian facility.

The remaining 25 acres would be designated Open Space and would include preservation of sensitive habitat, use of existing equestrian trails, and pasture uses on the remainder of the area. A new equestrian trail is proposed to cross Carmel Valley Road to provide equestrian access to trails east of Carmel Valley Road. An equestrian trail is proposed to extend around the entire perimeter of the project site.



Seabreeze Farms Plan Amendment EIR
Land Use Plan

FIGURE
III-1

With regard to circulation, future development of the property would realign Carmel Valley Road to coincide with the eastern property line, as shown on *Figure III-2*. An extension of Carmel Knolls Drive located offsite to the west of the southern tip of the project site would occur to link the future Carmel Valley Road or internal project circulation to Carmel Valley Neighborhood 4. An internal bicycle trail within the developed portion of the site would be provided.

Limits of grading and brush management on the site are shown on *Figure III-3*. Brush management Zone 1 is included in the limits of grading designated on *Figure III-3*. A brush management area (zones 2 & 3) of 70–80 feet is assumed to extend outside of the limits of grading. These limits of grading are utilized in various sections of the EIR for impact analyses. Prior to issuance of a grading permit for future development on the site, project-specific landscaping and brush management plans shall be prepared. The brush management plan would most likely include the following:

Zone 1 – This zone would consist of brush clearance and ornamental landscaping within a minimum 40-foot wide area. This zone would be located adjacent or proximal to residential lots and related improvements, and is intended to provide a fire break with minimal fuel volumes.

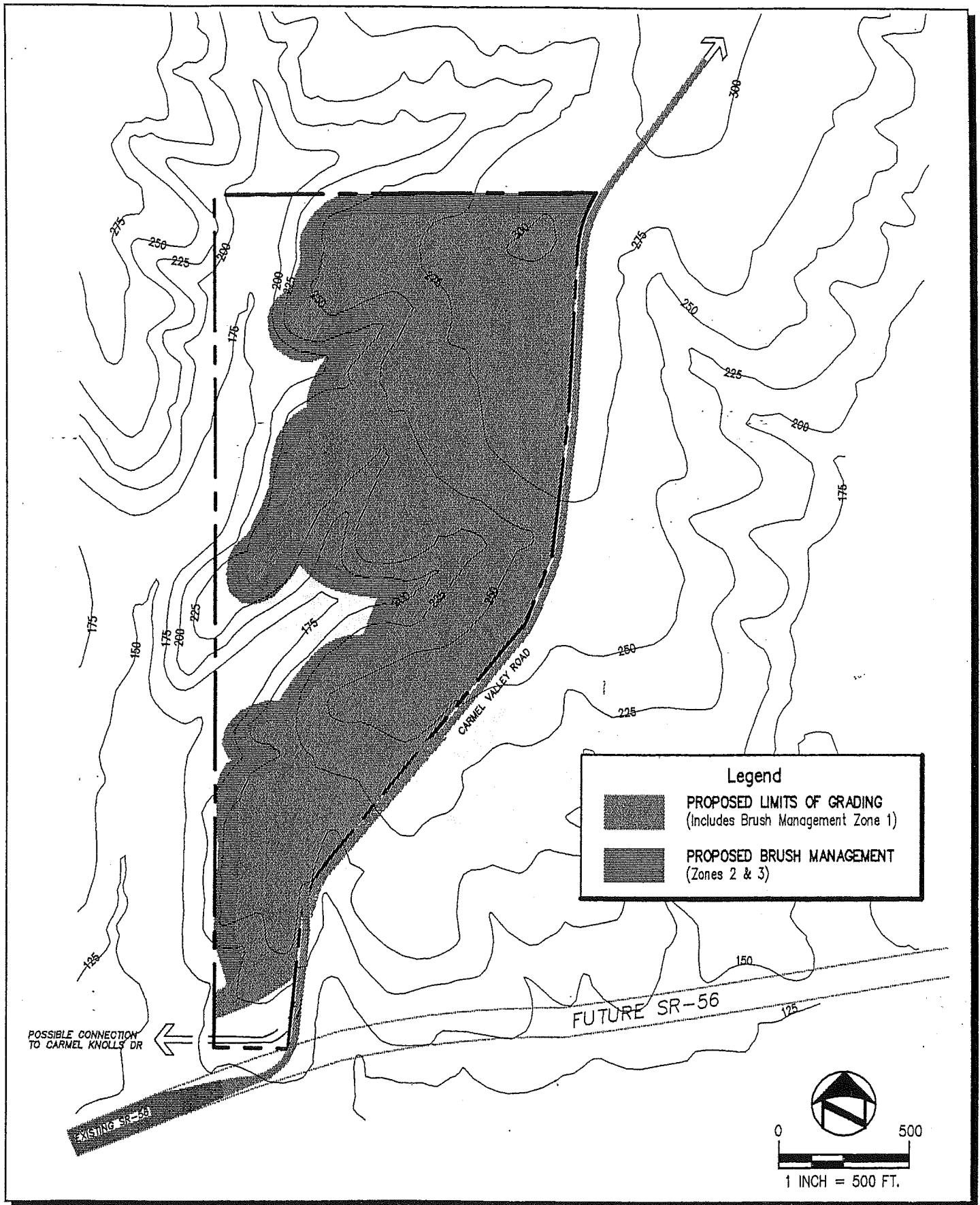
Zone 2 – Zone 2 would be located adjacent to Zone 1 and would consist of selective thinning of native vegetation and low volume plantings. This zone would include an average width of 40 feet and is intended to reduce available fuel and serve as a transition area between landscaping and native habitats.

Zone 3 – This zone would involve selective thinning of native vegetation within an average width of 30 feet adjacent to Zone 2. This zone is intended to reduce available fuel and lower the associated potential and intensity of onsite brush fires.

The brush management plan would comply with the City's *Landscape Technical Manual* and would be subject to review and approval by the City of San Diego. The plan would be implemented by the applicant pursuant to applicable City standards. If due to existing site conditions, a modified brush management plan is proposed, compliance with San Diego Municipal Code, Section 55.0889.0201 and approval by the Fire Chief would be required in addition to approval by the Development Services Department.

Within the easternmost portion of Neighborhood 4, near the equestrian center, landscape treatment shall be compatible with existing plant materials. Street trees shall include California pepper (*Schinus molle*). Slopes and open space vegetation shall consist of native and drought-tolerant shrubs and groundcovers consistent with the existing coastal sage scrub and chaparral vegetation communities including: wild lilac (*Ceanothus* sp.), Lemonadeberry (*Rhus Integrifolia*), Toyon (*Heteromeles arbutifolia*), Rockrose (*Cistus hybrids*). Open space pasture consists of disturbed areas which will be revegetated with grasses. Open space pasture areas shall be fenced from open space vegetation areas to prevent disturbances.

With regard to offsite improvements and services, existing public facilities are available to meet the needs of the proposed intensity of use. Water and sewer services will be provided by the City of San Diego. Water will access the existing 30" line in Del Mar Heights Road. Sewer will access the 27-inch diameter line south of Carmel Valley Road. Police protection for the project area is currently provided by the City of San Diego Police Department from their northern area station at 4285 Eastgate Mall, but will ultimately be located in the Carmel Valley community. The Del Mar Union Elementary and San Dieguito Union High School Districts will provide for anticipated school needs. Schools in these districts are at capacity. Participation in the North City West Public Facilities Financing Plan and the School Facility Master Plan will ensure that the project will provide fair share payment for public facilities.



Seabreeze Farms Plan Amendment EIR
Limits of Grading and Brush Management

FIGURE
III-3

IV. ENVIRONMENTAL ANALYSIS

A. LAND USE

EXISTING CONDITIONS

Present Land Uses

Existing uses on the site include an equestrian facility and temporary offices. As shown previously in *Figures II-3 and II-4*, the equestrian facility consists of storage facilities, equestrian trails, corrals, and pastures that cover the northeastern portion of the site. Three structures are located in the southern portion of the site. Two of the structures in the southern portion of the site are storage sheds for equestrian uses. An additional single story structure is currently used as an office. Carmel Valley Road forms the eastern border of the site and is used to access the site.

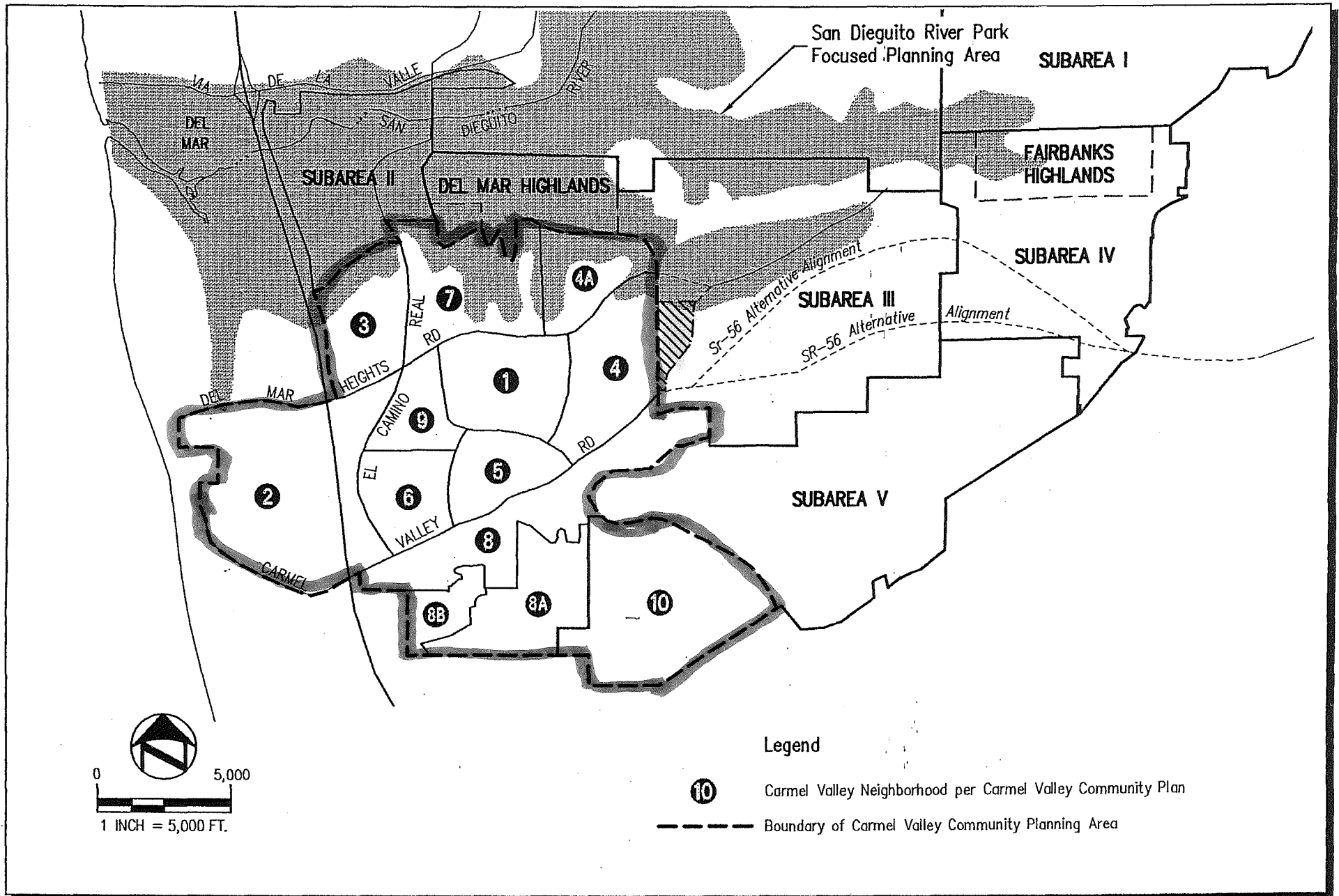
Surrounding Land Uses

Existing uses surrounding the site include primarily open space and residential. Carmel Valley Neighborhood 4, which borders the site to the west, has been predominantly built out with single- and multi-family residential uses. The Precise Plan designates a net residential of 4.42 DU/acre in Neighborhood 4 as well as 49 acres of open space, a recreation center, neighborhood commercial, and school/park uses. The site is bordered to the north and northwest by vacant land that was used as a large nursery. The area immediately to the east of the site currently supports production of crops, including tomatoes. The right-of-way for State Route 56 borders the site to the south. A single-family residential development and golf course are located to the south of SR-56.

Future Surrounding Land Uses

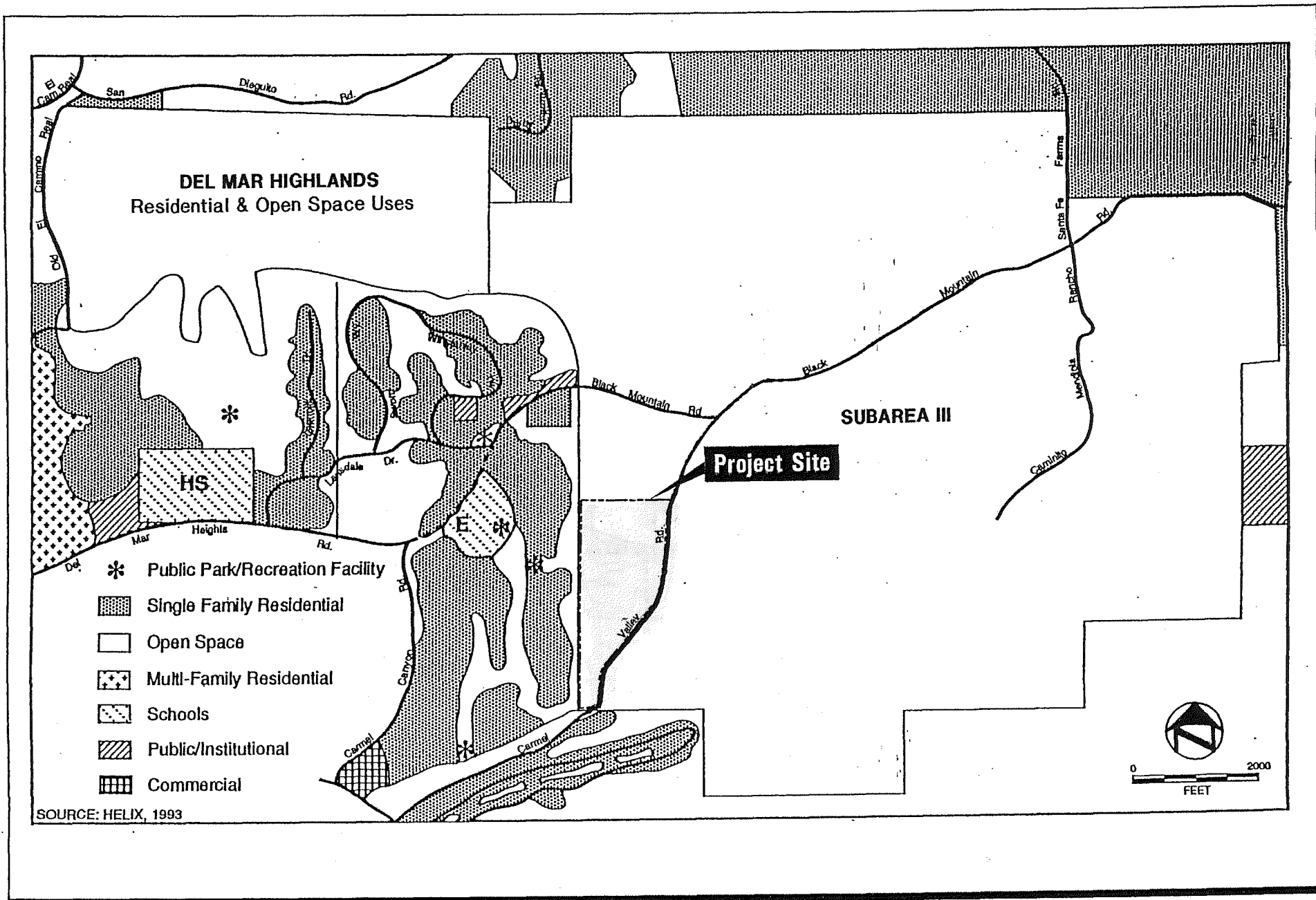
Development of the areas immediately to the north and east of the site is planned in accordance with the NCFUA Framework Plan (see *Figures IV-A-1 and IV-A-2*). A detailed list of projects identified on *Figure IV-A-1* is discussed in *Section VI, Cumulative Effects*. As discussed in *Section II, Environmental Setting*, the areas immediately to the west and south of the site have been developed with residential uses in accordance with the Carmel Valley Community Plan. As shown in *Figure IV-A-2*, the area immediately to the north of the site is planned for low-density residential uses, up to 5.2 DU/acre, as well as a Middle school. The area immediately to the east of the site is planned for Moderately Low Density residential uses (up to 2 DU/acre). The area beyond the moderately-low residential use would remain as open space as designated by the Framework Plan.

Additional projects planned in the immediately surrounding project vicinity and shown on *Figure IV-A-3* include:



Seabreeze Farms Plan Amendment EIR
Surrounding Planning Areas

FIGURE
IV-A-1



Seabreeze Farms Plan Amendment EIR
Planned and Existing Land Uses Surrounding the Project Site

**FIGURE
IV-A-3**

Del Mar Highlands Estates

The Del Mar Highlands development would consist of 148 dwelling units and open space on a 389 acre site (see *Figure IV-A-3*). A final EIR has been completed for the project. A decision by the City Council on the project is pending.

SR-56

State Route 56 (SR-56) is a planned freeway which would ultimately connect Interstate 5 and Interstate 15. Two alternative alignments are being considered by the City and Caltrans. Under both alignments, the right-of-way for SR-56 would be located immediately to the south of the Seabreeze Farms project site (*Figure III-1*).

San Dieguito River Valley Regional Open Space Park

The San Dieguito River Valley Regional Open Space Park (see *Figure IV-A-1*) is a comprehensive land and water use plan for a 340-square mile area stretching from Del Mar to Lake Sutherland. The proposed park concept plan provides guidelines and goals for the implementation of a regional open space park for the drainage basin. See discussion of policies that apply to project site provided later in this section.

In addition to these projects, development is proposed for Subareas I, IV, and V (see *Section VI, Cumulative Effects*). Additional projects include: Fairbanks Highlands, 4S Ranch, Santa Fe Valley SPA, and Neighborhoods 4, 8A and 10 of the Carmel Valley Precise Plan.

Adopted Land Use Policies

City of San Diego Progress Guide and General Plan

The City of San Diego Progress Guide and General Plan identifies four "tiers" of land throughout the City: Urbanized Area, Planned Urbanizing Area, Future Urbanizing Area and the Environmental Tier. The project site is included in the North City Future Urbanizing Area (*Figure IV-A-2*). As stated in the General Plan, Future Urbanizing Areas contain *"land which is presently vacant and for the most part zoned for agriculture. The land is to be held as an urban reserve to be released for development as planned communities are built out or as opportunities to implement the balanced housing or land use goals of the City arise."* The objective is to avoid premature urbanization and to conserve the natural environment. Residential development is allowed in the NCFUA, provided it occurs at densities of one unit per 10 acres or clusters development at one unit per four acres under a Planned Residential Development Permit, and, if greater densities are desired, voter approval of a phase shift from Future Urbanizing Area to Planned Urbanizing Area is required.

In October, 1990, the City Council created the 20-member committee to determine if the NCFUA should be planned as a whole or allowed to continue to develop incrementally and piecemeal. In 1991, the Committee presented its recommendations to the City Council, the foremost of which included the

recommendation that the NCFUA should be comprehensively planned and the planning effort should begin with a framework plan, leading eventually to community level subarea plans. In October, 1992, the City Council adopted the NCFUA Framework Plan which became a part of the Progress Guide and General Plan. Approval of the Framework Plan amended Council Policy 600-30 to exclude the NCFUA from threshold determination requirements (City of San Diego, 1992, pg. 14). Council Policy 600-30 requires that findings related to full utilization of Planned Urbanizing Areas, and the need for additional developable land be made prior to approval of phase shifts. Based on the amendments to the policies made in accordance with the Framework Plan, the requirements regarding a threshold determination would not be required prior to a final decision by the City on the proposed project.

Environmental Tier/Open Space: The General Plan category of Environmental Tier applies to open space lands throughout the City. It should be noted that the Environmental Tier designated under the Framework Plan has been superseded by planning efforts for the City's Multiple Species Conservation Program (MSCP). The MSCP has not yet been adopted and is still undergoing revisions. The initial tier identified in the Framework Plan was designed to protect known environmental and cultural resources. The Framework Plan envisions the tier serving as the basis for the entire NCFUA's interconnected system of open space. The tier is designed to include a habitat protection area, biological buffer area and a transition area. The Environmental Tier is to be secured as a permanent open space system through purchase, conveyance to a public agency or non-profit land trust, or via deed restrictions which limit uses.

The Framework Plan allows for refinement of the tier based onsite-specific studies; however, several parameters and assumptions are established for this refinement process. Wildlife corridors are intended to have a minimum width of 1/8 mile (660 feet) inclusive of buffer and transition areas. The lack of sensitive resources within a corridor is not sufficient reason to eliminate portions of the tier. Where feasible, the Environmental Tier should incorporate entire geographic and topographic features including canyons and drainages, from rim to rim. Road crossings should be minimized and bridges used whenever roads cross wildlife corridors.

General Plan Goals: The Guidelines for Future Growth within the General Plan set specific goals including:

- Preserve and protect environmentally sensitive lands which include but are not limited to shoreline, floodplains, hillsides, canyons, wetlands, riparian habitat, endangered species and habitats, and prehistoric and historic sites; and
- Obtain, preserve and maintain interconnected and functional open space systems to meet the current City needs and the needs of future growth as outlined in the Open Space Element.

Various elements of the General Plan also contain environmental goals pertinent to the proposed project. Among these goals are:

- Transportation Element: Provide a flexible, evolving transportation system, the implementation of which retains full consistency with City and regional development goals;
- Open Space Element: Establish an open space system which provides for the preservation of natural resources ... the provision of outdoor recreation ... [and] the protection of health and safety;
- Conservation Element: Wise management and utilization of the City's remaining land resources and preservation of its unique landforms and the character they impart to San Diego. Decrease reliance on imported water. Retention of premium agriculturally productive lands in agricultural usage; and
- Urban Design Element: Development of a comprehensive concern for the visual and other sensory relationships between people and their environment. Protect and promote open space systems that define communities. Promote mixed usage as a key to an active, lively urban environment.

Framework Plan Goals: Adoption of the Framework Plan in 1992 amended the general plan to provide direction for development in the NCFUA. The Framework Plan provides for small urban nodes complete with a mix of residential housing alternatives, community services and commercial and employment opportunities. The Framework Plan land use map for Subarea III developed by the City is contained in *Figure IV-A-2*. Together with the Framework Plan text, the map identifies a mix of uses including residential, local mixed use development, service commercial and mixed-use community core. The project site is designated for Moderately Low Density Residential (1.6 DU/acre with a density bonus of up to 2 DU/acre) and Low Density Residential uses (4 DU/acre with a density bonus of up to 5.2 DU/acre) for a total of 178 DUs.

Policy 2.5b of the Framework Plan requires subsequent Subarea Plans for each of the five Subareas. The Subarea Plans are required to locate land uses to achieve average intensities and land use patterns shown in the Framework Plan, finalize boundaries of open space system, designate non-motorized transportation corridors, include a school facility plan, and conform to other City policies and ordinances.

Land Use Guiding and Implementing Principles contained in the Framework Plan summarize development goals for the NCFUA and for individual Subarea Plans as follows:

- Create a conservation and land use pattern clearly distinguishable from surrounding communities;
- Incorporate a permanent Environmental Tier of open space lands with high natural resource value, functioning as natural habitat, connecting to surrounding open spaces, and defining the surrounding built areas;
- Concentrate residential development in specific areas to create compact communities including varied housing types and a mix of shops, services, employment and public activities that can be reached by foot, bicycle, and transit;

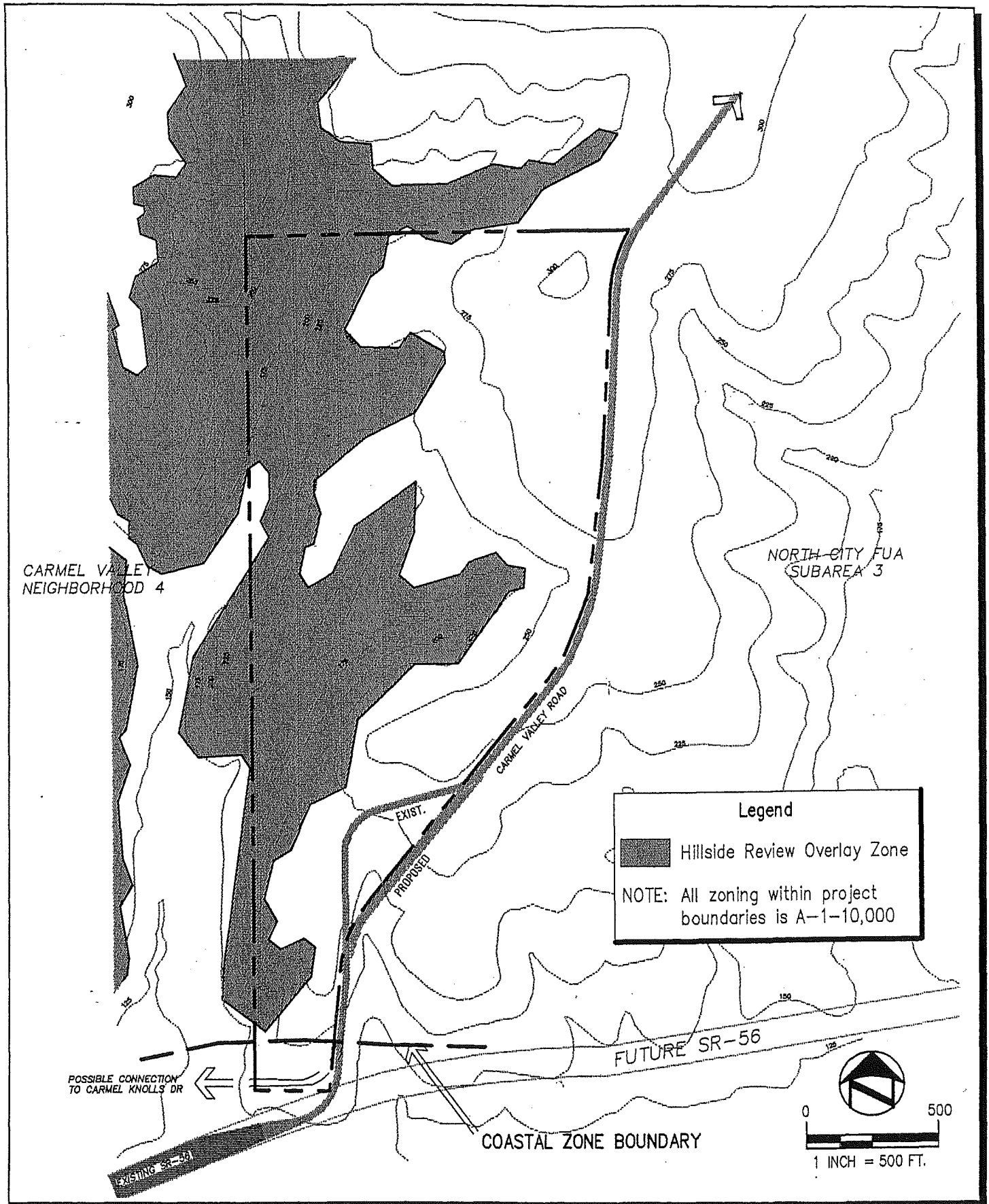
- Limit impact on surrounding communities by providing needed public facilities within the NCFUA and avoiding severe traffic impacts in neighboring communities; and
- Locate compact communities so that they are served but not disrupted by major transportation facilities.

Additional principles are detailed in the Framework Plan to address Land Use, Urban Design, Open Space, Transportation, Housing and Public Facilities Needs and Financing. Included among these are the following environmental goals:

- Open Space: Conserve biological diversity by setting aside relatively large areas of natural open space/habitat, linked with corridors, and protected from human activities detrimental to this purpose. Preserve floodplains and significant topographic features such as canyons, ridges and hillsides. Within the Environmental Tier, provide for some low-impact forms of recreation such as walking, bicycling and nature watching. Where feasible, the Environmental Tier should incorporate entire geographic and topographic features. Filling of canyons shall be avoided and roads shall not be placed in the bottom of canyons or be allowed to act as barriers or impediments to wildlife movement or the survival of native species.
- Transportation: Create a land use and circulation pattern that encourages multi-modal travel habits for people living and working in the NCFUA. Give preference to transit on congested road segments. Alignments should seek to minimize the need for earthwork and should minimize habitat impacts.
- Open Space: Preserve floodplains and significant topographic features such as canyons, ridges, and hillsides. Whenever possible, preserve 100-year flood zones as open space. Where it is necessary to flood-proof a property, require the least possible alteration of the natural drainage pattern, and minimize impact to downstream properties. Where feasible, the Environmental Tier should incorporate entire geographic and topographic features, (i.e., canyons and drainages shall be preserved from rim to rim or edge to edge). Wildlife corridors shall be the width required to provide for a continuous space in which animals can move without fear, undisturbed by lighting, noise, and intense human activity. The minimum width for major wildlife corridors shall be 1/8 mile (660 feet). The corridor should provide fully-functional indigenous habitat throughout.

Zoning

The project area is zoned A-1-10 (*Figure IV-A-4*) which allows for limited development. Permitted structures include residences, churches, utility substations or structures associated with agricultural pursuits such as stables or stands for sale of crops produced on the property. One dwelling unit per 10 acres is allowed in the zone, with a ten-acre minimum lot size, except under Planned Residential Development (PRD) permits allowing clustering. Clustering requirements are contained in Zoning Ordinance Section 101.0900. Clustering is allowed under City Council Policy 600-29 under a PRD. This



Seabreeze Farms Plan Amendment EIR
Existing Zoning

FIGURE
IV-A-4

policy was enacted to uphold the integrity of the urban preserve through agricultural zoning and limited development until such time as it is necessary to shift to Planned Urbanizing. The policy allows development prior to a phase shift at densities permitted by the A-1-10 zone, or at densities of one dwelling unit per four acres, if clustered under a PRD permit. In exchange for the density increase, the area that is not developed is required to be left in permanent open space, affordable housing units must be provided, and all public facilities and associated roads must be sited.

Portions of the property are within the Hillside Review Overlay Zone (HROZ) which applies to slopes greater than 25% with a minimum difference in elevation of 50 feet. The City-identified HROZ is also shown in *Figure IV-A-4*.

City Council Policies

City Council Policy 600-29, *Maintenance of Future Urbanizing Area as an Urban Reserve*, lists four development alternatives for properties in the FUA that are designated A-1 (In 1992, A-1 zoning applies to the entire NCFUA). These are: development pursuant to the A-1 zone regulations (one dwelling unit per 10 acres in most of the plan area); rural clustering at the same density; conditional uses which are non-urban in character; or clustered residential development at a density of one dwelling unit per 4 acres.

City Council Policy 600-30, *General Plan Amendments to Shift Land from Future Urbanizing to Planned Urbanizing Area*, outlines the steps necessary for transferring land from FUA to PUA. Following Planning Commission recommendation and City Council approval, a General Plan Amendment is taken to a general vote of the people to approve a final shift from FUA to PUA.

City Council Policy 600-30, described above, requires three findings for Future Urbanizing Areas shifting to Planned Urbanizing Areas: (1) the capacity of land identified for development in the Planned Urbanizing and Urbanized areas is approaching full utilization according to community plans; (2) a need exists for additional developable land, and (3) a process has been developed to identify where the next phase of urban development should occur.

Once placed in the Planned Urbanizing Area, several City Council Policies apply. City Council Policy 600-10, *Adequacy of Public Facilities in Connection with Development Proposals*, addresses the timing of public services for new developments to insure availability with need. City Council Policy 600-28, *Requirements for Development Approval in Planned Urbanizing Areas*, specifies requirements for the approval and financing of development in Planned Urbanizing Areas.

Resource Protection Ordinance and Council Policy 600-40

The purpose of the Resource Protection Ordinance (RPO) is to "protect, preserve, and where damaged, restore the environmentally sensitive lands of San Diego." The RPO limits encroachment into steep hillsides, biologically sensitive areas, wetlands, cultural resource areas and floodplains (see *Figure IV-A-5*).

RPO sensitive slopes are lands over 25% slope. Steep slopes comprise approximately 8 acres of the site and are located in portions of Bell's Valley in the western portion of the project. Biologically sensitive lands are those native communities and communities that support rare, endangered or sensitive species. Approximately 15 acres of the subject property are included in steep slope and/or biologically sensitive lands.

The RPO allows encroachment into steep slope and biologically sensitive lands based on the percentage of the property which includes these areas. Based on an analysis of sensitive lands present on the site, the total amount of allowable development in the project site anticipated by RPO is approximately 51 acres. Based on a site coverage of sensitive lands of less than 20%, there is no allowable encroachment under RPO on the project site.

Development beyond the encroachment allowance is not permitted unless all feasible mitigation to protect and preserve the lands is required as a condition of approval. Exceptions to the encroachment allowance may be considered for Circulation Element roads, local public streets, public utility systems, some public facilities, brush management for fire protection, and some sand and gravel operations. Findings required for encroachment allowances include:

- Compatibility with the City of San Diego Progress Guide and General Plan and with any applicable community plan or ordinance;
- Siting, design and construction to minimize, if not preclude, adverse impacts on environmentally sensitive lands and to prevent adverse impacts on any adjacent sensitive lands and resources;
- Minimizing the alterations of natural landforms and precluding undue risks from geological and erosional forces and/or flood and fire hazards; and
- Incorporating all feasible measures to protect and preserve the special character and value of affected significant prehistoric or historic sites or resources.

Alternative compliance with the RPO may be approved where it appears that strict application would either: 1) result in unnecessary hardship to the applicant, 2) result in conflict with the City Council policy, the Progress Guide and General Plan or any adopted community plan, or 3) preclude provisions of extraordinary benefit to the general public.

Alternative compliance cannot be approved unless mitigation measures are adopted, including but not limited to purchase or exchange by the applicant of like-kind real property of similar or greater quality and quantity, and donation of that property by fee or easement for use as open space. "Like-kind real property" is defined as real property containing substantially the same resources as those on the impacted property.

A project may also qualify for alternative compliance if the Development Services Director makes a finding of substantial conformity of the proposed project with a previously adopted long range plan (such as a plan amendment) which was prepared in conformance with City Council Policy 600-40.

Trails Planning

The project site is designated entirely for residential uses by the Framework Plan. No trails are designated by the Framework Plan to extend through the site as a part of the Framework Plan. However, the Framework Plan recognized trail planning would occur as part of Subarea planning and directed that trails should be considered. Trail networks planned for the San Dieguito River Park are not currently planned to extend through the project site. However, trails could be planned to extend through the project site.

San Dieguito River Valley Regional Open Space Park

The Focused Planning Area (FPA) within the San Dieguito River Valley Regional Open Space Park (SDRVROSP) (*Figure IV-A-1*) extends into the northern border of the site. The northwestern corner and bordering lands are proposed project open space (see *Figure III-1*). The park is a regional effort to create a comprehensive land and water use plan for the San Dieguito River Valley extending from the mouth of the San Dieguito River at the Pacific Ocean to Lake Hodges, and ultimately to the inland mountains. The FPA roughly corresponds to the viewshed of the San Dieguito River Valley and its tributary canyons and is the area where planning and acquisition efforts are focused. Principal goals for the regional park, as presented in the Draft Concept Plan, include:

- Preserve land within the Focused Planning Area of the San Dieguito River Valley as a regional open space greenbelt and park system that protects the natural waterways and the natural and cultural resources and sensitive lands, and provides compatible recreational opportunities that do not damage sensitive lands.
- Provide a continuous and coordinated system of preserved lands with a connecting corridor of walking, equestrian, and bicycle trails, encompassing the San Dieguito River Valley from the ocean to the river's source.

In association with the above goals, implementing principles are contained in the Park Concept Plan. Among these are the following:

- Particularly in areas of new subdivisions, every effort should be made to limit visibility of new construction from the valley floor.
- Dwellings and building pads shall be set back from ridges and bluffs throughout the river valley and tributary canyons to reduce their visual impact.
- Landscaping shall use native vegetation types that blend with the surrounding natural areas.
- Structures shall be fit to the land instead of the land to the structure.
- Development shall be designed to avoid sedimentation, erosion, and other potential impacts to the watershed and the viewshed.

- Where development is permitted clustering shall be encouraged to provide maximum open space, and the balance of the property shall be dedicated to open space in perpetuity.

The Park Concept Plan is divided into landscape units having more specific design guidelines which cater to the special characteristics of each unit. Landscape Unit B includes the major tributary drainage of Gonzales Canyon which is located immediately to the north of the project site. According to the design considerations for Landscape Unit B, future development proposals within this area would include the dedication of open space corridors consistent with the intent of the San Dieguito River Park. These open space corridors, which would be provided within Gonzales Canyon, should be of adequate size to accommodate both wildlife and human movement. This would provide for the preservation of viable wildlife corridors, while still permitting the development of a regional trail system connecting Carmel Valley, Los Peñasquitos Canyon, and the San Dieguito River Valley. Sensitive sited hiking and equestrian trails are therefore desired features within Landscape Unit B. An additional recommendation of the plan is that views from canyons be considered. Development on adjacent ridges should be set back in order to reduce visibility of development from the FPA.

Carmel Valley Community Plan

In 1973, the City approved the North City West Community Plan which covers approximately 4,000 acres immediately to the east of the site (see *Figure IV-A-1*). The Community Plan includes the following general goals designed to provide the framework that future urbanization should follow.

- To establish a physical, social, and economically based community;
- To establish self containment and feeling of community identity among future residents of North City West;
- To preserve the natural environment;
- To establish a balanced transportation system which is used as a tool for shaping the urban environment; and
- To establish realistic phasing of development within the community based on maximum utilization of the privately financed public facilities.

As shown in *Figure IV-A-1*, the Community Plan area is divided into 10 neighborhoods. The Community Plan requires that precise plans be prepared for each neighborhood to provide specific requirements for future development within a particular neighborhood. Due to the more specific nature of the Precise Plans, the focus of this EIR will be on the relationship of the proposed project with the Precise Plan for Neighborhoods 4, 5 and 6 which are located adjacent to the project site.

Precise Plan for Neighborhoods 4, 5 and 6

The Precise Plan for Neighborhoods 4, 5 and 6 was prepared in October of 1990. Due to the proposed annexation to Neighborhood 4, the analysis for this EIR focuses on this precise plan. Land uses

approved for the 338-acre Neighborhood 4 include predominantly single family residential uses interspersed with open space and one acre of neighborhood commercial uses (*Figure IV-A-3*). Net density for Neighborhood 4 is 4.42 DU/acre. The portions of Bell Valley that extend onto Neighborhood 4 are to be preserved in open space. As shown in Figure II-3, Neighborhood 4, has been predominantly built out with the uses anticipated in the Precise Plan.

Plans for financing development and maintenance of public facilities are governed by the Public Facilities Financing Plan and the School Facilities Master Plan. Improvements for the external road system to be made in conjunction with development in North City West are also outlined in the Public Facilities Financing Plan.

The Precise Plan contains the following general environmental goals that relate to Neighborhood 4 as well as the proposed project:

- Each neighborhood is designed to have its own identity, and the land uses throughout the Precise Plan are also intended to function as an integrated self-contained whole (pg. 8).
- Carmel Del Mar [Neighborhoods 4, 5 and 6] will be an essentially residential community consisting of a variety of housing accommodations and supporting facilities such as schools, parks, recreation, and convenient commercial facilities. Therefore, these guidelines [Urban Design Element] are intended to produce a visual effect of that is residential in character (pg. 39).
- Open Space generally includes areas such as parks and trail systems through developed areas which have been improved to allow for active or passive recreation uses, plazas, landscaped slopes, and landscaped areas along major roads within the area (pg. 70).

The Precise Plan contains detailed design criteria related to environmental issues such as circulation, architecture, grading, and lighting. However, the design criteria in the plan are intended to provide guidance primarily for design and construction of dwelling units, and roadways. The proposed project does not involve details regarding design of residential units, location of roadways or grading characteristics. As a result, the following impact analysis will focus on the consistency of the project with the general goals listed above and the overall land use intensities of the Neighborhood 4 Precise Plan.

NAS Miramar

In 1990, a Comprehensive Land Use Plan (CLUP) was adopted by the San Diego Association of Governments for the air flight activities taking place at the base. The CLUP was prepared primarily to protect NAS Miramar from incompatible land use and provide for orderly growth of the area surrounding the air station. The CLUP identifies an Airport Influence Area which includes portions of the NCFUA, including Seabreeze Farms. The CLUP specifically identifies noise impact areas and Accident Potential Zones as areas where land uses would be impacted by regular flight activity. These

zones are located much closer to the actual air field and do not extend north beyond the boundaries of the community of Mira Mesa. Thus, Seabreeze Farms would be unaffected by land use restrictions associated with NAS Miramar.

The Navy and the Marine Corps are currently in the process of updating the Comprehensive Land Use Plan for NAS Miramar in conjunction with the conversion of the base from naval to marine use. The noise impact areas and accident potential zones are being updated as a part of the process. A draft of the updated plan and associated environmental documents were submitted for public review in 1995 (U.S. Navy and USMC, 1995). Completion of the plan, expected in 1996, would not result in noise levels which significantly affect the Seabreeze Farms property.

Multiple Species Conservation Program

The project site is located in the study area of the Multiple Species Conservation Program (MSCP). The MSCP is a cooperative effort consisting of federal, state and local agencies, environmental groups, developers and experts in the fields of biology, environment and conservation. The City of San Diego Metropolitan Wastewater Department initiated the MSCP to mitigate for the loss of biological resources due to the implementation of the program. The MSCP emphasizes preservation of large areas to preserve multiple rather than single species.

The MSCP is a two-phase program. The first phase is a planning effort that includes mapping of existing and planned land uses, types of vegetation, and ownership of over 260,000 acres of vacant lands within and adjacent to the Metropolitan Sewerage System service area (the primary area of concern). The maps identify a network of potential wildlife preserves and connecting wildlife corridors. Another portion of this phase includes a study of population viability of rare or endangered species, preparation of preserve design, and preserve maintenance criteria.

The second phase involving preparation of the MSCP Plan, Subarea Plans for individual jurisdictions, and associated environmental documentation is in the process of being completed. Jurisdictions within the MSCP study area are considering alternative plans for the MSCP Preserve. Once an MSCP preserve plan is approved, individual jurisdictions shall complete subarea plans that further define the characteristics of the preserve within an individual jurisdiction. As of January, 1996, a draft of the MSCP Plan and associated environmental documentation has been completed and submitted for public review. It is anticipated that action will be taken regarding the MSCP Plan in late 1996. Within the NCFUA, it is proposed that 90–100 percent of the habitat included in the MSCP preserve boundaries be conserved as natural open space. Areas to be included within the MSCP include portions of Gonzales Canyon, Carmel Valley and a tributary located to the east of the site (City of San Diego, 1995c). The project site is located outside of the MSCP preserve boundaries.

Affordable Housing Requirements

The Precise Plan for Neighborhoods 4, 5 and 6 takes an alternative approach to provision of affordable housing. Each Neighborhood within the Precise Plan would not be required to individually provide

affordable housing units. Affordable housing requirements for Neighborhoods 4, 5 and 6 would be met through concentrating high density attached housing solely in Neighborhood 6. There would not be an affordable housing requirement for Seabreeze Farms.

Section 7 of the Framework Plan contains guidelines for provision of affordable housing within the NCFUA. The Framework Plan requires a set aside of no less than 20 percent of units within an individual development for occupancy by, and at rates affordable to, families earning no more than a 65% of median area income, adjusted for family size. The affordable housing requirement can also be met by dedication of developable land of equivalent value. The affordable units must remain affordable for the life of the unit and should be phased proportionate to development of market rate units.

ISSUE 1: *Would the proposed plan amendment implement the goals, objectives, and recommendations of the City of San Diego Progress Guide and General Plan, and the environmental goals of the Framework Plan for the North City Future Urbanizing Area?*

IMPACT

City of San Diego General Plan and Progress Guide Environmental Goals

Consistency with Open Space and Conservation Elements

The project would be generally consistent with the environmental goals of the Progress Guide and General Plan regarding preservation of open space and environmentally sensitive lands. Specifically, an open space system would be implemented that prevents grading within nearly all of the sensitive biological resources and steep slopes. Two finger canyons would require some filling at the top. The portions of these finger canyons which would require fill do not include slopes which exceed 25 percent and 50 feet in height. Total grading for the site is estimated at 300,000–600,000 cubic yards. Development would be restricted primarily to the more level areas in the eastern portion of the site. Grading of sensitive biological resources (0.9 acre) and steep slopes (0.003 acre) located in the onsite canyons would be limited. As discussed in *Section IV-E, Biological Resources*, impacts to sensitive biological resources would be mitigated to below a level of significance. Impacts to biological resources are caused primarily by brush management. As discussed further below, the project would be consistent with the goals and principles of the Open Space system as envisioned in the Framework Plan.

As discussed in *Section IV-I, Agriculture/Natural Resources*, implementation of the project would preclude use of lands of Statewide Importance as designated by the California Department of Conservation. Conversion of land that is considered to be of Statewide Importance to urban uses is considered to be an inconsistency with the goal of the General Plan to retain premium agricultural lands in agricultural usage.

Consistency with Transportation Element

The project would also be consistent with the goals of the General Plan to provide a, "flexible evolving transportation system." As discussed in *Section IV-B, Transportation/Traffic Circulation*, traffic generated by the project would contribute a relatively minor amount of traffic to the planned transportation system. Measures have been incorporated into the project to accommodate the eventual extension of SR-56. A temporary interchange with Carmel Valley Road and SR-56 would be provided until SR-56 is completed. When SR-56 is completed the interchange would be removed and traffic from the project would utilize Carmel Valley Road and Del Mar heights roads exclusively.

Consistency with Urban Design Element

As discussed in *Section IV-E*, the project would not result in direct or long-term impacts to views from surrounding land uses. The project would represent a visual extension of existing residential uses located to the west of the project site. The project design includes preservation of onsite topography within Bell Valley. The 8-acre equestrian center would be integrated into the project to allow continuation of this recreational use. Two acres of multi-family development is planned adjacent to and possibly in conjunction with the equestrian center. It is anticipated that these higher density residential units may be made available to residents of a lower income bracket.

Development Goals and Policies

The General Plan states that phase shifts to allow development into future areas should not occur prior to planned communities being built out or as appropriate to implement the balanced housing or land use goals of the City. The proposed project represents an extension of the existing residential communities to the west and south of the site that have been generally built out in accordance with the Carmel Valley Community Plan. The project would be phased so that adequate roadway facilities are implemented in conjunction with planned development.

Framework Plan

Land Uses

Land uses proposed would differ from that approved for the site in the Framework Plan. As shown in *Figure IV-A-2*, the project site is approved exclusively for residential uses. The proposed project includes residential, equestrian use and open space with pasture uses. Preservation of open space is not considered inconsistent as the Framework Plan recommended preservation of significant landforms through the Subarea Planning process.

The Seabreeze Farms site was designated in the Framework Plan for low density or moderately low density residential development over the entire site for a total of 178 residential units. There was no portion of the site designated for open space. However, the Framework Plan calls for preservation of topographical features and biological diversity. The Draft Subarea III Plan, although not adopted,

recognized the need to preserve open space on the western side of the property and set aside about 25% of the property as such. The remaining easterly 74% of the site was recommended to be designated at a density of 5-10 dwelling units per acre. The proposed project also recognizes the need to set aside this westerly portion as open space.

The equestrian use represents a continuation of existing land uses on the property, and would not represent a significant land use impact.

Land Use Intensity

Table IV-A-1 compares the proposed land use intensity with that anticipated for the site by the Framework Plan. The intensity of residential development proposed would be higher than that of the adopted Framework Plan.

**TABLE IV-A-1
SEABREEZE FARMS APPROVED LAND USE PLAN COMPARISON**

USE	FRAMEWORK PLAN (Acres) ¹	PROPOSED PROJECT (Acres)
Single-Family Residential	72 (26 acres 4 du/acre, 46 acres 1.6 du/acre approximately 178 total dwelling units)	35 (5-10 du/acre, 250 units proposed)
Multi-Family Residential	0	4 (13-22 du/acre, 50 units proposed)
Equestrian	0	8
Open Space	0	25
<i>Totals</i>	72	72

¹ Acreage divisions are estimates.

Although there is an inconsistency regarding the proposed densities with adopted land use plans, adverse indirect impacts typically associated with higher densities would not be associated with the proposed project due to adequate mitigation of density-based facilities and services. As discussed in Sections IV-B, IV-D, IV-G, IV-K, and IV-L, implementation of the project would not result in significant unmitigable impacts associated with respect to traffic, water quality, air quality, noise, or provision of public facilities.

Environmental Goals

The project would be generally consistent with the environmental goals of the Framework Plan. The environmental goals of the Framework Plan regarding open space and biological resources are generally implemented through the goals and principles of the Framework Plan Open Space Preserve. As shown in *Figure IV-A-2*, the project site is located outside of the open space preserve approved by the Framework Plan. The project does not propose any onsite or offsite facilities that would create a direct disturbance of the open space preserve. As discussed in *Section IV-E, Landform Alteration/Visual Quality*, proposed uses would not be visible from any pedestrian trails planned within Gonzales canyon and would represent an incremental expansion of existing residential uses in Carmel Valley Community Plan when viewed from other areas within the Framework Plan open space preserve areas such as Carmel Valley or Del Mar Mesa. As discussed in *Section IV-D, Hydrology/Water Quality*, measures have been incorporated into the project design to reduce impacts to water quality and hydrology within the Peñasquitos drainage to below a level of significance.

The open space proposed for the development is regarded as an environmental benefit of the project. The areas on the site preserved as open space would include a majority of the sensitive biological resources and steep slopes located onsite. The portion of the Bell Valley and associated finger canyons located onsite would be preserved as open space. Areas of fill in two finger canyons are outside areas of slopes greater than 25 percent and higher than 50 feet. Preservation of Bell Valley and sensitive biological resources is consistent with the goals of the Framework Plan which call for preservation of significant topographic features and conserving biological diversity.

Zoning

The project would be inconsistent with the existing zoning designation of A-1-10. Inconsistency with the existing zoning is not, however, regarded as a land use impact. Uses of the type proposed by the project have been anticipated for the project site as a part of the approved Framework Plan for the NCFUA. Furthermore, the Framework Plan anticipates that rezones would be necessary in association with implementation of development within the NCFUA.

City Policies

Council Policy 600-10 and 28

The Public Facilities Financing Plan (PFFP) for Carmel Valley is updated on an annual basis by the City, with the next update to occur in May 1996 (pers. comm., Gary Hess, March, 1996). It would be updated in the future after approval of the phase shift vote to accommodate the proposed development. Updating the PFFP to accommodate the proposed project shall ensure that adequate public facilities can be extended to the site at the time development is proposed. As a result, the project is considered to be consistent with the intent of Council Policies 600-10 and 600-28.

Because the project area would be annexed to the Carmel Valley Community Plan area, the project would not be required to contribute to the PFFP that will be prepared in the future for the Subarea III project. However, the loss of funding for the Subarea III PFFP associated with the proposed project would not adversely affect the ability of the Subarea III Plan to fund public improvements. Infrastructure and facilities would be consistent with the overall Public Facilities Financing Plan for Carmel Valley, which would be updated to accommodate the proposed project. The project applicant would contribute fair share funding required to provide facilities to the Carmel Valley Community Plan.

SIGNIFICANCE OF IMPACTS

Conversion of agricultural land that is considered to be of Statewide Importance to urban uses is considered to be an inconsistency with the goal of the General Plan to retain premium agricultural lands in agricultural usage. This is a cumulatively significant impact.

The proposed land uses on the site represent an inconsistency with adopted land use plans in that a lower density residential designation is being replaced with higher residential land use intensity, an equestrian center and open space. Since the equestrian use is a continuation of an existing use and the open space is a desired component of Framework Plan policies, these uses are not considered significant.

Impacts to traffic, water and air quality, noise, and public facilities could potentially result from higher density land use, however, implementation of mitigation measures noted in the appropriate sections of this document would reduce impacts to below a level of significance.

MITIGATION, MONITORING, AND REPORTING

Mitigation is not proposed to avoid the impacts of the project to Agricultural Lands of Statewide Importance. Only adoption of the No Project/No Action alternative discussed in *Section VII, Alternatives*, of this document would completely avoid impacts of the project to agricultural land and the inconsistency with the General Plan.

ISSUE 2: ***Would the proposed project result in a conflict with the purpose and intent of the Resource Protection Ordinance?***

IMPACT

Consistency with Council Policy 600-40

The level of detail regarding proposed development conforms with that required for a Community Plan Amendment. In accordance with City Council Policy 600-40, a general level of analysis was conducted to determine the consistency of the project with the RPO. Council Policy 600-40 typically requires a parcel by parcel analysis. The project site is under a single ownership and therefore is considered to be

a single parcel for purposes of this analysis. *Table IV-A-2* presents a summary of the sensitive lands and a comparison of the allowed and proposed encroachments for the proposed project.

As shown in *Table IV-A-2*, the proposed development area is greater than that allowed under RPO. The proposed 53-acre development area is 4% greater than the 51 acres allowed by the RPO. Encroachment into sensitive resources is discussed below.

**TABLE IV-A-2
RPO ANALYSIS**

TOTAL AREA (Acres)	SENSITIVE BIOLOGY/ 25% SLOPES (1) (Ac)	AREA WITH NO SENSITIVE BIOLOGY/ 25% SLOPES (Ac)	% OF PARCEL WITH SENSITIVE BIOLOGY/ 25% SLOPES	MAXIMUM RPO ENCROACHMENT ALLOWANCE		PROPOSED PROJECT RESOURCE ENCROACHMENT		MAXIMUM DEVELOPABLE AREA PER RPO (Acres)	PROPOSED DEVELOPMENT AREA (Acres)
				Development Area (% of Resource Area)	Exempt Area (% of Resource Area)	Biology (2)	Steep Slopes		
72	21	51	29%	27.0	5.0	4.8	3.4	51	53

Notes:

- (1) Acreage accounts for areas where sensitive biological resources and 25% slopes overlap
 (2) Acreage includes limits of grading and the area covered by brush management activities.

3.4
8.2

72
21
51

Encroachment Associated with Limits of Grading and Brush Management Activities

The 4.8 acres of total encroachment into sensitive biology includes 0.47 acre of grading impact and 4.28 acres of brush management. RPO allows for encroachment exemptions for brush management activities into sensitive biological resources if the brush management does not impact a state or federally listed species, if the brush management does not involve grading, and if selective thinning of vegetation is used.

Encroachment into steep slopes includes 3.4 acres of grading. For the purposes of analysis, all areas on the property containing 25% slopes, including many which are less than 50 feet in height, were used to calculate encroachment. As noted in *Section IV-E*, nearly all slopes greater than 25% and greater than 50 feet in height would not be impacted by grading. All of the steep slopes on the western perimeter of the site (visible from offsite to the west) would not be impacted by grading but some would be by brush management. RPO allows for exemptions for brush management into the hillside encroachment allowance when native vegetation and/or root stock is retained and when permanent irrigation is not utilized.

With regard to cultural resources, grading is planned to occur on a portion of the site containing an archaeological site that it is not anticipated to be RPO significant based on the type of site, the integrity of the site, and on the number and type of artifacts (see *Section IV-F* for details).

In summary, the proposed encroachment into RPO resources is comprised primarily of brush management activities that would impact biological resources and slopes. The proposed land uses were designed to avoid grading of sensitive resources as much as possible. Impacts to biological resources are mitigable to a level below significance by measures noted in *Section IV-C*. Impacts to grading and brush management would be minimized by measures noted in *Section IV-E*. In addition, the project would preserve approximately 25 acres in open space. The project is consistent with the purpose and intent of RPO and Council Policy 600-40 because development has been sited to avoid alteration of the steeper, more visible slopes and because impacts from grading, brush management on slopes and biology are minimized.

SIGNIFICANCE OF IMPACTS

The project would be consistent with the intent of the Resource Protection Ordinance. Future projects that comply with the limits of disturbance and mitigation requirements (substantial conformance) would be eligible for alternative compliance under Council Policy 600-40.

MITIGATION, MONITORING AND REPORTING

No significant impacts to land were identified. Mitigation measures required to reduce biology, slope and cultural resource impacts are included in *Sections IV-C, IV-E, and IV-F*.

ISSUE 3: *Would the Plan amendment be compatible with existing and future land uses in the project vicinity? Would the proposed uses be consistent with the Carmel Valley Community Plan and Neighborhood 4 Precise Plan? Would the proposed project meet the goals and objectives set forth in the NCFUA for affordable housing?*

Consistency with the Carmel Valley Community Plan/Neighborhood 4 Precise Plan

Carmel Valley Community Plan

The project would be consistent with the general goals of the Community Plan regarding future development. *Table IV-A-3* compares the environmental goals of the Community Plan with the proposed project.

Neighborhood 4 Precise Plan

Table IV-A-4 is a comparison of the land uses approved for Neighborhood 4 Precise Plan and that anticipated with implementation of the proposed project. As shown in *Table IV-A-4* implementation of the project would result in a 24% increase in the total number of residential units approved for the Precise Plan area.

**TABLE IV-A-3
CONSISTENCY WITH CARMEL VALLEY COMMUNITY PLAN GOALS**

GOAL	PROJECT CONSISTENCY
To establish a physical, social, and economically based community.	The proposed residential uses would be consistent with type of residential communities developed in the adjacent neighborhoods
To establish self containment and feeling of community identity among future residents of North City West	The visual character of the project would be similar to the residential quality of the existing precise plan uses. The proposed development would include open space and equestrian uses accessible to future residents of the project and surrounding communities.
To preserve the natural environment	Implementation of the project would not involve significant unmitigable impacts to sensitive biological resources and steep slopes.
To establish a balanced transportation system which is used as a tool for shaping the urban environment	Measures are incorporated into the project site to provide access to SR-56 and other regional transportation as well as reduce potential impacts from project traffic to below a level of significance.
To establish realistic phasing of development within the community based on maximum utilization of the privately financed public facilities.	The Carmel Valley Public Facilities Financing Plan shall be amended to include funding/timing for construction of facilities required by the proposed project.

**TABLE IV-A-4
SEABREEZE/NEIGHBORHOOD 4 PRECISE PLAN COMPARISON**

LAND USE	TOTAL ACRES APPROVED FOR THE PRECISE PLAN	TOTAL ACRES FOR NEIGHBORHOOD WITH IMPLEMENTATION OF COMMUNITY PLAN AMENDMENT
Single Family Residential/Multi-Family	215.02 (951 dwelling units)	254 (1,251 dwelling units)
Open Space	49.44	74.44
Recreation Centers	1.8	1.8
School/Park	16.10	16.10
Neighborhood Commercial	5.0	5.0
Equestrian	0	8.0
Major Collector Streets	52.31	52.31
Totals	337.87	410.96

Although implementation of the project would substantially increase the total number of units approved for the Precise Plan it is not anticipated that the increase in units would have an adverse impact on the community. As discussed in *Sections IV-B, IV-D, IV-G, IV-K, and IV-I* implementation of the project would not result in significant unmitigable impacts associated with traffic, water quality, air quality, noise or public facilities. In addition, the project would contribute to the Carmel Valley PFFP to ensure that public facilities required for the project and the precise plan area as a whole are implemented. The 300 dwelling units proposed would add to Facilities Benefit Assessment (FBA) funding for the PFFP. Onsite

equestrian uses would continue to be available to the surrounding communities with implementation of the project.

As shown in *Table IV-A-4*, implementation of the project would increase the amount of open space in the Precise Plan area by 30 percent. The open space associated with the project would connect with open space planned in Bell Valley as a part of the adopted Precise Plan. The addition of open space to the precise plan is considered to be an environmental benefit of the project.

The project would be generally consistent with the environmental goals of the Precise Plan. *Table IV-A-5* contains a comparison between the goals of the Precise Plan and the proposed project.

**TABLE IV-A-5
CONSISTENCY WITH GOALS OF NEIGHBORHOOD 4 PRECISE PLAN**

ENVIRONMENTAL GOAL	PROJECT RESPONSE
Each neighborhood is designed to have its own identity, and the land uses throughout the Precise Plan are also intended to function as an integrated self-contained whole (pg. 8).	The proposed development would include open space and equestrian uses accessible to future residents of the project and community. Future residents would rely on existing neighborhood commercial services within Neighborhood 4 until Subarea III is developed.
Carmel Del Mar [Neighborhoods 4, 5 and 6] will be an essentially residential community consisting of a variety of housing accommodations and supporting facilities such as schools, parks, recreation, and convenient commercial facilities. Therefore, these guidelines (Urban Design Element) are intended to produce a visual effect that is residential in character (pg. 39).	The proposed visual character of the proposed development would be predominantly residential interspersed with open space and equestrian uses.
Open Space generally includes areas such as parks and trail systems through developed areas which have been improved to allow for active or passive recreation uses, plazas, landscaped slopes, and landscaped areas along major roads within the area (pg 70).	Proposed open space would include undisturbed areas as well as equestrian trails and pasture areas.

Compatibility with Existing and Future Land Uses

Existing Uses

The site is currently surrounded to the north and east by vacant land and to the west and south by residential uses and open space associated with Bell and Carmel Valley. Development of the project site would represent a departure from the character of existing onsite uses and vacant uses adjacent to the site. This change in character would be perceptible when viewed from residential areas located to the west and south of the site. Residents of existing homes within the vicinity of the site are likely to

experience short term impacts associated with construction of the project including unsightly views as well as noise and dust generated by construction equipment.

Although the visual character of the site would change, implementation of the project would not result in significant conflicts with existing surrounding land uses. Measures have been incorporated into the project to reduce potential impacts associated with project traffic and noise. The project would also be required to contribute funding for construction of public facilities required by the project. Major landforms onsite would be preserved as open space with project implementation. The project can also be regarded as a visual extension of the residential character of existing uses.

Future Land Uses

As shown in *Figures IV-A-1 and 2*, upon buildout of Subarea III, the project would be surrounded to the north and east by residential development planned for densities ranging from 1.6 to 4 du/acre according to the Framework Plan. Compatibility issues are not anticipated between the proposed project and the Subarea III development. The proposed project would represent a visual extension of the residential character of these planned developments. As described above measures have been required for the project that will reduce potential noise, traffic and public facility impacts to below a level of significance.

Miramar Naval Air Station

The project would be compatible with the proposed plans for the Miramar Naval Air Station. The project site is located approximately seven miles to the north of the Miramar Naval Air station. As a result, the project site is located outside of the Accident Potential Zones Identified in the CLUP for Miramar. As discussed in *Section IV-K, Noise*, future residential of the project site would not experience any long term significant adverse noise impacts associated with military operations at Miramar.

Regional Resource Conservation Planning Efforts

The location of the draft MSCP preserve within the project vicinity generally corresponds to the Environmental Tier approved by the Framework Plan. As shown in *Figure IV-A-2*, the tier does not extend through the project site. As a result, it ~~is not~~ would ~~not~~ conflict with the goals of the MSCP regarding preservation of sensitive biological anticipated that implementation of the project logical resources and corridors for wildlife movement.

Implementation of the project would be compatible with the objectives of the San Dieguito River Park. The northern border of the site is located with the focused planning area for the San Dieguito River Park and is designated in part in open space (see *Figure III-A*). As discussed in Existing Conditions the Guidelines for the Gonzales Canyon landscape unit relate primarily to visibility of development, preservation of resources, and provision of trails within the major canyons contained within the FPA. The closest major canyon to the site is Gonzales Canyon, which is located to the north of the site. Upon

buildout of the Framework Plan land uses for Subarea III, the project would be surrounded by residential uses which would block views of the site from any trail network proposed for the canyon area. In addition, the project would not involve construction of any offsite facilities that would directly impact resources within the vicinity of Gonzales Canyon.

Consistency with Affordable Housing Objectives

As explained in the Existing Conditions section above, the project does not have a requirement to meet affordable housing for the Carmel Valley Community Plan. However, the proposed project has been revised during public review to now include 20% affordable housing. This would include 14 units priced at 50% median income, 28 units priced at 50% median income, and 13 units priced at 80% median income. The project would be consistent with affordable housing policies of the Framework Plan.

SIGNIFICANCE OF IMPACTS

Implementation of the project would be consistent with the intent of the Carmel Valley Community Plan and the Neighborhood 4 Precise Plan. The project would also be compatible with existing and future surrounding land uses.

MITIGATION MONITORING AND REPORTING

No mitigation is required.

B. TRANSPORTATION/TRAFFIC CIRCULATION

The following section is based upon the Traffic Study for Seabreeze Farms prepared by Kimley-Horn and Associates in March, 1996. This study is contained in Appendix B of the technical appendices.

The significance of a project's impact on traffic circulation is typically determined by related changes to the level of service (LOS) at affected street segments and intersections. Level of service is a qualitative measure of a roadway's operating performance and of the motorists' perception of roadway performance, expressed as a letter designation from A to F, with A representing the best operating conditions and F the worst. For planning purposes, application of these standards is considered a good approximation of typical operating conditions.

When evaluating daily traffic volumes, the City of San Diego and County of San Diego generally consider LOS C an acceptable operating condition in newly developing communities. A LOS C operating condition corresponds to the maximum design volume of the street classification. Furthermore, the City considers LOS D, where the traffic volume exceeds the design volume by less than 30 percent, an acceptable operating condition in more urbanized environments where further improvements in the level of service is not feasible or practical. In the traffic analysis, the rationale in determining the significant traffic impacts is based on City of San Diego criteria since the City is the lead agency on the subject project. Table 2 of Appendix B gives average daily vehicle trip thresholds corresponding to levels of service A through F for the various street classifications.

EXISTING CONDITIONS

Regional Circulation System

Regional access to the project site would be provided by SR-56 and Interstate 5. Other major circulation element roadways include Carmel Valley Road, Del Mar Heights Road, and Carmel Country Road. Characteristics of the project vicinity circulation system based on existing plans are discussed below.

State Route 56 (SR-56)

SR-56 is a planned six-lane freeway which, upon completion will bisect the NCFUA. The segment of SR-56 to the west (in the Carmel Valley community) is currently under construction. Interchanges will be provided at Carmel Country Road, Carmel Creek Road, and El Camino Real. The segment to the east (in the Rancho Peñasquitos community) has been recently completed. The adopted Framework Plan assumed future interchanges at Camino Santa Fe (Subarea III) and at Camino Ruiz in Subarea IV. The final alignment of the mid-section of SR-56 through the NCFUA has not yet been determined. One of two alignments through Subarea IV is considered most likely: a northerly alignment and a central alignment.

Extension of Del Mar Heights Road (Carmel Valley Road)

Del Mar Heights Road is proposed to be extended to the existing Carmel Valley Road as a four-lane major street.

Camino Ruiz

Camino Ruiz is a planned four- and six-lane street which will serve regional north-south travel demand. Camino Ruiz will extend north from its present terminus in the Rancho Peñasquitos community through Subarea I to the north. An interchange is proposed at Camino Ruiz and future SR-56.

Study Area Street Segments

Figure IV-B-1 shows the study area considered for the traffic analysis. The study area extends from the west side of Interstate 5 to Camino Ruiz to the east, and from Del Mar Heights Road to SR-56. Existing street classifications of the existing study area roadways are also shown in Figure IV-B-1.

Figure IV-B-2 depicts the existing traffic volumes on the study area roadways. Based on these volumes, existing level of service operating conditions for each street segment are depicted in Table IV-B-1. As shown in this table, all street segments studied currently are characterized by LOS B or better traffic conditions.

**TABLE IV-B-1
SEABREEZE FARMS SUMMARY OF DAILY TRAFFIC VOLUMES
AND SEGMENT LEVELS OF SERVICE EXISTING CONDITIONS**

STREET	SEGMENT	STREET CLASSIFICATION	DAILY TRAFFIC VOLUME	CAPACITY AT LOS E	DAILY SEGMENT LOS
Carmel Country Rd	Del Mar Heights Rd – Carmel Creek Rd	4 Ln Major Arterial	9,000	40,000	A
	Carmel Creek Rd – Carmel Canyon Rd	4 Ln Major Arterial	9,000	40,000	A
	N/O SR-56 WB Ramps	4 Ln Major Arterial	9,000	40,000	A
Carmel Creek Rd	N/O SR-56 WB Ramps	4 Ln Major Arterial	1,000	40,000	A
Del Mar Heights Rd	Carmel Canyon Rd – Carmel Country Rd	6 Ln Primary Arterial	24,000	60,000	A
	Carmel Country Rd – El Camino Real	6 Ln Primary Arterial	24,000	60,000	A
El Camino Real	S/O Del Mar Heights Rd	6 Ln Major Arterial	10,000	50,000	A
	N/O Del Mar Heights Rd	4 Ln Major Arterial	16,000	40,000	B



Seabreeze Farms Plan Amendment EIR

Existing Street Classifications

**FIGURE
IV-B-1**



Source: Kimley-Horn

Table IV-B-3 depicts existing traffic volumes and LOS for freeway segments in the study area. The table shows that the I-5 freeway segment between Carmel Mountain Road and SR-56 is characterized by LOS E under existing conditions.

Study Area Intersections

Existing peak hour traffic conditions were evaluated for six (6) key intersections. It should be noted that intersections and freeway interchanges were analyzed based on the "operational analysis method" presented in the 1994 Highway Capacity Manual, as required by the Congestion Management Program. This method defines level of service in terms of delay, or more specifically, the average stopped delay per vehicle.

Table IV-B-2 summarizes existing intersection LOS. All study area intersections generally operate well (i.e., LOS C or better) during the peak hours.

TABLE IV-B-2
SEABREEZE FARMS SUMMARY OF PEAK HOUR
INTERSECTION LEVELS OF SERVICE EXISTING CONDITIONS

INTERSECTION NUMBER	INTERSECTION	AM PEAK HOUR		PM PEAK HOUR	
		DELAY(A)	LEVEL OF SERVICE(B)	DELAY(A)	LEVEL OF SERVICE(B)
6	Del Mar Heights Road/Carmel Canyon Road	7.6	B	6.2	B
7	Carmel Country Road/Carmel Canyon Road	12.8	B	12.7	B
12	Del Mar Heights Road/Carmel Country Road	16.1	C	14.0	B
13	Del Mar Heights Road/El Camino Real	19.2	C	15.6	C
14	Del Mar Heights Road/I-5 SB Ramps	10.7	B	11.9	B
15	Del Mar Heights Road/I-5 NB Ramps	4.1	A	5.0	B

(A). Average delay per vehicle, in seconds

(B) LOS = Level of Service

ISSUE 1: *In conjunction with other development proposals in the Future Urbanizing Area, what cumulative traffic impacts would the project have on the community or regional transportation network?*

The cumulative condition considers development of Seabreeze Farms and Subarea IV plus a new State Route 56 interchange, located one-mile west of the proposed Camino Ruiz Interchange, and development of the 4-S Ranch area at higher intensities as proposed by the property owner. Outside

**TABLE IV-B-3
SEABREEZE FARMS SUMMARY OF FREEWAY SEGMENT LEVEL OF SERVICE
EXISTING CONDITIONS**

ROUTE	LIMITS	# LANES	CAPACITY	EXISTING ADT	PEAK HOUR %	DIRECTION SPLIT	TRUCK FACTOR	PEAK HOUR VOLUME	V/C	LEVEL OF SERVICE
Interstate 5	Carmel Mountain Rd to SR-56	4	9,200	211,000	0.075	0.550	0.970	8,973	0.98	E
	SR-56 to Del Mar Heights Rd	5	11,500	199,000	0.082	0.570	0.920	10,110	0.88	D
	Del Mar Heights Rd to Via de la Valle	5	11,500	192,000	0.082	0.570	0.920	9,754	0.85	D

Notes: # Lanes - Number of lanes in one direction; HOV - High Occupancy Lanes
Capacity - Capacity in one direction
Peak Hour % - Percentage of average daily traffic occurring during the peak hour
Direction Split - Percentage of peak hour traffic traveling in peak direction
Peak Hour Volume - Peak hour traffic in peak direction of travel / For facilities with HOV lanes, ten percent is assumed to use HOV lanes
V/C - Volume to Capacity ratio
LOS - Caltrans District 11 procedure was used to estimate the freeway level of service

the study area, SANDAG's 2015 Series VIII regional growth forecast and transportation network provided background data. The effect of future transit services, commuter rail services and Regional Transportation Plan (RTP) assumptions for transportation demand management were also incorporated.

SANDAG computer models were used to estimate future traffic volumes on the street system proposed for the Future Urbanizing Area. The SANDAG Series VIII traffic model was adapted for use in the traffic analysis by modifying land uses and trip generation rates to represent the project as currently proposed for each of the five NCFUA Subareas and for adjacent communities. The model was calibrated using SANDAG's existing 1990 land use files and regional networks.

The adopted Framework Plan identifies a future circulation system within the NCFUA to serve demand generated by future NCFUA development, as well as regional demand. This future circulation system was assumed in the long-range travel forecasts performed as a part of the analysis. Two alignments for State Route 56 were modeled. A Central alignment and Northern alignment are currently being evaluated by the City of San Diego and Caltrans. Based on traffic model results, the alignment of State Route 56 has very little effect on project traffic distribution patterns in the vicinity of Seabreeze Farms; therefore only one alignment (i.e., the Central alignment) was considered in the Traffic Study.

IMPACT

Cumulative Buildout Condition — Street Segments

The future street classification for the SR-56 Central alignment is shown in *Figure IV-B-3*. Projected daily traffic volumes are shown in *Figure IV-B-4*. To assess the future daily traffic operating conditions on key street segments in the project area, these projected daily traffic volumes were compared to traffic volume thresholds previously described. *Table IV-B-4* summarizes average daily traffic (ADT) volumes and LOS while *Table IV-B-5* depicts freeway segment LOS for the same condition. The Seabreeze Farms proposed land uses would generate approximately 2,900 average daily trips (ADT's).

All street segments studied would operate at acceptable (LOS D or better) conditions, based on daily traffic volumes, assuming implementation of the future circulation system identified in the adopted Framework Plan improvements, and completion of the regional circulation system. In fact, most street segments would operate at LOS C or better.

All freeway segments studied on I-5 are expected to operate at poor level of service F conditions during peak hour in the peak direction of travel. However, all segments of SR-56 would be characterized by adequate LOS D or better conditions.

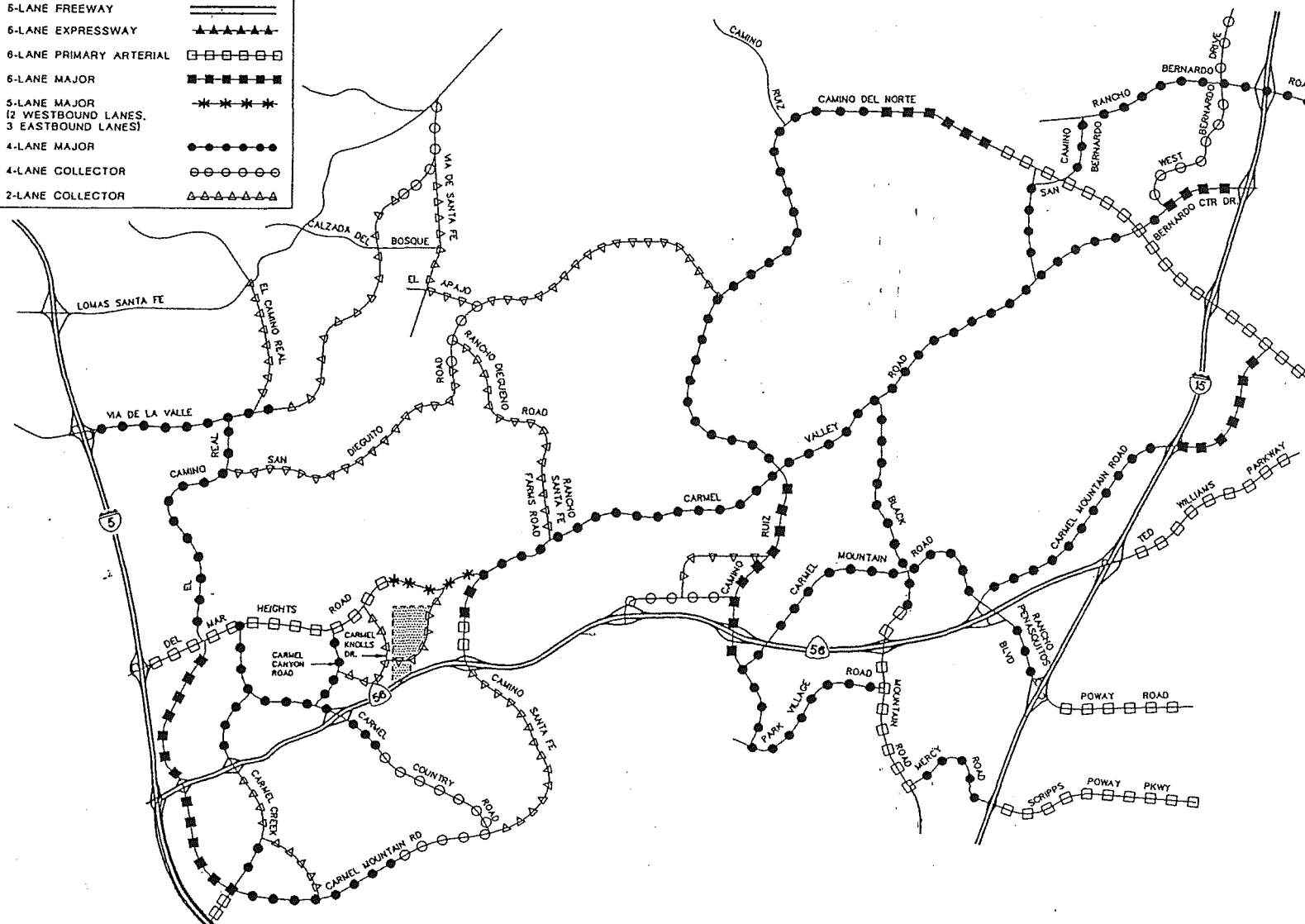
Cumulative Buildout Condition — Intersections

Projected morning and afternoon peak hour turning movements were estimated using methods described in a previous section of this report, for fifteen (15) key intersections in the NCFUA and

LEGEND	
PROJECT BOUNDARY	-----
6-LANE FREEWAY	=====
6-LANE EXPRESSWAY	▲▲▲▲▲▲
6-LANE PRIMARY ARTERIAL	□□□□□□
6-LANE MAJOR	■ ■ ■ ■ ■ ■
5-LANE MAJOR (2 WESTBOUND LANES, 3 EASTBOUND LANES)	* * * * *
4-LANE MAJOR	● ● ● ● ● ●
4-LANE COLLECTOR	○ ○ ○ ○ ○ ○
2-LANE COLLECTOR	△ △ △ △ △ △



No Scale



Source: Kimley-Horn

Seabreeze Farms Plan Amendment EIR
Future Roadway Classifications - SR-56 Central Alignment - With Project

FIGURE
IV-B-3

TABLE IV-B-4
SEABREEZE FARMS
SUMMARY OF DAILY TRAFFIC VOLUMES AND SEGMENT LEVELS OF SERVICE
BUILDOUT CONDITIONS

STREET	SEGMENT	STREET CLASSIFICATION	DAILY TRAFFIC VOLUME	CAPACITY AT LOS E	DAILY SEGMENT LOS
Camino Ruiz	N/O Carmel Valley Rd	4 Ln Major Arterial	20,000	40,000	B
	S/O Carmel Valley Rd	6 Ln Major Arterial	21,000	50,000	B
Camino Santa Fe	Del Mar Heights Rd - SR-56 EB Ramps	6 Ln Major Arterial	31,000	50,000	C
	S/O SR-56 EB Ramps	4 Ln Collector	5,000	30,000	A
Carmel Canyon Rd	S/O Del Mar Heights Rd	4 Ln Major Arterial	4,000	40,000	A
	N/O Carmel Country Rd	4 Ln Major Arterial	5,000	40,000	A
Carmel Country Rd	Del Mar Heights Rd - Carmel Creek Rd	4 Ln Major Arterial	16,000	40,000	B
	Carmel Creek Rd - Carmel Canyon Rd	4 Ln Major Arterial	16,000	40,000	B
	N/O SR-56 WB Ramps	4 Ln Major Arterial	16,000	40,000	B
	S/O SR-56 EB Ramps	4 Ln Collector	15,000	30,000	C
Carmel Creek Rd	N/O SR-56 WB Ramps	4 Ln Major Arterial	13,000	40,000	A
Carmel Valley Road	W/O Black Mtn. Rd	4 Ln Major Arterial	22,000	40,000	C
	E/O Camino Ruiz	4 Ln Major Arterial	21,000	40,000	B
	W/O Camino Ruiz	4 Ln Major Arterial	18,000	40,000	B
	E/O Rancho Santa Fe Farms Rd	4 Ln Major Arterial	13,000	40,000	A
	W/O Rancho Santa Fe Farms Rd	4 Ln Major Arterial	19,000	40,000	B
	Camino Santa Fe - Del Mar Heights Rd	4 Ln Major Arterial	24,000	40,000	C
	S/O Del Mar Heights	2 Ln Collector	5,000	15,000	A
Del Mar Heights Rd	W/O Carmel Valley Rd	4 Ln Major Arterial	24,000	40,000	C
	Carmel Canyon Rd - Carmel Country Rd	6 Ln Primary Arterial	25,000	60,000	A
	Carmel Country Rd - El Camino Real	6 Ln Primary Arterial	33,000	60,000	B
	El Camino Real - I-5 NB Ramps	6 Ln Primary Arterial	43,000	60,000	C
El Camino Real	S/O Del Mar Heights Rd	6 Ln Major Arterial	22,000	50,000	B
	N/O Del Mar Heights Rd	4 Ln Major Arterial	12,000	40,000	A
Rancho Santa Fe Farms Rd	N/O Carmel Valley Rd	2 Ln Collector	4,000	15,000	A

TABLE IV-B-5
SEABREEZE FARMS
SUMMARY OF FREEWAY SEGMENT VOLUMES AND LEVELS OF SERVICE
BUILDOUT CONDITIONS

ROUTE	LIMITS	# LANES	CAPACITY	FORECAST ADT	PEAK HOUR %	DIRECTION SPLIT	TRUCK FACTOR	PEAK HOUR VOLUME	V/C	LEVEL OF SERVICE
Interstate 5	Carmel Mountain Rd to SR-56	6 w/HOV	13,800	363,000	0.075	0.550	0.970	13,893	1.01	F(0)
	SR-56 to Del Mar Heights Rd	5 w/HOV	11,500	302,000	0.082	0.570	0.920	13,809	1.20	F(1)
	Del Mar Heights Rd to Via de la Valle	5 w/HOV	11,500	321,000	0.082	0.570	0.920	14,677	1.28	F(1)
State Rte 56	El Camino Real to Carmel Creek Rd	3	6,900	111,000	0.098	0.550	0.985	6,074	0.88	D
	Carmel Creek Rd to Carmel Country Rd	3	6,900	99,000	0.098	0.550	0.985	5,417	0.79	C
	Carmel Country Rd to Camino Santa Fe	3	6,900	98,000	0.097	0.550	0.985	5,308	0.77	C
	Camino Santa Fe to Camino Ruiz	3	6,900	94,000	0.098	0.550	0.985	5,144	0.75	C
	Camino Ruiz to Black Mountain Rd	3	6,900	94,000	0.099	0.550	0.985	5,196	0.75	C
	Black Mountain Rd to Carmel Mountain Rd	3	6,900	69,000	0.098	0.550	0.985	3,776	0.55	A
	Carmel Mountain Rd to I-15	3	6,900	63,000	0.099	0.550	0.985	3,483	0.50	A

Notes: # Lanes - Number of lanes in one direction: HOV - High Occupancy Lanes
Capacity - Capacity in one direction
Peak Hour % - Percentage of average daily traffic occurring during the peak hour
Direction Split - Percentage of peak hour traffic traveling in peak direction
Peak Hour Volume - Peak hour traffic in peak direction of travel / For facilities with HOV lanes, ten percent is assumed to use HOV lanes
V/C - Volume to Capacity ratio
LOS - Caltrans District 11 procedure was used to estimate the freeway level of service

adjacent areas. Expected peak hour operating conditions were analyzed for the morning and afternoon peak hours at each of these intersections. *Table IV-B-6* summarizes the findings of this analysis. All intersections analyzed were found to experience good LOS C or better conditions during both peak hours.

**TABLE IV-B-6
SEABREEZE FARMS
SUMMARY OF PEAK HOUR INTERSECTION LEVELS OF SERVICE
BUILDOUT CONDITIONS**

INTERSECTION NUMBER	INTERSECTION	AM PEAK HOUR		PM PEAK HOUR	
		DELAY(A)	LEVEL OF SERVICE(B)	DELAY(A)	LEVEL OF SERVICE(B)
1	Carmel Valley Road/Project Access	14.9	B	12.2	B
2	Carmel Valley Road/Del Mar Heights Road	12.0	B	11.5	B
3	Carmel Valley Road/Camino Santa Fe	13.5	B	14.1	B
4	Camino Santa Fe/SR-56 WB Ramps	10.7	B	6.6	B
5	Camino Santa Fe/SR-56 EB Ramps	10.8	B	8.6	B
6	Del Mar Heights Road/Carmel Canyon Road	8.7	B	6.3	B
7	Carmel Country Road/Carmel Canyon Road	13.5	B	13.0	B
8	Carmel Country Road/SR-56 WB Ramps	8.3	B	10.6	B
9	Carmel Country Road/SR-56 EB Ramps	12.1	B	14.7	B
10	Carmel Valley Rd/Rancho Santa Fe Rd	14.6	B	13.7	B
11	Carmel Valley Road/Camino Ruiz	14.5	B	15.2	C
12	Del Mar Heights Road/Carmel Country Road	18.3	C	23.5	C
13	Del Mar Heights Road/El Camino Real	15.4	C	15.0	C
14	Del Mar Heights Road/I-5 SB Ramps	11.7	B	13.1	B
15	Del Mar Heights Road/I-5 NB Ramps	8.1	B	18.3	C
16	Interstate 5 NB/SR-56 EB	12.7	B	21.6	C
17	Interstate 5 SB/SR-56 EB	19.8	C	22.8	C

(A) Average delay per vehicle, in seconds

(B) LOS = Level of Service

SIGNIFICANCE OF IMPACT

Cumulative traffic conditions were analyzed under buildout conditions incorporating the Seabreeze Farms traffic into regional traffic models. The buildout condition for the region will require a number of traffic improvements in the NCFUA, which are being identified in other transportation analyses (e.g., the SR-56 EIR Traffic Study). These improvements include facilities such as the SR-56 Freeway, dual freeway on I-5, I-5/SR-56 interchange northbound connector, and other facilities in the NCFUA. Seabreeze Farms will contribute a relatively minor amount of traffic to cumulative traffic conditions that is below the level of significance assuming the proposed traffic improvements and phasing plan are implemented.

MITIGATION, MONITORING, AND REPORTING

The Seabreeze Farms Project will contribute a relatively minor share to significant cumulative traffic impacts in the North City Future Urbanizing Area. The project will be required to implement specific traffic improvements and a phasing plan (see Mitigation Measure IV-B.1) that would ensure that impacts remain below a level of significance.

ISSUE 2: *Would the proposed project result in a substantial direct impact upon the existing or planned transportation system? Is it necessary to phase the development of the proposed project in accordance with regional transportation system improvements?*

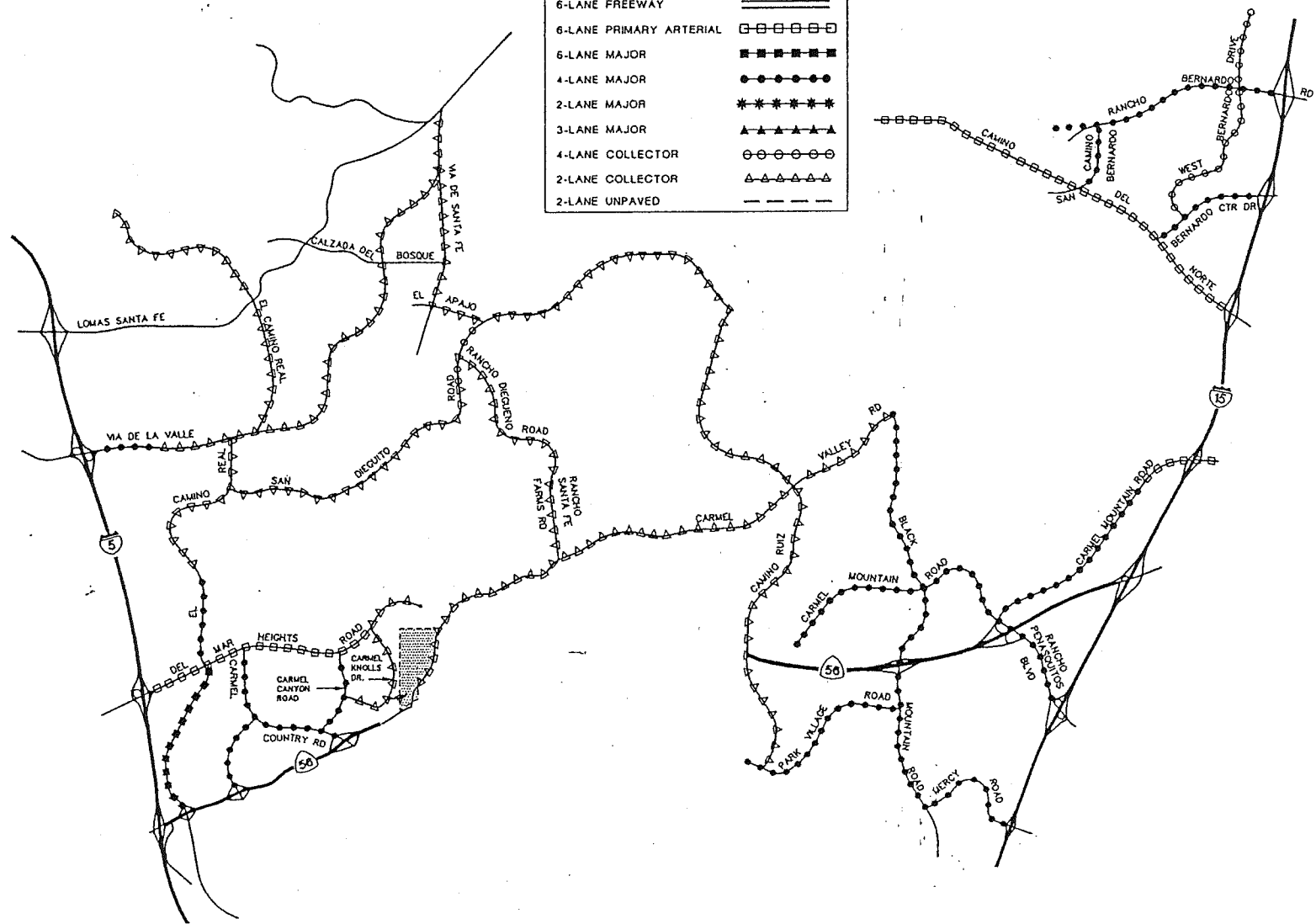
Future development of the proposed Seabreeze Farms project site would add 2,900 trips to the circulation system. Issue 1 considered the impact to the ultimate buildout condition. For the interim traffic situation, two alternative traffic scenarios have been developed to determine impacts to the interim traffic circulation system(s), and to determine the extent to which development of the project should be linked to the phased implementation of local and regional transportation improvements. These two interim traffic conditions are referred to as the "Horseshoe Alternative" and the "SR-56 Expressway Alternative." The performance of roadway segments, freeway segments and intersections under each alternative are analyzed both with and without project-related traffic. The more detailed analysis presented in Appendix B is summarized below.

Horseshoe Alternative

Figure IV-B-5 depicts the regional network assumptions used in developing this alternative. This condition is referred to as the "Horseshoe" because of the semicircular shape of the east/west route through the NCFUA via SR-56 and Carmel Valley Road. Project development would be limited to 20 single-family dwelling units. Under this alternative, the project would take its sole access via a connector road to Carmel Knolls Drive. Following is a summary of the findings of the traffic study of the Horseshoe Alternative, both with and without project-related traffic.

LEGEND

PROJECT BOUNDARY	-----
6-LANE FREEWAY	=====
6-LANE PRIMARY ARTERIAL	□-□-□-□-□-□
6-LANE MAJOR	■-■-■-■-■-■
4-LANE MAJOR	●-●-●-●-●-●
2-LANE MAJOR	*-*-*-*
3-LANE MAJOR	▲-▲-▲-▲-▲-▲
4-LANE COLLECTOR	○-○-○-○-○-○
2-LANE COLLECTOR	△-△-△-△-△-△
2-LANE UNPAVED	- - - - -



No Scale

Source: Kimley-Horn

Seabreeze Farms Plan Amendment EIR
Horseshoe Alternative - Street Classifications

FIGURE
IV-B-5

Horseshoe Without Project

Street Segments: Under this scenario, it was found that Carmel Valley Road would experience congested LOS E or worse conditions for all segments between Black Mountain Road and SR-56. This result is expected, because Carmel Valley will provide the sole east/west connection through this area until SR-56 is completed (see *Table IV-B-7*).

Freeway Segments: Under the Horseshoe Without Project condition, I-5 between SR-56 and Via de la Valle will experience congested LOS F conditions, while SR-56 will be characterized by excellent LOS A conditions (see *Table IV-B-8*).

Intersections: All intersections would be characterized by good LOS D or better conditions (see *Table IV-B-9*).

Horseshoe With Project

Street Segments: With project traffic added to the Horseshoe alternative analysis, roadway segment LOS on Carmel Valley Road between Black Mountain Road and SR-56 would be characterized by congested LOS E or F conditions under this alternative. These results are generally consistent with the Horseshoe Without Project condition.

Freeway Segments: The freeway capacity analysis for this scenario shows that I-5 between SR-56 and Via de la Valle would experience poor LOS F conditions, while SR-56 itself would be characterized by excellent LOS A conditions. These findings are consistent with the Horseshoe Without Project results

Intersections: All intersections analyzed would be characterized by good LOS D or better conditions.

SR-56 Expressway Alternative

This scenario is similar to the Horseshoe Alternative, except SR-56 is assumed to be a continuous facility between Black Mountain Road and Carmel Country Road. *Figure IV-B-6* illustrates the roadway classification assumptions of this scenario. *Tables IV-B-7, IV-B-8, and IV-B-9* indicate impacts with and without the project.

SR-56 Expressway Without Project

Street Segments: For the SR-56 Expressway Without Project scenario, it was found that all roadway segments analyzed will be characterized by adequate LOS D or better conditions. The expected improvement on Carmel Valley Road, probably due to diversion of east/west traffic to the interim SR-56 facility, was found to have occurred under this scenario.

Source: Kimley-Horn

Seabreeze Farms Plan Amendment EIR

SR-56 Expressway Alternative - Street Classifications

**FIGURE
IV-B-6**

TABLE IV-B-7
SEABREEZE FARMS
SUMMARY OF DAILY TRAFFIC STREET SEGMENT LEVELS OF SERVICE
VARIOUS INTERIM ALTERNATIVES

STREET	SEGMENT	HORSESHOE ALTERNATIVE		SR-56 EXPRESSWAY	
		Without Project	With Project	Without Project	With Project
Camino Ruiz	N/O Carmel Valley Rd	D	D	C	C
	S/O Carmel Valley Rd	F	F	A	A
Carmel Canyon Rd	S/O Del Mar Heights Rd	--	--	A	A
	N/O Carmel Country Rd	A	A	A	A
Carmel Country Rd	Del Mar Heights Rd - Carmel Creek Rd	--	--	A	A
	Carmel Creek Rd - Carmel Canyon Rd	A	A	B	B
	N/O SR-56 WB Ramps	A	A	B	B
	S/O SR-56 EB Ramps	--	--	C	C
Carmel Creek Rd	N/O SR-56 WB Ramps	--	--	A	A
Carmel Valley Road	W/O Black Mtn. Rd	E	E	D	D
	E/O Camino Ruiz	E	E	D	D
	W/O Camino Ruiz	E	E	A	C
	E/O Rancho Santa Fe Farms Rd	E	E	A	A
	W/O Rancho Santa Fe Farms Rd	E	E	--	--
	Del Mar Heights – Rancho Santa Fe Farms Rd	--	--	C	A
	S/O Del Mar Heights	--	--	A	C
	S/O Project Access Road	F	F	--	--
Del Mar Heights Rd	W/O Carmel Valley Rd	--	--	C	C
	Carmel Knolls Dr – Carmel Canyon Road	--	--	A	A
	Carmel Canyon Rd - Carmel Country Rd	--	--	A	A
	Carmel Country Rd - El Camino Real	--	--	B	B
	El Camino Real - I-5 NB Ramps	--	--	C	C
El Camino Real	S/O Del Mar Heights Rd	--	--	B	B
	N/O Del Mar Heights Rd	--	--	A	A
Rancho Santa Fe Farms Rd	N/O Carmel Valley Rd	--	--	A	A

TABLE IV-B-8
SEABREEZE FARMS
SUMMARY OF FREEWAY SEGMENT LEVELS OF SERVICE
VARIOUS INTERIM ALTERNATIVES

ROUTE	LIMITS	# LANES	HORSESHOE ALT.		SR-56 EXPRESSWAY	
			WITHOUT PROJECT	WITH PROJECT	WITHOUT PROJECT	WITH PROJECT
Interstate 5	Carmel Mountain Rd to SR-56	6 w/HOV	D	D	D	D
	SR-56 to Del Mar Heights Rd	5 w/HOV	F (0)	F (0)	D	F (0)
	Del Mar Heights Rd to Via de la Valle	5 w/HOV	F (0)	F (0)	F (0)	F (0)
State Rte 56	El Camino Real to Carmel Creek Rd	3	A	A	A	A
	Carmel Creek Rd to Carmel Country Rd	3	A	A	A	A
	Carmel Country Rd to SR-56 Eastern Terminus	3	A	A	--	--
	Carmel Country Road to Camino Ruiz	3	--	--	D	D
	Camino Ruiz to Black Mountain Rd	3	--	--	D	D
	Black Mountain Rd to Carmel Mountain Rd	3	--	--	A	A
	Carmel Mountain Rd to I-15	3	--	--	A	A

Notes: # Lanes - Number of lanes in one direction; HOV - High Occupancy Lanes

TABLE IV-B-9
SEABREEZE FARMS
SUMMARY OF PEAK HOUR INTERSECTION LEVELS OF SERVICE
VARIOUS INTERIM ALTERNATIVES

INTERSECTION NUMBER	INTERSECTION	HORSESHOE ALTERNATIVE		SR-56 EXPRESSWAY	
		WITHOUT PROJECT (LOS)	WITH PROJECT (LOS)	WITHOUT PROJECT (LOS)	WITH PROJECT (LOS)
2	Carmel Valley Road/Del Mar Heights Road	--	--	B/B	B/B
6	Del Mar Heights Road/Carmel Canyon Road	--	--	B/B	B/B
7	Carmel Country Road/Carmel Canyon Road	B/B	B/B	B/B	B/B
8	Carmel Country Road/SR-56 WB Ramps	B/B	B/B	B/B	B/B
9	Carmel Country Road/SR-56 EB Ramps	B/B	B/B	B/B	B/B
10	Carmel Valley Rd/Rancho Santa Fe Rd	A/A	A/A	B/A	B/A
11	Carmel Valley Road/Camino Ruiz	C/C	C/C	B/B	B/B
12	Del Mar Heights Road/Carmel Country Road		--	B/B	C/B
13	Del Mar Heights Road/El Camino Real		--	B/B	B/B
14	Del Mar Heights Road/I-5 SB Ramps		--	C/D	C/D
15	Del Mar Heights Road/I-5 NB Ramps		--	A/B	A/B
16	Interstate 5 NB/SR-56 EB	D/C	D/C	F/F	F/F
17	Interstate 5 SB/SR-56 EB	C/D	C/D	F/F	F/F

(A) LOS for AM/PM peak hours.

Freeway Segments: The results of freeway segment analysis under the SR-56 Expressway Without Project condition indicates that I-5, between Del Mar Heights Road and Via de la Valle, will experience congested LOS F conditions, while SR-56 will be characterized by LOS A and D conditions.

Intersections: All intersections analyzed were found to experience adequate LOS D or better conditions during both peak periods with the exception of the intersections at I-5 and SR-56, which operate at LOS F. As expected, the diversion of traffic from the Carmel Valley Road/Camino Ruiz intersection due to the construction of SR-56 restored the level of service at this intersection to a good LOS B condition.

SR-56 Expressway With Project

Street Segments: The analysis of the SR-56 Expressway With Project indicates that all roadway segments analyzed were found to experience acceptable LOS D or better conditions. These results are generally consistent with the SR-56 Expressway Without Project condition.

Freeway Segments: Under this scenario, I-5 between SR-56 and Via de la Valle would experience poor LOS F conditions, while SR-56 itself would be characterized by LOS A and D conditions. These findings are consistent with the SR-56 Expressway Without Project results.

Intersections: All intersections analyzed would be characterized by adequate LOS D or better conditions, during both peak hours, with the exception of the two I-5/SR-56 intersections, which operate at LOS F. These results are consistent with the findings of the SR-56 Expressway Without Project results.

Impact Summary

With regard to project phasing, the preceding analysis indicates that full project buildout will have a relatively minor impact on interim traffic conditions (i.e., Horseshoe and SR-56 Expressway alternatives). Consultation with City of San Diego staff identified specific transportation improvements required for appropriate phases of project development.

SIGNIFICANCE OF IMPACT

The analysis of impacts for the two interim alternatives indicated little change in the level of service between without project and with project scenarios. The contribution of Seabreeze Farms traffic (1.7%) to the cumulative traffic impact at the Interstate 5 Interchanges is below the City's threshold for significance (2%), and thus the project would not have a significant impact. The mitigation measure below would ensure that the phasing plan and traffic improvements required to keep the impact below a level of significance are implemented.

MITIGATION, MONITORING, AND REPORTING

Mitigation Measure IV-B.1: As a condition of future tentative maps, transportation system improvements will be provided and future development will be phased according to Table IV-B-10, to the satisfaction of the City Engineer. Table IV-B-10 indicates which facilities will be funded by the Seabreeze Farms project. As shown in this table, development of the project at specified land uses and intensities will be tied to appropriate local and regional transportation improvements to be funded by the project and other developers in the area.

**TABLE IV-B-10
SEABREEZE FARMS TRANSPORTATION PHASING PLAN**

IMPROVEMENT NUMBER	FACILITY	LOCATION	REQUIRED IMPROVEMENT	
			Description	Responsible Party
Phase One: 20 DUs + Equestrian				
1	South Connection	Southwest of project to Carmel Knolls Drive	Construct 2-lane collector.	SB
Phase Two: 100 DUs + Equestrian				
1	South Connection	Southwest of project to Carmel Knolls Drive	Construct 2-lane collector.	SB
2	SR-56 Expressway	Western SR-56 terminus to Black Mountain Road	Construct 4-lane expressway.	Others (a)
Phase Three: 300 DUs + Equestrian				
3	Carmel Valley Road	Project access to Del Mar Heights Road	Improve and widen roadway and intersection to 40', add signal if needed.	SB
4	Del Mar Heights Road	From western terminus to east end of Lansdale.	Construct 6-lane major.	Others (a)
5	Del Mar Heights Road	Carmel Valley Road to Carmel Valley community boundary.	Build south half of the ultimate roadway (44'), widen to 50' at intersection.	SB (b)
6	Del Mar Heights Road	Lansdale to Carmel Valley community boundary.	Construct 6-lane major.	Others (a)

Note: "Responsible Party" shown in table are preliminary. A process of determining exact fair-share contributions to needed improvements shall be completed during the development phase.

(a) Funding shall be provided by Transnet/FBA/City/Others as appropriate.

(b) Seabreeze Farms shall construct and seek reimbursement from others, as appropriate.

SB Seabreeze Farms

Phase One of the TPP would require the construction of a secondary project access road connecting the southern portion of the project to Carmel Knolls Drive. With the provision of this improvement, up to 20 single-family homes could be constructed. (Under this Phase, as with all subsequent phases, the existing equestrian facility on the site will be retained.) Phase Two would require the provision of the secondary project access and the construction of the SR-56 expressway as a continuous facility through the NCFUA. With the provision of these improvements, up to 100 single-family homes could be constructed. Phase Three, the final phase, would require the following improvements:

- Improve and widen Carmel Valley Road from the project access to Del Mar Heights Road;
- Construct Del Mar Heights Road as a six-lane major from western terminus to Lansdale Drive;
- Construct southern half of ultimate Del Mar Heights Road from Carmel Valley Road to Carmel Valley community boundary;
- Construct Del Mar Heights Road as a six-lane major from Lansdale Drive to Carmel Valley community boundary.

With the provision of the above improvements, the project would be permitted to construct all proposed land uses (i.e., 250 single-family dwelling units and 50 multiple-family dwelling units).

ISSUE 3: *Would the annexation of the property to the Carmel Valley Community Plan impact the ability of Subarea III to provide the road network required to support the Framework Plan density?*

IMPACT

The project's proposed access does not diminish the ability of any other portion of Subarea III to develop a transportation system to accommodate traffic generated by post phase-shift development. Situated on the southwestern edge of Subarea III, Seabreeze Farms would not "landlock" any other part of Subarea III, and its proposed access configuration would not deny access to future development in Subarea III.

As noted in the discussions above, the impacts of the project on regional traffic circulation systems for a variety of buildout and interim situations is being analyzed and appropriate mitigation will be required.

SIGNIFICANCE OF IMPACT

The proposed plan amendment is not considered to have a significant impact on the ability of Subarea III to provide the road network required to support the Framework Plan density.

MITIGATION, MONITORING, AND REPORTING

No mitigation is required.

ISSUE 4: *Would the traffic generated by development of the proposed project create adverse traffic and circulation impacts to Neighborhood 4 and the balance of the Carmel Valley Community?*

IMPACT

The project's primary access point will be via an east/west roadway that will tie in to Carmel Valley Road south of the future Del Mar Heights Road connection. The connection will serve the majority of the single-family residential dwelling units and the equestrian uses. An unsignalized equestrian crossing will be provided at this location. A secondary access will be provided at Carmel Knolls Road, near the southwestern corner of the project. (Under the first phase of the Transportation Phasing Plan, connection would be the project's sole access road.) In order to minimize the potential for project-related traffic cutting through neighboring residential streets, this access point will serve only a portion of the project and will be physically separated from the northerly section of the project. Under the buildout traffic condition, a possible third unsignalized project access point might be provided via Carmel Valley Road, south of the primary unsignalized access intersection. For the purposes of this analysis, it was assumed that 100 residential dwelling units would have exclusive access via the secondary connection to Carmel Knolls Road.

The amount of project-related traffic on neighboring residential streets will be limited. Comparison of with- and without-project intersection capacity analyses for interim traffic conditions indicates only relatively minor project impacts.

SIGNIFICANCE OF IMPACT

The project's adverse impacts on Neighborhood 4 and the remainder of Carmel Valley are expected to be minimal.

MITIGATION, MONITORING, AND REPORTING

No mitigation is required.

C. BIOLOGICAL RESOURCES

The descriptions of biological resources presented in this section are based on information compiled through field surveys of the site conducted on 5, 12, 18, and 19 January 1996, and a review of previous documentation of biological resources within the study area (e.g., SEB 1993, 1995; Caltrans 1989). Detailed descriptions of onsite biological resources are presented in the Biological Resources Technical Report which is included as Appendix B to this document.

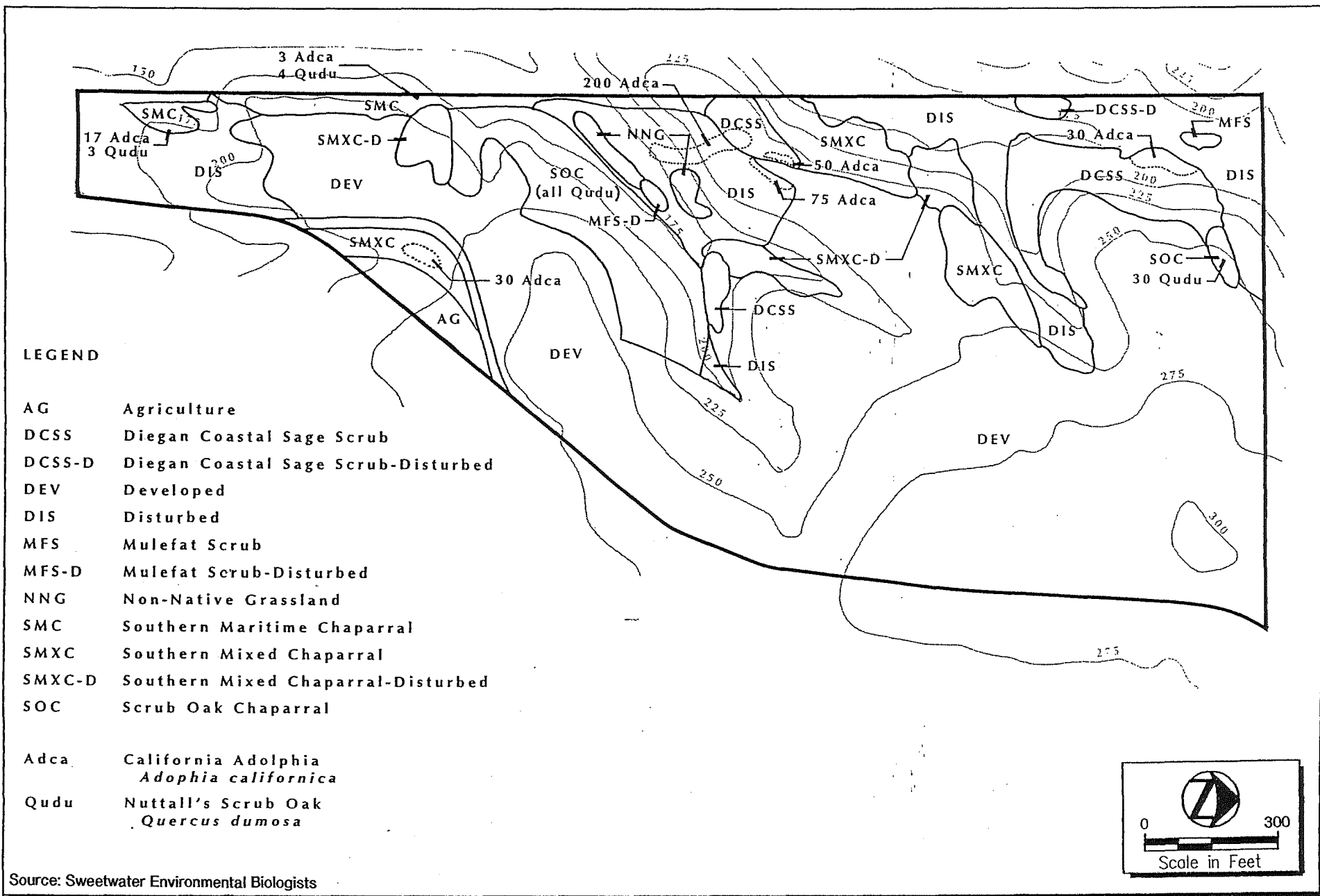
EXISTING CONDITIONS

Plant Communities

Five native and one non-native habitat types were mapped onsite, as well as developed areas that lack vegetation. These habitat types are described below and their acreages are listed in *Table IV-C-1*. *Figure IV-C-1* illustrates their spatial distribution within the project area.

**TABLE IV-C-1
HABITAT COVERAGE ONSITE**

HABITAT TYPE	ACRES	PERCENT OF TOTAL
Coastal Sage Scrub		
Diegan coastal sage scrub	3.43	4.8%
Disturbed Diegan coastal sage scrub	0.17	0.2%
Chaparral		
Southern mixed chaparral	3.28	4.6%
Disturbed southern mixed chaparral	1.45	2.0%
Southern maritime chaparral	0.84	1.2%
Scrub oak chaparral	4.72	6.6%
Riparian		
Mule fat scrub	0.10	0.1%
Disturbed mule fat scrub	0.08	0.1%
Grasslands		
Non-native grassland	0.46	0.6%
Other		
Agriculture	0.76	1.1%
Disturbed Habitat	12.16	16.9%
Developed Land	44.50	61.8%
TOTAL	72.0	100%



Seabreeze Farms Plan Amendment EIR
 Biological Resources

FIGURE
 IV-C-1

Diegan Coastal Sage Scrub

Coastal sage scrub is one of the two major shrub communities that occur in California. This vegetation type occupies xeric sites characterized by shallow soils. Sage scrub is dominated by subshrubs whose leaves abscise during summer drought and are replaced by a lesser amount of smaller leaves. Most of the coastal sage scrub on the project site is of high quality both structurally and compositionally. A majority of the sage scrub is dominated by black sage (*Salvia mellifera*) and occurs primarily on the steeper slopes of Bell Canyon on the western portion of the site. There are patches of disturbed sage scrub that have a high component of non-native, annual, ruderal species such as mustard (*Brassica* sp.). On the project site, 3.43 acres support Diegan coastal sage scrub and 0.17 acre supports disturbed Diegan coastal sage scrub.

Southern Maritime Chaparral

Southern maritime chaparral is a low to medium height, dense to fairly open chaparral that is dominated by a combination of species that are characteristic of southern mixed chaparral and other species that have a more coastal distribution. Southern maritime chaparral occurs on weathered sandstone formations and lies within the coastal fog belt. Dominant species of this vegetation type on the project site include chamise (*Adenostoma fasciculatum*), mission manzanita (*Xylococcus bicolor*), and Nuttall's scrub oak (*Quercus dumosa*).

There is considerable debate among local botanists concerning the differences between southern maritime chaparral and southern mixed chaparral as many species are common to both vegetation types. The criteria used to distinguish the two communities include several indicator species characteristic of southern maritime chaparral such as Del Mar manzanita, Nuttall's scrub oak, and Del Mar Mesa sand-aster (*Corethrogyne flaginifolia* var. *linifolia*); soil types; and relative proximity to the coast (that is, within the fog belt).

Onsite, southern maritime chaparral occurs in fairly small, fragmented patches on the west side of the mesa above Bell Valley. The majority of this vegetation type is isolated from other natural habitat by open space to the west and disturbance to the northeast. It is estimated that there is 0.84 acre of southern maritime chaparral on site.

Southern Mixed Chaparral

Southern mixed chaparral is composed of broad-leaved sclerophyllous shrubs that grow to about 6 to 10 feet tall and form dense often nearly impenetrable stands. Southern mixed chaparral onsite is dominated by chamise, lemonadeberry, mission manzanita, and black sage.

Southern mixed chaparral occurs along the slopes above the two main (unnamed) drainages that run through the property. These slopes are both north- and south-facing. Approximately 3.28 acres of southern mixed chaparral and 1.45 acres of disturbed southern mixed chaparral occur on site.

Scrub Oak Chaparral

Scrub oak chaparral is a dense, evergreen chaparral that reaches a canopy height of up to 20 feet. It is dominated almost exclusively by Nuttall's scrub oak, with San Diego mountain mahogany (*Cercocarpus minutiflorus*), toyon (*Heteromeles arbutifolia*), and lemonadeberry (*Rhus integrifolia*) as minor constituents. Scrub oak chaparral onsite is considered a subassociation of southern maritime chaparral. Onsite, this vegetation type occurs in two patches: a relatively large patch in the southern portion of the property along a north-facing slope, and a small patch at the north end of the property just below a slope covered with coastal sage scrub and near an area of mule fat scrub. It is estimated that 4.72 acres of scrub oak chaparral occur onsite.

Mule Fat Scrub

Mule fat scrub is a depauperate, tall, herbaceous, riparian scrub community dominated by mule fat (*Baccharis salicifolia*), interspersed with shrubby willows (*Salix* spp.). This habitat occurs along intermittent stream channels with a fairly coarse substrate and moderate depth to the water table. This early seral community is maintained by frequent flooding or other disturbances, the absence of which would lead to a riparian woodland or forest (Holland 1986). It also occurs in areas where there is not enough water to support riparian trees.

The drainage that flows along the western property boundary has a small patch of mule fat scrub at its northernmost end. At the eastern end of the large unnamed drainage in the southern portion of the property, a small patch of mule fat scrub is present. It is estimated that 0.18 acre of mule fat scrub (0.08 of which is disturbed) occurs on site.

Non-Native Grassland

Non-native grassland is characterized by a dense to sparse cover of annual grasses, often with numerous species of showy-flowered, native, annual forbs. This association occurs on gradual slopes with deep, fine-textured, usually clay, soils. Characteristic species include wild oats (*Avena* sp.), red brome (*Bromus madritensis* ssp. *rubens*), ripgut grass (*B. diandrus*), and mustard. Most of the annual, introduced species that comprise the majority of biomass within non-native grassland originated from the Mediterranean region, an area with a long history of agriculture and a climate similar to California. These two factors, in addition to intensive grazing and agricultural practices in conjunction with severe droughts, contributed to the successful invasion and establishment of these species and the replacement of native grasslands with an annual-dominated, non-native grassland (Jackson 1985).

Non-native grasslands are found in two small patches on site. One area occurs in the large unnamed drainage at the western end of the property, and another small patch is located on a south-facing slope. Approximately 0.46 acre of non-native grassland occurs onsite.

Altered Habitats

Within the project site, there are approximately 44.50 acres of developed land, 0.76 acres of agricultural land, and 12.16 acres of disturbed habitat.

Floral Diversity

A total of 46 plant species, 29 (63 percent) of which are native, were observed during the winter surveys of the project site. This high percentage of native species reflects the high diversity and quality of the habitats on the remaining undisturbed portions of the site. Plant surveys conducted in the spring would expand the number of native species found onsite.

Wildlife Diversity

Amphibians

One amphibian species was observed during the survey work: the Pacific chorus frog (*Pseudacris regilla*). A few additional species may occur because the site contains their preferred habitats and it is within their known range. These other species are expected to occur mostly in and around the drainage areas, but also may be found in shrublands. Potentially occurring amphibians include California toad (*Bufo boreas halophilus*) and garden slender salamander (*Batrachoseps major*).

Reptiles

Two reptile species were observed during surveys of the project site: southern Pacific rattlesnake (*Crotalus viridis helleri*) and Coronado Island skink (*Eumeces skiltonianus interparietalis*). Several other species are expected to occur onsite based on knowledge of specific habitat or food requirements and documented ranges. These include the San Diego horned lizard (*Phrynosoma coronatum blainvilliei*), orange-throated whiptail (*Cnemidophorus hyperythrus beldingi*), Great Basin fence lizard (*Sceloporus occidentalis*), side-blotched lizard (*Uta stansburiana*), southern alligator lizard (*Elgaria multicarinatus*), and common kingsnake (*Lampropeltis getulus*).

Birds

During the surveys, 19 species of birds were observed utilizing the site. Surveys conducted during different times of the year undoubtedly would document additional species, particularly those which may use the site during migration or as breeding habitat. The most frequently observed species in shrublands onsite were California towhee (*Pipilo crissalis*), white-crowned sparrow (*Zonotrichia leucophrys*), and California quail (*Callipepla californica*). Rock dove, Brewer's blackbirds, and house finches were the most common bird species in the disturbed and developed areas.

Mammals

Three species of mammals were documented from the site during the survey work. The most common species detected were California ground squirrel (*Spermophilus beecheyi*) and Botta's pocket gopher (*Thomomys bottae*). Scat of the common gray fox (*Urocyon cinereoargenteus*) also was noted. Additional species that likely occur within the project area include raccoon (*Procyon lotor*), striped skunk (*Mephitis mephitis*), and coyote (*Canis latrans*).

SENSITIVE BIOLOGICAL RESOURCES

Sensitive Plants

Two sensitive plant species were detected onsite during the winter 1996 surveys: Nuttall's scrub oak (*Quercus dumosa*) and California adolphia (*Adolphia californica*) (see Table IV-C-2). In addition, four specimens of coast barrel cactus (*Ferocactus viridescens*) were detected in spring 1996 surveys. Potentially occurring plant species reported from the vicinity include Del Mar manzanita (*Arctostaphylos glandulosa* ssp. *crassifolia*), coast white ceanothus (*Ceanothus verrucosus*), summer-holly (*Comarostaphylis diversifolia*), short-leaved dudleya (*Dudleya blochmaniae* ssp. *brevifolia*), coast barrel cactus (*Ferocactus viridescens*), Del Mar sand-aster (*Corethrogyne filaginifolia* var. *linifolia*), and ashy spike-moss (*Selaginella cinerascens*) (see Table IV-C-2).

Sensitive Animals

One sensitive animal species, the Coronado Island skink, was observed during the surveys. The potential exists for numerous other sensitive animal species to occur including butterflies, amphibians, reptiles, birds, and mammals (Table IV-C-3).

Focused surveys for the federally-listed threatened coastal California gnatcatcher (*Polioptila californica californica*) were conducted following the protocol of the U.S. Fish and Wildlife Service. Three surveys were conducted under favorable weather conditions, each separated by a minimum of one week. No individuals or pairs of the gnatcatcher were observed.

Sensitive Habitats

Diegan coastal sage scrub is considered a sensitive habitat by several local jurisdictions and resource agencies, including the City of San Diego (1990), the County of San Diego (1991), and the CDFG (Holland 1986). It supports a number of state and federally listed endangered, threatened, and rare vascular plants, as well as several bird and reptile species that are candidates for federal listing. Loss estimates for sage scrub habitat in California range from 36 to 85 percent, but since these estimates were last made in 1981, additional losses have since accrued (O'Leary 1990). According to Oberbauer (1991), the historical reduction of sage scrub in San Diego County is approximately 72 percent. The primary mechanism is grazing and, more recently, urbanization.

TABLE IV-C-2
SENSITIVE PLANT SPECIES OBSERVED OR POTENTIALLY PRESENT ONSITE

SPECIES	CONSERVATION STATUS	HABITAT	STATUS ONSITE
California adolphia <i>Adolphia californica</i>	USFWS: None CDFG: None CNPS: List 2, 1-2-1	Clay soils on dry south-facing slopes in coastal sage scrub and chaparral.	Onsite populations estimated to be about 400+ individuals.
Del Mar manzanita <i>Arctostaphylos glandulosa</i> ssp. <i>crassifolia</i>	USFWS: Proposed Endangered CDFG: None CNPS: List 1B, 3-3-2	Southern maritime chaparral on sandstone soils within the coastal fog belt.	Not observed; unlikely to be present.
sea kisses <i>Calandrinia maritima</i>	USFWS: None CDFG: None CNPS: List 4, 1-2-1	Sandy places in grassland and coastal sage scrub and coastal bluff scrub.	Not observed; unlikely to be present.
coast white ceanothus <i>Ceanothus verrucosus</i>	USFWS: Regionally Sensitive CDFG: None CNPS: List 2, 1-2-1	This species occurs in southern maritime chaparral.	Not observed; unlikely to be present.
summer-holly <i>Comarostaphylis diversifolia</i>	USFWS: Regionally Sensitive CDFG: None CNPS: List 1B, 3-3-2	Mesic north-facing slopes and canyons in chaparral below about 700 m elevation.	Not observed; unlikely to be present.
short-leaved dudleya <i>Dudleya blochmaniae</i> ssp. <i>brevifolia</i>	USFWS: Proposed Endangered CDFG: Endangered CNPS: 1B, List 3-3-3	On sandstone terraces of the Torrey Sandstone Formation.	Not observed; Potential for occurrence is moderate to high.
Coast barrel cactus <i>Ferocactus viridescens</i>	USFWS: Regionally Sensitive CDFG: None CNPS: List 2, 1-3-1	Dry, south-facing slopes in coastal sage scrub and chaparral in coastal San Diego County.	Not observed; unlikely to be present. Four individuals located in western portion of the site.
Del Mar Mesa sand-aster <i>Corethrogyne filaginifolia</i> var. <i>linifolia</i>	USFWS: Proposed Threatened CDFG: None CNPS: List 1B, 3-2-3	Occurs in coastal sage scrub and occasionally in sandy places.	Not observed; unlikely to be present.
willoway monardella <i>Monardella linoides</i> ssp. <i>viminea</i>	USFWS: Regionally Sensitive CDFG: Endangered CNPS: List 1B, 2-3-2	At the edge of creeks in riparian scrub, riparian woodland, and riparian forest.	Not observed; unlikely to be present.
Nuttall's scrub oak <i>Quercus dumosa</i>	USFWS: Regionally Sensitive CDFG: None CNPS: List 1B, 2-3-2	Southern mixed and southern maritime chaparral in the coastal area.	Onsite population covers approximately 4.72 acres; probably exceeds 1,000 individuals.
ashy spike-moss <i>Selaginella cinerascens</i>	USFWS: None CDFG: None CNPS: List 4, 1-2-1	Mesas and open, exposed places in coastal sage scrub and chaparral.	Not observed; unlikely to be present.

TABLE IV-C-3
SENSITIVE ANIMALS OBSERVED OR POTENTIALLY PRESENT ONSITE

SPECIES	CONSERVATION STATUS	HABITAT	STATUS ONSITE
Hermes copper <i>Lycaena hermes</i>	USFWS: F2 CDFG: None	Coastal sage scrub and chaparral with redberry.	Not observed; focused surveys would be needed for detection, but are not recommended.
quino checkerspot <i>Euphydryas editha quino</i>	USFWS: F1 CDFG: None	Open coastal sage scrub, grasslands, and vernal pools.	Not observed; focused surveys would be needed for detection, but are not recommended.
western spadefoot toad <i>Scaphiopus hammondi</i>	USFWS: None CDFG: Species of Special Concern	Open coastal sage scrub, grasslands, and vernal pools.	Not observed; focused surveys would be needed for detection, but are not recommended.
San Diego horned lizard <i>Phrynosoma coronatum blainvillei</i>	USFWS: F2 CDFG: Species of Special Concern	Coastal sage scrub and chaparral.	Not observed; focused surveys would be needed for detection, but are not recommended.
orange-throated whiptail <i>Cnemidophorus hyperythrus beldingi</i>	USFWS: Regionally Sensitive CDFG: Species of Special Concern	Edges of dirt roads and other open places in coastal sage scrub and chaparral.	Not observed; focused surveys would be needed for detection, but are not recommended.
coastal western whiptail <i>Cnemidophorus tigris multiscutatus</i>	USFWS: F2 CDFG: Species of Special Concern	Coastal sage scrub and chaparral.	Not observed; focused surveys would be needed for detection, but are not recommended.
Coronado Island skink <i>Eumeces skiltonianus interparietalis</i>	USFWS: F2 CDFG: Species of Special Concern	Open chaparral, coastal sage scrub and grasslands.	One observed onsite.
silvery legless lizard <i>Anniella nigra argentea</i>	USFWS: F2 CDFG: Species of Special Concern	Sandy washes within shrublands and oak woodlands.	Not observed; focused surveys would be needed for detection, but are not recommended.
northern red-diamond rattlesnake <i>Crotalus ruber ruber</i>	USFWS: F2 CDFG: Species of Special Concern	Coastal sage scrub and chaparral; among rock outcrops.	Not observed; focused surveys would be needed for detection, but are not recommended.
coast patch-nosed snake <i>Salvadora hexalepis virgulata</i>	USFWS: F2 CDFG: Species of Special Concern	Coastal sage scrub, chaparral, and grassland shrublands.	Not observed; focused surveys would be needed for detection, but are not recommended.
coastal rosy boa <i>Lichanura trivirgata roseofusca</i>	USFWS: F2 CDFG: Species of Special Concern	Rocky areas in coastal sage scrub, chaparral, and cactus scrub.	Not observed; focused surveys would be needed for detection, but are not recommended.
white-tailed kite <i>Elanus caeruleus</i>	USFWS: None CDFG: Species of Special Concern	Nests in willow riparian areas, forages over adjacent grasslands.	Not observed; may forage over property.

TABLE IV-C-3 (Continued)
SENSITIVE ANIMALS OBSERVED OR POTENTIALLY PRESENT ONSITE

SPECIES	CONSERVATION STATUS	HABITAT	STATUS ONSITE
northern harrier <i>Circus cyaneus hudsonius</i>	USFWS: None CDFG: Species of Special Concern	Nests in marshes, forages over grasslands, open fields, coastal sage scrub, and marshes.	A pair was observed directly offsite; may forage over property.
Cooper's hawk <i>Accipiter cooperi</i>	USFWS: None CDFG: Species of Special Concern	Nests and breeds in oak woodlands, forages over grasslands and open areas.	Not observed; may forage over property.
sharp-shinned hawk <i>Accipiter striatus</i>	USFWS: None CDFG: Species of Special Concern	Inhabits coastal areas in San Diego County.	Not observed; may forage over property.
turkey vulture <i>Cathartes aura</i>	USFWS: None CDFG: None Everett: Declining in S.D. Co.	Forages over many habitats, including grasslands and shrublands.	Not observed; may forage over property.
Loggerhead shrike <i>Lanius ludovicianus</i>	USFWS: Regionally Sensitive CDFG: Species of Special Concern	Forages over grassland and scrub habitats.	Not observed; may forage in coastal sage scrub and chaparral onsite.
San Diego horned lark <i>Eremophila alpestris actia</i>	USFWS: None CDFG: Species of Special Concern	Open, sparsely vegetated habitats such as grasslands, vacant lots, and road edges.	Not observed; likely to be present.
California gnatcatcher <i>Poliophtila californica</i>	USFWS: Threatened CDFG: Species of Special Concern	Near obligate of coastal sage scrub, primarily below 900 feet elevation in S.D. Co.	Not observed; unlikely to be present; focused surveys yielded no observations.
Bell's sage sparrow <i>Amphispiza belli belli</i>	USFWS: Regionally Sensitive CDFG: Species of Special Concern	Chaparral and coastal sage scrub.	Not observed; unlikely to be present.
southern California rufous-crowned sparrow <i>Aimophila ruficeps canescens</i>	USFWS: Regionally Sensitive CDFG: Species of Special Concern	Primarily coastal sage scrub.	Not observed; likely to be present; focused studies not recommended.
Dulzura California pocket mouse <i>Chaetodipus californicus femoralis</i>	USFWS: Regionally Sensitive CDFG: Species of Special Concern	Dense chaparral and other shrublands.	Not observed, but may be resident onsite; trapping necessary for detection, but not recommended.
northwestern San Diego pocket mouse <i>Chaetodipus fallax fallax</i>	USFWS: Regionally Sensitive CDFG: Species of Special Concern	Sandy washes, coastal sage scrub, and ruderal areas.	Not observed, but may be resident onsite; trapping necessary for detection, but not recommended.
San Diego desert woodrat <i>Neotoma lepida intermedia</i>	USFWS: Regionally Sensitive CDFG: Species of Special Concern	Coastal sage scrub, chaparral, and other xeric shrublands.	Woodrat sign present, but possibly a different species.
northwestern San Diego pocket mouse <i>Perognathus fallax</i>	USFWS: Regionally Sensitive CDFG: Species of Special Concern	Sparse or disturbed coastal sage scrub and grasslands.	Not observed, but may be resident onsite.
southern grasshopper mouse <i>Onychomys torridus ramona</i>	USFWS: Regionally Sensitive CDFG: Species of Special Concern	Coastal sage scrub, chaparral, and adjacent grasslands.	Not observed, but may be resident onsite; trapping necessary for detection, but not recommended.
black-tailed jackrabbit <i>Lepus californicus bennettii</i>	USFWS: F2 CDFG: None	Open scrub habitat, primarily coastal sage scrub.	Not observed; may be present.

The Diegan coastal sage scrub onsite is restricted primarily to the slopes adjacent to drainages, and is fragmented due to equestrian activities. Much of the remaining habitat is of good quality (floristically and structurally). The highest quality sage scrub occurs along the drainage that runs north/south along the western boundary of the property. All impacts to coastal sage scrub are considered significant.

Southern maritime chaparral is considered sensitive by the City of San Diego (1990), the County of San Diego (1991), and CDFG (Holland 1986). Its high sensitivity is based on its scarcity and the large number of sensitive species that show high fidelity to this community. Southern maritime chaparral is restricted to the coastal fog belt in San Diego County from La Jolla to Carlsbad, with some scattered patches to the south at Point Loma, Spooner's Mesa, and Los Penasquitos Canyon. The distribution of this community coincides with some of the most developed areas in the County of San Diego.

The two stands of southern maritime chaparral onsite are isolated to the south by disturbance activities but it is juxtaposed to ruderal and native habitat to the north and west. Southern maritime chaparral onsite is of moderate quality (floristically and structurally). The remaining habitat patches are not contiguous with similar habitat, are limited in size, and are surrounded by development offsite; however, impacts would still be considered significant.

Scrub oak chaparral is considered a sensitive habitat by the City of San Diego (1990). The Draft MSCP recommends preservation of southern maritime and scrub oak chaparral that occurs in blocks of 50 acres or more, although the City of San Diego considers habitat blocks of five acres or more significant. Based on these assumptions of "significance," the small patches of southern maritime chaparral and scrub oak chaparral onsite are not considered regionally important resources. Impacts, however, would still be considered significant.

Riparian communities are considered sensitive at the local, state, and federal levels (Ogden et al. 1993). According to City of San Diego Guidelines, impacts to riparian systems are always significant. Riparian communities are situated along stream courses and adjacent stream banks. A variety of activities have contributed to the alteration of riparian and wetland habitats in southern California, including filling, draining, clearing of vegetation, water diversion projects, impoundment projects, increasing or decreasing nutrient levels within a system, grazing, channelization, increased sediment loading, lowering of water tables, human recreational activities, gravel mining, proliferation of exotic species, grazing, and urban development (Bowler 1990). Overall wildlife diversity is normally higher in riparian zones than in surrounding habitats. Current estimates of riparian habitat reduction in southern California floodplain areas are as high as 97 percent (Bowler 1990). Oberbauer (1991) reports a reduction of riparian woodland in San Diego County of approximately 61 percent.

Riparian habitat onsite is of low quality due to disturbance from agricultural activities and development. Much of the mule fat scrub has been affected adversely by erosion and siltation from adjacent agricultural fields which alter the streambed and prevent the establishment of an understory stratum. However, the riparian vegetation communities found onsite provide cover and food for wildlife species using Bell Canyon and impacts would be considered significant.

Under the Resource Protection Ordinance (RPO), mule fat scrub is considered a wetland community. In addition, hydric soils could exist over portions of the Bell Valley floodplain, and under RPO this would qualify these areas as a wetland. However, a formal wetland delineation was not conducted.

REGIONAL CONTEXT

MSCP/NCCP Evaluation

The Draft MSCP identified McGonigle Canyon and the unnamed canyon (Bell Canyon) to the west of the property as important linkage areas or corridors for wildlife. However, the project area was not included in the draft MSCP preserve design. The project area abuts existing development to the west and south, disturbed and natural vegetation to the north that ultimately dead-ends in development, and agricultural lands to the east. Habitat evaluation maps prepared by the City of San Diego's MSCP identify the site as moderate quality habitat in the two small side canyons on the western portion of the property. The total area of natural vegetation remaining both onsite and offsite to the north and west totals less than 50 acres. This small size further minimizes the long-term value of the area as biological open space.

The NCCP Process Guidelines provide an Evaluation Logic Flow Chart for defining the long-term conservation potential of sage scrub habitat (CDFG 1993). Coastal sage scrub is present on the project site, but does not comprise the densest sage scrub habitat in the subregion. There are areas that are denser, including Los Penasquitos Canyon to the south, Gonzales Canyon to the north, and Torrey Highlands (Subarea IV) to the south and southeast. The site is not located within a corridor between higher value areas and does not support significant populations of target species within the Diegan coastal sage scrub. Therefore, onsite habitat has a low potential for long-term conservation.

ISSUE 1: *What direct and indirect impacts to sensitive species, important habitats and plant and animal diversity would occur as a result of project implementation?*

This section addresses potential impacts to biological resources that would result from implementation of the proposed project, and provides analyses of significance for each potential impact. Impacts to biological resources can be **direct** - resulting from the permanent removal of habitat, or **indirect** - resulting from changes in land use adjacent to natural habitat (e.g., increased light, noise, and urban runoff, interruption of wildlife movement, etc.). These often are referred to as "edge effects." Both of these types of impacts and their levels of significance are discussed in this section. Impacts can be considered "significant," "less than significant," or "no change."

Explanation of Determination of Significance

For this section, the following criteria are used to determine the significance of an impact:

- Substantial effect on a rare or endangered species plant or animal or habitat of that species is considered a significant impact.

- Substantial interference with the movement of any resident or migratory fish or wildlife species is considered a significant impact.
- Substantial reduction of habitat for fish, wildlife, or plants is considered a significant impact.

Direct Development Impacts

Anticipated direct impacts were quantified by overlaying the proposed development area on a map of the biological resources (see *Figure IV-C-2*). All resources within the proposed development area, including desiltation basins, were assumed be 100 percent lost. Impact acreages and an analysis of significance are presented in *Table IV-C-4*.

TABLE IV-C-4

SEABREEZE FARMS ONSITE PROJECT IMPACT SUMMARY

VEGETATION TYPE	Existing Acreage	Direct Impacts	%	Fuel Mod. Acreage	%	Total Impacts	Preserved Acreage (%)	%	Sig. (Y/N)
Coastal Sage Scrub									
Diegan coastal sage scrub	3.43	0.04	1%	1.20	35%	1.24	2.19	64%	Y
Diegan coastal sage scrub-disturbed	0.17	0.00	0%	0.0	0%	0.00	0.17	100%	Y
Total	3.60	0.04	1%	1.20	33%	1.24	2.36	66%	Y
Chaparral									
Southern mixed chaparral	3.28	1.86	57%	0.84	26%	2.70	0.58	18%	N*
Southern mixed chaparral-disturbed	1.45	0.11	8%	0.22	15%	0.33	1.12	77%	N*
Southern maritime chaparral	0.84	0.08	10%	0.76	90%	0.84	0.00	0%	Y
Scrub oak chaparral	4.72	0.35	7%	2.32	49%	2.67	2.05	43%	Y
Total	10.29	2.40	23%	4.14	41%	6.54	3.75	36%	Y
Riparian Communities									
Mulefat scrub	0.10	0.0	0%	0.0	0%	0.00	0.10	100%	N
Mulefat scrub-disturbed	0.08	0.0	0%	0.0	0%	0.00	0.08	100%	N
Total	0.18	0.0	0%	0.0	0%	0.00	0.18	100%	N
Grasslands									
Non-native grassland	0.46	0.0	0%	0.0	0%	0.00	0.46	100%	N
Total	0.46	0.0	0%	0.0	0%	0.00	0.46	100%	N
Other									
Agriculture	0.76	0.76	100%	0.0	0%	0.76	0.00	0%	N
Disturbed	12.16	2.82	23%	1.55	13%	4.37	7.79	64%	N
Developed	44.50	38.70	87%	0.0	0%	38.70	5.80	13%	N
Total	57.42	42.28	74%	1.55	3%	43.83	13.59	24%	N
TOTAL	71.95	44.72	62%	6.89	10%	51.61	20.34	28%	

* If this does not support sensitive species.



FIGURE
IV-C-2

Project implementation would result in the direct loss (from grading) of 44.72 acres (62 percent) of native and non-native habitats. Disturbed/developed areas represent 42.28 acres (95 percent) of these impacts. Approximately 11.63 acres (83 percent) of the native habitat, within 27.3 acres of undeveloped land, would remain following project implementation (see *Figure IV-C-3*). Direct impacts to habitat types, along with a determination of their significance, are as follows:

- Loss of 0.04 acre (1%) of coastal sage scrub - significant.
- No loss of disturbed coastal sage scrub - no change.
- Loss of 1.86 acres (57%) of southern mixed chaparral - less than significant.
- Loss of 0.11 acre (8%) of disturbed southern mixed chaparral - less than significant.
- Loss of 0.08 acre (10%) of southern maritime chaparral - significant.
- Loss of 0.35 acre (7%) of scrub oak chaparral - significant.
- No loss of mule fat scrub - no change.
- No loss of non-native grassland - no change.
- Loss of 0.76 acre (100%) of agricultural land - less than significant.
- Loss of 2.82 acres (23%) of disturbed habitat - less than significant.
- Loss of 38.7 acres (87%) of developed land - less than significant.

Direct impacts to sensitive plant species, along with a determination of their significance, are as follows:

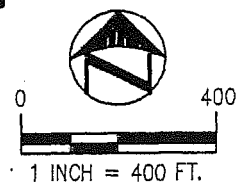
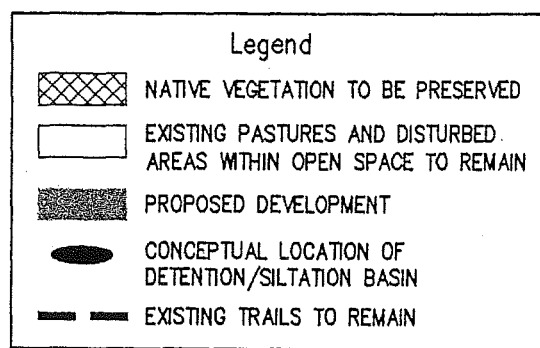
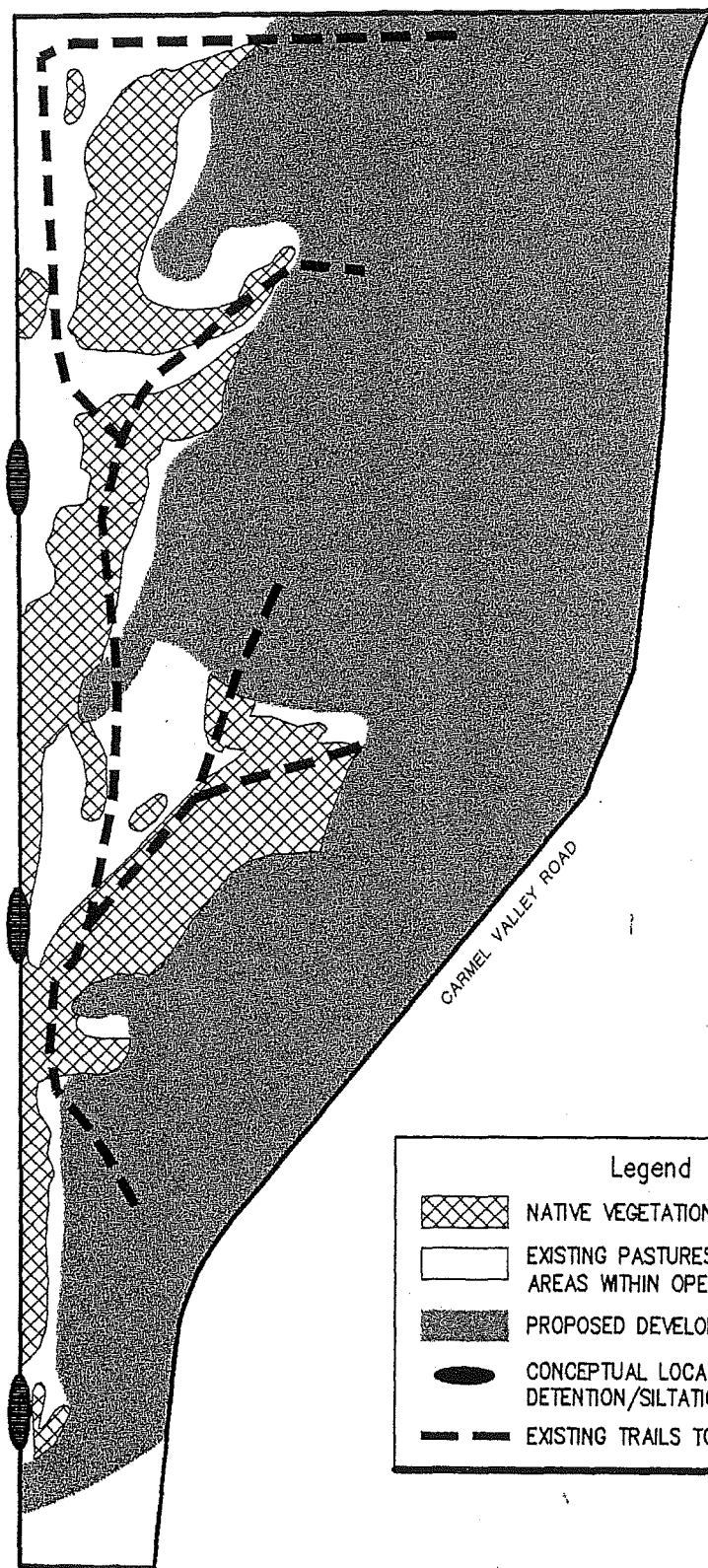
- Loss of approximately 56 percent of the area occupied by Nuttall's scrub oak - significant.
- Loss of approximately 67 percent of the total population of 400+ individuals of California adolphia - significant.

Direct impacts to sensitive animal species, along with a determination of their significance, are as follows:

- Loss of approximately 2.34 acres of potential habitat for San Diego horned lizard, orange-throated whiptail, and Coronado Island skink - significant.

Indirect Impacts

Sensitive Habitats. Habitat remaining after development would be affected adversely by the pressures of human and domestic animal presence - a phenomena known as edge effect. The City of San Diego currently is estimating that edge effects influence an area extending outward 150 feet from the outer edge of brush management Zone 1. Diegan coastal sage scrub, southern maritime chaparral, scrub oak chaparral, and southern mixed chaparral, as well as non-native habitats, are within this edge effect area. Land within the edge affect areas would not be available for mitigation credit for offsetting development impacts.



Seabreeze Farms Plan Amendment EIR
Proposed Open Space - Existing and Proposed Uses

**FIGURE
 IV-C-3**

The replacement of vegetation with permanent structures such as buildings and roads will alter the hydrology of the area reducing soil water percolation and increasing runoff. This can result in increasing the amount of water that reaches the remaining natural habitat. There are many local examples of the formation of wetlands in drainages adjacent to developments that are the result of urban runoff. An increased moisture regime in these typically xeric areas likely would result in the replacement of xeric to more mesic vegetation types.

Indirect impacts to the remaining sensitive habitats in open space are considered significant.

Sensitive Plants. Sensitive plant species potentially would be subjected to a number of indirect impacts from development. The increased available water and associated sediment could provide conditions for the successful invasion of non-native species that might not have been able to become established during pre-development conditions. Such conditions could result in an eventual decrease of some sensitive plant species through competitive exclusion.

Indirect impacts to Nuttall's scrub oak and California adolphia are considered significant.

Sensitive Animals. Native animals species are likely to be affected adversely by an anticipated increase of predatory domestic animals (especially feral cats). Cats are known to prey on ground- and shrub-nesting bird and lizard populations. In addition, lighting from residences and streets may disrupt the normal activities of many native species and make them more vulnerable to predation.

Because much of the native habitat remaining following project implementation will be vulnerable to lighting and other indirect impacts, indirect impacts to sensitive animals are considered significant.

Wildlife Corridors. The proposed project would not adversely affect any areas identified in the draft MSCP planning preserve area. No restrictions to key wildlife corridors would occur. Impacts to regional planning within the context of the MSCP and NCCP would not occur. Hence, impacts to wildlife movement and wildlife corridors are considered less than significant.

SIGNIFICANCE OF IMPACT

Native habitats on the project are located on slopes that do not connect with a significant open space system, and hence, the value of the habitats is limited. Nonetheless, future development of the site per the proposed limits of grading would have the following significant impacts:

- Loss of 0.04 acre of coastal sage scrub.
- Loss of 0.08 acre of southern maritime chaparral
- Loss of 0.35 acre of scrub oak chaparral.
- Loss of approximately 56 percent of the Nuttall's scrub oak.
- Loss of approximately 67 percent of the California adolphia.
- Indirect impact to sensitive animal species.

MITIGATION, MONITORING AND REPORTING

Mitigation Measure IV-C.1: This section is intended to provide guidelines and recommendations for the mitigation of significant impacts to biological resources as identified above. Replacement ratios for the various impacted communities are presented. Proposed mitigation measures are based on the requirements of CEQA and the RPO, and on current mitigation measures being considered by the City of San Diego for compliance with the Draft MSCP. CEQA requires mitigation to offset biological impacts which are considered significant, and the RPO requires adequate mitigation for impacts beyond allowable encroachment.

In order to establish compensation standards for the project, specific mitigation ratios have been defined based on the quality of the habitat and the condition of the habitat used for compensation at the time the parcel is proposed for development (based on RPO guidelines). Because the open space that will remain on the project following development is not connected to open space or natural lands offsite, onsite preservation is not a mitigation option for the project. Hence, offsite acquisition is recommended. Mitigation is required for the following significant direct impacts related to grading (see *Table IV-C-5*):

- Loss of 0.04 acre (1%) of coastal sage scrub - at 1:1 by area.
- Loss of 0.08 acre (10%) of southern maritime chaparral - at 2:1 by area.
- Loss of 0.35 acre (7%) of scrub oak chaparral - at 2:1 by area.
- Loss of approximately 56 percent of the area occupied by Nuttall's scrub oak.
- Loss of approximately 67 percent of the population of California adolphia.

TABLE IV-C-5
PROJECT IMPACTS TO SENSITIVE RESOURCES, REPLACEMENT RATIOS,
AND RECOMMENDED MITIGATION

Resource	Direct Impact	Fuel Mod. Impact	Total Impact	Replacement Ratio	Mitigation
Coastal sage scrub	0.04 ac	1.20 ac	1.24 ac	1:1	1.24 ac
Southern maritime chaparral	0.08 ac	0.76 ac	0.84 ac	2:1	1.68 ac
Scrub oak chaparral	0.35 ac	2.32 ac	2.67 ac	2:1	5.34 ac
Nuttall's scrub oak	56% of pop.	---	56% of pop.	1:1 3:1	present on mit. parcel replanting onsite or offsite
California adolphia	67% of pop.	---	67% of pop.	1:1 3:1	present on mit. parcel replanting onsite or offsite

Prior to recordation of the Final Map and/or issuance of a grading permit, the following mitigation measures shall occur. Mitigation should include the placement of a conservation easement on the remaining open space lands, plus the applicant shall acquire in fee title or a conservation easement in favor of the City an appropriate offsite mitigation parcel. The conservation easement shall allow for placement of trails and pastures within disturbed areas, implementation of brush management measures, and construction of sediment basins. Where trails are adjacent to sensitive biological resources, fencing and appropriate signage, such as "habitat restoration," will be provided. Offsite acquisition shall be focused within the NCFUA to the areas east of the project. The mitigation parcel should meet the following criteria:

- the parcel must be at least 0.90 acre in size.
- the parcel must occur within an MSCP core area within City of San Diego boundaries.
- the parcel should support southern maritime chaparral, scrub oak chaparral, coastal sage scrub, or other native habitats acceptable to the City.
- the parcel should support Nuttall's scrub oak and California adolphia.

As an alternative to acquisition of an offsite parcel, it may be appropriate to simply pay a fee for habitat acquisition in lieu of outright purchase of a particular parcel. This may be particularly appropriate for the project given the relatively small total project impacts. The fee would be determined by the City of San Diego, and would be based on the appraised value of mitigation properties within the immediate project vicinity, and a 10 percent administrative fee.

If the appropriate mitigation parcel lacks California adolphia and Nuttall's scrub oak, impacts to these species could be mitigated by the replacement planting at a 3:1 ratio within onsite areas proposed for preservation as open space or at an acceptable offsite location. The most appropriate area for onsite restoration would be on the south-facing slope in the large canyon in the west-central portion of site.

If onsite restoration would occur, the applicant shall provide verification that a qualified biologist has been retained for the purpose of implementing a biological mitigation program for the replacement of California adolphia and Nuttall's scrub oak. This verification shall be presented to the City Development Service Department Environmental Analysis Section (EAS) prior to construction activities. The revegetation plan and monitoring program would be subject to review and approval by EAS prior to the recordation of the final map and/or issuance of the grading permit.

Mitigation Measure IV-C.2: In addition to the measures described above for direct impacts, indirect impacts to sensitive species shall be mitigated by the following:

- Lighting within the developed areas adjacent to conserved habitat should be selectively placed, shielded, and directed away from native habitats.
- Lighting from homes abutting conserved habitat should be screened with vegetation, and large spotlight-type lighting that may affect conserved habitat should be prohibited.

These lighting restrictions shall be incorporated into the project design and the project CC&R's. The above mitigation measures would reduce impacts to below a level of significance. Additionally, mitigation measures for erosion and sedimentation shall be implemented. See *Hydrology/Water Quality Mitigation Measure IV-D.3*.

ISSUE 2: *Would compliance with the City's fuel management program result in the loss of sensitive plant species or wildlife habitat?*

Impacts associated with the City's fuel management program were quantified by overlaying the proposed fuel management area on a map of the biological resources. All resources within the fuel management area are assumed be 100 percent lost. Impact acreages and an analysis of significance are presented above in *Table IV-C-4*.

Implementation of the fuel management program would result in the loss of 6.6 acres (9 percent) of native and non-native habitats, mostly sensitive habitat lands. This program would be in compliance with the Landscape Technical Manual and would be subject to review and approval by the Development Services Department. Impacts to habitat types, along with a determination of their significance, are as follows:

- Loss of 1.20 acre (35%) of coastal sage scrub - significant.
- No loss of disturbed coastal sage scrub - no change.
- Loss of 0.84 acres (26%) of southern mixed chaparral - less than significant.
- Loss of 0.22 acre (15%) of disturbed southern mixed chaparral - less than significant.
- Loss of 0.76 acre (100%) of southern maritime chaparral - significant.
- Loss of 2.32 acre (49%) of scrub oak chaparral - significant.
- No loss of mule fat scrub - no change.
- No loss of non-native grassland - no change.
- No loss of agricultural land - no change.
- Loss of 1.55 acres (13%) of disturbed habitat - less than significant.
- No loss of developed land - no change.

Implementation of the fuel management program would have no impacts to rare plants beyond those described above for direct and indirect impacts of the project with the exception of coast barrel cactus. Three of the four specimens of this species are located along the periphery of proposed brush management zones. Loss of these individuals would be a significant impact. Implementation of the fuel management program would have no impacts to sensitive animals beyond those described above for direct and indirect impacts of the project.

SIGNIFICANCE OF IMPACT

Future brush management activities are expected to have significant impacts to coastal sage scrub (1.20 ac), southern maritime chaparral (0.76 ac), and scrub oak chaparral (2.32 ac) habitats (see *Table IV-C-5*).

MITIGATION, MONITORING AND REPORTING

Mitigation Measure IV-C.3: Mitigation is required for the following significant direct impacts related to brush management (see *Table IV-C-5*):

- Loss of 1.2 acre (35%) of coastal sage scrub - at 1:1 by area.
- Loss of 0.76 acre (90%) of southern maritime chaparral - at 2:1 by area.
- Loss of 2.32 acre (49%) of scrub oak chaparral - at 2:1 by area.
- Loss of Nuttall's scrub oak and California adolphia.
- Loss of three individual coast barrel cactus.

Prior to recordation of the Final Map and/or issuance of a grading permit, the following mitigation measures shall occur. Mitigation should include the placement of a conservation easement on the remaining open space lands, plus the applicant shall acquire in fee title or a conservation easement in favor of the City an appropriate offsite mitigation parcel. The conservation easement shall allow for placement of trails and pastures within disturbed areas, implementation of brush management measures, and construction of sediment basins. Where trails are adjacent to sensitive biological resources, fencing and appropriate signage, such as "habitat restoration," will be provided. A biologist will meet with brush management field crews and instruct them to not impact any coast barrel cactus specimens. In addition, the biologist will instruct the crews to leave as many individual California adolphia and scrub oak individuals as possible within the brush management zone. Offsite acquisition shall be focused within the NCFUA to the areas east of the project. The mitigation parcel should meet the following criteria:

- the parcel must be at least 7.36 acres in size.
- the parcel must occur within an MSCP core area within City of San Diego boundaries.
- the parcel should support southern maritime chaparral, scrub oak chaparral, coastal sage scrub, or other native habitats acceptable to the City.
- the parcel should support Nuttall's scrub oak and California adolphia.

As an alternative to acquisition of an offsite parcel, it may be appropriate to simply pay a fee for habitat acquisition in lieu of outright purchase of a particular parcel. This may be particularly appropriate for the project given the relatively small total project impacts. The fee would be determined by the City of San Diego, and would be based on the appraised value of mitigation properties within the immediate project vicinity and a 10% administrative fee. Acquisition of an offsite parcel or payment to the fund shall be required prior to the recordation of the Final Map and/or issuance of a grading permit. Implementation of these mitigation measures would reduce impacts to below a level of significance.

The measures described above are in addition to those identified in the previous section to mitigate direct and indirect impacts of the project grading.

ISSUE 3: *What effect would the proposed equestrian uses within the open space habitat have on sensitive species and habitats?*

Encroachment into project-level open space by equestrian trails is likely to have an adverse affect on remaining sensitive habitats and sensitive species. Trails provide access for the invasion of non-native vegetation (i.e., weeds) and native and non-native predators (e.g., cowbirds, cats, dogs, opossums). Direct impacts from trampling by unauthorized equestrian activities or grazing could impact sensitive habitat area.

SIGNIFICANCE OF IMPACT

Equestrian trails and uses within natural open space is considered a potentially significant impact.

MITIGATION, MONITORING AND REPORTING

Mitigation Measure IV-C.A: Equestrian and hiking trails and pasture areas should be located to avoid areas supporting sensitive biological resources, including proposed/future restoration areas. Equestrian use should be continued on existing trails and within disturbed areas. A biologist shall be consulted when designing any new trails. Fencing of trails and pastures and provision of appropriate signage adjacent to sensitive biological resources shall be provided.

If new trails or pastures are proposed within the conservation easement area, any new site plans must be submitted to the Development Services Department for review and approval prior to recordation of the Final Map and/or prior to issuance of grading permits. Construction plans shall note sensitive biological areas, and prior to grading, a biologist must flag these areas. With implementation of these measures, impacts would be reduced to below a level of significance.

D. HYDROLOGY/WATER QUALITY

EXISTING CONDITIONS

Hydrology

Surface Drainage Patterns

The project site is located within the Peñasquitos hydrographic subunit (HSU 6.10) and drains into the Carmel Valley Creek drainage basin (see *Figure IV-D-1*). With the exception of a small portion of the northeastern corner of the project site which drains into McGonigle Canyon, all of the site surface flows discharge into Bell Valley Creek, which is a tributary to the Carmel Valley Creek, which drains into the northwestern corner of the Peñasquitos Lagoon and ultimately to the Pacific Ocean.

Surface drainage throughout the property consists of runoff from seasonal precipitation which collects in onsite natural swales and three tributary canyons located on the western portion of the project site. There are no major man-made drainage facilities within the project area. No Federal Emergency Management Agency (FEMA) 100-Year floodplains are located on the site (FEMA, 1989).

Water Quality

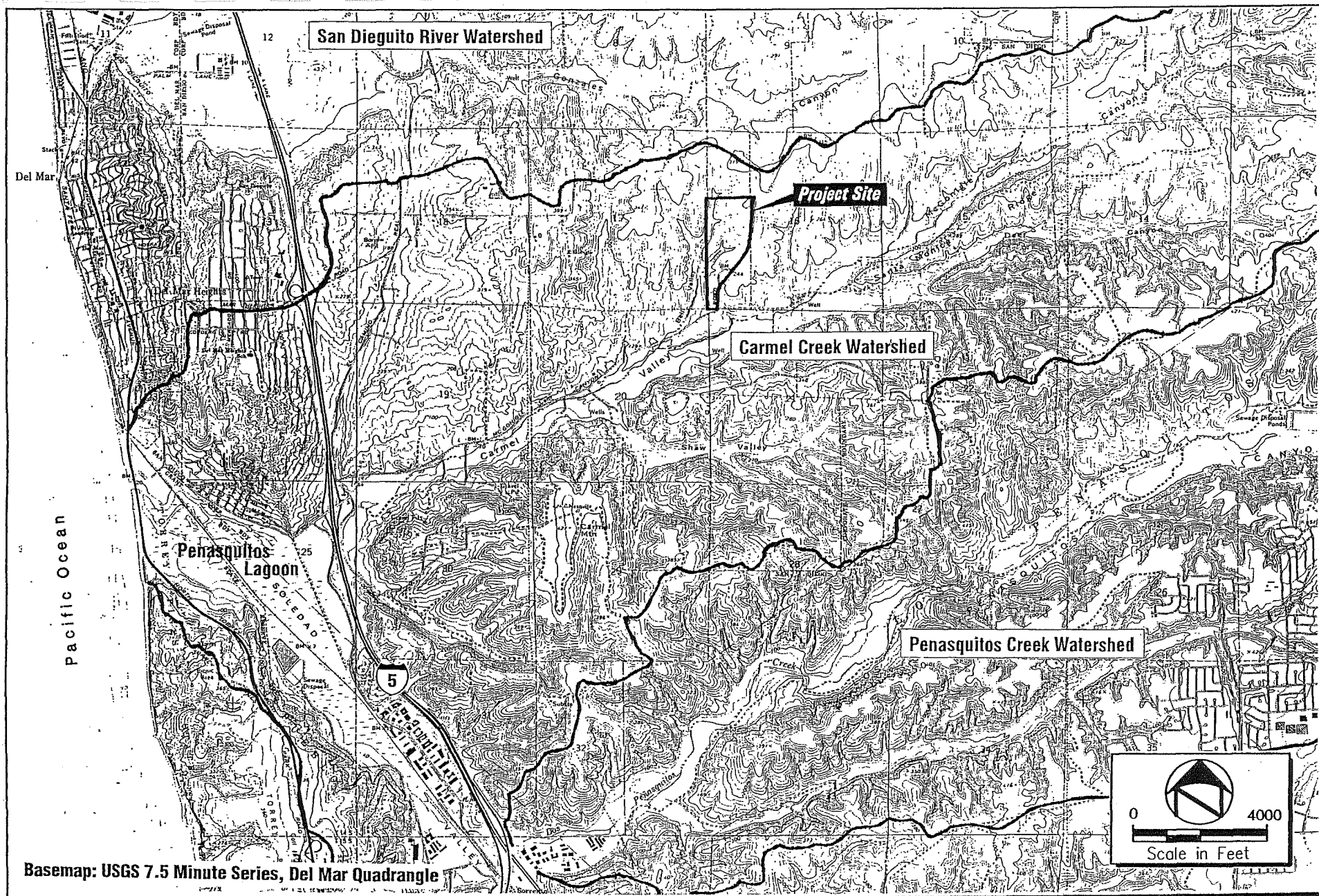
Surface Runoff

Surface runoff onto the project site comes from two sources which include urban runoff from the developed Rancho Peñasquitos community to the east and runoff from the existing land uses onsite. As described previously in *Section IV-A, Land Use*, the primary existing land uses onsite include a horse facility, and undeveloped land.

The existing equestrian facility contributes to soil erosion and sedimentation of natural drainages within and adjacent to the project site. In addition, manure deposited by horses located at the equestrian facility is carried by stormwater runoff into the onsite natural drainages and offsite toward the Peñasquitos Lagoon. Although these existing runoff contaminants are incremental to the drainage basin as a whole, cumulative urban and agricultural runoff from land uses upstream of the project site substantially degrade water quality ultimately of the lagoon and its tributaries.

Groundwater

The quality of the region's groundwater (use of which is considered minor or insignificant) is described by the City's Engineering and Capital Projects Department as "poor." The poor groundwater quality is due to agricultural use and/or saltwater intrusion from overdraft in the region. Shallow groundwater conditions are indicated by standing water in Carmel Valley. It is likely that a permanent shallow groundwater table exists within McGonigle Canyon. It is also likely that during the rainy season, shallow perched groundwater conditions could develop within alluvial deposits in many areas.



Seabreeze Farms Plan Amendment EIR
Watersheds in the Project Area

FIGURE
IV-D-1

Groundwater quality in the Peñasquitos Unit is generally marginal to inferior for domestic and irrigation purposes. In the coastal part of the Peñasquitos Hydrologic Unit, groundwater salinities range from 750 to 1,200 milligrams per liter (mg/l) of TDS and usually exhibit sodium chloride levels of 300 to 500 mg/l. The prevailing sodium chloride character of the groundwater found in both the mesas and alluvium-filled valleys can be largely attributed to connate waters. Connate water is the water entrapped in the interstices of a sedimentary rock at the time the rock was deposited.

ISSUE 1: ***What modifications to the natural drainage system would be required for future development of the site under the proposed plan? Would the project result in changes to the rate and amount of runoff?***

IMPACT

Drainage

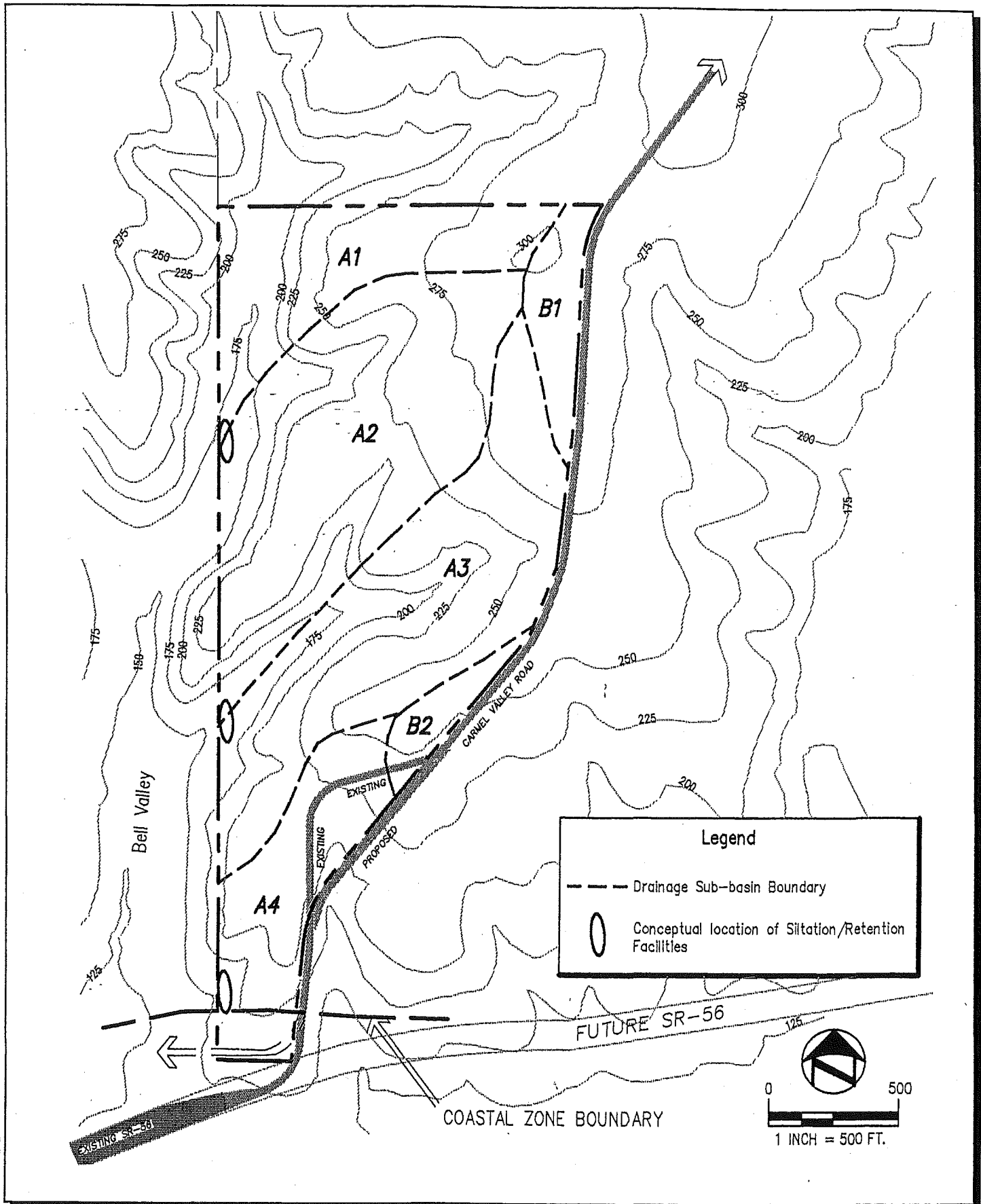
No major diversions from one watershed to another would occur with project implementation. Minor diversion (3.9 acres) may occur from Basin B to Basin A. These flows would converge downstream of the project site regardless. Any minor diversion would be identified at the Tentative Map design level which would occur sometime in the future to implement proposed developments within the project site.

Development within the project site would ultimately include a storm drain system which would collect surface water originating in the developed areas and convey the flows to existing natural discharge points located to the west of the project site. The increase in impermeable areas associated with project development would result in larger rates and volumes of surface runoff. The existing natural canyon drainage system has substantial surplus capacity to convey the surface flows from the proposed development. As shown on *Figure IV-D-2*, siltation/retention basins are conceptually located on the western edge of the project site at the discharge points of tributary canyons to Bell Valley.

Runoff Volume

Existing and developed surface runoff quantities generated during a 100-year storm event were calculated by separating the onsite canyon systems into two subbasins, A and B, as shown in *Figure IV-D-2*. Subbasin A encompasses 68.1 acres (94.6 percent) of the project site. Subbasin B encompasses 3.9 acres (5.4 percent) of the project site and drains to the east and ultimately to McGonigle Canyon. In the developed condition, all basins would drain to the west. The calculated runoff quantities are summarized in *Table IV-D-1*. These flows are for runoff generated only within the project site.

As shown in *Table IV-D-1*, the increase in runoff quantity for a 100-year storm event due to increased impervious surfaces would result in a 13.9% total increase. Post development runoff from all of the project site during a 100-year storm event is estimated at approximately 127.1 cubic feet per second (cfs) which represents a 15.5 cfs increase. By comparison, the total estimated runoff generated within



Seabreeze Farms Plan Amendment EIR
Surface Hydrology Map with Desilting Basins

**FIGURE
 IV-D-2**

**TABLE IV-D-1
EXISTING AND DEVELOPED PEAK DISCHARGES**

SUB-BASIN NUMBER	AREA (Ac)	Q100 NATURAL BASIN PEAK DISCHARGE (CFS)	Q100 DEVELOPED BASIN PEAK DISCHARGE (CFS)	NET INCREASE (CFS)	NET INCREASE (%)
BELL VALLEY/CARMEL VALLEY					
A1	11	17	18.6	1.6	9.4
A2	25.6	39.7	45	5.3	13.4
A3	21.9	34	38.5	4.5	13.2
A4	9.6	14.9	17.6	2.7	18.1
Subtotal	68.1	105.6	119.7	14.1	Ave. = 22.1
McGonigle Canyon					
B1	2.6	4.0	4.9	0.9	22.5
B2	1.3	2.0	2.5	0.5	25.0
Subtotal	3.9	6.0	7.4	1.4	Ave. = 23.4
TOTAL	72.0	111.6	127.1	15.5	13.9

Source: Roberts Engineering, January 1996.

the Carmel Creek watershed for the Q_{100} existing condition is estimated to be 9,800 cfs. Therefore, the estimated increase in runoff from implementation of the proposed project would represent less than 0.5% of the Q_{100} existing condition for the Carmel Creek watershed.

SIGNIFICANCE OF IMPACT

Project implementation would not require significant modifications to the natural drainage system. The natural drainage system is comprised of Bell Valley and Carmel Valley Creek both of which would be preserved in open space. However, drainage from the site must be properly directed through storm drain facilities to ensure that runoff volumes do not exceed the existing runoff volumes.

MITIGATION, MONITORING AND REPORTING

The future discretionary permits shall incorporate the following mitigation measure:

Mitigation Measure IV-D.1: Future tentative maps shall be conditioned with the following:

- Prepare a drainage study in accordance with the City of San Diego Drainage Design Manual, subject to approval by the City Engineer. The Drainage Design Manual includes the following types of requirements:

- a) Drainage system design shall be coordinated with the City of San Diego Engineering Department to ensure compatibility with existing and planned drainage facilities;
- b) Surface drainage shall be designed to collect and move runoff into adequately sized stream channels and/or drainage structures;
- c) All project drainage facilities shall be designed to accommodate runoff associated with a 50-year storm event, pursuant to direction by the project engineer and the City Engineer;
- d) A maintenance plan shall be established for all drainage facilities, pursuant to direction by the project engineer and the City Engineer. Such plans typically require the inspection, cleaning and repair of all facilities after each runoff producing rainfall.
- e) Surface and subsurface drainage shall be designed to preclude ponding outside of designated areas, as well as flow down slopes or over disturbed areas;
- f) Developed areas shall be surfaced with pervious materials wherever feasible to increase infiltration and decrease surface runoff;
- g) Downstream drainage courses and facilities shall be protected from the potential effects of increased runoff volumes or velocities (if applicable) through the use of flow equalization and/or energy dissipating structures. Such facilities may include detention ponds, drop structures, or other measures, pursuant to direction by the project engineer and the City Engineering Department;
- h) Recommendations on the design and location of all surface and subsurface drainage facilities provided during geotechnical and engineering observations of grading and construction activities shall be incorporated into the final project design, pursuant to direction by the City Engineering Department;
- i) All appropriate compacted areas shall be scarified to induce infiltration and revegetation;
- j) Direct surface drainage to natural slopes and manufactured slopes shall be minimized by (a) grading away from slopes, (b) providing drainage swales at tops or toes of manufactured slopes, where appropriate, and (c) providing an underground drainage system;
- k) All manufactured slopes shall be landscaped and irrigated to ensure slope stability, reduce erosion, and enhance visual appearance within 90 days of their creation. Temporary slope erosion control measures, such as hydroseeding, and slope stability measures shall be undertaken; and
- l) Native vegetation shall be preserved wherever feasible, and all disturbed areas shall be reclaimed as soon as possible after completion of grading. Native topsoils shall be stockpiled and reapplied as part of site reclamation whenever feasible.

- Design necessary storm drain facilities extending to a satisfactory point of disposal for the proper control and disposal of storm runoff, subject to approval by the City Engineer.

- Design appropriate onsite detention basin facilities to ensure that runoff volumes do not exceed the existing runoff volumes, subject to approval by the City Engineer.

ISSUE 2: *What effect would project implementation have on water quality in the Los Peñasquitos drainage basin and downstream water resources?*

IMPACT

Construction and Urban Runoff

Development of the project would result in an increase in the cumulative amounts of urban pollutants. The greatest potential for cumulative short-term water quality impacts to the Los Peñasquitos drainage basin would be expected during the grading and construction phases of the proposed project when cleared and graded areas would be exposed to rain and surface runoff. Improperly controlled runoff would result in erosion and transport of the sediment to the Carmel Valley Creek and ultimately to the lagoon. The lagoon is subject to all urban pollutants upstream from it, including the project site, and degradation of the lagoon water quality is of concern. Centralized storm drainage systems, through efficient design, concentrate runoff and increase flow velocities which can result in downstream soil erosion if proper energy dissipation is not designed into these structures.

The long-term water quality impacts would be related to urban runoff from the residential development area as well as from the 10-acre equestrian facility. The project would increase the amount of runoff by creating an extensive increase in contaminated impervious surface areas. The runoff from future streets, rooftops and parking areas would convey harmful materials such as oil, rubber, metals (including lead), manure, pathogens, trash and other solid wastes. Fertilizers and pesticides applied to landscaping would also be carried offsite. These pollutants would adversely affect the water quality in Carmel Valley Creek and the lagoon located at its terminus. These pollutants would contribute incrementally to a cumulative increase in the amount and concentrations of urban pollutants entering these water bodies.

With project implementation, siltation and erosion control facilities would be constructed and maintained to protect downstream properties. As shown in *Figure IV-D-2*, desiltation/retention basins are proposed to be located at the tributary canyons to Bell Valley. These facilities would accommodate the 50-year storm flows (Q_{50}) from the project site as well as include an overflow volume which would accommodate up to the 100-year storm flows (Q_{100}). It should be noted that these facilities will be designed to comply with the Local Coastal Plan drainage design criteria. Urban pollutants would settle out as the water is retained in these facilities prior to release into Bell Valley. Earthen dams would be required to impound water during the rainy months, and concrete outlets are anticipated to convey flows downstream of the desiltation/retention basins. It is anticipated that these facilities would not impound water for eight to nine months out of the year. All permanent drainage facilities would be designed and built in accordance with the City of San Diego Drainage Design Manual and would incorporate the most current Best Management Practices (BMPs) as defined in the NPDES guidelines

and detailed in the "California Storm Water BMP Handbook". Current examples of BMPs for erosion/siltation control and pollution control are:

- Grassed swales at parking lot boundaries for pollutant control;
- Use of energy dissipation structures and rip-rap to stabilize flow and reduce velocities;
- Desilting basins for pollutant and siltation control, resource based if possible;
- Mulching cleared or freshly seeded areas for erosion/sedimentation control;
- Geotextiles and mats for erosion control;
- Storm drain inlet/outlet protection for siltation control;
- Slope drains for erosion control;
- Check dams or drop structures to reduce velocities; and
- Silt fences/sand bag barriers for siltation control.

By definition, BMPs and BATs (Best Available Technologies) evolve and change over time so it is expected that specific solutions would be proposed at the tentative map stage of the proposed project.

SIGNIFICANCE OF IMPACT

Future development of the site with residential and equestrian uses represents a potentially significant cumulative impact on water quality of downstream water bodies from manure, generation of urban pollutants, short-term and long-term erosion and sedimentation, as well as construction-related contaminant discharge. These impacts can be mitigated, but not to below a level of significance, with incorporation of mitigation measures noted below.

MITIGATION, MONITORING AND REPORTING

The City of San Diego has developed standards for Urban Stormwater Management Plans that comply with the 1987 amendments to the Federal Clean Water Act, administered by the Environmental Protection Agency (EPA). These standards require applicants to identify and implement Best Management Practices (BMP's) to address urban runoff pollution impacts.

Municipalities in the San Diego region, including the City of San Diego, must also comply with the California State Water Resources Control Board (CSWRCB) NPDES Permit No. CA 01085757 which consists of wastewater discharge requirements for storm water and urban runoff. To comply with Permit No. CA 01085757, the City of San Diego must complete a BMP Program for Stormwater Pollution Control. The BMP will detail water quality control measures to be implemented on a City-wide basis.

Implementation of the following measures would reduce the short-term water quality impacts to below a level of significance. Over the long-term, implementation of the City-wide BMP would mitigate the project's contribution to the direct and cumulative water quality impacts, but not to below a level of significance.

The following mitigation measure shall apply to future discretionary permits and/or tentative maps:

Mitigation Measure IV-D.2: Future tentative maps or development permits shall be conditioned to require that all development within this project area shall comply with all requirements of State Water Resource Control Board (SWRCB) Order No. 92-08-DWQ (NPDES General Permit No. CAS000002), *Waste Discharge Requirements for Discharges of Storm Water Runoff Associated With Construction Activity*. In accordance with said permit, a Storm Water Pollution Prevention Plan (SWPPP) and a Monitoring Program Plan shall be developed during discretionary permit review with the commencement of grading activities, and a complete and accurate Notice of Intent (NOI) shall be filed with the SWRCB. The SWPPP and Monitoring Program Plan shall include:

- Identification of location of BMPs in accordance with the City Drainage Design Manual;
- Timing of installation of BMPs;
- Maintenance schedule of BMPs; and
- Identification of onsite personnel administering the SWPPP and MPP.

A copy of the acknowledgment from the SWRCB that an NOI has been received for this project shall be filed with the City of San Diego when received. Further, a copy of the completed NOI from the SWRCB showing the permit number for this project shall be filed with the City of San Diego when received.

In addition, the owner(s) and subsequent owner(s) of any portion of the property covered by a grading permit and by SWRCB Order No. 92-08-DWQ (*Waste Discharge Requirements for Discharges of Stormwater Runoff Associated with Construction Activity*), and any subsequent amendments thereto, shall comply with Section C (*Special Provisions for Construction Activity*) of SWRCB Order No. 92-08-DWQ (p.3). These provisions include:

- Filing of an NOI;
- Development of a SWPPP per Section A of Order No. 92-08 DWQ;
- Development of a MPP per Section B of Order No. 92-08 DWQ;
- Compliance with lawful requirements of all applicable jurisdictions (municipalities, drainage districts, etc.);
- Compliance with standard provisions and reporting requirements of Section C (p. 10 Order No. 92-08 DWQ); and
- Compliance with Notice of Completion requirements of construction.

Mitigation Measure IV-D.3: Future tentative maps and/or development permits shall be conditioned with the following:

Site specific analysis for each development shall incorporate the current Best Management Practices and Best Available Technologies (BMPs and BATs) available at that time for pollution control and

erosion/siltation control. This plan would address both short-term and long-term erosion control. Examples of BMPs and BATs include but are not limited to:

- Grassed swales at parking lot boundaries for pollutant control;
- Energy dissipation structures and rip-rap to stabilize flow and reduce velocities;
- Desilting basins for pollutant and siltation control, resource based if possible;
- Mulching cleared or freshly seeded areas for erosion/sedimentation control;
- Geotextiles and mats for erosion control;
- Storm drain inlet/outlet protection for siltation control;
- Slope drains for erosion control;
- Check dams or drop structures to reduce velocities;
- Silt fences/sand bag barriers for siltation control;
- Specified vehicle fueling and maintenance procedures and hazardous materials storage areas shall be designated to preclude the discharge of hazardous material used during construction (e.g., fuels, lubricants and solvents). Such designations shall include specific measures to preclude spills or contain hazardous materials, including proper handling and disposal techniques and the use of temporary impervious liners to prevent soil and water contamination;
- To reduce the loading of nutrients in urban runoff, landscape design shall incorporate the use of low-water requirement vegetation;
- Slope planting species shall be chosen for low fertilization requirements, and fertilization shall be discontinued one year after planting for naturalized areas adjacent to open space; and
- All manufactured slopes shall be maintained per Section 7.3., Maintenance Requirements, of the City of San Diego Landscape Technical Manual, requiring permanent (or temporary per City direction) Irrigation systems to be inspected on a regular basis and properly maintained, and shall comply with the Landscape Master Plan identified in the Carmel Del Mar Neighborhoods 4, 5 and 6 Precise Plan.

Measures are also identified in *Section IV-G, Air Quality*, which require dust and manure management at the equestrian facility. These measures would reduce potential pollutant loading of downstream water bodies associated with the equestrian facility (see Measures IV-G.1 and IV-G.2).

E. LANDFORM ALTERATION/VISUAL QUALITY

EXISTING CONDITIONS

Visual Character

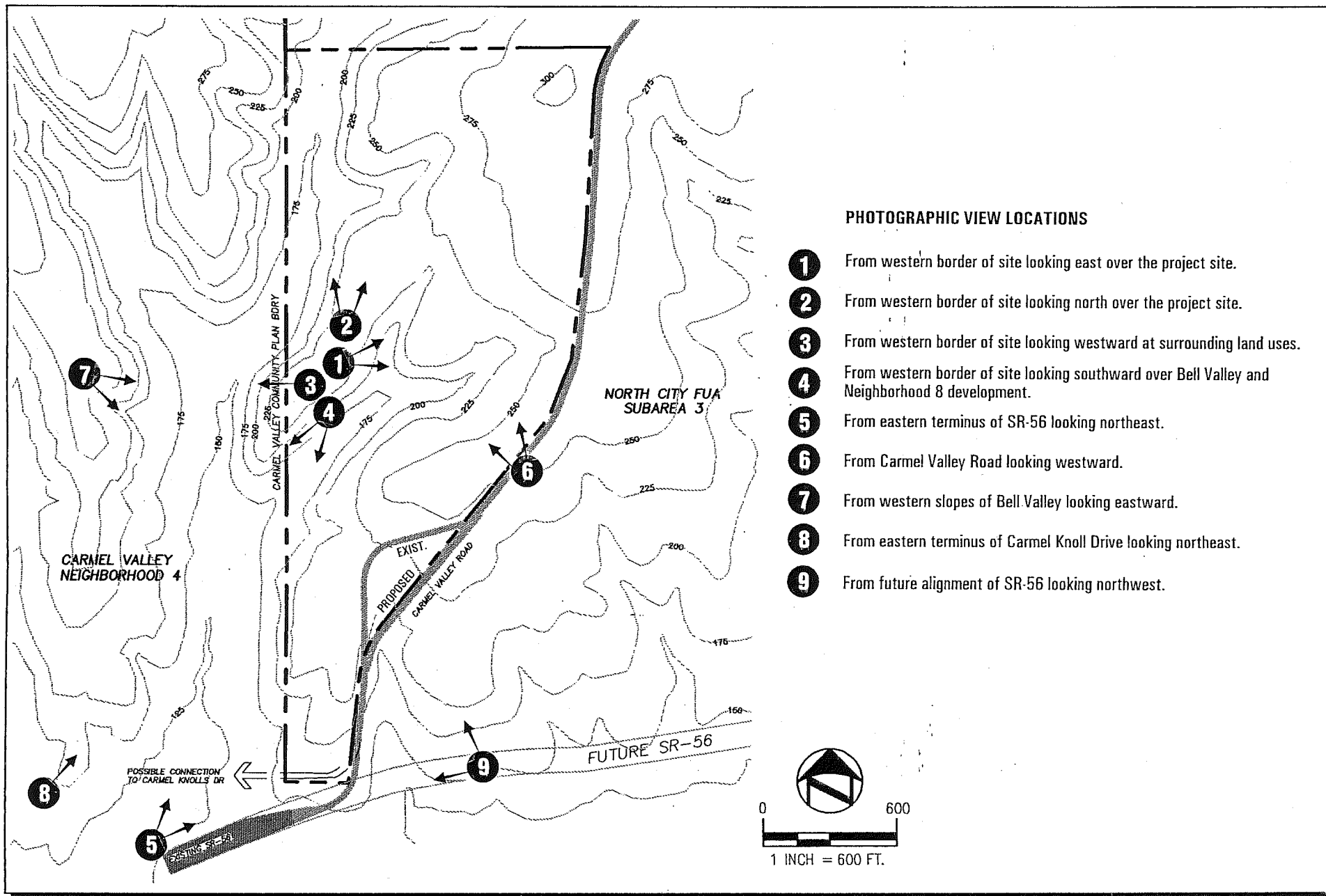
The existing visual character of the site is illustrated in *Figures IV-E-1 through IV-E-5*. The visual quality of the site is characterized by equestrian uses and open space areas. As shown in *Figures IV-E-2 and IV-E-3*, the site consists of varied terrain from the more level mesa areas in the eastern portion of the site to the steep slopes associated with Bell Valley. The pasture areas and associated structures are confined mainly to the eastern portion of the site. Open space associated with Bell Valley and associated tributaries consists of disturbed areas on the valley floor. The slopes of the tributaries that extend on site contain native vegetation. As shown in *Figure IV-E-3*, site photos 3 and 4, the floor of Bell Valley contains areas of extensive disturbance adjacent to the southern and central portions of the site. The areas immediately adjacent to the site have been disturbed in association with development in the Neighborhood 4 Precise Plan.

The site is visible from surrounding public vantage points including SR-56 and Carmel Valley Road. *Figure IV-E-4, site photo 5*, shows the view of the project from the terminus of SR-56. Due to the topography of the site only the southern portion of the site is visible. Due to the presence of intervening topography and existing development, views of the site are blocked to east bound travelers on SR-56 until travelers reach Bell Valley. Where Carmel Valley road forms the eastern border of the site, views of the existing development are partially blocked by perimeter landscaping (see *Figure IV-E-4, site photo 6*). Views of the site from southbound travelers are blocked by existing topography until they reach the area immediately north of the site.

Views of the site from Neighborhood 4 and Carmel Knolls Drive are illustrated in *Figure IV-E-5, site photos 7 and 8*. A majority of the existing equestrian uses onsite are visible. Bell Valley is visible from the rear of units that have been constructed to the west of the site. Carmel Knolls Drive currently extends through the Neighborhood 4 Precise Plan to the border of Bell Valley. As shown in *Figure IV-E-5, site photo 7*, the southern and central portions of the site are visible near the eastern terminus of this roadway. *Figure IV-E-6, Site Photo 9*, shows views of the site from the future alignment of SR-56 looking toward the west.

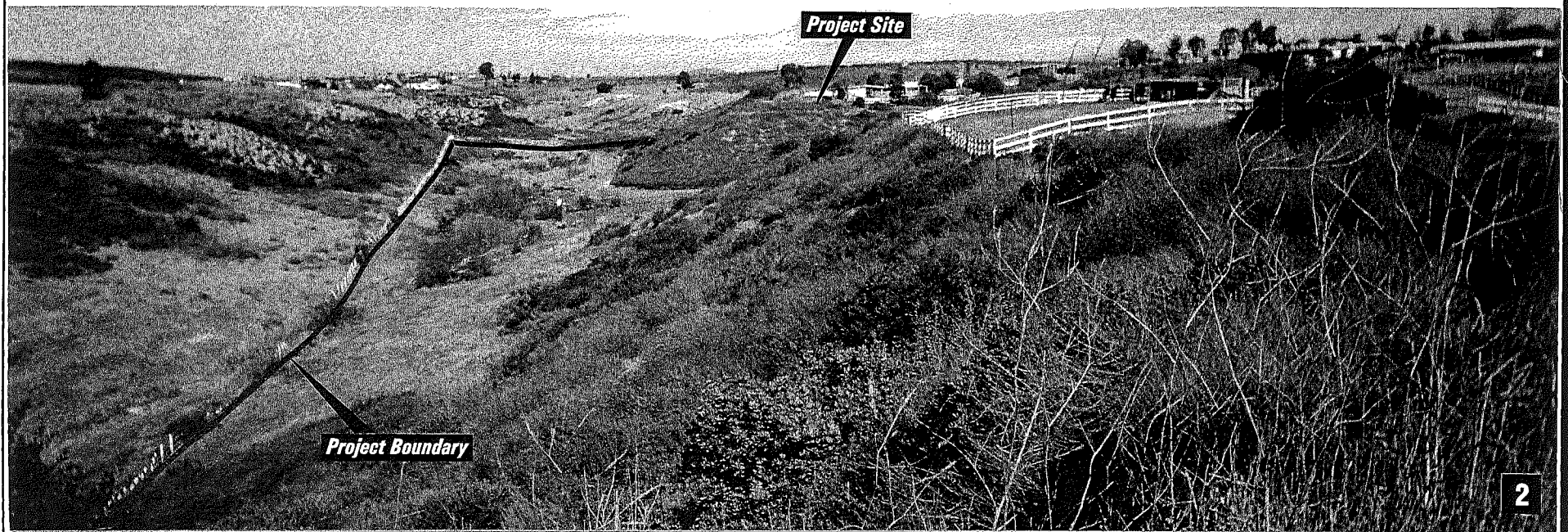
Views of the project site from the east and north are restricted due to intervening topography. Existing hillsides located immediately to the north of the site restrict views of the site from vantage points such as Gonzales Canyon. Views from vantage points immediately east of the site such as Carmel Valley are partially to completely blocked due intervening topography.

With buildout of land uses approved in the project vicinity the visual character of the project area would change substantially and views of the site would be altered. With implementation of the Framework Plan, the visual character of the area located immediately to the north and east of the site would change



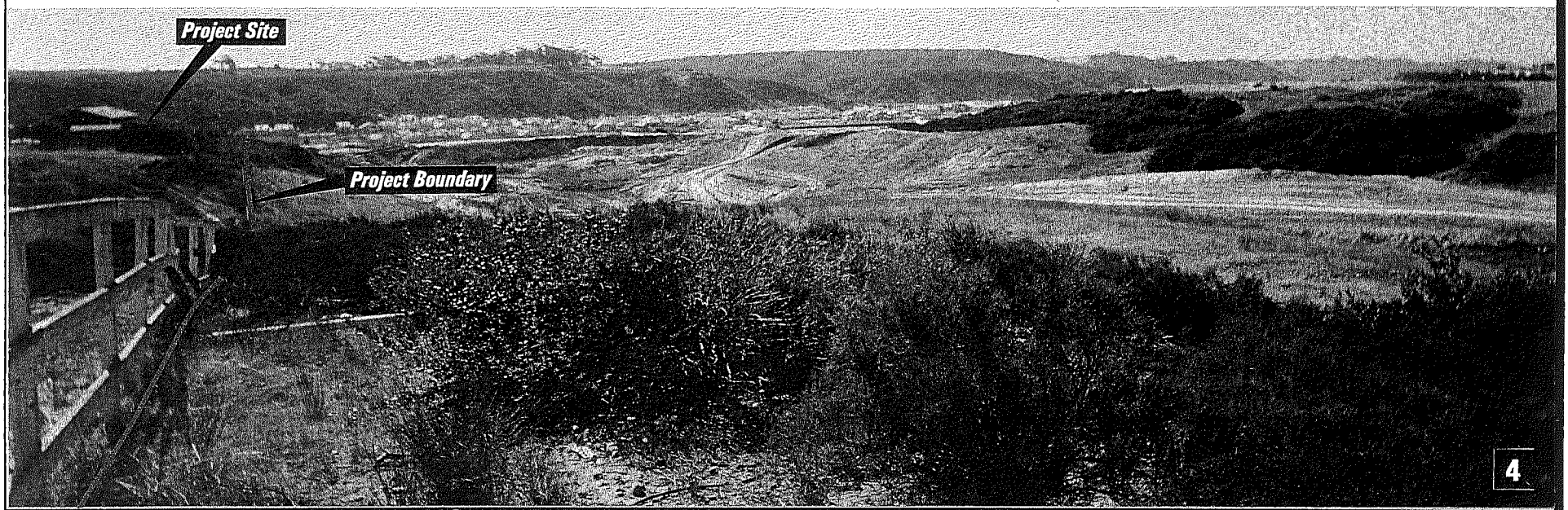
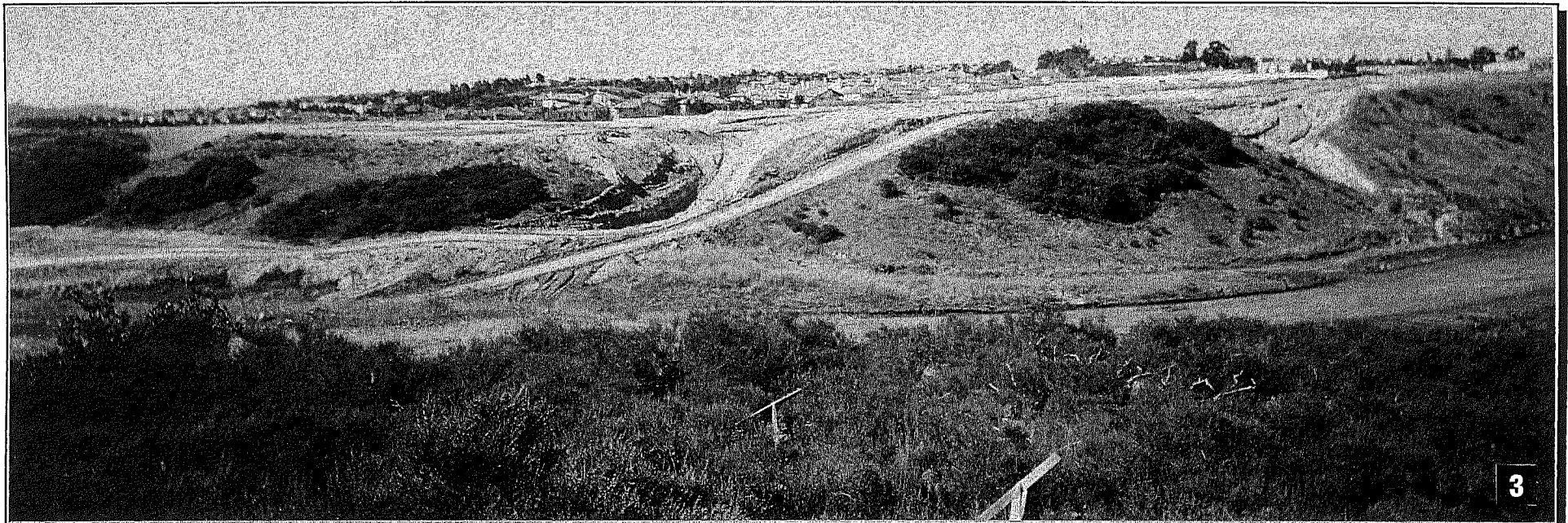
Seabreeze Farms Plan Amendment EIR
Photographic Key Map

FIGURE
IV-E-1



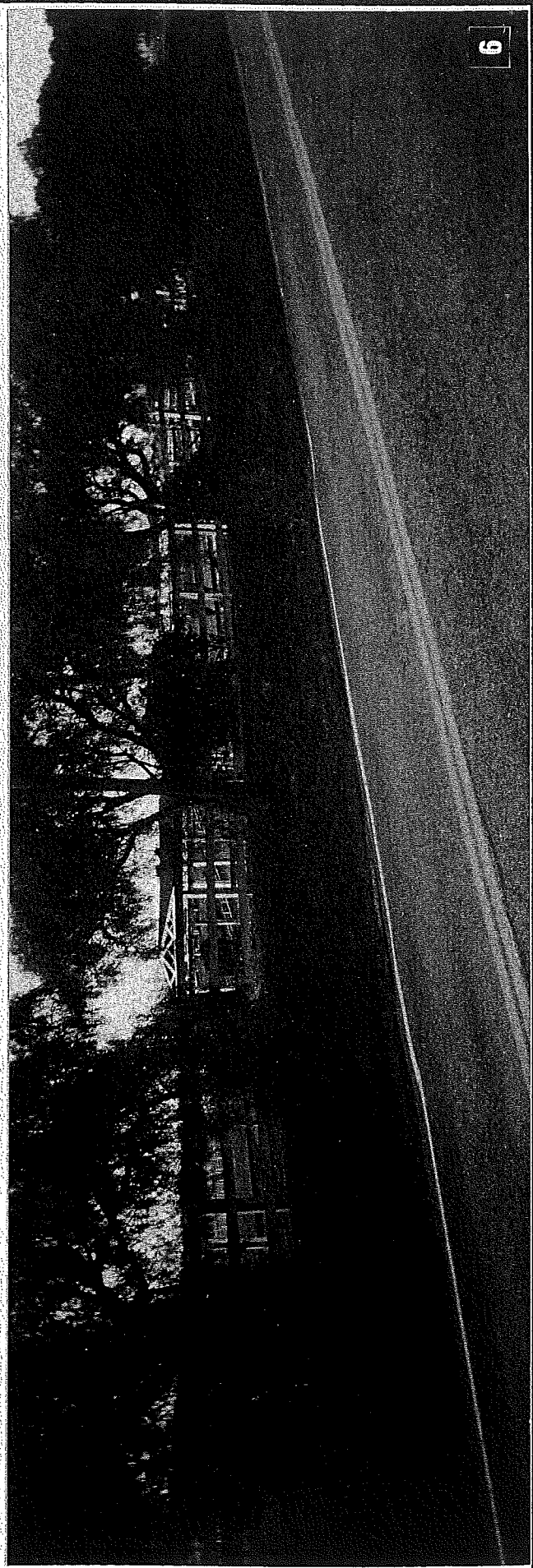
Seabreeze Farms Plan Amendment EIR
Photographic View Locations 1 & 2

**FIGURE
IV-E-2**

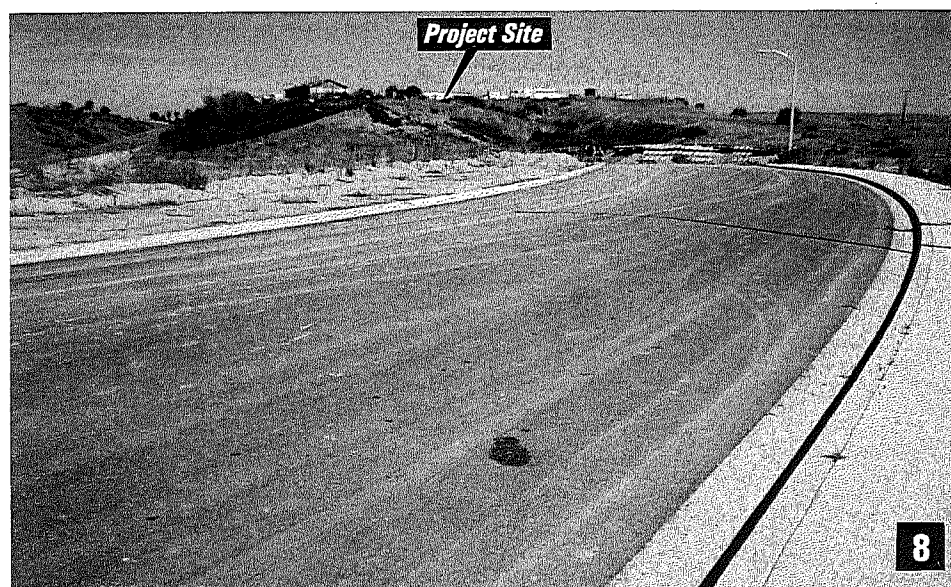


Seabreeze Farms Plan Amendment EIR
Photographic View Locations 3 & 4

FIGURE
IV-E-3



Seabreeze Farms Plan Amendment EIR
Photographic View Locations 5 & 6



Seabreeze Farms Plan Amendment EIR
Photographic View Locations 7 & 8

FIGURE
IV-E-5

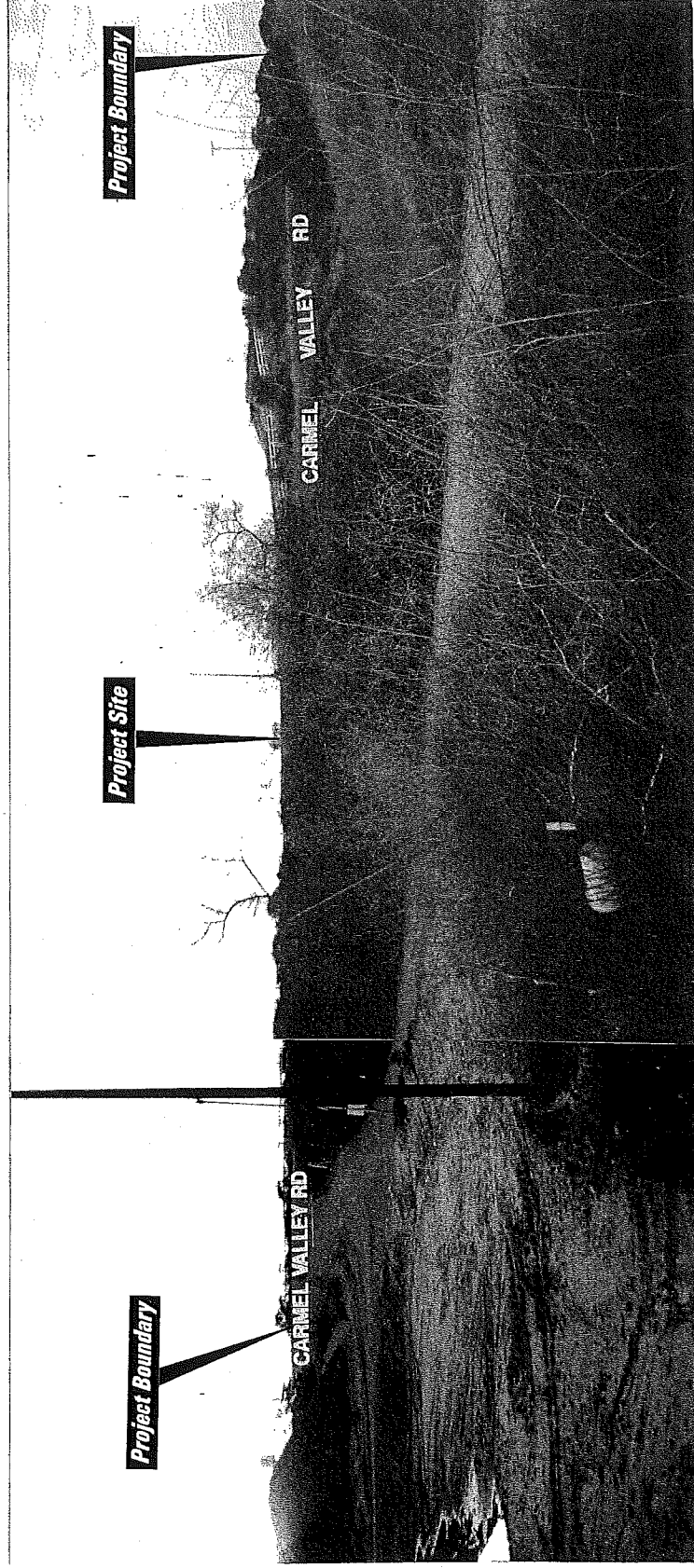


FIGURE
IV-E-6
Seabreeze Farms Plan Amendment EIR
Photographic View Location 9

from an open agricultural character to that of a mixed use development with open space area within the larger canyons such as Carmel Valley and Gonzales Canyon. The project site would be surrounded to the north and east by single family residential uses. Views of the site from areas to the east and north of the site would be completely obscured by the intervening topography and planned development.

General Topography

The terrain of the site is characterized by level topography along the eastern border of the site that slopes down into lower elevations along the western and southwestern portions of the site (*Figure II-2*). The more level area in the northeastern portion of the site ranges from approximately 300 feet above mean seal level (MSL) to 250 feet above MSL. The site elevations lower in the western and southern portions of the site to 175 feet above MSL. The western portion of the site includes a portion of a north-trending valley referred to as Bell's Valley. Bell's Valley represents a tributary landform that extends from Carmel Valley. Much of the steeply sloping terrain within the project vicinity is associated with Carmel Valley. The floor of Carmel Valley is located immediately to the south of the site.

Slopes with a gradient in excess of 25 percent occur along drainages that extend to the floor of the valley (see *Figure IV-E-7*).

ISSUE 1: *Would implementation of the plan amendment result in substantial alteration of the existing visual quality from public vantage points and existing and future public roadways?*

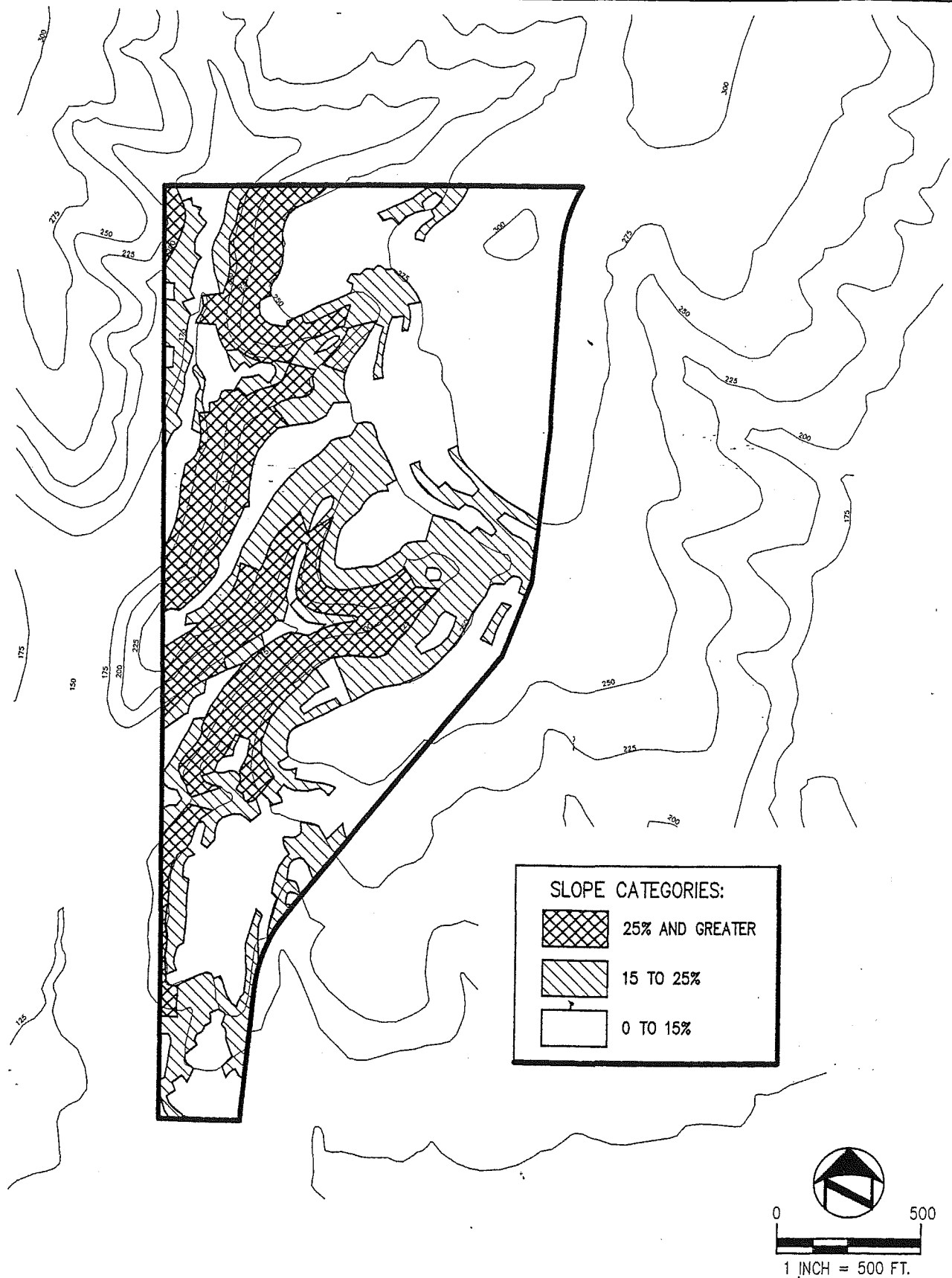
IMPACT

With project implementation, the visual character of the site would be changed from that of equestrian and open space uses to that of a residential area interspersed with open space and equestrian uses. The visual character of Bell Valley would not be altered with project implementation. The portion of Bell Valley that extends onto the project site would be retained in open space with sensitive native habitat to remain undisturbed. Pastures would be located in the open space areas where the land has been previously disturbed.

SR-56

The change in visual character change associated with the project would be visible from SR-56. Residential units planned for the southern portion of the site would be visible from the existing and proposed alignment extension of SR-56.

The effect on existing views from SR-56 are not regarded as adverse. The development would be located in close proximity to existing Carmel Valley residential developments. The project would represent a visual extension of the residential character of Neighborhood 4 and Neighborhood 8. In addition, the major onsite topographical features would not be significantly altered with project implementation.



Seabreeze Farms Plan Amendment EIR
Slope Analysis

FIGURE
IV-E-7

The offsite connection to Carmel Knolls Drive would not result in significant long-term impacts to views from SR-56. The roadway would be extended over relatively level terrain. Elevation of the road through the use of fill slopes would not be necessary. Due to the anticipated elevation of the roadway extension relative to SR-56, existing views of Bell Valley from SR-56 would not be obscured.

It is anticipated that the project and SR-56 would be built prior to buildout of Subarea III. As a result the project would be at the eastern border of existing development within Carmel Valley. Proposed residential uses would be one of the first developments visible as westbound motorists on SR-56 approach Carmel Valley. The visual character change to views from SR-56 are regarded as temporary. Upon buildout of Subarea III the site would be surrounded by residential development and views of the site would be partially to completely obscured.

Carmel Valley Road

The proposed project would be visible to southbound and northbound motorists on Carmel Valley Road. Due to the proximity of the site to the roadway and that the entire site is visible, the character change associated with the project is considered to be an adverse affect to the existing viewshed from the roadway.

The direct impact of the project to the Carmel Valley Road viewshed would be temporary when considered in association with the planned visual character of the area. When Subarea III is built out the project would represent an increment in the overall residential character of the area surrounding the site. As shown in *Figure IV-A-2*, development of urban uses is planned adjacent to Carmel Valley Road throughout Subarea III. The contribution of the project to the cumulative urbanization of views from Carmel Valley Road associated with buildout of Subarea III is considered significant.

Carmel Knoll Drive/Neighborhood 4 Precise Plan

As indicated in *Figure IV-E-5*, site photos 7 and 8, the entire development would be visible from the terminus of Carmel Knolls Drive and from the rear of lots planned adjacent to Bell Valley within Neighborhood 4. The proposed development would represent a substantial change to the existing viewshed which is characterized by expansive views of the site and the surrounding Carmel Valley. A change to views from private residences and collector streets such as Carmel Knolls Drive is not regarded as a significant impact of the project due to the relatively small number of views affected. Vantage points such as regional transportation corridors are used or are available to the general public. In general private views such as that from residential subdivisions are only available to the residents of that subdivision.

SIGNIFICANCE OF IMPACTS

Implementation of the project would represent a change for the existing visual character of the uses on site. The visual change would not result in direct long term impacts to views from public vantage points

when considered in association with the visual character of existing and planned surrounding development.

Development of urban uses is planned adjacent to Carmel Valley road throughout Subarea III. The contribution of the project to the cumulative urbanization of views from Carmel Valley Road associated with buildout of Subarea III is considered significant.

As noted in *Section IV-K, Noise*, subsequent development of the project will require noise walls, most notably along SR-56. These walls would have a potentially significant impact on visual quality, depending on the height of the walls. *Section IV-K* includes a mitigation measure that limits noise wall height to 6 feet or less. Where a higher noise barrier is required, either a combination berm with a maximum six-foot high wall or increased setback would be required. This would mitigate visual impacts associated with the noise walls to below a level of significance.

MITIGATION MONITORING, AND REPORTING

Measures are not available that would mitigate the contribution of the project to the cumulatively significant impacts associated with urbanization of views from Carmel Valley road. Only adoption of the No Project alternative discussed in Section VII of this document would avoid the contribution of the project to the cumulative visual impact caused by overall development in this portion of the NCFUA.

ISSUE 2: *Would implementation of the Plan result in a substantial change in topography or ground surface relief features?*

IMPACT

In general, proposed development would be restricted to the more level terrain in the eastern portion of the site (see *Figure IV-E-7*). The slopes and floor of Bell Valley would not be disturbed. The limits of grading shown in *Figure III-3* are intended to set a limit of disturbance. The community plan amendment is not intended to provide details regarding the location of proposed pads or characteristics of any manufactured slopes necessary to implement future development. The grading plan will need to be refined as future tentative maps are processed.

Figure IV-E-8 shows the areas of the site that are anticipated to be impacted by grading. At the present time, grading is estimated to consist of approximately 300,000–600,000 cubic yards of balanced cut and fill, with an average depth of 4 to 8 feet. The estimated grading amounts to an average of 6,000–12,500 cubic yards of material per graded acre (47 acres). The primary area of steep slopes that would be affected by grading are the slopes located at the eastern terminus of the finger canyon located in the central portion of the site. Maximum slope heights are expected to be 40 feet.

Grading on the site, in particular the fill proposed for the eastern terminus of the finger canyon, is

considered to be significant based primarily on the amount of material to be moved. Grading is limited to the more internal slope areas that for the most part are not highly visible from offsite. Grading for the site would incorporate the concepts and guidelines of the Neighborhood 4, 5 and 6 Precise Plan for landform and grading, which provides suggestions for contour grading, berms, and landscape grading.

Extension of the roadway from the southern border of the site to Carmel Knolls Drive would not impact existing landforms. As shown in *Figure IV-E-5*, the area in the southern portion of the site and the adjacent valley where the roadway is proposed to extend is generally level terrain. Extensive use of fill or cut slopes would not be required to accommodate the onsite or offsite portions of the roadway.

SIGNIFICANCE OF IMPACTS

The limits of grading proposed as a part of the CPA are restricted to the more level terrain along the eastern border of the site, with the exception of fill grading at the eastern terminus of the finger canyon in the central area of the site. Grading for the entire project is estimated to be 300,000 to 600,000 cubic yards. Significant landforms including the floor of Bell Valley and the slopes of the finger canyons that extend from the valley floor would not be significantly altered with implementation of the project. However, the amount of grading occurring within the eastern terminus of the finger canyon is a significant impact.

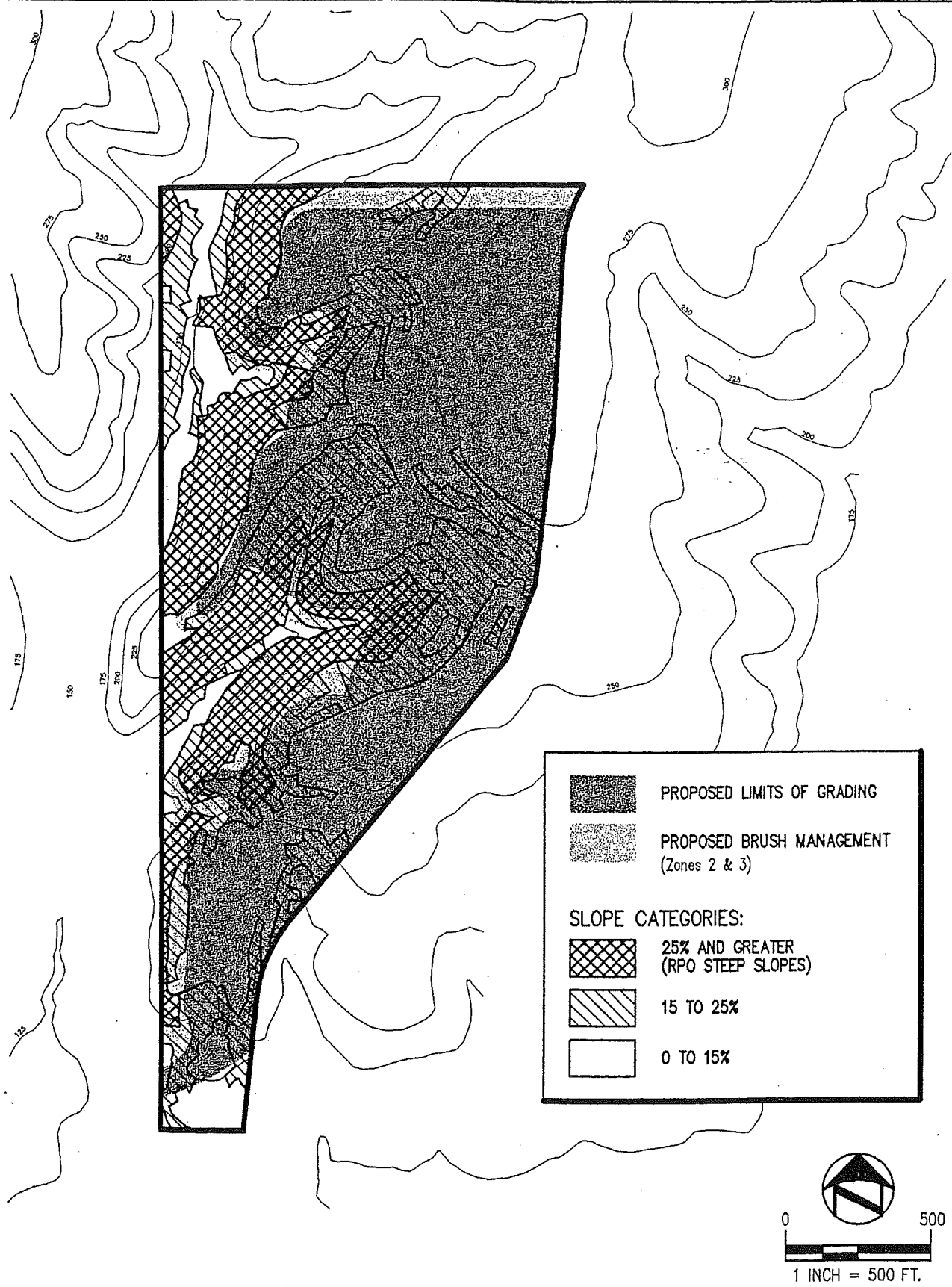
MITIGATION MONITORING AND REPORTING

Mitigation Measure IV-E.1: Any future Tentative Map for the project site will incorporate grading concepts and guidelines outlined on pages 66–70 of the Carmel Valley Neighborhood 4, 5 and 6 Precise Plan with respect to variable slope gradients, contour grading, slope revegetation, use of berms and utilization of landscaping to soften slope interfaces.

ISSUE 3: ***Would implementation of the Plan result in the loss, covering or modification of any unique geologic or physical features, such as canyons, bluffs, or hillside with a slope gradient in excess of 25 percent?***

IMPACT

The unique onsite topographic features include the slopes of finger canyons that extend from Bell Valley. As shown in *Figure IV-E-8*, the project would involve grading on slopes greater than 25% that are located at the eastern terminus of finger canyons that extend up from Bell Valley. *Table IV-E-1* is an analysis of the project encroachment into slopes on the site:



Seabreeze Farms Plan Amendment EIR
Impacts to Steep Slopes

FIGURE
IV-E-8

**TABLE IV-E-1
SLOPE ANALYSIS**

	ACRES IN EACH SLOPE CATEGORY			TOTAL
	0-15%	15-25%	>25%	
Development	30.8	12.8	3.4	47.0
Brush Management	2.2	2.5	5.8	10.5
Open Space	4.6	3.0	6.9	14.5
<i>Total</i>	<i>37.6</i>	<i>18.3</i>	<i>16.1</i>	<i>72.0</i>

As noted in *Table IV-E-1*, approximately 3.4 acres (21%) of the slopes greater than 25% are located within areas planned for grading. However, the project has been designed to avoid slopes greater than 25% slope that have a slope height greater than 50 feet. (The land use plan would overlap with approximately .0036 acres of slopes greater than 25% slope and greater than 50 feet in height) These slopes are shown in *Figure IV-A-6*. The impacted 25% slopes are those that are not as prominent since they are located more to the interior of the project and they are less than 50 feet in height. Views of these slopes are restricted mainly to views from development located to the west.

Additional disturbance of slopes greater than 25% would be required to implement brush management activities. As noted in *Table IV-E-1*, approximately 5.8 acres would be impacted by brush management. However, brush management activities consist of selective thinning of vegetation and would not involve any grading or extensive clearing. As a result the effects of brush management activities on slopes greater than 25 percent are not regarded as significant.

SIGNIFICANCE OF IMPACTS

The total encroachment into steep slopes greater than 25% is limited to interior slopes that are not greater than 50 feet in height. The impact to these slopes from grading activities and impacts to other slopes as a result of brush management are not significant.

MITIGATION MONITORING AND REPORTING

No significant impacts are identified. As a result, mitigation is not required.

F. CULTURAL RESOURCES

The following analysis summarizes an historical and archaeological survey report prepared by Gallegos & Associates in January 1996 for the project site. The report is contained in its entirety in Appendix D of this EIR. It should be noted that the report contained in Appendix D condenses relevant information on cultural resource investigations conducted for the Subarea III EIR (DEP No. 93-0204) which are specific to the project. The project site is located within the NCFUA Subarea III and the entire 72-acre site was surveyed in conjunction with the cultural resources investigation conducted for Subarea III.

EXISTING CONDITIONS

A review of the previous literature search conducted for Subarea III in the project vicinity from the South Coastal Information Center and the San Diego Museum of Man indicates that the project site and immediately surrounding property has been the subject of several previous cultural resource surveys.

The distribution of previously recorded sites within the study area for Subarea III and the project site suggests that prehistoric land use was highly patterned. A field survey completed from December 1992 to March 1993 using linear transect intervals of 10 to 12 meters between surveyors was conducted by Gallegos and Associates. Sources of error for site identification included thick vegetation which generally limits visibility and prior agricultural activity which typically destroys lithic scatters and other small or dispersed sites (refer to *Section I, Agriculture/Natural Resources*). High probability areas, such as those adjacent to known sites or on top of knolls and ridges, were intensively surveyed for cultural resources (p. 2-1, Gallegos & Associates, 1996).

The literature review identified only one cultural resource on the project site, CA-SDI-6802. The location of site CA-SDI-6802 is on file with the City of San Diego Development Services Department. Cultural resource Site CA-SDI-6802 was recorded during a 1978 survey by Polan and was relocated in 1992 and 1993 by Gallegos and Associates, Inc. The site was identified by Gallegos & Associates, Inc. as an artifact scatter due to the lack of relocated artifacts and the complete disturbance of the site's surface and topography alteration.

The site in 1978 was described as a prehistoric temporary habitation approximately 50 meters (N/S length) by 30 meters (E/W width) and contained hammerstones, cores, flakes, scrapers, a portable metate fragment, and mano fragments. It is believed the site was partially destroyed by plowing and the construction of Carmel Valley Road. The site in 1992 was limited to one small core, four flakes, and a small fragment of unidentifiable marine shell, and was highly disturbed by the existing equestrian facility onsite. Based on the number and type of artifacts, the integrity of the site, and the type of site, it is highly unlikely that the site is significant under the Resource Protection Ordinance.

ISSUE 1: *Would implementation of the Seabreeze Farms Plan Amendments adversely affect archaeological or historical resources?*

IMPACT

Implementation of the proposed project would directly impact site CA-SDI-6802. The project area where Carmel Valley Road will extend to meet with the road in Neighborhood 4 (Carmel Knolls Drive) that currently ends approximately 200-300 feet to the west of the Seabreeze Farms property, was surveyed by Cottrell (1982). No cultural resources were recorded as a result of this study (Cottrell 1982), and therefore no further work would be required.

SIGNIFICANCE OF IMPACT

Site CA-SDI-6802 is considered significant until testing has occurred and a determination of significance by a qualified archaeologist is obtained. Mitigation of impacts cannot be determined until testing has been conducted. Testing provides the necessary information to determine size, depth, content, integrity, and potential to address important research questions.

If a site is recommended as **not significant/not important** under CEQA criteria, then upon acceptance of the report by the agency, no further work is necessary and the site need not be addressed as to mitigation of impacts. The final report is submitted to the local repositories at the South Coast Information Center, San Diego State University, and the San Diego Museum of Man.

If a site is determined to be **significant/important** under CEQA, several options determined by the local agency are available. For example, the site may be preserved and protected in an open space easement and capped with soil. Certain uses may be allowed over a capped site, such as tennis courts, parking lots, golf course greens or parks. Mitigation of development impacts can also be achieved through a data recovery program. A data recovery program is designed to mitigate development impacts to the site by excavation of a predetermined sample of the site. This sample is used to answer important local and regional research questions that may include chronology, settlement/subsistence, environmental change, diet, and trade/travel. A data recovery program may include collection of surface artifacts, a sample excavation of the site using 1x1-m units, backhoe trenching, analysis of artifacts, special studies, and a report of finding. Upon completion of the field work, all recovered artifacts are analyzed to provide information necessary to answer the research questions, and a report of findings is prepared. Acceptance of the final report by the local agency completes the data recovery program and mitigation of impacts has been achieved, thereby allowing the prehistoric site to be developed.

MITIGATION, MONITORING, AND REPORTING

Mitigation Measure IV-F.1: In conjunction with subsequent environmental review and prior to approval of tentative maps for future development within the project site, testing of site CA-SDI-6802 prehistoric resources shall occur and a determination of significance ascertained.

Based on City Guidelines for a 1,500 square meter site, the testing program shall include the following, but not be limited to:

1. Prior to the start of the testing program, the applicant shall provide verification that a qualified archaeologist has been retained to implement the archaeological testing program. This verification shall be in the form of a letter from the applicant to the Principal Planner of the Environmental Analysis Section (EAS) of the Development Services Department. All persons involved in the archaeological testing of this project shall be approved by EAS prior to implementation of the testing program.

A qualified archaeologist is defined as an individual certified by the Society of Professional Archaeologists (SOPA). At least 200 hours of field experience required for certification must have been obtained in southern California. Uncertified individuals who believe they meet the requirements for certification may submit evidence of their qualifications to the Development Services Department.

2. The archaeologist's duties shall include collection of surface artifacts, excavation, evaluation, analysis of collected materials, and preparation of a testing results report in conformance with the City's *Guidelines for the Determination of the Significance of Archaeological Sites*. These duties are defined as follows:

- a. Surface Collection

Collection of all artifacts up to 200 artifacts, using 10x10 meter grids. If over 200 artifacts, surface collection may be a statistically valid sample of over 10% of the total site area.

- b. Excavation

Subsurface documentation requires the excavation of a minimum of four standard one by one meter (1x1 meter) excavation units. These units are excavated in 10 cm levels through the cultural deposit to bedrock or sediment layer that is devoid of cultural remains. Sediments are screened through one-eighth inch mesh screen. One by one meter units provide information regarding site integrity and the quality and range of cultural material in the subsurface deposit.

- c. Evaluation

In the event that cultural resources are discovered, the archaeologist shall contact EAS at the time of discovery. The significance of the discovered resources shall be determined by the archaeologist, in consultation with EAS. EAS must concur with the evaluation procedures to be performed. For significant cultural resources, a Research Design and Data Recovery Program shall be prepared and carried out to mitigate impacts. Any human bones of Native American origin shall be turned over to the appropriate Native American group for reburial.

- d. Analysis

All collected cultural remains shall be cleaned, cataloged and permanently curated with an appropriate institution. All artifacts shall be analyzed to identify function and chronology as they relate to the history of the area. Faunal material shall be identified as to species. Specialty studies shall be completed as appropriate.

e. Report Preparation

A testing results report with appropriate graphics, which describes the results, analyses, and conclusions of the above program shall be prepared and submitted to EAS within three months following termination of the cultural resources program. Also, any sites or features encountered shall be recorded with the South Coastal Information Center at San Diego State University and with the San Diego Museum of Man.

Prior to the implementation of a testing program, the local Native American community shall be informed and encouraged to participate. Although, Native American participation is not a requirement for implementing the testing program, provisions should be made to allow interested individuals to visit the site during the testing program. The local Native American community shall be informed of the results of the testing program.

If CA-SDI-6802 is determined to be significant by the testing program, it shall either be preserved or mitigated through implementation of a Research Design and Data Recovery Program to the satisfaction of the City of San Diego Environmental Analysis Section Principal Planner.

Implementation of the above measures will reduce impacts to cultural resources resulting from construction of this project to below a level of significance.

G. AIR QUALITY

The following analysis focuses solely on the air quality impacts which may be associated with the proposed equestrian facility adjacent to residential areas at project buildout. Air quality impacts specific to equestrian facilities are odor and dust generation. Odor is generally associated with manure generation, characterized by concentrated ammonia entrained in manure and bedding. Dust generation is associated with utilization of unpaved areas for equestrian activities, such as training lessons in an arena and vehicles utilizing unpaved roads.

It should be noted that the City has determined that the proposed project is generally consistent with anticipated land uses for the project site and is presumably anticipated for the purposes of regional air quality planning process conducted by the SDAPCD. The proposed project would therefore not have an adverse regional air quality impact from mobile emissions associated with project generated traffic.

EXISTING CONDITIONS

As discussed in *Section IV-A., Land Use*, the project site is partially developed with an existing equestrian training and boarding facility. The facility encompasses the northeastern corner of the project and can accommodate up to 300 horses and currently accommodates an average of approximately 120 horses per month. The facility is considered a medium-sized facility in comparison to other existing equestrian facilities in coastal San Diego such as the Del Mar Horsepark which is large enough to host major accredited horse show events.

Existing roadways, equestrian trails, and facilities are unpaved. The facility employs a staff of seven to maintain the grounds. Maintenance of the grounds includes removing manure from stalls daily and dragging and watering arenas. On average, a single horse can generate 8 tons of manure annually (0.67 ton/month) and includes waste bedding such as wood shavings and hay. Therefore, the existing facility generates approximately 84 tons of manure per month which requires disposal. Currently, the manure is deposited in a single unenclosed area and is picked up an average of once a month by a local farmer for composting.

Dragging an arena consists of going over the arena with a tractor and harrow to ensure that the footing of the arena is not compacted. Watering of the arena is done prior to dragging as well as intermittently during the course of the day for dust control. Watering of the arena occurs more frequently during drier times of the year than during wetter times of the year.

Currently, no sensitive receptors are adjacent to the equestrian facility. Sensitive receptors include residences, schools, athletic fields, play areas, hospitals, and senior citizen care facilities. Sensitive receptors would generally be adversely affected if located within one-quarter mile of the facility.

Regulatory Framework

The San Diego Air Pollution Control District (SDAPCD) regulates air emissions into the San Diego Air Basin. Rule 51, the nuisance rule, does not apply to odors emanating from agricultural operations in the raising of animals (SDAPCD, Rule 51). Due to the subjective nature of determining adverse odor levels, no standard currently exists.

The SDAPCD does, however, regulate visible emissions, such as dust, under Rule 50. Rule 50 (Visible Emissions) prohibits a person from discharging into the air from any single source any air contaminant for an aggregate period of more than three minutes which is darker in shade than Ringlemann 1. Ringlemann 1 is a standard of opacity, or visibility, published by the United States Bureau of Mines.

In addition to Rule 50, the SDAPCD criterion for identification of major sources of particulate matter less than 10 microns (PM_{10}) is 100 pounds per day (lbs/day) (Rule 20.2). It should be noted that no standard exists for non-stationary sources, such as automobile emissions. The SDAPCD criterion for major PM_{10} sources is only a comparative measure of a mobile source.

ISSUE 1: *Would implementation of the proposed equestrian center create objectionable odors or dust that would impact future onsite and adjacent offsite residents?*

IMPACT

The proposed project would construct an equestrian facility which could accommodate up to approximately 100 horses on a maximum of 8 acres. This would be a significant reduction in the current accommodation levels of the existing equestrian facility. Planned land uses onsite which may be affected by odor and dust generated by the proposed equestrian facility include residences associated with the proposed project and residences associated with adjacent projects. Onsite residences would be within one quarter mile of the equestrian facility. The closest residences would be proposed onsite residences and residences planned immediately to the east. To the west, planned residences would be buffered by open space provided by Bell Valley.

Dust

The City of San Diego Significance Guidelines state that significant levels of dust generation would be those levels identified by the SDAPCD for a major stationary source which requires air quality modeling under SDAPCD Rule 20.3. A significant impact is identified as a project which generates 250 lbs/day of PM_{10} .

PM_{10} is that portion of total suspended particulates (TSP) (dust) which makes up only a fraction of TSP. The PM_{10} fraction of TSP ranges from 20 to 40 percent. Because soil dust is generally chemically inert and is dominated by heavier particles that settle out, it is perceived as more of a nuisance rather than a source of adverse health impact. However, the PM_{10} fraction of dust is respirable and can adversely

affect health. It should be noted that PM_{10} is generally considered negligible beyond 500 feet from the emission source, and depends on wind speed and direction as to how far it is carried.

Regulatory agencies use one universal factor based on the area of disturbance which assumes that all other input parameters into emission rate prediction fall into mid-range average values. TSP emissions are predicted to be approximately 1.2 tons per month (80 lbs/day) per acre disturbed in the absence of any dust control measures being applied. Watering is generally assumed to reduce this rate by 50%, with reductions up to 90% possible through the use of chemical binders, chip sealing or other aggressive dust control measures.

The proposed equestrian facility would encompass a maximum of 8 acres. Even under a worst-case assumption whereby the entire acreage was left unpaved or non-landscaped, and in the absence of any dust control, average daily TSP emissions would be around 800 lbs/day. Therefore, without any dust control measures, the equestrian facility would generate significant levels of dust. With typical dust control efficiencies, average daily emissions of airborne particulates would be 80 lbs/day. Typical daily PM_{10} emissions would be approximately 16 to 32 lbs/day.

Odor

With implementation of the proposed equestrian facility, which would have capacity for a maximum of 100 horses, approximately 67 tons of manure per month would be generated at a generation rate of 0.67 ton per horse per month. If improperly handled, ammonia entrained in the manure may be detectable to onsite residences and adjacent offsite residences located within one-quarter of a mile of the proposed equestrian facility. In general, ammonia is entrained in manure and in bedding from the horses' urine. The City of San Diego has developed Significance Determination Guidelines for air quality impacts associated with odor. Detectible odor levels associated with ammonia are considered significant and is associated primarily with manure which is allowed to sit uncovered or in wet conditions. The significance thresholds identify ammonia is detectible to humans at 46.8 parts per million (ppm). Ammonia disperses quickly and rapidly from its liquid state to the air, and therefore, it does not take much ammonia to achieve levels of 49 ppm. Wind direction is in predominately to the northeast. However, wind directions are dynamic and at times unpredictable. Because wind directions in the project vicinity are unpredictable, odors associated with manure may be detected.

SIGNIFICANCE OF IMPACT

Dust

Implementation of the proposed equestrian facility would generate significant levels of dust without any dust control measures.

Odors

Implementation of the proposed equestrian facility would generate detectible odors associated with manure if improperly handled.

MITIGATION, MONITORING, AND REPORTING

With implementation of the following measures, impacts will be reduced to below a level of significance:

Mitigation Measure IV-G.1 (Dust): Prior to recordation of any future discretionary tentative map, the applicant shall submit to the Development Services Department a plan to control dust at the equestrian facility. The plan shall identify:

- high areas of dust generation;
- control measures which shall include at a minimum schedule for watering of dirt arenas during dry months and control measures for dirt roads and pathways.

Prior to approval of building permits, a detailed dust suppression plan shall be submitted and approved by the Development Services Department prior to approval. Dust suppression shall be identified on plans submitted for the building permit. The dust suppression plan shall be made a condition of future discretionary permits for use of equestrian facility.

Mitigation Measure IV-G.2 (Odor): Prior to recordation of any future discretionary tentative map, the applicant shall submit a manure management and facility maintenance plan. The plan shall identify facilities to be used for manure placement. These facilities shall be enclosed. In addition, daily manure management practices shall be identified. These practices include:

- a minimum maintenance schedule of daily stall cleaning;
- proper design of barn areas to minimize standing damp areas; and
- contracting with a waste hauler to dispose of manure when enclosed facilities are full.

Prior to approval of building permits, a detailed manure management and facility maintenance plan shall be submitted and approved by the Development Services Department prior to approval of the building permit. Manure placement areas shall be identified on construction plans submitted for the building permit. The manure management suppression plan shall be made a condition of future discretionary permits for the use of the equestrian facility.

ISSUE 2: *Would implementation of the proposed project create objectionable dust during construction that would impact future onsite and adjacent offsite residents?*

IMPACT

In general, the most significant source of air pollution from project construction will be particulates generated during clearing, grading and site preparation. Construction dust is comprised of large particles that are redeposited in close proximity to the source, and smaller particles that remain suspended in the air semi-indefinitely called total suspended particulates (TSP). Particulate matter of 10 microns in diameter or less (called PM₁₀) is a fraction of TSP and is respirable into deep lung tissue.

The average PM₁₀ emissions factor for construction activities is approximately 55 pounds per acre per day if no dust control measures are implemented. Applying this emissions factor to an assumed 1-acre area of disturbance yields a daily uncontrolled PM₁₀ emissions rate of 55 pounds per day. Such a temporary (less than six months) emission level is not considered significant on a daily basis; however, it is anticipated that dust generated at the project site would be a nuisance to adjacent offsite residents and onsite residents and would be considered a significant impact.

SIGNIFICANCE OF IMPACT

Implementation of the proposed project would generate dust which would significantly affect adjacent offsite residents and future onsite residents.

MITIGATION, MONITORING AND REPORTING

With implementation of the following measures, impacts to adjacent offsite residents and onsite residents from construction dust would be reduced to a level below significance:

Mitigation Measure IV-G.3: The following measures shall be made conditions of approval for grading permits associated with future discretionary tentative maps and/or discretionary permits:

- Active grading sites should be watered twice daily to reduce dust;
- All trucks hauling loose materials should be covered and maintain at least two feet of free board;
- Soil stabilizers shall be utilized wherever necessary; and
- Material stockpiles shall be covered and/or watered.

Dust control measures shall achieve a minimum of 80 percent dust suppression.

H. GEOLOGY/SOILS

The following discussion is based on existing technical information from the United States Department of Agriculture Soil Conservation Service (SCS) Soil Survey for the San Diego Area (USDA, 1973) and Division of Mines and Geology geological maps by Kennedy and Tan (CDMG, 1975).

EXISTING CONDITIONS

Geological Formations

Figure IV-H-1 shows the extent of the five geologic units occurring onsite. These include the Torrey Sandstone (Tt), Friars Formation (Tf), Stadium Conglomerate (Tst), Mission Valley Formation (Tmv), and undifferentiated Alluvium and Slopewash (Qal + Qsw). It should be noted that with the exception of the undifferentiated alluvium and slopewash, the geologic formations are of the Eocene Age (40 million years old).

Torrey Sandstone (Tt)

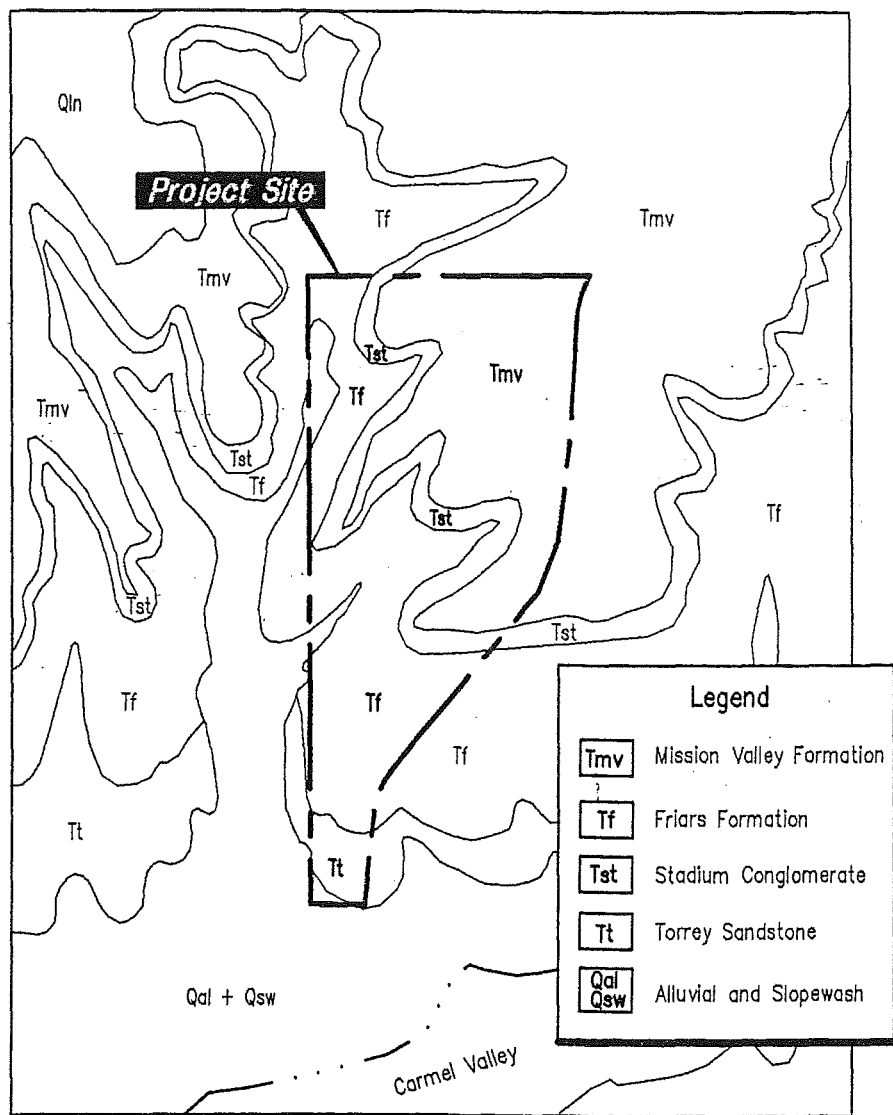
Torrey Sandstone comprises a very small portion of the project site and is located in the southwestern corner. Either undisturbed or properly compacted, the Torrey Sandstone possesses adequate shear strength, low expansive potential, and relatively low compressibility characteristics. Torrey Sandstone is generally suitable for foundation support for most structures.

Friars Formation (Tf)

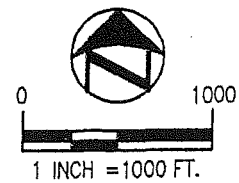
Friars Formation occurs in the southwestern portion of the site and is the second most prevalent formation onsite. The sandstone and claystone are relatively unstable in comparison to other formations when exposed to cut slopes. This formation is identified as slide prone in the City of San Diego Seismic Safety Element. It consists of commonly occurring claystone beds which generally require slope stabilization measures if exposed in cut slopes or if they lie at shallow depth beneath fill slopes. The clays of the Friars formation are moderately to highly expansive and will require either selective grading or adequate foundation design. This formation is rippable with conventional equipment.

Stadium Conglomerate Formation (Tst)

Stadium conglomerate consists of a cobble conglomerate with a dark yellowish-brown coarse-grained sandstone mix very dense, clayey sands known to have a high cobble content. The Stadium conglomerate is located at the edge of contact between the Friars and Mission Valley Formation onsite. The stadium conglomerate conformably overlies the Friars formation and is conformably overlain by the Mission Valley formation. The Stadium Conglomerate typically does not present constraints to development.



Geological Formations



Mission Valley Formation (Tmv)

The Mission Valley Formation comprises the primary geological formation onsite and occurs in the northeastern portion of the site. It consists of dense sandstones and interbedded siltstones and claystones that are moderately cemented. Significant quantities of medium to low expansive clayey sands occur within this unit.

Undifferentiated Alluvium and Slopewash (Qal + Qsw)

Alluvium is found within Bell Valley and some of the tributary canyons at the western edge of the project site. Alluvial soils may contain a large amount of cobbles and some boulders within the main stream beds. In the tributaries, alluvial soils are predominately fine-grained sands, silts, and clays.

Soils

Figure IV-H-2 shows the extent of the five surficial soil types occurring onsite. These include the Huerhuero complex (LvF3), Las Flores fine loamy sand (LeC2), Huerhuero loam (HrC2), eroded Huerhuero loam (HrD2), and Corralitos loamy sand (CsB). The majority of the project site is comprised of the Las Flores fine loamy sand and the Huerhuero complex (LvF3) and eroded Huerhuero loam (HrD2). All soil types onsite are severely erodible by water (SCS, 1973).

Groundwater

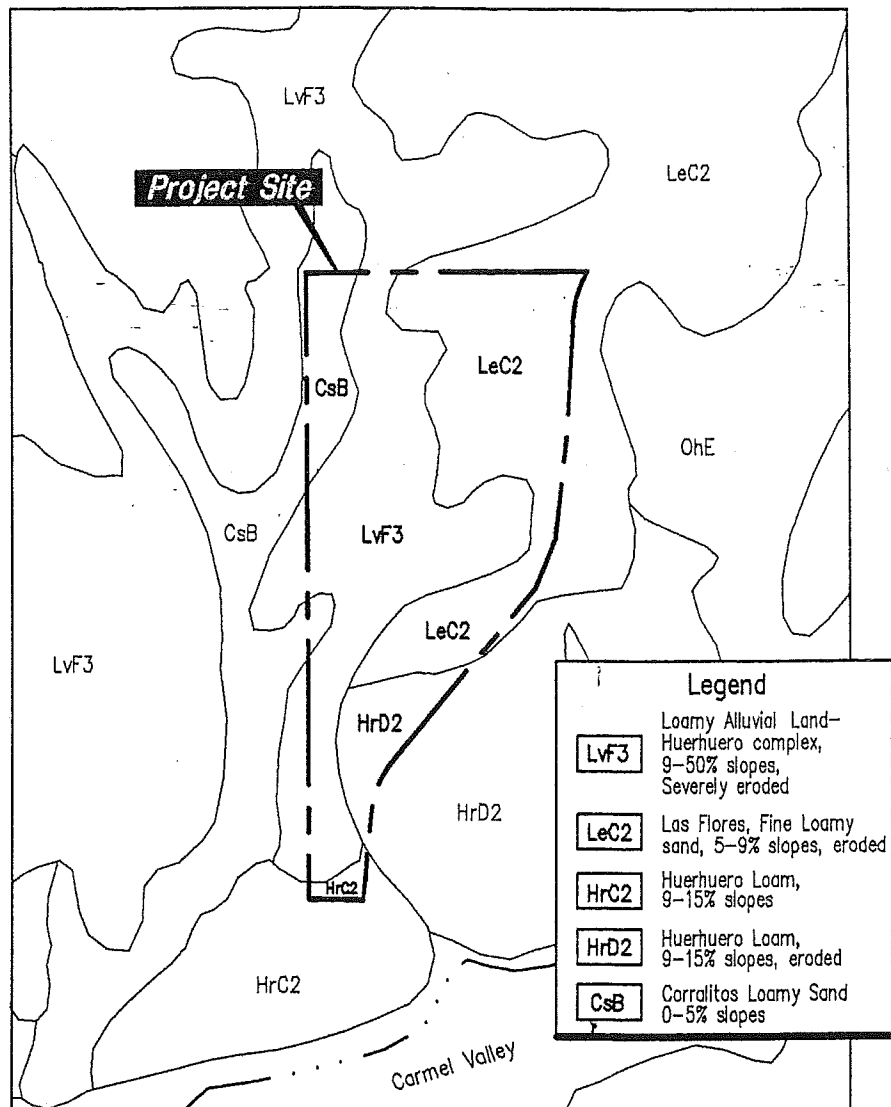
Running water can be seasonal within Bell Valley. A permanent perched groundwater table could exist within the alluvial soils of bordering areas.

Geologic Hazards*Landslides/Debris Flow*

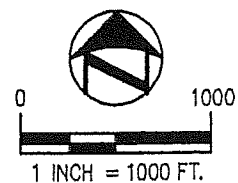
As previously noted, ancient landslides are suspected primarily within the Mission Valley Formation in the northeastern portion of the site. In addition to the potential for sliding, slide debris often have zones of compressible material.

Faulting and Seismicity

The project site is not located on any known active or potentially active fault trace. The closest active fault is the Rose Canyon Fault located eight miles to the west. According to the City of San Diego Seismic Safety Study, a potentially active north-south trending fault is located several miles to the northeast of the project site in the Black Mountain Ranch property. This fault was investigated during the geologic reconnaissance for Black Mountain Ranch and was determined to be a contact between two geological formations and not the result of seismic faulting.



Soil Types



The Division of Mines and Geology *Planning Scenario for the San Diego-Tijuana Metropolitan Area* (DMG Special Publication 100, 1990) identifies the project site in an area anticipated to experience a Modified Mercalli scale of L6. A Modified Mercalli scale of L6 for seismic activity would result in little damage to structures from seismic shaking intensity.

Liquefaction

In the event of a strong earthquake, liquefaction is likely to occur in areas which exhibit shallow groundwater depths and loose, unconsolidated alluvial deposits. According to the Division of Mines and Geology *Planning Scenario for the San Diego-Tijuana Metropolitan Area* (DMG Special Publication 100, 1990), ground failure due to seismically induced liquefaction is not likely to occur in the vicinity of the project site.

ISSUE 1: ***Are there geologic or soil conditions on the property which would represent a constraint to development?***

IMPACT

Potential impacts would be associated with development on unstable geological units and soils located in the development area of the project site. Based on the proposed land use plan, development would potentially occur over every geologic formation and soil type identified onsite. Any unstable characteristic of these formations and soils would represent potential constraints to future development. In addition, landslide areas would cause instability that represents a potential constraint to development. The development constraints associated with onsite geology are discussed below.

Geologic Units

Torrey Sandstone(Tst)

The Torrey Sandstone Formation would not generally constrain future development of the project site. This unit would provide suitable foundation support for most structures given its low expansive potential and relatively low compressibility characteristics. It also possesses adequate shear strength. Cut and fill slopes constructed at 2 to 1 (horizontal to vertical) should be stable to heights in excess of 40 feet. Sandstones within this unit should be suitable for use as fill or capping building areas which may contain expansive soils at grade. The occurrence of localized cemented stones or concretions may be expected, however, the need for blasting is unlikely. The greatest development constraint associated with this formation is related to certain soil elements which may increase the potential for erosion. This characteristic is further discussed under Issue #2 of this section.

Friars Formation (Tf)

As discussed under Existing Conditions, this formation is identified as slide prone in the City of San Diego Seismic Safety Element. It consists of commonly occurring claystone beds which generally require slope stabilization measures if exposed in cut slopes or if they lie at shallow depth beneath fill slopes.

The clays of the Friars formation are moderately to highly expansive and will require either selective grading or adequate foundation design. This formation is rippable with conventional equipment.

Stadium Conglomerate(Tst)

Potential geologic hazards would not be associated with development in the Stadium Conglomerate. Cut or fill slopes composed of the Stadium Conglomerate would be expected to possess adequate stability if graded at inclinations of 2:1 or flatter. Stadium Conglomerate soils are generally of low expansive potential and would be expected to provide adequate support for future structures. Stadium Conglomerate is located in a limited area in the southwestern portion of the project site (see *Figure IV-H-1*).

Mission Valley Formation(Tmv)

Proposed development would occur primarily within the Mission Valley Formation. Mass grading would be required to create building pads for residential use, the equestrian facility, and the local commercial area within this formation. Development within the Mission Valley Formation may be associated with significant geologic constraints due to the potential for very weak claystone beds or soft clay seams that may be encountered in cut slopes or near the base of fill slopes. This formation is also anticipated to contain significant quantities of low expansive sands. Cut and fill slopes at 2 to 1 gradients that are composed of the granular soils of this formation can be expected to possess adequate overall stability. The occurrence of localized cemented zones or concretions is likely, but the need for blasting is considered very low.

Alluvium and Slopewash (Qal + Qsw)

The majority of the alluvium occurs in the canyon bottoms which would remain in the proposed open space area. No geology impacts would be associated with alluvium because no development is proposed in these areas.

Geologic Hazards

Landslides

Onsite ancient landslides have the potential to impact future development within the project site. Most of the suspected landslides are situated within the Mission Valley Formation area. Exploratory drilling and/or trenching would be required to accurately determine the size and subsurface geometry of these geologic features. In addition to the potential for sliding, slide debris often possesses zones of compressible material that would constrain future development.

Faulting and Seismicity

As previously noted, the project site is not located on any known active or potentially active fault trace. The closest active fault is the Rose Canyon Fault, eight miles to the west. A major earthquake occurring

on this fault or other regional active fault in the southern California area could subject the project site to moderate-to-severe ground shaking.

Liquefaction

The potential for liquefaction during a strong earthquake is limited to those soils which are in a relatively loose, unconsolidated condition and located below the water table. Such conditions could exist within the deeper alluvial deposits which occur in the canyon bottoms. The largest concentrations of alluvial deposits would lie beneath the Bell Canyon area and tributary canyons. Because no development is proposed in these areas, minimal risk to the project is anticipated with implementation of proper remedial measures which include recompaction of loose sediments and the use of subdrains.

Groundwater

No development is proposed in the Bell Valley canyons or tributary canyons. Development of the proposed project would utilize district water supplies, city storm drain systems, and sewer facilities. No use of groundwater is proposed. No impacts to the proposed project from groundwater are therefore anticipated.

SIGNIFICANCE OF IMPACT

There are no soil or geologic conditions which were observed or known to exist on the project site which would preclude development of the project. However, potentially significant geologic and soil conditions exist which would require mitigation, including landslides, expansive soils, alluvial soils, poorly consolidated soils, liquefaction potential and ground shaking due to seismic events.

MITIGATION, MONITORING, AND REPORTING

The following mitigation measure and recommendations to be provided in the geological report shall be incorporated into the proposed project. These measures would reduce geology impacts associated with unstable geologic formations, soils, and geologic hazards to below a level of significance.

Mitigation Measure IV-H.1: Prior to grading permit issuance for any proposed development on the project site, a project-specific soils and geological investigation of the geologic conditions shall be submitted to and approved by the City Engineer. The evaluation shall include, but shall not be limited to, an analysis of the following conditions in areas to be graded and developed: gross and surficial slope stability, ancient landslide potential, hydrostatic pressure potential, and liquefaction potential. The evaluation shall provide remedial grading measures to mitigate any significant impact associated with the foregoing conditions including unstable soil, bedrock, groundwater, or seismic conditions. Grading and development plans shall be reviewed and approved by the City Engineer to determine compliance with the remedial grading measures identified in the project-specific geotechnical report.

ISSUE 2: *Would development of the site increase the potential for erosion?***IMPACT**

Implementation of the proposed project would require grading and brush management activities which would disrupt soils and result in increased exposure to wind and rain. All soils onsite have a severe erosion potential and are highly susceptible to disturbance.

Grading activities required to construct residential home sites would require measures to control erosion. The project would implement City of San Diego Brush Management Zones 1, 2 and 3 which require brush clearance, selective thinning of plants and potentially some revegetation. Implementation of Brush Management Zones 2 and 3 would occur at the edge of the proposed limits of grading for the proposed project and would consist primarily of thinning, while Zone 1 would be located adjacent to residential lots. Some disturbance of severely erodible soils would occur in the Brush Management Zones. It is anticipated that the soil disturbance could result in erosion onsite or offsite.

SIGNIFICANCE OF IMPACT

The erosion potential associated with future development on the project site would potentially be significant, therefore the following mitigation measures would be required.

MITIGATION, MONITORING, AND REPORTING

The following mitigation measures shall be incorporated into the project. Mitigation measures for erosion and drainage contained in *Section IV-D, Hydrology/Water Quality*, along with the following measures would ensure that impacts associated with onsite erosion potential would be below a level of significance:

Mitigation Measure IV-H.2: Prior to grading permit issuance for any proposed development on the project site, a project-specific landscaping plan shall be prepared. This landscape plan shall include short-term and long-term measures which will control erosion from manufactured banks or Brush Management Zones, such as those identified in *Section IV-D, Hydrology/Water Quality*. The landscape plan shall also incorporate erosion-resistant ground cover planting on manufactured slopes or Brush Management areas immediately upon completion of grading. Additionally, the landscape plan shall also comply with the Landscape Master Plan of the Precise Plan for Neighborhoods 4, 5 and 6.

I. AGRICULTURE/NATURAL RESOURCES

EXISTING CONDITIONS

Agriculture

Historical and Existing Agricultural Practices

Historically, the project area has been used for cattle grazing and cultivation of tomato and barley crops (City of San Diego, August 1992; pers. comm., property owners 1996). In the 1800's, major land owners including the Lusardi and McGonigle families raised sheep, pigs and chickens, and were reported to have cleared oaks, sycamores and alders from valley areas to farm and ranch (City of San Diego, August 1992). Historical photographs from 1950 to the present indicate a decrease in agricultural activity in the project area. This is primarily due to the marginal agricultural value of the overlying soils and the necessity to relocate crops after one or two growing seasons. The last known cultivation of tomatoes onsite was in 1975 and barley has not been grown for over 30 years (pers. comm., property owners 1996).

Horse boarding and equestrian use is the only current agricultural practice (pers. comm., property owners 1996). As shown in the aerial photograph (*Figure II-3*), no other portions of the site are currently being used for agricultural purposes.

Site Suitability for Agriculture

Factors which determine suitability of a site for agricultural operations include: climate, topography and soil suitability. Each of these factors is discussed below:

The project site is located in a semiarid Mediterranean climatic region which is typical of San Diego County's coastal plains. This climate zone is characterized by mild, wet winters and hot, dry summers. The study area has a mean annual temperature of 62 degrees Fahrenheit (62°F) and an average annual precipitation of 14 inches, with the heaviest rainfall occurring between the months of November and April (USDA, 1973). The summer fog zone extends through the site maintaining relatively high humidity in summer. The moderate temperatures and minimal temperature extremes make the project area ideal for growing a variety of crops year-round.

Although the climate would allow year-round farming, crops would require irrigation. Historically, irrigation water has been provided by the City of San Diego and onsite wells (pers. comm., property owners). While the water quality of City of San Diego water is typically good, accumulation of salts contained in irrigation water is reported to produce a buildup of a saline layer in the root zone (CIC Research, 1989).

Onsite soil types are shown in *Figure IV-H-2*. Loamy alluvial sand – Huerhuero Complex (9–50 percent slopes), severely eroded is the predominant soil type occurring over the majority of the slopes. Other soil types occurring onsite include Huerhuero loam (9–15 percent slopes), Las Flores loamy fine sand (5–9 percent slopes) on the mesa top, and Corralitos sandy loam (0–5 percent slopes) on the valley bottoms.

The mesa top and gently sloping areas are suitable for agriculture, however, the eastern slopes of Bell Valley and northern slopes of Carmel Valley within the project site are too steep to cultivate.

Soil suitability is a critical aspect of successful agricultural production. Two rating systems are used to describe soil suitability: the Soil Capability rating system and the Storie Index rating system. Both rating systems describe physical soil characteristics and indicate agricultural suitability.

The Soil Capability rating system usually gives a clearer indication of the agricultural potential of a soil than does the Storie Index rating system. The Soil Capability system shows, in general, the limitations of a soil when cultivated for field crops and the way the soil responds to management practices. Eight classes are indicated by Roman numerals, ranging from Class I with few limitations that restrict use down to Class VIII with severe limitations that preclude use for commercial crops (USDA 1973). There are no Class I or II soils within the project area. The Corralitos sandy loam has a Class III rating and the Huerhuero loam (5–15 percent slopes) and the Las Flores loamy fine sand have Class IV ratings. These soils have moderate limitations that either reduce the selection of plants or that require moderate conservation practices. The Huerhuero complex (9–50 percent slopes) fall within Class VIII. The acreage of each Soil Capability Class is given below:

<u>Soil Type</u>	<u>Capability Class</u>	<u>Storie Index</u>	<u>Acres</u>	<u>Percent</u>
Corralitos sand loam	III	64	5	7
Huerhuero loam & Las Flores loamy fine sand	IV	31-38	35	49
Huerhuero Complex	VIII	---	32	44
	Total		72	100%

The Storie Index expresses numerically the relative degree of suitability or value of a soil for intensive agriculture based on soil characteristics only. It does not take into account other factors such as the availability of water for irrigation, the climate or the distance from markets, all of which might determine the desirability of growing specific crops in a given locality. As such, the Storie Index does not indicate land value.

The Storie Index contains six grades which rate soils on a decreasing numerical scale from 100 down to less than 10. Grade 1 soils which have the widest suitability for crop use have Storie Index ratings of 80 to 100. Grade 2 soils, with Storie Index ratings of 60 to 80, are suitable for most crops but may have minor limitations that narrow the choice of crops that can be successfully grown in these soils. Soils in Grade 6, which have a Storie Index rating of less than 10, are generally not suitable for farming. There are no soils onsite considered Grade 1 or with a Storie Index rating of 80 to 100. All of the soils onsite are Grade 3 and below, having a Storie Index rating of 23 to below 38, with one exception. One soil type, Corralitos loamy sand is rated as Grade 2 with a Storie Index rating of 64.

Prime Agricultural Soils

Prime agricultural soils are defined by the California Agricultural Land Policy (California Government Code Section 35046) as an area of land, whether a single parcel or contiguous parcels, which qualifies for a rating as Class I or II in the Soils Conservation Service (SCS) Soil Capability classification or qualifies for a rating of 80-100 on the Storie Index. As indicated previously, there are no onsite soils with a Soil Capability rating of I or II, and none of the onsite soils are considered prime based on the Storie Index.

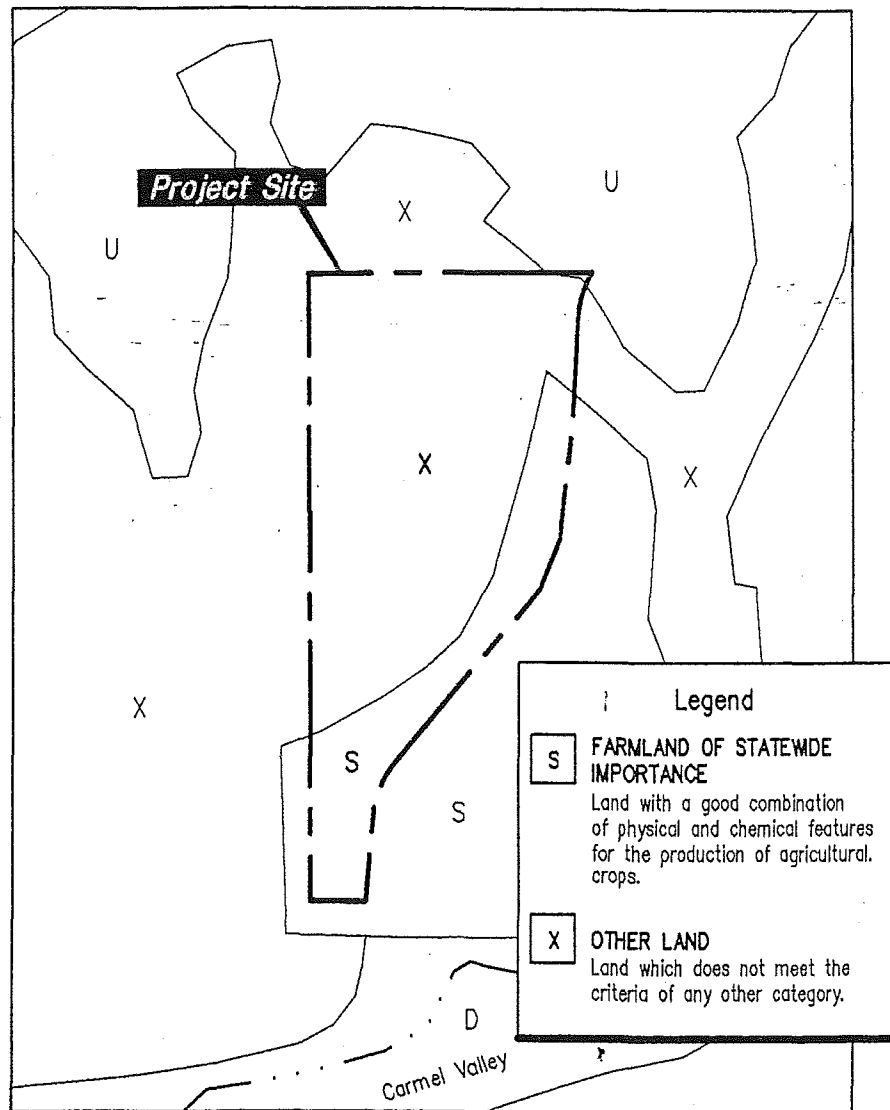
The California Department of Conservation (CDC) maintains another set of criteria to identify significant agricultural lands. In their "Farmland Mapping and Monitoring Program", CDC designates San Diego County Prime Farmland based on soil factors including water capacity, temperature regime, Ph, depth to water table, soil conductivity, flooding potential, erodibility factor, permeability, rock content and rooting depth (CDC 1991). None of the onsite soil types qualify as Prime Farmland under the CDC.

Farmland of Statewide Importance

Farmland of Statewide Importance is land other than Prime Farmland that has a good combination of physical and chemical characteristics for producing food, feed, forage, fiber and oilseed crops and is available for these uses (the land could be cropland, pastureland, rangeland, forest land or other land but not urban builtup land or water). These soils are also identified by specific criteria for water capacity, temperature regime, Ph, depth to water table, soil conductivity, flooding potential, erodibility factor, permeability, rock content and rooting depth (CDC 1991). The project area supports 16 acres of Farmland of Statewide Importance, which generally occur in the vicinity of Carmel Valley Road as shown in *Figure IV-1-1*. Huerhuero loam (5 to 9 percent slopes, eroded) is the only onsite soil type identified as meeting the criteria for Farmland of Statewide Importance. CDC also designates San Diego County Farmland of Statewide Importance and Unique Farmlands.

Unique Farmland and Additional Farmland of Local Importance

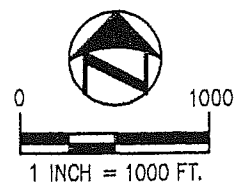
CDC defines Unique Farmland as land other than Prime and Farmland of Statewide Importance that is currently used for the production of specific high value food and fiber crops. It has the special combination of soil quality, location, growing season and moisture supply needed to produce sustained high quality and/or high yields of a specific crop when treated and managed according to modern farming methods (CDC 1991). Examples of such crops are citrus, olives, avocados, fruit and vegetables. The Unique Farmlands rating is not recognized as a major classification in San Diego County (pers. comm. CDC, Escondido Office, May 1993). Farmlands of Local Importance are lands of importance to the local agricultural economy; and Grazing Lands are suitable for livestock grazing. The project area does not support any Farmland of Local Importance.



Legend

S	FARMLAND OF STATEWIDE IMPORTANCE Land with a good combination of physical and chemical features for the production of agricultural crops.
X	OTHER LAND Land which does not meet the criteria of any other category.

Important Farmlands



**Seabreeze Farms Plan Amendment EIR
Important Farmlands**

**FIGURE
IV-I-1**

Williamson Act

The California Land Conservation Act of 1965 encourages local governments to identify prime agricultural lands and authorizes participating counties to establish agricultural preserves within their jurisdictions. An agricultural preserve is an area devoted to either agricultural, recreational, or open space use or any combination of such uses designated by local jurisdiction. Agricultural preserves are established for the purpose of defining the boundaries of those areas within which a county would be willing to enter into contracts pursuant to the Williamson Act. To be eligible to file an application for an agricultural preserve and enter into a Williamson Act contract with a county, an applicant must own land devoted to agricultural or open space use, as defined in subdivision (o), Section 51201, California Government Code; recreational use, as defined in subdivision (n), Section 51201, California Government Code; or a combination thereof. There are no properties within the project area or Subarea III that are within agricultural preserves under the Williamson Act.

Crop Types and Relative Yields

Despite the relatively poor quality of many of the soils in the project area, tomatoes and barley have been grown within the project area. As noted previously, the last known date for farming tomatoes is 1975, and barley has not been grown for over 30 years (pers. comm., property owners). While no detailed farming records are available for adjoining property in Subarea III, as much of the land has been leased, farmers have produced tomatoes east and north of the project site, which has identical climate and similar soils and topography. Historically, ornamental plant nurseries and nursery production grounds have been operated north of the project site off Del Mar Heights Road.

According to the San Diego Soil Survey, those soils classified as "agricultural land" comprise approximately 7.03 acres or approximately 10 percent of the site. Onsite agricultural land is suitable (with ratings of "good" and "fair") for the production of tomatoes, truck crops and flowers. *Table IV-I-1* provides a break down of the suitability of onsite agricultural land for these commodities.

As shown in *Table IV-I-1*, tomatoes present the most suitable crop of the site, however only approximately 7.03 acres or approximately 10 percent of the onsite soils would be suitable for this crop. The primary constraints to tomato production are slope and surface soil texture. Criteria for successful growing of tomatoes include a soil depth of over 36 inches, a surface layer texture of clay, loam or clay loam and slopes of less than 15%. Some of the onsite soils are also suitable for other truck crops (0.97 acre or approximately 1 percent of the site), and cut flowers (7 acres or approximately 10 percent of the site), although characteristics of the soil and topography are significant constraints to the successful, long-term production of these commodities.

Natural Resources

In accordance with classification guidelines established by the State Mining and Geology Board and in compliance with the Surface Mining and Recovery Act of 1975 (SMARA), the State Mining and Geology

Board has categorized the region into four Mineral Resource Zones. These zones are established based on the presence or absence of significant sand and gravel deposits and crushed rock source areas independent of land use and ownership. The criteria for the Mineral Resource Zones (MRZ) are provided below:

TABLE IV-I-1. CROP SUITABILITY

Soil Unit	Soil Name	Acreage	Avocados	Citrus	Truck Crops	Tomatoes	Flowers
HrC ₂	Huerhuero Loam ***	0.97	--	--	Fair ³	Good	Fair ²
HrD ₂	Huerhuero Loam	6.06	--	--	--	Fair ¹	Fair ²
<i>Total</i>		<i>7.03</i>					

Notes: Qualities or soil properties which adversely affect suitability for a specific crop:

¹ = slope

³ = permeability rate

² = surface layer texture

-- = Not rated for that crop

Source: SCS, 1973

- MRZ-1 Areas where adequate information indicates that no significant mineral deposits are present, or where it is judged that there is little likelihood for their presence.
- MRZ-2 Areas where adequate information indicates that significant mineral deposits are present or where it is judged that there is a high likelihood for their presence.
- MRZ-3 Areas containing mineral deposits, the significance of which cannot be evaluated from available data.
- MRZ-4 Areas where available information is inadequate for assignment to any other MRZ zone.

The classification of mineral deposits in western San Diego County is provided in Special Report 153, prepared by the California Department of Conservation Division of Mines and Geology (CDMG) in 1983. Portland cement concrete (PCC) aggregate has the most restrictive specifications of all aggregate types and is the scarcest aggregate resource in the County. Thus, lands containing or potentially containing PCC-quality aggregate require special consideration in land use planning to preserve the resource potential where appropriate.

The entire site is within a MRZ-3 zone which means that mineral deposits could occur within the local geologic formations but no testing has been conducted to determine significance. The MRZ-3 deposits within the project area are Eocene sandstones and conglomerate of the Torrey Sandstone and Friars Formation interlaced with Stadium Conglomerate. As noted in *Section IV.H, Geology*, the Stadium Conglomerate typically has a high cobble content, which is generally less desirable than other sandstones for aggregate use. The site has not supported any current or historic aggregate mining operations nor has aggregate mining been conducted in the Carmel Valley or Bell Valley.

ISSUE 1: *Would implementation of the Plan result in the conversion of agricultural land to non-agricultural use or impairment of existing agricultural productivity?*

IMPACT

As shown in *Table IV-I-2*, nearly 90 percent of the onsite areas of Farmland of Statewide Importance (a total of approximately 16 acres) would be permanently committed to proposed developed areas. However, the project site is not currently being used to produce row or truck crops or flowers, and onsite soil types and characteristics, availability of irrigation and topography are limiting factors relative to agricultural productivity. Therefore, the proposed project would not impair existing agricultural productivity, however, the future agricultural potential would be eliminated.

**TABLE IV-I-2
IMPACTS TO FARMLAND**

CATEGORY	TOTAL SITE (ACRES)	ACRES IMPACTED OF FARMLAND OF STATEWIDE IMPORTANCE
Open Space	20.4	0
Graded	51.6	16.0 ¹
<i>SUBAREA PLAN TOTAL</i>	<i>72.0</i>	<i>16.0</i>

¹ Implementation of each category would preclude use of that area for agricultural purposes and is therefore considered an impact.

SIGNIFICANCE OF IMPACT

The project site has not historically been subject to long-term or intensive tomato cultivation due to onsite soil conditions. In addition, the onsite soil characteristics availability of irrigation and topography are limiting factors to agricultural productivity. As a result, the direct impact of converting the site to non-agricultural uses would not be significant. However, the conversion of Farmland of Statewide Importance would represent a significant contribution to cumulative losses of agricultural lands.

MITIGATION, MONITORING AND REPORTING

It is beyond the scope of this project to mitigate for the project's contribution to cumulative losses of agricultural land. Only implementation of the No Project Alternative would avoid this cumulative impact. No mitigation is required relative to the direct impact of onsite loss of agricultural land.

ISSUE 2: *Would implementation of the Plan result in the prevention of future extraction of sand and gravel resources?***IMPACT**

There are no existing mining operations which would be replaced during implementation of the proposed project. However, the proposed project would preclude mining of potential MRZ-3 aggregate onsite.

As shown in *Table IV-1-3*, impacts of the project to MRZ-3 would be 51.6 acres. Geology maps show Quaternary alluvium and slopewash deposits assumed to contain usable sand (as described in Special Report 153 [CDMG, 1983]) in the Carmel Valley. However, these deposits are generally overlain by clay loam type soils which are not suitable for sand extraction. The other potential aggregate source is the Stadium Conglomerate which exists in a narrow (100-300 feet wide) sinuous strand along the periphery of the mesa top area. No test data are available and the limited extent of this formation indicates a less than significant impact to aggregate resources.

**TABLE IV-1-3
IMPACTS TO MINERAL RESOURCE**

CATEGORY	TOTAL SITE (ACRES)	IMPACTS TO MRZ-3
Open Space	20.4	0.0
Graded	51.6	51.6 ¹
SUBAREA PLAN TOTAL	72.0	51.6

¹ Implementation of each category would preclude use of that area for extraction purposes and is therefore considered an impact.

SIGNIFICANCE OF IMPACT

The loss of potential aggregate resources in the MRZ-3 would be less than significant in that the project is limited in size and the potential is low in that area. The project's contribution to the cumulative loss of commercially viable aggregate deposits in the County that would supply future needs is minor and is considered less than significant given the relatively small acreage and low potential.

MITIGATION, MONITORING AND REPORTING

No mitigation is required.

J. PALEONTOLOGY

Paleontology is defined as a science dealing with the life of past geologic periods as known from fossil remains. Paleontological resources (fossils) are the remains and/or traces of prehistoric animal and plant life exclusive of human remains or artifacts. Fossil remains such as bones, teeth, shells, leaves, etc., are found in the geologic deposits (rock formations) within which they were originally buried. Because of this, the potential for fossil remains at a given location can be predicted based on known correlations between fossil occurrence and the geologic formations with which they are associated. To evaluate paleontological resources in the project area, the presence and distribution of geologic formations and the respective potential for paleontological resources were reviewed. The following is a summary of the research conducted for the project site and associated conclusions for paleontological resource potential.

EXISTING CONDITIONS

Seabreeze Farms is located entirely within the San Diego Embayment area. The San Diego Embayment area is a north-west trending basin consisting of Tertiary and Quaternary successional sediments deposited on Upper Cretaceous strata. Sedimentary rocks of the Late Cretaceous, Eocene, Pliocene, Pleistocene and Holocene age underlie the general vicinity of the project area.

The City has identified at least six sites containing paleontological resources either within or adjacent to the NCFUA. These sites are listed on *Table IV-J-1* and relevant maps are on file with the City's Development and Environmental Planning Division. These sites have been typically encountered during grading/excavation for specific projects.

**TABLE IV-J-1
KNOWN PALEONTOLOGICAL SITES WITHIN OR ADJACENT TO THE NCFUA**

Site No.	General Location	Formation or Deposit
2853,2987	Outside of NCFUA, north of Carmel Valley	Boundary of alluvial deposits and outcropping of Bay Point Formation
3170	Within Subarea V, north of Peñasquitos Canyon, at elevation about 180 feet	Santiago Peak Volcanics
3269	Outside of NCFUA, just north of Del Mar Heights Road and just east of El Camino Real	Friars Formation
3282	Outside of NCFUA, between Del Mar Heights Road and Gonzales Canyon	Mission Valley Formation
3284	Outside of NCFUA, in Carmel Valley, north and east of intersection with Shaw Valley	Alluvial deposits

Sources: City of San Diego Department of Environmental Planning, "Areas within the City of San Diego Which Have Paleontological Significance;" California Division of Mines and Geology, 1975, Bulletin 200.

No known paleontological sites occur on the project site. The nearest known site occurs within Subarea V, just north of Peñasquitos Canyon, at an elevation of approximately 180 feet.

According to the NCFUA Environmental Impact Report, paleontologic resources may be contained within four of the five geologic formations occurring onsite. These include the Mission Valley Formation, Friars Formation, Stadium Conglomerate, and Torrey Sandstone. These formations are described in *Section IV-H, Geology*, and mapped on *Figure IV-H-1*. An assessment of the fossil resource potential, type and probable occurrence is presented in *Table IV-J-2*. The Friars Formation, which occurs on the upper slopes of the Bell Valley and Carmel Valley, has a high fossil resource potential. The mesa top areas also have a high potential associated with the Mission Valley Formation whereas the Stadium Conglomerate Formation has a moderate-to-high potential. The remaining areas have a low-to-moderate fossil resource potential.

TABLE IV-J-2
FOSSIL-BEARING GEOLOGICAL FORMATIONS

Geological Formation	Fossil Resource Potential	Probable Occurrence	Potential Fossil Types
Friars Formation (Tf)	High	Upper slopes of Bell Valley open space area + southern tip of project site.	Marine and non-marine sediments containing common terrestrial mammal fossils.
Mission Valley Formation (Tmv)	High	Mesa top areas including northern + central portion of site.	Eocene fossils (marine vertebrates including remains of bony fish and sharks, fossil marine invertebrates and rare remains of terrestrial vertebrates) similar to those recorded in the Miramar Reservoir area outside of the NCFUA; Estuarine and near-shore animal fossils (clams, snails, barnacles, sea urchins, sharks, rays and crocodiles and fossil plant remains) similar to those recorded at North City West).
Stadium Conglomerate (Tst)	Moderate to High	Narrow band on upper slopes of Bell Valley and Carmel Valley (above Friar's Formation).	Rare terrestrial mammal and marine invertebrate fossils.
Torrey Sandstone (Tt)	Moderate	Lower slopes of Bell Valley and Carmel Valley.	Abundant marine invertebrates and vertebrate fossils and fossil leaves have been found within Torrey Sandstone deposits regionally.
Alluvium & Slopewash undifferentiated (Qal + Qsw)	Low	Open space areas at bottom of Bell Valley and Carmel Valley.	No fossils have been recorded from the alluvial deposits in the area and the relative youthfulness of these deposits indicate low fossil potential.

ISSUE 1: *To what extent would implementation of the proposed plan result in the loss of paleontological resources?*

IMPACT

Based on the proposed limits of grading shown in *Figure III-2*, development of the project site would have the potential to impact paleontological resources. Grading operations would cut into nearly all of the geologic units described above. These include the Mission Valley Formation, Friars Formation, Torrey Sandstone and Stadium Conglomerate. The alluvium and slopewash deposit within the open space areas would not be affected. The resource potential for these formations ranges from moderate to high. Potentially occurring resources in these formations would be destroyed unless recovered during grading. Designation of the upper slopes of Bell Valley in the northern portion of the site as open space avoids more than 60 percent of the high fossil potential Friar's Formation.

Cumulative Impacts

Potential cumulative impacts to paleontological resources would result from proposed construction activities in areas with variable resource potential. Specifically, this includes geologic formations with identified high paleontological resource potential (e.g., Friars and Mission Valley Formations).

Regional cumulative impacts to paleontological resources would be similar in nature to those described above, with a greater extent anticipated due to the occurrence of proposed development, both within and outside of the NCFUA.

SIGNIFICANCE OF IMPACT

Grading for future development on the project site would have the potential for significant impacts to paleontological resources. The loss of paleontological resources is a cumulatively significant impact that is mitigable to a level below significance.

MITIGATION, MONITORING, AND REPORTING

The mitigation measure provided below shall be incorporated into the proposed project. This measure would sufficiently insure the recovery of any resources and mitigate the direct potential impact to below a level of significance.

Mitigation Measure IV.J.1: Prior to recordation of a Final Map or issuance of a grading permit, written verification that a qualified paleontologist and/or paleontological monitor has been retained to implement a paleontological monitoring program shall be provided to the City. Verification shall be in the form of a letter from the project applicant to the Principal Planner of the Environmental Analysis Section (EAS) of the City of San Diego Development Services Department. A qualified paleontologist is defined as an individual with a Ph.D. or M.S. degree in paleontology or geology, who is a recognized expert in the application of paleontological procedures and techniques such as screen washing of

materials and identification of fossil deposits. A paleontological monitor is defined as an individual who has experience in the collection and salvage of fossil materials and who is working under the direction of a qualified paleontologist. **All persons involved in the paleontological monitoring shall be approved by EAS prior to any pre-construction meetings.**

The qualified paleontologist shall attend any pre-construction meetings to consult with the excavation contractor. The project applicant shall notify EAS staff of any pre-construction meeting dates, and of the start and end of construction. The requirement for paleontological monitoring shall be noted on all grading plans. The paleontologist's duties shall include monitoring, salvaging, preparation of materials for deposit at a scientific institution that houses paleontological collections, and preparation of a report summarizing the results of the monitoring efforts. The duties are defined as follows:

a. Monitoring

The paleontologist or paleontological monitor shall be onsite during all excavation activities in previously undisturbed areas of the Mission Valley and Friars Formations, Torrey Sandstone and Stadium Conglomerate to inspect for well-preserved fossils. The described monitoring program is necessary to determine the nature of the material and extent of fossils present. The material also shall be screened for any vertebrate remains. The monitoring shall be at least half-time during the beginning of grading, with the time either increased or decreased depending on the initial results. The paleontologist shall work with the contractor and EAS to determine the monitoring locations and the amount of time necessary to ensure adequate monitoring of the project.

b. Salvaging

In the event that well-preserved fossils are found, the paleontologist shall have the authority to divert, direct, or temporarily halt construction activities in the area of discovery to allow recovery of fossil remains in a timely manner. Recovery is anticipated to take from one hour to a maximum of two (2) days. At the time of discovery, the paleontologist shall contact EAS. EAS must concur with the salvaging methods before construction is allowed to resume.

c. Preparation

Fossil remains shall be cleaned, sorted, catalogued, and then deposited in a scientific institution that houses paleontological collections (such as the San Diego Natural History Museum).

The following measure shall be required prior to issuance of building permits:

d. Monitoring Report

A monitoring report, with appropriate graphics (including an 800'-scale site map), summarizing the results, analysis and conclusions of the above program shall be prepared and submitted to EAS within three (3) months following termination of the paleontological monitoring program. Building permits shall not be approved prior to receipt of this report.

K. NOISE**EXISTING CONDITIONS**

The primary existing noise sources at the site are vehicular traffic and aircraft. Traffic noise is generated by Carmel Valley Road located along the eastern boundary of the site and SR-56 which terminates southwest of the site. Distant traffic from Black Mountain Road located approximately 1,500 feet north of the site also generates noise at the site. The current traffic volumes, adjacent to the project site are approximately 2,900 Average Daily Trips (ADT) along Carmel Valley Road, 3,000 ADT along SR-56 and 1,000 ADT along Black Mountain Road (Traffic Study, Appendix B). Aircraft noise is generated by aviation activities from Naval Air Station (NAS) Miramar. Noise is also generated by the onsite equestrian activities and support facilities.

City of San Diego Noise Criteria

The City of San Diego requires that community noise levels be presented in terms of CNEL (Community Noise Equivalent Level). CNEL is the average A-weighted sound level during a 24-hour day. It is obtained after adding five decibels (dB) to sound levels in the evening hours (7 p.m. to 10 p.m.) and adding ten decibels to the sound levels at night (10 p.m. to 7 a.m.). The five and ten decibel penalties are applied to account for increased noise sensitivity during the evening and nighttime hours. The A-weighted scale measures noise levels corresponding to the human frequency response. All sound levels discussed in this section are A-weighted.

The City of San Diego's noise exposure guidelines for new construction projects are summarized as follows:

Residential Uses, Parks, Schools

- A. Exterior noise levels shall not exceed a CNEL of 65 dB at ground level outdoor living areas (including patios and recreation areas).
- B. Interior noise levels shall not exceed a CNEL of 45 dB within single or multi-family residences.

Riding Stables

Exterior noise levels shall not exceed a CNEL of 75 dB at outdoor usable areas.

Noise Ordinance Criteria

In addition, the City of San Diego has adopted a Noise Ordinance to regulate construction noise at residential properties. The City of San Diego requires that construction noise not exceed an average sound level of 75 dB over a 12-hour period at any property developed for residential purposes. Construction activities are limited to Monday through Saturday between the hours of 7 a.m. to 7 p.m.

Also, noise generated by sources onsite, such as delivery trucks, mechanical equipment, etc., are subject to standards contained within the City's noise ordinance. The allowable noise limits depend on the land use and time of day. *Table IV-K-1* depicts the allowable exterior noise limits for various land use categories.

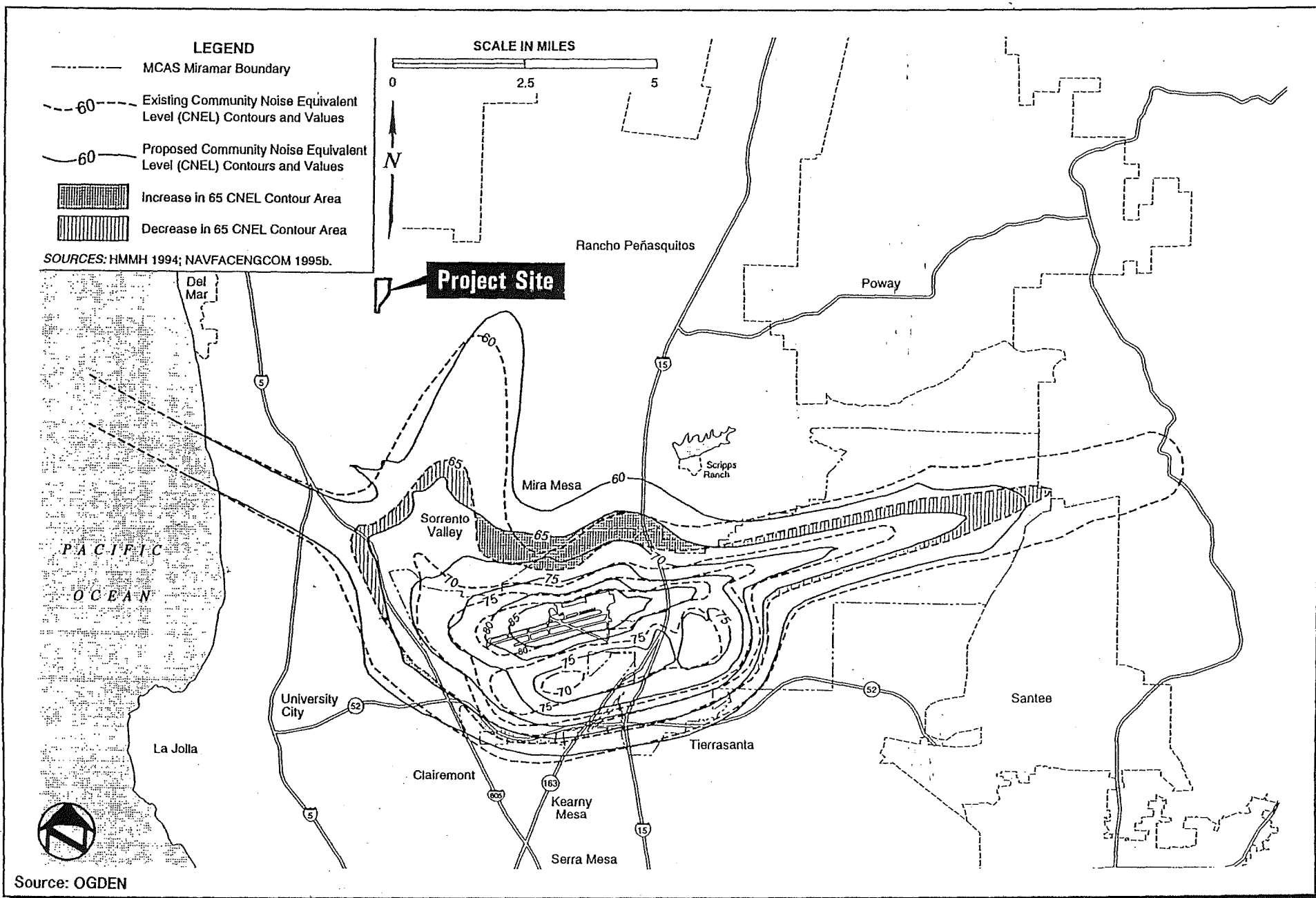
**TABLE IV-K-1
CITY OF SAN DIEGO SOUND LEVEL LIMITS**

LAND USE ZONE	TIME OF DAY	ONE-HOUR AVERAGE SOUND LEVEL (DECIBELS)
Residential All R-1	7 a.m. to 7 p.m.	50
	7 p.m. to 10 p.m.	45
	10 p.m. to 7 a.m.	40
All R-2	7 a.m. to 7 p.m.	55
	7 p.m. to 10 p.m.	50
	10 p.m. to 7 a.m.	45
R-3, R-4 and all other Residential	7 a.m. to 7 p.m.	60
	7 p.m. to 10 p.m.	55
	10 p.m. to 7 a.m.	50
All Commercial	7 a.m. to 7 p.m.	65
	7 p.m. to 10 p.m.	60
	10 p.m. to 7 a.m.	60
Manufacturing: all other Industrial, including Agricultural and Extractive Industry	any time	75

Note: The sound level limit at a location on a boundary between two zoning districts is the arithmetic mean of the respective limits for the two districts.

NAS Miramar Aircraft Operations

NAS Miramar is located approximately seven miles southeast of the project site. Aircraft operated by NAS Miramar include F-14, F-16, A-4 and T-2 jets (SANDAG 1990). In addition, the Marine Corps Air Station (MCAS) El Toro has recently relocated F/A 18 aircraft to NAS Miramar (United States Marine Corps 1995). Flights are generally flown between the hours of 7:00 a.m. to midnight. However, the airport is authorized to fly 24-hours per day. As shown in *Figure IV-K-1*, the project site is exposed to a CNEL of less than 60 dB. It should be noted that the difference between the existing noise contours depicted in *Figure IV-K-1* and the existing noise contours shown in the NAS Miramar Comprehensive Land Use Plan (SANDAG 1990) is due to the recent relocation of F/A 18 aircraft from MCAS El Toro to NAS Miramar.



Seabreeze Farms Plan Amendment EIR
NAS Miramar Aircraft Noise Contours

FIGURE
IV-K-1

However, the noise experience throughout much of the NCFUA relative to aircraft noise is that there are a number of intrusive single events even if the CNEL is less than 60 dB. The project area is affected by NAS Miramar, however, the noise impact does not preclude locating noise-sensitive land uses within the project site.

ISSUE: *Would implementation of the proposed Plan result in future noise levels compatible with existing and proposed uses, both onsite and offsite?*

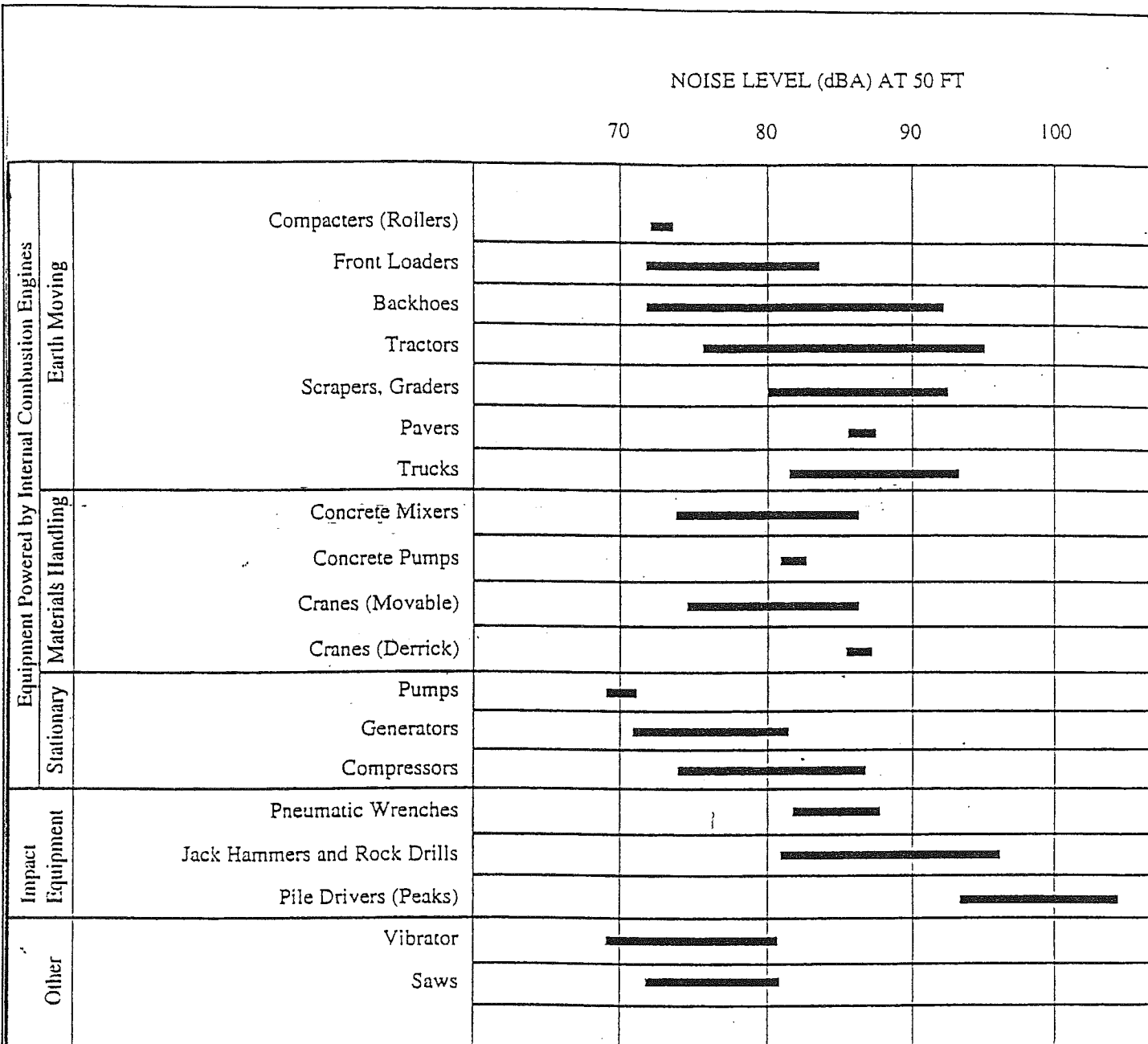
Three noise concerns are typically identified with land use proposals: construction activities, project-related traffic as it impacts the local area and offsite traffic noise impacts which become an incremental contribution to the regional noise levels.

Construction Noise Impacts

Temporary construction noise impacts vary markedly because the noise strength of construction equipment ranges widely as a function of the equipment used and its activity level. Short-term construction noise impacts tend to occur in discrete phases dominated initially by site clearing and grading, then by foundation construction, and finally by finish construction. The earth-moving (grading) activities are the loudest sources during construction with equipment noise ranging from 75 to 90 dB(A) at 50 feet from the source (*Figure IV-K-2*). The range of noise levels shown in *Figure IV-K-2* are the maximum noise levels. The average one-hour average or longer noise levels would be lower than the maximum noise levels indicated in *Figure IV-K-2*. Spherically-radiating point sources of noise emissions are geometrically attenuated by 6 dB per doubling of distance. The quieter construction noise sources would, therefore, drop below 60 dB by about 300 feet from the source while the loudest sources may still be detectable above the local background beyond 1,000 feet from the construction area. With hilly topography in the project vicinity, the terrain shielding effects would limit the "noise envelope" around each individual construction site to considerably less than its theoretical maximum.

On-Site Traffic Impacts

Carmel Valley Road and SR-56 would be the primary traffic noise sources in the future. To determine the maximum noise levels that could be experienced onsite, future community buildout traffic volumes were used (Kimley-Horn and Associates 1996). The future traffic volume along Carmel Valley Road would range from 2,000 to 5,000 ADT and the traffic volume on SR-56 would be 98,000 ADT. However, in the interim, prior to SR-56 being connected between I-5 and I-15, the traffic volumes would be 4,000 ADT along Carmel Valley Road and 74,000 ADT on SR-56 under the SR-56 Expressway Alternative. With the Horseshoe Alternative, SR-56 would not be connected and the traffic volume would reach up to 21,000 ADT on Carmel Valley Road.



SOURCE: EPA PB 2067-17, Environmental Protection Agency, December 31, 1971, "Noise from Construction Equipment & Operations"

Seabreeze Farms Plan Amendment EIR
Typical Construction Equipment Noise Generation Levels

FIGURE
IV-K-2

Future noise levels were calculated using the Federal Highway Administration's (FHWA) noise prediction model (FHWA 77-108) with California noise emission factors (Caltrans 1987). The future noise levels would be associated with the growth of the entire NCFUA and surrounding development of which Subarea III is an incremental part. Noise modeling of future traffic conditions indicate that the onsite noise levels would exceed 65 dB CNEL at a distance of 3,100 feet from the centerline SR-56. The approximate distance to future community buildout first floor CNEL noise contours are depicted in *Figure IV-K-3* and *Tables IV-K-2, IV-K-3 and IV-K-4*. The noise contours do not account for the noise attenuating effects of any intervening topography or buildings. *Figure IV-K-3* indicates that the 65 dB CNEL noise contour would extend into project sensitive uses under direct line-of-sight conditions at several locations. However, the intervening topography of the project area would reduce the theoretical line-of-sight exposure in many locations. This noise level would not be compatible with the outdoor living areas of residential development.

TABLE IV-K-2
FUTURE TRAFFIC CNEL NOISE CONTOUR DISTANCES
(Buildout)

ROAD SEGMENT	ADT	CNEL NOISE CONTOUR DISTANCES ² (Measured In Feet From Centerline)			
		75 dB	70 dB	65 dB	60 dB
State Route 56	98,000	310/170 ¹	980/360	3100/780	9800/1600
Carmel Valley Road (north of SR-56)	2,000	R.O.W. ²	R.O.W.	R.O.W.	70/55
South of Del Mar Heights Road	5,000	R.O.W.	R.O.W.	55/50	175/105

Notes:

¹ (hard site/soft site)² Right of Way (R.O.W.)

Assumes: Hard site - primarily paved or hard-packed direct areas with structures.

Soft Site - primarily landscaped/turf areas (par/recreation facilities); source and receiver at approximately same elevation.

No intervening topography or shielding.

Traffic Volume Source: Kimley-Horn Associates, Traffic Impact Analysis, Seabreeze NCFUA Subarea III, February 9, 1996.

TABLE IV-K-3
FUTURE TRAFFIC CNEL NOISE CONTOUR DISTANCE (Horseshoe Alternative)

Road Segment	ADT ¹	CNEL Noise Contour Distances ² (Measured In Feet From Centerline)			
		75 dB	70 dB	65 dB	60 dB
Carmel Valley Road	21,000	R.O.W.	75/55	230/130	735/280

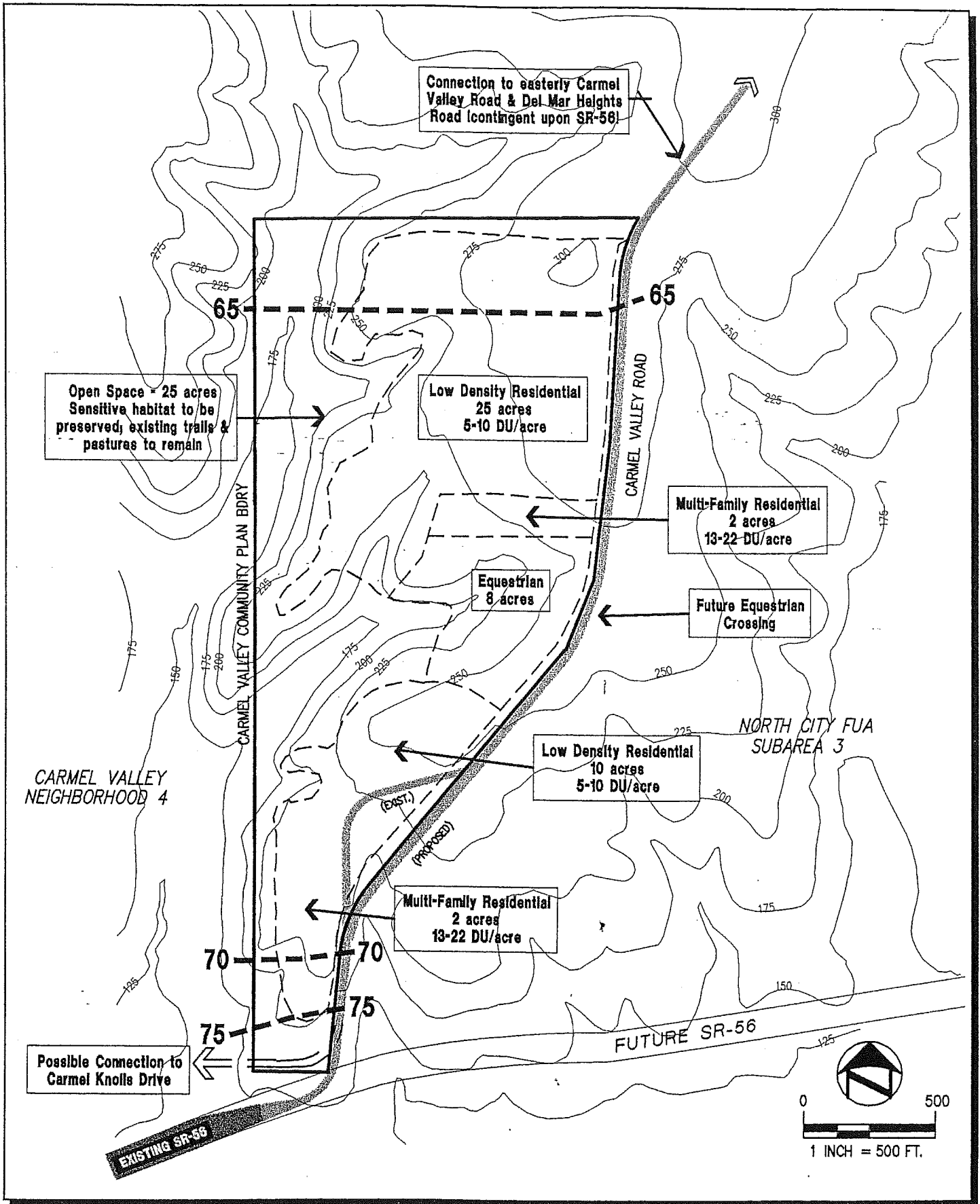
Notes:

¹ (hard site/soft site)² Right of Way (R.O.W.)

Assumes: Hard site - primarily paved or hard-packed direct areas with structures.

Soft Site - primarily landscaped/turf areas (par/recreation facilities); source and receiver at approximately same elevation.

No intervening topography or shielding.



Seabreeze Farms Plan Amendment EIR
Future Buildout CNEL Noise Contours

FIGURE
IV-K-3

TABLE IV-K-4
SR-56 EXPRESSWAY ALTERNATIVE

Road Segment	ADT ⁽¹⁾	CNEL Noise Contour Distances ² (Measured in Feet From Centerline)			
		75 dB	70 dB	65 dB	60 dB
State Route 56	74,000	230/130	740/270	2340/600	7400/1350
Carmel Valley Road	4,000	R.O.W.	R.O.W.	45/45	140/90

Notes:

¹ - (hard site/soft site)² Right of Way (R.O.W.)

Assumes: Hard site - primarily paved or hard-packed direct areas with structures.

Soft Site - primarily landscaped/turf areas (park/recreation facilities); source and receiver at approximately same elevation.

No intervening topography or shielding.

Traffic Volume Source: Kimley-Horn and Associates, Traffic Impact Analysis, Seabreeze NCFUA Subarea III, February 9, 1996.

Outdoor usable areas associated with equestrian land uses would be compatible with future traffic noise levels except within approximately 310 feet of the centerline of SR-56.

Aircraft Noise Impacts

NAS Miramar is proposed to be realigned or converted to MCAS Miramar. In association with the proposed action, assets (e.g., aircraft, equipment and personnel currently stationed at MCAS Tustin and MCAS El Toro, which are scheduled for closure by 1999, would be relocated primarily to MCAS Miramar and MCAS/MCB Camp Pendleton. Navy assets currently stationed at NAS Miramar would either be transferred or decommissioned as part of a separate base closure and realignment action. Upon full implementation of the proposed action, MCAS Miramar would support 10 helicopter squadrons and 11 fixed-wing squadrons totaling approximately 340 aircraft and 12,600 personnel (United States Marine Corps, 1995).

Based on future noise contours which have been prepared for the realignment, the project site would continue to be exposed to a CNEL less than 60 dB (*Figure IV-K-1*). The noise level would be below the City's exterior noise guidelines and would result in a less than significant noise impact. However, as previously noted, much of the annoyance associated with aircraft fly-overs derives from single event noise events that do not create an overall noise environment that is incompatible with residential use. Single event fly-overs may, however, temporarily interfere with speech, sleep, reading or other noise-sensitive activities.

Interior Noise Impacts

In addition to the outdoor guideline, the City requires that indoor noise levels not exceed a CNEL of 45 dB in the living areas of the single or multi-family residences. Typically, with the windows open, the building shells of homes provide approximately 15 dB of noise reduction. Therefore, residences exposed to exterior noise levels exceeding a CNEL of 60 dB could have interior noise levels greater than a CNEL of 45 dB. Residences adjacent to SR-56 and Carmel Valley Road would be exposed to noise levels above a CNEL of 60 dB. Therefore, an interior acoustical analysis would be required for all single or multi-family homes exposed to an exterior CNEL greater than 60 dB prior to issuance of building permits to ensure that the interior noise levels would not exceed a CNEL of 45 dB.

Cumulative Noise Levels

Potential cumulative noise impacts related to implementation of other projects within the NCFUA and buildout of surrounding areas would be associated with the generation of traffic and urban uses (e.g., from pump stations, recreation areas and landscaping operations). The preceding noise analysis addressed the cumulative construction-related and long-term traffic noise impacts both within and beyond the project site. In addition, as a result of the combined effect of aircraft and traffic noise, the CNEL would be up to three dB greater than either the projected individual traffic or aircraft CNEL. For example, at areas exposed to a traffic CNEL of 58 dB and aircraft CNEL of 58 dB, the combined CNEL would be 61 dB at that location.

Offsite Traffic Noise Impacts

Land use development in Seabreeze Farms would increase the noise exposure at existing offsite residences as a portion of the project access traffic will use Del Mar Heights Road, Black Mountain Road, Carmel Valley Road and SR-56. The project would contribute less than approximately ten percent of the future buildout traffic volume along these roads. With implementation of the project, the community buildout traffic noise levels would be less than one dB greater at existing residences than without the project. Offsite traffic noise impacts are thus individually less than significant. While they would contribute to a cumulatively significant increase at some locations, those impacts were considered during noise mitigation for existing and planned future offsite development.

SIGNIFICANCE OF IMPACTS

Construction noise would be significant but mitigable. Onsite traffic-related noise would result in a significant but mitigable noise impacts at residential areas. Offsite traffic-related noise impacts would be less than significant. Noise from NAS Miramar would be less than significant. Cumulative noise impacts are not significant because the increase of noise levels to any offsite street attributable to the project is 1 dB or less.

MITIGATION, MONITORING AND REPORTING PROGRAM

Mitigation Measures IV-K.1: Specific mitigation measures cannot be determined at this time as more specific project information will be required. The location and elevation of future residences, timing of SR-56, and phasing of offsite traffic improvements will affect specific mitigation requirements. However, general mitigation measures could include any of the following measures or a combination of the measures:

Onsite Traffic-Related Impacts

- 1) Setbacks - Locating residential usable open space areas beyond the 65 dB CNEL noise contour.
- 2) Building Orientation - Orient the buildings so that the outdoor living areas of residential uses are shielded by the buildings from SR-56 and Carmel Valley Road.
- 3) Noise Barriers - Construct berms or noise walls. Generally, a noise barrier six feet in height at residences adjacent to Carmel Valley Road would mitigate the traffic noise assuming implementation of the Horseshoe Alternative. This alternative would result in the "worst-case" traffic volume along Carmel Valley Road. At buildout, or with the SR-56 Expressway Alternative, a noise wall would not be required at homes along Carmel Valley Road. A higher noise barrier would most likely be necessary at residences adjacent to SR-56. Noise barriers higher than six feet in height will require a combination berm with a maximum six-foot high wall. The exact height of the noise barriers would depend on site specific information such as the setback distance as well as the building pad and road elevations. Areas where the barrier height would result in a visual impact will require increased setbacks so that a lower barrier height could be considered, or alternatively, homes would not be located in those areas.

Single and Multi-family residences exposed to a CNEL greater than 60 dB would require an acoustical analysis to ensure that the interior noise levels do not exceed a CNEL of 45 dB. To achieve the interior noise standard would most likely require that the windows be in the closed position. Therefore, air conditioning and/or mechanical ventilation would be required. In addition, sound-rated windows may be necessary for some of the residences adjacent to the Carmel Valley Road and SR-56.

Construction Impacts

Future grading permits shall be conditioned such that all construction and general maintenance activities, except in an emergency, shall be limited to the hours of 7 a.m. to 7 p.m. Monday through Saturday. All onsite construction equipment should have properly operating mufflers and all construction staging areas should be as far away as possible from any surrounding already completed residences if later phases of development bring construction sources close to new project housing units.

Future Noise Studies

As a condition of the Planned Residential Development (PRD) permit or Tentative Map, and prior to issuance of the building permit, an acoustical report prepared by a qualified acoustician, will be required to ensure that appropriate mitigation measures for the residences and usable open space areas have been incorporated into the project design and would meet the City's noise criteria. With the implementation of the above measures, noise impacts would be reduced to below a level of significance.

L. PUBLIC FACILITIES AND SERVICES

EXISTING CONDITIONS

Schools

Del Mar Union Elementary School District (ESD) and the San Dieguito Union High School District (HSD) serve the Carmel Valley area. These districts are covered by the North City West School Facilities Master Plan adopted in 1981. Provisions for educational services for elementary, junior high, and senior high school students are made within this comprehensive plan. In the Carmel Valley, senior high students attend Torrey Pines High School in Neighborhood 7. Junior high students are accommodated at Earl Warren Junior High School in Solana Beach west of I-5. Elementary school students attend Del Mar Heights and Del Mar Hills Elementary Schools. The other grade schools in the Del Mar/Carmel Valley area is Carmel Del Mar in Neighborhood 5. The capacities and enrollments of these schools are shown in *Table IV-L-1*.

**TABLE IV-L-1
DEL MAR/CARME VALLEY SCHOOL ENROLLMENT**

SCHOOL	1995 SCHOOL CAPACITY	SEPTEMBER 1995 ENROLLMENT	REMAINING CAPACITY	PERCENT OF CAPACITY
ELEMENTARY (K-6)				
Carmel del Mar	525	546	- 21	104
Del Mar Hills	486	523	- 37	107
Del Mar Heights	552	499	53	90
Total Elementary	1,563	1,568	- 5	100
JUNIOR HIGH SCHOOL (7-8)				
Earl Warren Junior High	1,042 ¹	997	45	96
HIGH SCHOOL (9-12)				
Torrey Pines	2,175 ²	2,174	1	100
Sunset	135	180	- 45	133
Total High School	2,310	2,354	- 44	102
GRAND TOTAL	4,915	4,919	--	--

¹ Includes portable classrooms which provide temporary capacity for 362 students; capacity of permanent facilities = 680

² Includes portable classrooms which provide temporary capacity for 411 students; capacity of permanent facilities = 1,764

Sources: Del Mar Union Elementary School District and San Dieguito Union High School District, 1996.

Overall, the Del Mar Union Elementary School District has experienced an enrollment growth of 53 percent since 1991, or an average of 133 new students each year. This growth from new development is projected to continue with additional students from the San Diego Housing Commission project located in Carmel Valley. The Housing Commission expects up to 100 kindergarten through sixth grade students to begin attending district schools in the 1995-96 school year.

The District has prepared a Relocatable Master Plan to house students on an interim basis until a new elementary school is built. The Plan includes adding relocatable classrooms to the existing sites on an interim basis. Relocatable classrooms are currently used at Del Mar Heights and Del Mar Hills for the kindergarten through sixth grade educational program. To house the new student growth in 1995-96 on an interim basis, three relocatable classrooms have been added at Del Mar Hills and two relocatable classrooms have been added at Carmel Del Mar.

The Del Mar Union ESD is currently in negotiations to purchase a proposed school site in Neighborhood 4 of Carmel Valley. This site will be purchased using funds from the North City West School Facilities Financing Authority, CFD No. 1 ("Authority"). These funds are from the Mello-Roos Community Facilities District created to fund the school facility needs created by the residential development in Carmel Valley. Currently, the Authority is undergoing a financial review to determine if the funds will be available to construct this school and future schools concurrent with demand as required by City of San Diego policy.

The San Dieguito Union HSD operates three junior high schools of which Earl Warren Junior High School, located at 155 Stevens Avenue in Solana Beach – approximately four miles northwest of the project site, would serve middle school students from the proposed project.

Torrey Pines High School is located approximately 1.2 miles east of the site, at 3710 Del Mar Heights Road and would serve high school students from the project site. Two special schools are also part of the San Dieguito Union HSD. These schools, Sunset Continuation and North Coast, are responsive to students with special educational or timing needs (e.g., students who work during normal school hours or are involved in full-time athletic or arts programs). Both are located at 675 Requeza in Encinitas (approximately 9.5 miles northwest of the site). Although these schools are geographically removed from the site, special need students from the proposed project could enroll at one of these two schools.

The student generation rates, average school capacities, and school site size requirement for each of the school districts serving the project site are identified in *Table IV-L-2*. *Table IV-L-1* provides a summary of the enrollment status of existing schools and the capacity of existing and proposed schools that could serve the site. The San Dieguito Union HSD includes both permanent and district-owned relocatable classrooms in calculating total capacity. For the 1995-96 school year, *Table IV-L-1* shows that junior and high schools are operating near or at capacity – which is actually 138 percent and 123 percent of permanent capacity, respectively. In October 1994, the District approved a Master Development School and Facilities Needs Analysis, which indicates that there is currently no capacity

for additional students district-wide. The San Dieguito Union HSD is currently using portable classrooms to alleviate overcrowding in permanent facilities. Currently, Earl Warren has 16 and Torrey Pines has 19 onsite portables. Although the use of portable classrooms is considered a temporary rather than permanent measure, their presence supports absorption of 362 and 411 additional students, respectively. Four additional portable classrooms will be added to Torrey Pines High School for Fall 1996.

**TABLE IV-L-2
SEABREEZE FARMS SCHOOL CRITERIA**

SCHOOL DISTRICT	STUDENT GENERATION RATES (Single-Family)		CAPACITY FOR SCHOOLS IN PROJECT AREA	REQUIRED SCHOOL SITE SIZE (Acreage)
	Single-Family Households	Multi-Family Households		
Del Mar Union Elementary School District (K-6)	0.471	0.103	475	3-10 ¹
San Dieguito Union High School District				
Junior High (7-8)	0.11	0.02	680 ²	30
Senior High (9-12)	0.22	0.05	1,764 ²	60

¹ Approximately 3 acres are actually school plan. Seven acres are joint-use park property under agreements with the City of San Diego.

² Permanent capacity at Earl Warren Junior High School and Torrey Pines High School; does not include portable classrooms.

Parks and Recreation

Development of parks and recreation facilities in the project area are regulated by the City of San Diego Progress Guide and General Plan, the Carmel Valley Community Plan and the Neighborhoods 4, 5 and 6 Precise Plans. The Progress Guide and General Plan provides flexible guidelines and standards for population-based parks and facilities. The guidelines and standards are designed to adapt to changing community needs and/or desires.

Specifically identified in the Progress Guide and General Plan are neighborhood parks, community parks and resource-based parks. Neighborhood park design should be determined by neighborhood characteristics and generally provide for multipurpose courts, play areas and picnic areas. They should serve a population of 3,500 to 5,000 within a 0.5-mile radius and typically encompass ten acres, or five useable acres when located adjacent to an elementary school. Community park design should provide for a wide range of activities such as those accommodated by athletic fields and recreation buildings, and serve a population of 18,000 to 25,000 within a 1.5-mile radius. Ideally, these parks should comprise 20 acres, or 13 useable acres when located adjacent to a middle school. Resource-based parks should be located and sized based on distinctive scenic views, natural features, and/or cultural features. Development of, and uses associated with, resource-based parks are dependent upon the specific resources involved.

One population-based neighborhood park which will be maintained by the City of San Diego Parks and Recreation Department is proposed within the Neighborhood 4 precise plan area. The school/park complex will cover 15.0 acres and shall be open for public use at the time 80 percent of the residential development in Neighborhood 4 is completed which is estimated to be in 1997–1998. The school plant is located on four acres, leaving a total of 11 acres available for community use. This arrangement of securing the school buildings on a smaller acreage and leaving the play fields open for public use greatly expands recreational opportunities to the neighborhood. The proposal provides 12 acres of neighborhood park use to the community under a joint use concept rather than the more typical five acres where the play fields are fenced off as part of the school grounds.

No existing neighborhood or community park facilities are presently located within the project site. The nearest existing neighborhood and community park facilities, as identified in *Figure IV-L-1*, are located west of the project within the Carmel Valley. The Carmel Valley Community Plan identifies a total of ten neighborhood parks, two community parks and one resource-based park. *Table IV-L-3* lists existing and the status of proposed parks as of January 1996, and provides information regarding construction status and parks adjacent to school sites.

Library Service

The City's Progress Guide and General Plan establishes guidelines and standards for branch libraries. Ideally, branch libraries should serve a resident population of 30,000 and should be established when a service area has a minimum population of 18,000 to 20,000. Branches should be located in activity centers, with a 2.0-mile maximum service area and along circulation routes, where trips can be combined with other daily trips. Library design should be flexible to accommodate changing users and possible conversions to other future uses.

There are no branch libraries located within the project site. The 13,000-square-foot Carmel Valley Library is the City of San Diego library nearest the project, and is roughly 1.8 miles west of the project on 3919 Townsgate Drive. It is estimated that the branch is presently below capacity with an estimated service area population of 30,000. Based on the circulation of materials, the Carmel Valley Library is one of the busiest libraries within the City (pers. comm., Siman 1/12/96). According to the June 1994 *Branch Libraries Facility Report*, the branch is expected to exceed capacity in 2010 with an estimated population of 32,966 (pers. comm. Griswald, 01/12/96). *Figure IV-L-1* identifies the locations of surrounding branch libraries. There is one library facility planned for construction in Subarea III, east of the project site.

Law Enforcement

The City's Progress Guide and General Plan identifies the Police Facilities Plan as the document responsible for Police Department standards. The Police Facilities Plan establishes a seven-minute average priority-one and emergency response time as a Department goal. The City's Progress Guide and General Plan recommends stations be located near the geographic centers of areas to be served, and that they have access to major streets and freeways.

**TABLE IV-L-3
EXISTING AND PROPOSED PARKS IN THE PROJECT VICINITY**

PARK	SITE DEVELOPED?	USEABLE ACREAGE	ADJACENT SCHOOL
Neighborhood Parks			
Neighborhood 1	Under construction	12	Carmel Creek
Neighborhood 1 Renaissance Park	No	5	None
Neighborhood 1 Windwood Mini-Park	Yes	1.1	None
Neighborhood 3 Solana Highlands Park	Yes	12	Solana Highlands Elementary
Neighborhood 4	No	12	To be determined
Neighborhood 5 Carmel Del Mar Park	Yes	12	Carmel Del Mar Elementary
Neighborhood 5 Del Mar Trails Renaissance Park	Yes	3	None
Neighborhood 6 Carmel Grove Mini-Park	Yes	3	None
Neighborhood 6 Coral Cove Mini-Park	Yes	1	None
Neighborhood 7 Torrey Highlands	Yes	7	None
Community Parks			
Town Center	No	17	None
Canyonside	Yes	20	None
Subarea 1B	No	35	None
Subarea III	No	35	None
Regional Resource Based Park			
Black Mountain	N/A		None
San Dieguito River Park	No	80,000 ²	None
Torrey Pines Golf Course and City Park	Yes	420	None
Torrey Pines State Reserve and Beach	N/A	1,750 ³	None
Los Peñasquitos Canyon Preserve	N/A	3,000	None

¹ This park is adjacent to a 133-acre open space nature reserve.

² This acreage represents the Focused Planning Area boundary of the San Dieguito River Park, which is presently 50 percent publicly owned.

³ State Park beach extends from Sixth Street to Black's Beach, approximately six miles.

Police protection for the project area is provided by the Northern Division of the San Diego Police Department, located at 4275 Eastgate Mall in La Jolla which is 5.4 miles south of the project site. There are presently 157 sworn police officers and 16 non-sworn personnel assigned to the division. The City of San Diego Police Department presently maintains a city-wide ratio of 1.65 sworn personnel per 1,000 residents.

The City of San Diego is divided into "beats" for patrol purposes. The city-wide average police response time is seven minutes for emergency and priority one calls. The Northern Division response time is seven to eight minutes. The department receives 631.5 calls for service annually per 1,000 population on the average (Camacho, pers. comm. 1994).

Although the Northern Division is currently operating at a minimum staffing level of 80 percent of budgeted strength, the current level of service is within the acceptable range of calls for service/officer ratios. Future plans for the addition of vehicles and officers to the Northern Division have a target (unofficial) of September 1995, to meet restructuring needs (Curran, pers. comm. 1995). A new police station is planned for Carmel Valley South on a yet to be determined site by the year 2000 (Hess, pers. comm., March 1996).

Fire Protection

The City's Progress Guide and General Plan establishes guidelines and standards for fire protection services. Fire stations should be sited to provide rapid response time within urbanized areas. Stations should be buffered from adjacent land uses and occupy a minimum of 0.5-acre of land. Sites should be acquired before or concurrent with surrounding development.

Fire protection services for the project site would be provided by the City of San Diego Fire Department. As identified in *Table IV-L-4*, the best current response time to the project site from surrounding fire stations, is 4.9 minutes.

TABLE IV-L-4
CITY OF SAN DIEGO FIRE STATIONS

STATION	LOCATION	RESPONSE TIME*
24	13077 Harfield Avenue (Del Mar Heights)	4.9 minutes
41	4914 Carroll Canyon Road (Mira Mesa)	11.4 minutes
35	4285 Eastgate Mall (University)	12.5 minutes

* Response times are approximate. Measurements taken from vicinity of the intersection of SR-56 and Carmel Valley Road.

SOURCE: City of San Diego Fire Department, 1996.

Water Service

Water service for the project site is provided by the City of San Diego. The project site is located within the Miramar Water Treatment Plant service area. Potable water is presently delivered to the area via the 30-inch Del Mar Heights Pipeline. The City has also completed the Green Valley pipeline which will provide service to the project area (pers. comm., Lasselle, 1/11/96). The Green valley pipeline is a 30-inch north-south pipeline that connects the Del Mar Heights pipeline and the Miramar pipeline. Domestic drinking water for the site is provided by the Miramar Filtration Plant. The plant capacity is adequate to meet current demand.

The 1995 City Capital Improvements Program (CIP) contains two water related projects that are located within the NCFUA. The Black Mountain Reservoir project, located north and east of the project site in

Subarea I, would be connected to the filtered water barrel of the Second Aqueduct to provide peak and emergency/fire storage for the NCFUA. Initial reservoir capacity would be 15 million gallons, with an ultimate capacity of 20 million gallons (City of San Diego, 1995). The Carmel Mountain Road Pipeline project, along the southern portion of Subareas III and IV, would make more water available from the Miramar Filtration Plant to Carmel Valley and points north. The Black Mountain Reservoir project is slated for funding in 1995-96 and the Carmel Mountain Road Pipeline project is scheduled for funding from 1994-98.

Planned improvements to the City's domestic water supply system include an expansion of the Miramar Water Treatment Plant and the previously mentioned Carmel Mountain Road Pipeline. The Miramar Water Treatment Plant is currently operating near capacity during peak demand periods. The City's Water Supply and Transmission Report, dated August 1990, recommends an expansion of the treatment plant based on an analysis using projected water demands for the years 2010 and 2050. In this report, development of the majority of the NCFUA was assumed to occur after the year 2010. Therefore, any significant development within the NCFUA planned prior to 2020 may require an update to this report to determine potential need for expanded water treatment capacity. The City is planning to expand the Miramar Treatment Plant. However, due to lack of funding, the schedule for completion of an expansion is unknown (pers. comm. Lasselle, 1/12/96).

The Carmel Mountain Road Pipeline is necessary because the existing Del Mar Heights Pipeline does not have adequate capacity or reliability to serve buildout of Carmel Valley or new development planned for the NCFUA. The Carmel Mountain Road Pipeline will consist of a 30-inch east-west transmission pipeline between the Rancho Bernardo Pipeline and the Sorrento Valley Pipeline at Carmel Mountain Road. The pipeline, in conjunction with the Del Mar Heights and Green Valley Pipelines, will greatly increase overall system reliability by providing a looped backbone delivery system to the northwest portion of the City.

However, based on estimates of future demand for water within the northern part of the City, the combination of the Del Mar Heights, Green Valley and Carmel Mountain Road pipelines would not provide adequate capacity for the area. A feasibility study, referred to as the 610/712 Zone Study, is currently being prepared that will assess future demand and provide guidance regarding the type of facilities that will need to be constructed to convey water to the NCFUA (pers. comm. Lasselle, 1/11/96). It is anticipated that the study will be completed in 1996 (pers. comm. Lasselle, 1/11/96).

The North City Water Reclamation Plant is scheduled to begin operation in 1997. However, it has been determined that the project would be outside of the service area for the plant. As a result, the City is not requiring that future development within the Carmel Valley incorporate the "dual-piping" method for conveying reclaimed water.

Sewer Service

Sewer service for the project would be provided by the San Diego Metropolitan Wastewater Department (MWWd) which operates the Metro System. The Metro System, The City of San Diego, which is a member of MWWd, has a capacity of 219 million gallons per day (MGD), with an unused capacity of 41 MGD. Pending approval of plans to expand facilities throughout the Metro System City, the permitted capacity will increase to 240 MGD (pers. comm. Stanton 1/9/96). Facilities in the Metro system include the Point Loma Wastewater Treatment Facility, ocean outfall, pump stations, interconnecting interceptors, and the planned Fiesta Island Replacement Plant, North City Water Reclamation Plant and South Bay Water Reclamation Plant.

~~According to the Clean Water Act, the City of San Diego is required to provide secondary wastewater treatment. The City's wastewater treatment facility will be upgraded in the next decade to meet the requirements of the federal Clean Water Act and the California Regional Water Quality Control Board. The City of San Diego has conducted scientific tests to determine if an alternative chemical treatment of effluent would be capable of substantially altering effluent characteristics to a level equivalent to secondary treatment. In 1996, based on the results of the technical studies, the MWWd received approval of a waiver from secondary treatment standards that would allow continued operation and planned expansion of the Point Loma Facility at advanced primary treatment levels (MWWd, 1995).~~

The existing City of San Diego Carmel Valley Trunk Sewer (CVTS) collects wastewater flows from communities between Interstate Highways 15 and 5 as shown in *Figure IV-L-1*. After collecting and transporting flows westward through Carmel Valley and crossing Interstate 5, the CVTS turns south and continues along Sorrento Valley Road to the City of San Diego Sewer Pump Station No. 65. Wastewater flows are then pumped to Sewer Pump Station No. 64, which in turn pumps this flow, and flows from other trunk sewers, to the Point Loma Wastewater Treatment Plant.

The CVTS is approximately 6.5 miles in length and consists of pipeline diameters of 18, 21, 24, 27, 30 and 33 inches. The sewer, built in the early 1970s, was originally constructed of reinforced plastic mortar pipe, more commonly known as "Techite" pipe. Subsequent projects have involved relocation and installing larger pipe in some reaches of the Trunk Sewer. The remaining sections of original Techite pipe are now deteriorating and in need of frequent repairs. In 1995, Caltrans completed design plans to relocate and replace the 24- and 30-inch segments from the intersection of Carmel Valley Road and El Camino Real, extending east for approximately 9,400 feet, with 36-inch pipe (pers. comm. Wilson, 1/16/96).

Studies previously conducted by the City indicated that the CVTS has adequate capacity for the existing drainage basin including the subject project. A draft CVTS capacity study for the Black Mountain Ranch Development, completed in August 1992 by James M. Montgomery Consulting Engineers, Inc., indicated that a majority of the 18-inch segments, all of the 21-inch segments, and some of the 27-inch segments are undersized for the projected ultimate peak flow at ultimate buildout of the NCFUA. The

Black Mountain Ranch Development plans to gravity flow and pump a portion of its flow to the CVTS. The study concluded that, with construction of the planned sewer improvements, capacity of the CVTS would be sufficient to accommodate Black Mountain Ranch, assuming an aggressive rate of development for the area.

Extension of the CVTS through the NCFUA is anticipated by the City to accommodate development within the individual subareas. The exact alignment and size of anticipated CVTS facilities has not yet been determined. Implementation of any CVTS expansion would be the responsibility of both developers and the City. When development is proposed, individual developers shall be required to show planned improvements to the CVTS facilities necessary to accommodate their project (pers. comm. Wilson 1/16/96).

Existing sewage generation on the project site is estimated to be 560 gallons per day (GPD) based on an average flow assumption of 80 gallons per person per day and a current population of approximately 7 permanent residents.

Solid Waste

Solid waste generated within the project site is transported to the Miramar Landfill which is owned and operated by the City of San Diego. The Miramar Landfill has a total remaining capacity of 14 million cubic yards (pers. comm. Tirandazi, City of San Diego, 12/22/95).

The State of California, through the Integrated Waste Management Act of 1989 (AB 8939) requires that a 25 percent reduction of solid waste to landfills must be achieved by January 1, 1995, and a 50 percent reduction in solid waste must be achieved by January 1, 2000. In order to achieve the State-mandated reductions, the City has adopted a recycling ordinance and the Source Reduction and Recycling Element (SRRE). The SRRE contains recycling measures to be used by the City to meet the State goals. If the recycling goals of the State and City are met, the closure date of the Miramar Landfill would be 2004 (pers. comm. Tirandazi, City of San Diego, 8/24/95).

Draft feasibility analyses are presently being reviewed for two potential future landfill sites. The City is currently in the process of selecting a site for a new landfill to accommodate future waste disposal needs of the City. Three alternative sites are being considered. One alternative site is located south of Poway and east of I-15. Two other sites are being considered in the East Elliott area. The City anticipates that selection of a site and acquisition of the necessary property could be completed within 1997 (pers. comm. Blum, 1/17/96).

The current City of San Diego residential waste generation rate is 2.02 tons of refuse per year. Assuming an existing project area population of 7, the existing residents would generate an estimated 14.1 tons of solid waste per year under current conditions, and 7.0 tons in 2006, assuming the goals of AB 939 are met.

Gas and Electric Service

San Diego Gas and Electric Company (SDG&E) would provide gas and electric service to the project. The only existing source of gas and electric service for the project site is from the underground electric and gas feeder system, within a 150-foot wide SDG&E easement which bisects Neighborhood 6 and contains 69 kV and 12 kV overhead lines.

Based on a usage factor of 600 kilowatt-hours (kWh) per month for detached residences, commitment to existing consumption of electricity in the project area is estimated at 1,800 kWh per month. Natural gas consumption is estimated at 150 therms, based on 50 therms per month per detached residence.

Telephone Service

Telephone service for the project area would be provided by the Pacific Bell Telephone Company. No underground cables or conduits are located within the project area. Existing telephone service lines are aerial and generally follow Del Mar Heights Road.

ISSUE 1: *How would implementation of the Subarea Plan affect public services, particularly schools, parks, libraries, police and fire protection?*

IMPACT

Schools

The project involves the development of 250 single-family homes and 50 multi-family homes. Based on the student-generation rates used by the Del Mar Union Elementary and San Dieguito Union High School Districts, the project would generate a total of 252 students. *Table IV-L-5* provides a breakdown of the students generated according to grade level and resultant impacts to the individual schools.

The schools that would be affected by the project are operating at near or capacity: Carmel del Mar (104 percent), Del Mar Heights Elementary School (90 percent), Del Mar Hills Elementary School (107 percent); Earl Warren Junior High School (100 percent) and Torrey Pines High School (100 percent). All of the above schools are currently using portable classrooms to extend their permanent capacity.

The Del Mar Union ESD would receive up to 123 new students to be distributed over the three identified elementary schools. At a typical classroom size of 30 students, five additional classrooms would be required to accommodate the additional students and is considered a significant impact. The arrival of new students from the phased project would be gradual over a 5–10 year period and would probably require installation of additional portable classrooms to handle the load or contribution towards construction of a new school. Carmel Creek School is scheduled to be operational in Fall 1998 and the Del Mar Union ESD is negotiating the purchase of a school site in Neighborhood 4. These new elementary schools are planned to serve students from currently built and occupied housing within the District and approved new residential units within Carmel Valley and Sorrento Hills. The student increment from the project will result in the need for new school facilities.

**TABLE IV-L-5
SEABREEZE FARMS STUDENT GENERATION**

SCHOOL	1995-96 REMAINING CAPACITY ¹	NEW STUDENTS GENERATED BY PROPOSED PROJECT ²	IMPACTS TO SCHOOL DISTRICT	CLASSROOM DEMAND
DEL MAR UNION ELEMENTARY SCHOOL DISTRICT (K-6)				
District Total (3 Schools)	- 5	123	Significant	Student increment would require 5 additional classrooms (at 30 students/classroom).
JUNIOR HIGH SCHOOL (7-8)				
Earl Warren	45	29	Significant	Student increment would require 1 additional classroom (at 30 students/classroom).
HIGH SCHOOL (9-12)				
Torrey Pines (includes Sunset)	- 44	58	Significant	Student increment would require 2 additional classrooms (at 30 students/classroom).
GRAND TOTAL	283	252	- -	- -

¹ From Table IV-L-1.

² Based on student generation rates in Table IV-L-2: Elementary School = 250 dwelling units X 0.471 students/dwelling unit = 118 students
 50 MF dwelling units x 0.103 students/dwelling unit = 5 students
 Junior High School = 250 dwelling units X 0.11 students/dwelling unit = 28 students
 50 dwelling units x 0.03 students/dwelling unit = 1 student
 Senior High School = 250 dwelling units X 0.22 students/dwelling unit = 55 students
 50 dwelling units x 0.05 students/dwelling unit = 3 students

Earl Warren Junior High School, operating at 96 percent capacity in 1995-96 would receive up to 29 which can be accommodated with the current remaining capacity for 45 students. However, this capacity would probably be filled by the time the Seabreeze Farms project becomes occupied.

Torrey Pines High School, also operating at capacity in 1995-96, would receive up to 58 new students. At a typical classroom size of 30 students, two additional classrooms would be required to accommodate the additional students and is considered a significant impact. The Torrey Pines High School enrollment is projected to increase to 2,210 students in 1996-97 and the School District plans to install 4 additional portable classrooms in Summer 1996 (pers. comm., William Berrier, 1996) to keep pace with ongoing growth in the Carmel Valley. It is anticipated that when Seabreeze Farms becomes occupied, Torrey Pines High School will continue to be operating at or near capacity. Similarly, 4 additional portable classrooms will be added to Earl Warren Junior High School – which the school district anticipates will be at capacity when Seabreeze Farms becomes occupied.

The project would be required to fund its fair share of the cost of leasing or purchasing State-approved portable facilities for students generated by the project. Another option is participation within a Mello-

Roos Community Facilities District formed to fund school facility needs created by development in Carmel Valley Neighborhoods 8A, 10, the Seabreeze Farms Project, and Subarea III (pending preparation/approval of a Subarea Plan). Separate Mello-Roos CFDs would be set up to fund the elementary and high school districts. Currently, the North City West School Facilities Financing Authority CFD No. 1 is undergoing a financial review to determine if funds will be available to construct a new elementary school in Neighborhood 4.

Parks and Recreation

Based on the residential generation rate of 2.6 persons per household, the proposed 300 dwelling units would result in 780 new residents. Based on the City's *Progress Guide and General Plan* standards for population-based parks, the project would be required to provide the equivalent of 1.8 acres of population-based neighborhood park facilities.

Through contribution to the Carmel Valley Facilities Benefit Assessment District, the project is proposed for inclusion in the Carmel Valley Neighborhood 4 Precise Plan. At buildout, Neighborhood 4 will contain 2,760 residents. Coupled with the projected 780 new residents from the Seabreeze Farms project, the total population of Neighborhood 4 would reach 23,540 persons. Planned recreational facilities for Neighborhood 4 include a 15-acre neighborhood park and school combination where the park component will extend over 11 acres and provide the area necessary for recreational activities requiring large play areas. The park will be located within 0.25 mile of the proposed project site. This adequately covers Neighborhood 4 recreational needs and would accommodate the Seabreeze Farms project as well.

The project will participate in a Public Facilities Financing Plan (PFFD) and a Facilities Benefit Assessment District for Carmel Valley which determine the project's fair share contribution towards parks and other public facilities.

Although the project alone would not result in sufficient population to warrant a community park, the combined populations of the Carmel Valley and the project would warrant development of ~~two~~ 8.5 acres of community parks. Project recreational needs associated with community parks would initially be met by the Community Park, pool and recreation center to be located adjacent to the library and the Neighborhood 1 Renaissance Park.

Library Service

As proposed, the project would result in an ultimate residential population of approximately 780. Based on the City of San Diego Progress Guide and General Plan population threshold for branch libraries, the project would not be required to provide a library facility.

However, as previously stated, the Carmel Valley library, which presently operates below capacity, is expected to reach capacity in the year 2010 with an estimated service population of 32,966.

Additionally, the proposed project would participate in a Public Facilities Financing Plan and a Carmel Valley facilities benefit assessment district for fair share contribution towards libraries, and other public facilities in the Carmel Valley.

Law Enforcement

The project would increase calls for service within the project area. Project development would result in the need for one additional officer based on the proposed population of 780 and the current officer to resident ratio of 1.65 officers to 1,000 residents. Response time in the Northern Division of the San Diego Police Department would remain at seven to eight minutes.

Additionally, the proposed project would participate in a Public Facilities Financing Plan and a Carmel Valley facilities benefit assessment district for fair share contribution towards law enforcement, and other public facilities in the Carmel Valley. A new police station is planned to be located in the Carmel Valley Community south of SR-56.

A storefront police station is proposed for Subarea III within the NCFUA. According to the analysis conducted for the Framework Plan, the additional storefront station and improved road conditions would enable the Police Department to maintain a seven-minute, priority-one and emergency response time for the project site. The location and timing of a police station in Subarea III is dependent on the preparation and approval of a Subarea III plan.

Fire Protection

The proposed project would increase emergency service calls for local fire stations. The most rapid response time from an existing fire station would be approximately 4.9 minutes from Station No. 24. Therefore, the project site would comply with the City of San Diego Fire Department response time of six minutes.

Additionally, the proposed project would participate in a Public Facilities Financing Plan and a Carmel Valley facilities benefit assessment district for fair share contribution towards fire stations, and other public facilities in the Carmel Valley.

SIGNIFICANCE OF IMPACT

Schools

The project would generate 123 elementary school students that would lead to overcrowded conditions at Del Mar Heights and Del Mar Hills Schools and require the addition of up to five portable classrooms. This is considered a significant impact. The project would also generate 3629 middle school students at Earl Warren Junior High School which would require 2 additional classrooms and be considered a significant impact. Torrey Pines High School, currently operating at capacity, would also be significantly affected by the project. The addition of 75 students would require three additional classrooms and be considered a significant impact.

Parks and Recreation

As proposed, the project would not significantly impact existing neighborhood, community or resource-based parks in the vicinity of the project. The project would not impact resource-based parks which are intended for City-wide use and therefore have no specific population limits or service areas other than those of the City. Although development and improvements to the community park located in the Carmel Valley will occur with population growth, development of the project would not result in interim significant impacts on the community park in Carmel Valley.

The project would be incorporated into Neighborhood 4 where a 15-acre neighborhood park and school combination is planned. The Neighborhood 4 park is of adequate size to accommodate the incremental population from the Seabreeze Farms project. The requirement to provide the equivalent of 1.8 acres of neighborhood park will be met through a fair-share contribution to the Carmel Valley PFFD. Therefore, impacts to parks and recreation from this project is considered less than significant.

Library

It is anticipated that development of the project would result in long-term less than significant impacts on library facilities in Carmel Valley. A new branch library, which would provide service for project residents, would be required by the Framework Plan within Subarea III, when the NCFUA population reaches 18,000 to 20,000. Location and timing of required library facilities in the NCFUA would be dependent upon preparation and approval of a Subarea III Plan and population growth within the area.

Law Enforcement

The project would require the City to augment police staffing levels by up to one officer. Based on the current staffing level of 80 percent of budgeted strength which meets the acceptable range of calls for service/officer ratios and planned 1995-96 staffing/vehicle increases, the project would cause a less than significant impact. Additionally, the Framework Plan requires construction of police facilities within the NCFUA that would address cumulative impacts of Subarea III needs on police service. The implementation of the Carmel Valley PFFD will ensure that funds are available for law enforcement.

Fire Protection

The proposed project would increase emergency service calls for local fire stations. The current response time of 4.9 minutes to the project site complies with the City of San Diego Fire Department response target of six minutes. The response time would still be below 6 minutes with implementation of the project. Therefore, the project would have a less than significant impact on fire protection services.

Cumulative Impacts

The Del Mar Union ESD and the San Dieguito Union HSD are both operating at over-capacity conditions for the majority of the schools serving the project area. An individual school, such as Earl Warren Junior High School, may have some remaining capacity to absorb students generated by the project. However, the cumulative demand from this project and growth within the existing service area and approved new residential development in the Carmel Valley and Sorrento Valley would greatly exceed the capacity of both school districts. This is a cumulatively significant impact that would be reduced to below a level of significance with implementation of the following mitigation measures.

MITIGATION, MONITORING, AND REPORTING

The proposed project plan and the PFFP set forth measures which would potentially reduce significant impacts on schools, parks and recreation, library, law enforcement and fire protection to below a level of significance. Implementation of these measures, once made a part of the project plan, would occur during subsequent discretionary actions and must be made conditions of such actions.

Mitigation Measure IV-L.1: Prior to obtaining building permits, the applicant shall provide the City with a certification from the Del Mar Union ESD and San Dieguito Union HSD that any fee imposed by the Districts pursuant to Government Code Sections 53080 and 65995.3 has been paid. If necessary to fully mitigate impacts on Del Mar Union ESD and San Dieguito Union HSD, and subject to applicable laws, specific financing plans and/or special districts may be established to provide adequate funding for school facilities. Special community facility districts may include but are not limited to the Mello-Roos Community Facilities Act of 1982.

Mitigation Measure IV-L.2: Prior to approval of the proposed plan amendments, a Public Facilities Financing Plan and Facilities Benefit Assessment shall be completed which establishes fair share contributions for property within the Carmel Valley Community Planning Area for regional facilities including community parks, libraries, fire stations and law enforcement facilities. The project plan shall require payment of approved fees.

ISSUE 2: *Would implementation of the Plan result in a need for new systems or require substantial alterations to existing facilities for the management of water, sewage, solid waste, reclaimed water, or power?*

IMPACT

Water Service

Development of the project would result in increased water consumption. Conversion of generally undeveloped open space to residential, commercial, and park/equestrian use would increase the existing water demand. Development of the project would also result in short-term increased water use for

construction purposes, as well as long-term supply for development. Assuming 300 dwelling units and water demand for residential units at 525 gpd, the average estimated domestic water use figure for the buildout of Seabreeze Farms would be 157,500 gpd. Furthermore, development would require establishment of water storage facilities for fire suppression.

Existing water facilities within the project vicinity are limited to the Del Mar Heights Pipeline and Green Valley pipeline which, with construction of new extensions, are adequate to provide service to the project (pers. comm. Lasselle, 1/11/96). The project would be required to pay water fees on a per unit basis to help fund future facilities. As previously stated, planned improvements to the City's domestic water supply system include expansion of the Miramar Filtration Plant and improvements to the Carmel Valley Road Pipeline which will ensure a long-term continuous supply.

The additional demand for water created by the project would not be significant in and of itself, but could have cumulative impacts relative to the future supply of water in the region. Although the proposed project's water demands have been included in the future planning and studies for provision of water service to Carmel Valley and the NCPUA, the water requirements of the project are considered significant and require mitigation. Future water availability is not guaranteed due to changing allocations from the State Water Project, the expected decrease in water supply from the Colorado River, and probable future droughts.

Due to the small size of the development, the project is not considered to have a significant impact on water service. Application of City water conservation guidelines during the tentative map approval stage will ensure that water conservation measures are included to minimize water consumption. Additionally, several measures will be included in the Subarea Plan to reduce water consumption associated with landscaping, grading and housing such as:

- Runoff from landscaped areas shall be reduced through utilization of berming, raised planters and drip irrigation;
- Plantings on all manufactured and existing slopes that abut areas of natural vegetation shall include annuals, perennials, woody ground covers, and shrubs capable of surviving without supplemental water and shall be predominantly indigenous native species appropriate to the specific site conditions;
- All slopes steeper than 6:1 and greater than five feet in height shall be planted with herbaceous or prostrate shrubby ground covers. All internal slopes greater than 15 feet in height shall be planted with a combination of trees, shrubs, and ground covers (minimum one-gallon size) at an average rate of one tree or shrub per 100 square feet of slope area. A minimum of 50 percent of shrubs and ground covers shall be a deep root variety (root depth of five feet or greater);
- All shrubs, ground covers, manufactured and disturbed slope plantings, and lawn areas shall be permanently irrigated. Irrigation systems shall be fully automatic. Low precipitation sprinkler

heads and other water conservation devices will enable the system to distribute water efficiently while maintaining adequate coverage and health of plant materials;

- Incorporate low-flush toilets, low-flow faucets, and timers on sprinklers (including night-time watering) into project design; and
- Provide information regarding water conservation measures to new residents at the time of lot purchase.

Sewer Service

Development of the project would result in the generation of approximately 62,400 gallons per day of wastewater. As with water, the existing sewage collection system in the area would be adequate to meet the demand generated by the project. Construction of onsite sewer facilities including trunk laterals and extensions would be required. The project would participate in a fair-share contribution to CVTS and other improvements through payment of sewer capacity fees.

Solid Waste

As indicated in *Table IV-L-6*, residential units planned within the project area would generate approximately 560 tons per year of solid waste. Approximately 800 tons per year of manure would be generated by the equestrian facility.

**TABLE IV-L-6
SOLID WASTE GENERATION**

RESIDENTIAL	DWELLING UNITS PROPOSED	GENERATION FACTOR ¹ (Tons Generated/DU/Year)	TOTAL GENERATED (Tons/Year)
Single-family	250	2.0	500
Multi-family	50	1.2	60
TOTAL			560
EQUESTRIAN	TOTAL HORSES	GENERATION FACTOR (Tons/Horse/Month)	TOTAL GENERATED (Tons/Year)
	100	0.67	804
TOTAL			1,564

¹ SOURCE: City of San Diego, 1995

Gas and Electric Service

San Diego Gas and Electric Company (SDG&E) would be able to provide gas and electric service to the project. Presently, gas and electric service for the project site is provided through the electric and gas feeder system within a 150-ft wide SDG&E easement in Neighborhood 6 which contains 69 kV and 12 kV overhead lines.

SDG&E reviews and consults with developers to encourage incorporation of energy-saving devices into project design whenever feasible. Forecasting of gas and electricity demand is continually carried out. Where projects with large power loads are planned, other area loads are considered and electrical substations are upgraded accordingly. Direct impacts to facilities are addressed and mitigated at the time development occurs.

Energy needs anticipated for project buildout are approximately 15,000 therms of gas and 180,000 kilowatt-hours of electricity. *Table IV-L-7* provides a breakdown of anticipated energy consumption. Although project specific impact analysis would be evaluated at the time of development, SDG&E utilizes the usage factors shown in *Table IV-L-7* for estimating the energy needs of developments.

**TABLE IV-L-7
SEABREEZE FARMS GAS AND ELECTRIC USE**

USE	DWELLING UNITS	THERMS ¹	TOTAL
GAS			
Single-family	250	50	12,500
Multi-family	50	25	1,250
TOTAL THERMS			13,750
USE	DWELLING UNITS	KILOWATT-HOURS (kWh) ¹	TOTAL
ELECTRIC			
Single-family	250	600	150,000
Multi-family	50	450	22,500
TOTAL kWh		1,050	172,500

¹ SOURCE: SDG&E 1996.

Telephone Service

Telephone service for the project area would be provided by the Pacific Bell Telephone Company. No underground cables or conduits are located within the project area. Existing telephone service lines are aerial and generally follow Black Mountain Road. Service would have to be extended into the site.

SIGNIFICANCE OF IMPACT

Water Service

Project impacts on the City's existing water supply and infrastructure system would be potentially significant, but mitigable through payment of water capacity fees prior to approval of future development.

Sewer Service

The impact of the project on sewage treatment facilities would be cumulatively significant if the Point Loma Treatment Plant is not expanded and/or reclamation plants are not constructed prior to buildout of the subarea. The Point Loma plant is currently operating near its design capacity and this project, in combination with other future development within the service area, would significantly impact the plant. Direct impacts on sewer service would not be significant in light of the small proportion of the project's contribution to regional sewage generation. Impacts to local sewer capacities would be cumulatively significant, but mitigable through payment of sewer capacity fees prior to approval of future development.

Solid Waste

The project would have a cumulatively significant impact on solid waste disposal in the region. Landfill space is currently in short supply and if new landfills are not approved, solid waste disposal will become difficult. This project in combination with other future projects in the region would be responsible for this impact. However, the project would not have a direct significant impact due to its small percentage of the overall waste stream and the expected implementation of an Integrated Management Plan within San Diego County which implements a county-wide source reduction, and recycling plan to reduce solid waste volumes to landfills.

Gas and Electric Service

The proposed project would not result in significant impacts to gas and electric service facilities.

Telephone Service

No significant impacts to telephone service facilities would occur as a result of the proposed project.

MITIGATION, MONITORING AND REPORTING

Mitigation Measure IV-L.3: A general water conservation landscaping plan to reduce water consumption will be prepared. Measures shall be provided on the landscape plans and be subject to approval by the Development Services Department Landscape Review Section. The following mitigation measures would assure that the water and sewer infrastructure system in the project area is adequate to meet the expected demand. These measures would reduce impacts to below a level of significance.

The following mitigation measures would be incorporated into the Plan:

Mitigation Measure IV-L.4: Prior to approval of Final Maps, the City Development Services Department shall review the water and sewer distribution plans to determine their consistency with water and sewer distribution plans approved for the NCFUA by the City.

Mitigation Measure IV-L.5: Prior to approval of Final Maps, Waste Management Plans shall be submitted to the Director of Development Services Department for approval. The plan shall address type and quantity of waste materials expected to enter the waste stream; source separation techniques and onsite storage of separated materials; method of transport and destination of waste materials; and whenever fiscally feasible, implementation of buy-recycled programs. The provisions of the Plan shall be incorporated into the mitigation monitoring plan for that project.

Mitigation Measure IV-L.6: Development within the project shall comply with the construction timing and funding requirements to be established in the approved Facilities Benefits Assessment for the Carmel Mountain Road Water Pipeline and the Carmel Valley Road Trunk Sewer. The development shall also pay its fair share of other onsite and offsite water facility improvements necessary to serve the proposed development, as identified in the City's Water Master Plan (currently in preparation), the Facilities Benefits Assessment, or during City Review of proposed tentative maps. These improvements would include roads, parks, police and fire, libraries, drainage and utilities.

M. PUBLIC HEALTH AND SAFETY

EXISTING CONDITIONS

This section addresses several public safety issues including vector and nuisance control and equestrian crossings.

Vector and Nuisance Control

Pathogen carrier control has been an issue in portions of the North City Future Urbanizing Area. The weather and topography of the project vicinity combine to periodically produce pools of standing water. In the past, this situation has provided habitat suitable for development of malaria-carrying mosquitoes. The project area is regionally-significant because malaria has been contracted by individuals in the project vicinity.

The existing equestrian training and boarding facility and associated odor conditions in the northeastern corner of the project site are described in *Section IV-G-Air Quality*. Localized odors and flies are common for this type of operation and occur frequently in an agricultural setting. Rats and mice may also occur, however, they are generally migrants from nearby fields and have not presented a vector problem in the area. Currently, approximately 120 horses are accommodated onsite and roughly 84 tons of manure are generated monthly. Nuisance problems from odors and flies are kept under control by daily cleaning of the stalls, storage of manure and waste bedding in a separate unenclosed area and monthly pickups by a local farmer for composting.

With the exception of caretaker's facilities, no residences are adjacent to the equestrian facility. The surrounding areas are either in agricultural use, fallow, or undeveloped, and they do not have significant vector or nuisance problems.

Equestrian Crossings

Existing onsite equestrian use involves horse feeding, grooming, training, riding and show areas. A directed trail system winds throughout the site and extends offsite to the west and east. There are two gates on the north and south end of equestrian center adjacent to Carmel Valley Road. Equestrian crossings typically occur at these locations, although the access is not controlled and crossings could occur at any place along the road. Carmel Valley Road is a rural two-lane collector road in that area and the low current traffic volume (approximately 2,900 ADTs) has not posed a safety problem with motorists and equestrians.

ISSUE 1: *Would the proposed project expose people to potential health hazards?***IMPACTS**

Three 50 x 50 ft detention basins will be constructed in the finger canyons to detain stormwater runoff and control siltation. Intermittent standing water can breed mosquito larvae which could generate a mosquito nuisance problem to nearby residences and may also harbor malaria-carrying mosquitoes. Design features will be incorporated into the detention basins to reduce the potential for mosquito production. The basins will meet the design guidelines of the County of San Diego Department of Health Services Vector Control Division. The applicable guidelines to control the mosquito population and potential vector problems are:

- steep slopes and minimum 4 ft depth,
- adequate drainage,
- access for chemical control, and
- vegetation management.

Under the proposed project, the horse ranch will be reduced in size from the current operation, relocated to the central portion of the site and will accommodate a maximum of 100 horses. The odor generation from horse manure and potential impacts to proposed residences and offsite residences are discussed in *Section IV-G, Air Quality*. In general, continued implementation of the current horse ranch management procedures should keep odor and fly nuisance conditions under control.

SIGNIFICANCE OF IMPACT

There is a potentially significant but mitigable impact on human health where conditions for breeding malaria-carrying mosquitoes occur.

Cumulative Impacts

Potential cumulative public safety impacts associated with vector problems would be less than significant with implementation of the mitigation measures for the proposed project.

MITIGATION, MONITORING AND REPORTING

Implementation of air quality measures to control odor (*Air Quality Mitigation Measure IV-G.2*) will reduce fly and odor conditions at the equestrian facility to a less than significant level. The following measures are aimed at mitigating mosquito-vector safety impacts:

Mitigation Measure IV-M.1: Prior to approval of future planned developments and tentative maps within the project site, the City of San Diego Development Services Department shall review future tentative maps to ensure that vector and nuisance control measures are incorporated into project planning in accordance with the San Diego County Department of Health. These measures include ensuring that the design of basins include the following measures:

- steep slopes and minimum 4 feet depth;
- adequate drainage;
- access for chemical control; and
- vegetation management.

ISSUE 2: *Would the proposed project expose people to potential safety hazards?*

IMPACTS

An at-grade trail crossing located near the middle of the equestrian center across Carmel Valley Road would provide links to riding and hiking trails in the region. The equestrian crossing would be indicated with road signs and markings. However no signalized or posted stop sign intersections or a future undercrossing are planned on Carmel Valley Road for the equestrian crossing.

Carmel Valley Road will serve as the main circulation route from lower Carmel Valley to Subareas III and IV with cars traveling at speeds of 35-50 miles per hour. Traffic will increase to 19,000 ADTs with the Horseshoe Traffic Alternative (see *Section IV-B, Transportation and Circulation*) which would lead to unsafe trail crossing conditions. However, completion of SR-56 (by Phase 2 of the project) will divert traffic from Carmel Valley Road and the traffic volume is anticipated to decrease to 2,000 ADTs, which would be below existing levels.

The equestrian crossing on a major circulation route road presents a safety hazard for motorists and equestrians. The situation is compounded at the crossing located near the equestrian facility gates, where cars make right- and left-turn movements to enter the facility.

SIGNIFICANCE OF IMPACT

The equestrian crossing on Carmel Valley Road presents a safety hazard between high-speed auto traffic and the unpredictable nature of horses encountering moving cars at close quarters, horns and other noises. This is considered potentially significant but mitigable safety impact.

MITIGATION, MONITORING AND REPORTING

Mitigation Measure IV-M.2: Prior to approval of future planned developments and tentative maps within the project site, the applicant shall prepare a Public Safety Plan for review by the City of San Diego Development Services Department, Caltrans, San Diego County Sheriff's Department, and San Diego Trails Council. The Public Safety Plan shall be coordinated with input from the City of San Diego, Caltrans, San Diego County Sheriff's Department, San Diego Trails Council, the residents of the proposed project, and equestrian trail users to incorporate measures to avoid conflicts between equestrian and motor vehicles and ensure public safety such as the following:

- Trail design and construction along Carmel Valley Road to direct the equestrian crossing to designated location(s) and prevent uncontrolled crossings.

- Location of the trail crossing away from equestrian facility entrance gates,
- Installation of equestrian crossing signs and road markings visible under regular and low-light conditions,
- Open access leading to the crossing with no bends in the trail,
- Sight distance from 150 yards to the equestrian crossing without obstructing structures, brush or bushes, and
- Optional measures when traffic exceeds 5,000 ADTs on Carmel Valley Road such as flashing warning lights and signs, or restricting access until the full buildout transportation system is in place.
- The Public Safety Plan for the equestrian crossing shall be approved by the City Engineer.

V. GROWTH INDUCEMENT

Section 15126(g) of the CEQA Guidelines describes growth-inducing impacts as *"the ways in which the proposed project could foster economic or population growth, or the construction of new housing, either directly or indirectly in the surrounding environment."* If a project has characteristics which may *"encourage or facilitate other activities that could significantly affect the environment, either individually or cumulatively,"* then this aspect of the project must be discussed as well. The following discussion primarily focuses on two factors: (1) potential for stimulation of development of surrounding property at a greater density than allowed by existing planning and zoning, and (2) a change in the timing of development resulting from extension of public services or road access into an area where previously unavailable. The increase in intensity of use proposed by the project in comparison with the Framework Plan is not considered in the growth inducement section because it would affect the site but not the surrounding environment as described in Section 15126(g). This effect is discussed in *Section IV-A, Land Use*.

This section analyzes the consequences of growth and focuses on the ability and capacity of existing public facilities and services to provide for potential growth induced by the project.

As previously stated, the project site is located in an area of approximately 12,000 acres identified as the North City Future Urbanizing Area (NCFUA). The project site comprises 72 acres of the total site area within Subarea III. The Future Urbanizing Area (FUA) designates all lands as agricultural on an interim basis in order to prevent premature urbanization and protect environmental and fiscal resources by precluding leap frog development. City Council Policy 600-30 was amended to exclude the NCFUA from the Threshold Determination requirements for phase shifts from the FUA designation to the PUA designation. Instead, Subarea Plans are to be prepared.

A General Plan amendment for a phase shift may be prepared in the NCFUA in conjunction with the preparation of a Subarea Plan. If approved by the City Council, the amendment would be brought to the voters in a City-wide election for final action in accordance with Proposition A, the Managed Growth Initiative (R-264708, 12-16-85). As stated in *Section IV-A, Land Use*, this project would satisfy the requirements for a phase shift based on the opportunities it presents for implementing the City's goals for affordable housing and preservation of environmentally sensitive lands located to the west, as well as contributing to funding for public facilities in the Carmel Valley area.

The Growth Inducement section of the Environmental Impact Report for the NCFUA Framework Plan (DEP No. 94-0510/SCH 94101024), concluded that implementation of the Framework Plan would have a significant growth-inducing impact. The document stated that implementation of the Framework Plan would:

- Foster economic growth through provision of employment opportunities and construction activities related to development of the area;

- Foster population growth within the area and through the provision of additional housing; and
- Remove obstacles to growth by providing roadways, utilities, water, and sewer service to previously unserved areas.

An assessment of Subarea III, which includes the proposed project, concludes that there are no features of the proposed Plan which would increase the growth-inducing effects over that which was identified for the overall Framework Plan.

As illustrated in *Figure II-4*, the NCFUA is surrounded by existing and planned development. Although the land to the north is undeveloped, a major project, Black Mountain Ranch, has already been approved, and the EIR (DEP No. 90-0332; SCH No. 91081026) prepared for this project concluded that it would be growth-inducing due to the infrastructure improvements which would result from the project and the project's overall influence on surrounding land. Thus, development pressure would exist to the northeast of the proposed project without approval of the proposed Plan Amendment.

East of Seabreeze Farms is vacant land within Subarea III which is expecting to process a Subarea Plan in the future. With regard to existing densities surrounding and proposed densities on adjacent vacant land, the development type and intensity proposed by the project would reflect that of adjacent existing and planned uses and, thus, would not encourage adjacent property owners to seek substantial changes in the land use or increase allowed densities.

Development of the proposed project would result in construction activities and employment opportunities in the region. Construction of the project would occur in phases, and there presently exists sufficient construction industry "infrastructure" to support the need generated by this project. The project would not necessitate the import of construction workers to the region. Job creation would not foster economic growth in the surrounding communities for two reasons. First, the employment opportunities in the project were generally identified during the Framework Planning effort which attempted to provide a housing and jobs balance. Therefore, the jobs created in the Subareas relate to populations proposed for the NCFUA. Secondly, as previously stated, surrounding communities are developed and would not be pressured to increase existing densities due to job opportunities.

As discussed in *Section IV-L, Public Facilities and Services*, major water and sewer infrastructure already cross the undeveloped area in the NCFUA to the west and east of the project site. Thus, no sewer or water lines necessary to support the proposed project would be extended through areas where they currently do not exist. With regard to roadways, Carmel Valley Road is the major roadway proposed for use by the project. Construction of SR-56 would occur with or without the implementation of the proposed project and is the subject of a separate EIR that is currently being prepared. Carmel Valley Road is designated as a Circulation Element roadway and is presently proposed to be developed to facilitate regional transit. Development of the project site would not extend Carmel Valley Road. It should be noted that the proposed project phasing is tied to the ability of others to construct major circulation elements such as SR-56.

The project site would provide a limited, short-term employment during the construction phases and highly limited number of long-term employment opportunities (less than 20) associated with the equestrian facility. Neither of these employment opportunities would induce growth due to the very limited nature and number of employment positions.

The project would also provide 300 units of new housing which would generate students and impact existing school facilities. However, the project would not provide either a school site or would require contribution to school facilities which were not anticipated under the School Facilities Master Plan.

The project development intensity would neither set precedents that could be used by surrounding landowners to seek increased land use intensities, nor would its development extend major infrastructure across areas where they are not currently available, therefore there are no project-specific factors associated with the project which in and of itself would be growth-inducing.

VI. CUMULATIVE EFFECTS

A. INTRODUCTION

Section 15130 of the State CEQA Guidelines requires that "cumulative impacts be discussed when they are significant." Cumulative impacts involve individual effects which may increase in scope or intensity when considered together. Such impacts typically involve a number of local projects, and can result from individually incremental effects when these collectively increase in magnitude over time. The CEQA Guidelines require that an evaluation of cumulative impacts include either:

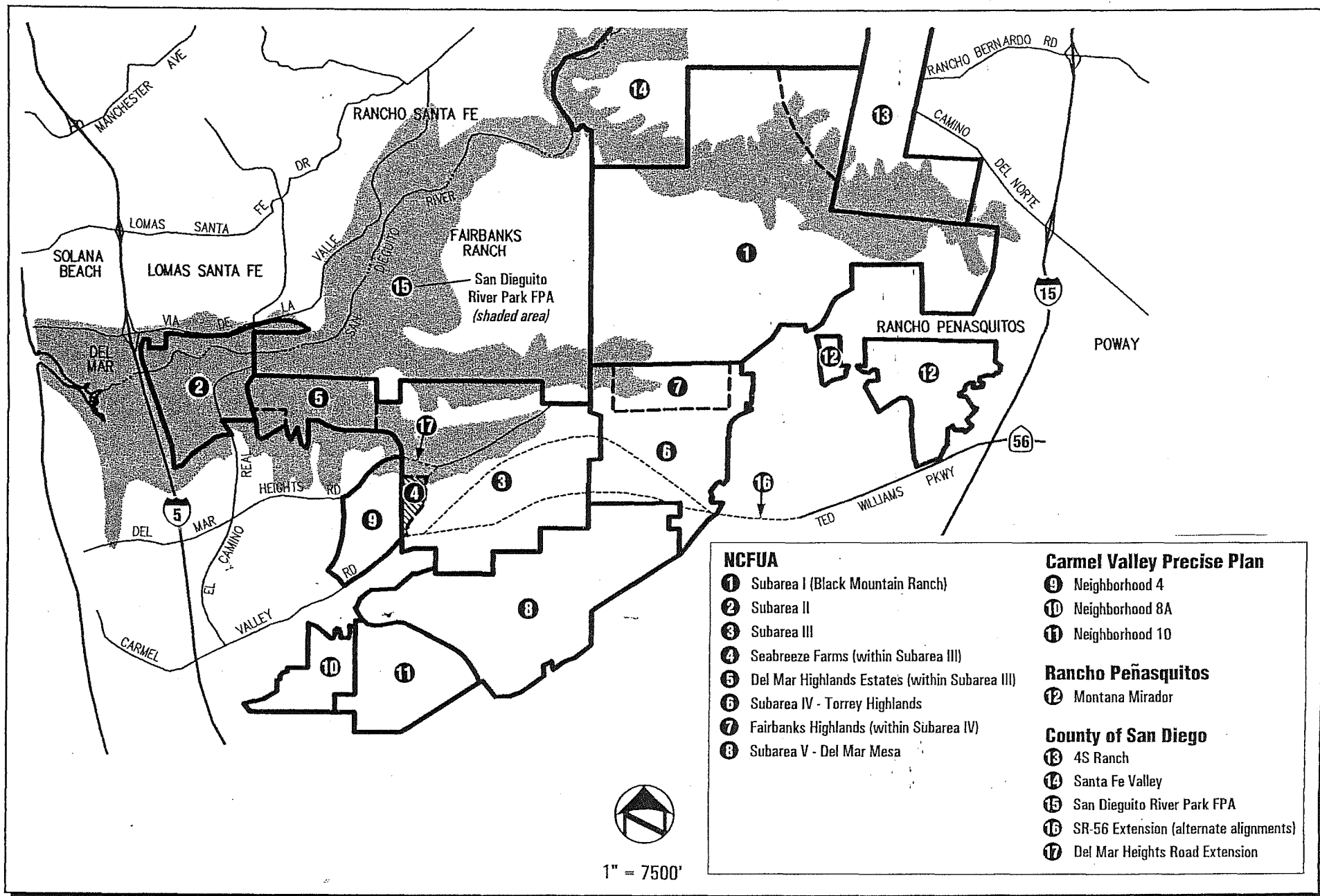
1. A list of past, present, and reasonably anticipated future projects producing related or cumulative impacts; or
2. A summary of projections contained in an adopted general plan or related planning document which is designed to evaluate regional or area-wide conditions.

Analysis of these data are required to include a summary of anticipated direct and cumulative impacts, reference for additional information on individual projects, and potential options for avoiding or mitigating significant cumulative effects.

A separate discussion of direct impacts as a result of the proposed project, the significance of the direct impacts, and available mitigation is provided for each environmental issue in *Section IV – Environmental Analysis*, of this EIR. This Cumulative Effects section provides a summary of the characteristics and direct impacts of approved and proposed development activities in the proposed project vicinity, as well as the cumulative effects of the related projects in conjunction with the proposed project.

B. APPROVED OR REASONABLY-FORESEEABLE DEVELOPMENT

The cumulative projects list includes approved or proposed local projects which are similar in nature to the proposed project residential/commercial planned urban development type. Such projects include Montana Mirador and projects within the NCFUA, including Black Mountain Ranch and Fairbanks Highlands are a part. Also included on the cumulative projects list are approved or proposed projects within the North City West and San Dieguito Community Plan areas. These projects include Rancho Cielo, Santa Fe Valley, Santa Fe Hills, Bernardo Mountain, Montreaux, and Rogers. Finally, the cumulative projects list includes non-residential projects such as the San Pasqual Community Plan Update, San Dieguito River Valley Regional Park, Multiple Species Habitat Conservation Program (MSCP), Del Mar Heights Road extension, SA-680 (deletion of western section), and SR-56 extension. A summary of each of these projects is provided in *Table VI-1*, followed by a discussion of each project. *Figure VI-1* shows the location of each project in relation to the proposed project site. It should be noted that the environmental impact conclusions summarized for each project are derived from the associated environmental documentation. Accordingly, direct impacts identified in association with the proposed project may vary from conclusions drawn for the projects on the cumulative projects list. Some projects in the cumulative projects list do not yet have environmental documentation or the validity of such documentation is in question due to the status of the project; in such cases, only general conclusions can be made regarding a project's contribution to cumulative impacts.



Seabreeze Farms Plan Amendment EIR
Cumulative Projects

FIGURE
VI-1

**TABLE VI-1
CUMULATIVE PROJECTS**

MAP NO.	PROJECT ¹	DOCUMENTATION STATUS	ACREAGE			BUILDOUT YEAR TOTAL DUs
			TOTAL	DEVELOPED	OPEN SPACE	
City of San Diego						
1	Subarea 1A & 1B	FEIR	5,180	3,030	2,150	5,400
2	Subarea II	On hold	830	250	580	230
3	Subarea III	On hold	2,640	1,350	1,300	6,500
4	Seabreeze Farms	In process	(72)	(57)	(25)	(300)
5	Del Mar Highlands Estates	FEIR	(389)	(~ 104)	(~ 285)	(148)
6	Subarea IV–Torrey Highlands	In process	1,134	812	322	2,800
7	Fairbanks Highlands	FEIR	387	138	249	93
8	Subarea V – Del Mar Mesa	In process	2,290	650	1,640	840
Carmel Valley Precise Plan						
9	Neighborhood 4	Approved	338	289	49	951
10	Neighborhood 8A	FEIR	403	174	229	952
	Neighborhood 10	FEIR	806	371	435	1,412
11	Montaña Mirador	On hold	635	189	446	575
	Park View Estates #1	Approved	51.8			118
	Park Village PRD	Approved	724			2,711
County of San Diego						
12	4S Ranch	Screencheck	2,891	1,214	2,311	5,385
13	Santa Fe Valley SPA	Screencheck	3,530	1,871	1,659	1,400
TOTAL			20,398	8,382	11,931	25,065
Infrastructure Projects						
14	San Dieguito River Valley Regional Park	FEIR	80,000	---	---	---
15	SA 680 Deletion	DEIR	4.75 miles	---	---	---
16	SR-56 Completion	In process	9 miles	---	---	---
	Multiple Species Conservation Program	In process	260,000 miles	---	---	---
17	Del Mar Heights Road Ext.	In process	---	---	---	---
	Camino Ruiz Extension	In process	---	---	---	---

Notes:¹ Refer to Figure VI-1 for project location.

() Acreages and units were accounted for in the Subarea Plan totals.

CITY OF SAN DIEGO

North City Future Urbanizing Area (NCFUA)

The adopted Framework Plan for the NCFUA designates approximately 6,300 acres for development and retains approximately 5,900 acres for retention as predominantly natural open space. Approximately 14,800 residential units with an associated population of 38,400 people would be generated under the land use densities identified in the Framework Plan. Buildout of the Framework Plan would contribute 150,000 average daily vehicle trips to the regional freeway system. The Final EIR for the NCFUA Framework Plan was certified on October 1, 1992 by City Council Resolution No. R-28-783. The Framework Plan is an amendment to the City of San Diego General Plan.

In accordance with Proposition A, passed in 1985, land use phase shifts from FUA to a Planned Urbanizing Area (PUA) requires a majority vote of the people. The NCFUA was split into five separate subareas (I, II, III, IV, and V), each requiring development plans at a specific plan level of detail to be prepared based on the land use designations and development densities provided in the Framework Plan. Each specific plan was to be prepared prior to the shift in land use designation from FUA to PUA. The City of San Diego included Proposition C on the City-wide ballot conducted in June of 1994 to shift the NCFUA land use designation from FUA to PUA.

Proposition C did not pass and consequently development within the NCFUA is constrained to maximum densities of 1 DU/4 acres in the absence of successful phase shift(s). Unless a future vote of the people approves a phase shift in the FUA, development within the NCFUA will occur at a relatively slower pace than that projected in the Framework Plan and at a lower density. In addition, the future of the completion of a key east-west freeway linkage, SR-56, between I-5 and I-15, through the NCFUA is uncertain due to its reliance on the subarea specific plan. The following describes specific development plans that are associated with each subarea development for implementation through fair share cost funding mechanisms within the NCFUA. However, because Proposition C did not pass, all of these plans are on hold, thereby making the Framework Plan the most reliable source of cumulative impact information in conjunction with individual projects which occur within the Subareas.

Subarea I

Located 2.7 miles northeast of the project site, Subarea I consists of approximately 5,180 acres, 3,030 acres of which would be developed and 2,150 acres of open space. A total of 5,400 dwelling units are planned for the area. The Black Mountain Ranch Project is within the subarea.

Black Mountain Ranch

Comprising 4,660 acres, the Black Mountain Ranch II revised tentative map calls for a maximum of 940 single-family residential lots and 179 affordable multi-family housing units at a maximum density of 1 unit per four acres. Two 18-hole golf courses are proposed. Approximately 900

acres would be set aside for future residential, commercial, institutional and resort hotel development after a phase shift to planned urbanizing. Approximately 1,766 acres of open space would be offered for dedication, an additional 55 acres would be developed for parks and 1,022 acres of golf course and private community open space would be provided. Other uses proposed within the development include circulation element roads, a reclaimed water reservoir, a potable water reservoir, community facilities, and school sites. Direct impacts resulting from the project include land use, biological resources, landform/visual quality, cultural resources, traffic/transportation/circulation, noise, geology/soils, hydrology/storm drainage/flood control/ water quality, and public facilities (schools and fire).

Subarea II

Located approximately 2 miles northwest of the project site, Subarea II encompasses approximately 830 acres that is bisected by the San Dieguito River. The Framework Plan identifies a significant portion of Subarea II as an Environmental Tier land use in conjunction with the San Dieguito River Valley Regional Park FPA. Approximately 580 acres would be designated as open space and 250 acres for development, on which 230 units are planned.

Subarea III

Subarea III contains 2,640 acres of which 1,350 acres would be developed and 1,300 acres designated as open space. A total of 6,500 units are planned for this area. No Subarea Plan has been prepared for a *Planned Urbanizing* phase shift vote in the June 1996 general ballot. However, Seabreeze Farms and the Del Mar Highlands Estates parcels within Subarea III are proceeding with development plans based on the NCFUA guidelines or application of PRD regulations.

Del Mar Highlands Estates

Located in the western panhandle of Subarea III, Del Mar Highlands Estates covers 389 acres. The project would involve the creation of 148 residential units based on the existing zoning of 1 dwelling unit per 4 acres with the addition of 21 units transferred from the 84-acre Shell parcel in Subarea III with a 0.25 density bonus and 24 affordable housing units. The EIR identified significant and mitigable biological resource impacts to 33.1 acres of coastal sage scrub, 3.2 acres of southern maritime chaparral, federal/State-listed species and federal C1/C2 candidates. Significant and mitigable impacts would occur to one important cultural resource site, steep slopes, traffic and circulation, geological, seismic and soils conditions, hydrology/ water quality, noise and air quality.

Subarea IV – Torrey Highlands

Subarea IV is located 1.9 miles east of the project site. The subarea contains 1,134 acres, of which 812 acres would be developed and 322 acres designated as open space. Approximately 2,800 units are planned. The Fairbanks Highlands project is within Subarea IV.

Fairbanks Highlands

The Fairbanks Highlands project site is located 2.6 miles northeast of the project site and covers 387 acres. The project would involve the development of 93 single-family residences based on the existing zoning of 1 dwelling unit per 4 acres. Of the total project area, 61.5 acres would be dedicated open space as part of the San Dieguito River Valley Regional Park and MSCP. Another 160.6 acres would be deeded to the City of San Diego for open space, MSCP, school site, public road, and utility construction purposes. The project has been approved by the City. Significant impacts include biological resources, landform alteration, noise, geology/soils, hydrology/water quality, and public facilities (Schools and Fire).

Subarea V – Del Mar Mesa

Located 0.3 mile south and southeast of the project site, proposed development on Subarea V would consist of rural residential, a resort site, and over 1,500 acres of dedicated open space.

Community of Rancho Peñasquitos**Montaña Mirador**

The Montaña Mirador project site is located 4.6 miles northeast of the project site, and just east of the Black Mountain Regional Park. The 635-acre site would retain 446 acres of the total area in undisturbed open space. The remaining area would be developed with 397 single-family DUs and 178 multi-family DUs. An elementary school site and an off site 18-acre park is also proposed. The FEIR was certified in June 1993 and the project was approved. Significant impacts identified in the FEIR include landform alteration/visual quality, biological resources, traffic/transportation/circulation, noise, geology/soils, hydrology/water quality, and public facilities (schools and parks).

Park View Estates Unit #1

Park View Estates unit #1 is located 5 miles east of the project site, immediately north of the SR-56 alignment. The approved project consists of a 118-lot subdivision on 51.8 acres.

Park Village PRD

Park Village PRD is located 4.5 miles east of the project site, within Rancho Peñasquitos, south of Park View Estates. The project, currently under construction, includes 2,711 dwelling units on 724 acres.

Carmel Valley Precise Plan

Precise plans have been prepared and adopted for 8 of the 10 neighborhoods in Carmel Valley within the North City West Community Plan. Precise plans for Carmel Valley Neighborhoods 8A and 10 are currently under review for adoption by the City. The Seabreeze Farms project site is proposed for inclusion into the Neighborhood 4 Precise Plan area.

Neighborhood 4

The Neighborhood 4 Precise Plan area is adjacent to the project site and covers 338 acres. Development of 951 dwelling units, a school/park, roads and a neighborhood commercial center is planned over 289 acres. Approximately 49 acres are designated in the eastern sector along Bell Valley for open space. Construction on Neighborhood 4 is close to buildout and should be completed in 1996-97. The EIR identified significant and mitigable impacts to biological resources, steep slopes, traffic and circulation, geological, seismic and soils conditions, hydrology/water quality, noise and air quality.

Neighborhood 8A

The Neighborhood 8A Precise Plan area is located 1 mile southwest of the project site and covers 403 acres. Development of 952 dwelling units and neighborhood facilities are planned over 174 acres. Approximately 114 acres are designated for open space, 87 acres for Future Planning Area and the remainder for roads and public areas. The EIR identified significant and mitigable biological resource impacts to 138.7 acres of southern maritime chaparral, 42.3 acres of coastal sage scrub, 0.7 acre of isolated seasonal wetlands/vernal pools, federal/State-listed species and federal C1/C2 candidates. Significant and mitigable impacts would occur to 3 important cultural resource sites, steep slopes, traffic and circulation, geological, seismic and soils conditions, hydrology/water quality, noise and air quality.

Neighborhood 10

The Neighborhood 8A Precise Plan area is located 0.85 mile south of the project site and covers 806 acres. Development of 1,412 dwelling units and neighborhood facilities are planned over 371 acres. Approximately 435 acres are designated for open space. The development of Neighborhood 10 is dependent on improvements and future extensions of Carmel Mountain Road, Carmel Country Road and State Route 56. The EIR identified significant and mitigable impacts to biological resources, two important cultural resource sites, steep slopes, traffic and circulation, geological, seismic and soils conditions, hydrology/water quality, noise and air quality.

COUNTY OF SAN DIEGO**4S Ranch General Plan Amendment and Specific Plan Area (SPA)**

Located 11 miles northeast of the project area, the 3,525-acre 4S Ranch SPA is divided into a 634-acre parcel designated as Current Urban Development Area (CUDA) and a 2,891-acre Future Urban Development Area (FUDA). The OMWD Phase 1 pipeline includes a 10,000-ft extension along Artesian Road to the 4S Ranch Specific Plan Amendment. A General Plan and Specific Plan Amendment are currently being proposed for the 2,891-acre parcel to allow a mixture of 5,365 dwelling units,

approximately 1,867 acres of park and open space uses, and an 18-acre commercial center. The proposed overall density of the 2,891-acre parcel is 1.85 DU/acre.

The project will have significant and mitigable biological resource impacts to 16-ac of wetlands, 186 acres of sensitive habitat upland habitats (169 acres of coastal sage scrub), 5.5 acres of riparian/scrub woodland and wetland habitat, federal/State-listed species, federal C1/C2 candidates and CNPS List 1B, 2 and 4 plant species, and the endangered California gnatcatcher. Significant and mitigable impacts would occur to 53 important or potentially-important cultural resources sites, steep slopes within the viewshed of the La Jolla Valley, traffic and circulation, geological, seismic and soils conditions, hydrology/water quality, noise and air quality. The Specific Plan Amendment and EIR are anticipated to be circulated in 1996.

Santa Fe Valley Specific Plan Area

Located 6 miles north of the project site, The Santa Fe Valley SPA encompasses approximately 3,163 acres. Approximately 1,404 acres would be preserved as undisturbed permanent open space. Another 374 acres would be developed mainly as a golf course to act as a buffer between the more sensitive natural open space areas and the more intensive urban development proposed for the remainder of the site. The Specific Plan proposes development of up to 1,200 residential dwelling units with variable densities from 1 du/6 ac to 4 du/ac. In addition to the previously-mentioned golf course, a resort-hotel, a 9-hole executive golf course, a congregate care facility, a neighborhood commercial center, community facilities, and supporting infrastructure are also proposed as part of the Specific Plan. Significant environmental impacts identified in the draft EIR include biology, cultural resources, landform/visual quality, traffic/ transportation/circulation, noise, air quality, geology/soils, hydrology/ storm drainage/flood control/water quality, and public facilities (fire). The Specific Plan Draft EIR has been circulated for public review.

OTHER DEVELOPMENT AND PLANNING EFFORTS

In addition to the residential development plans previously summarized, several infrastructure development projects have also been proposed within the vicinity of the proposed project. These projects are facilities or planning descriptions and summaries are provided in the following paragraphs; the project locations in relation to the proposed project site are shown on *Figure VI-1*.

San Dieguito River Valley Regional Open Space Park

The San Dieguito River Valley Regional Open Space Park is an adopted concept plan to provide resource protection and recreational opportunity for the public. The focused planning area for the park encompasses 80,000 acres and extends for 55 miles from the mouth of the San Dieguito River at Del Mar east to San Felipe Valley. The northern and southern portions of the project site are adjacent to and partially located within the focused planning area of the San Dieguito River Valley Regional Open Space Park. A program level EIR was prepared to evaluate the concept plan prepared for the Focused Planning area of the park. The Final EIR was certified on November 19, 1993. Direct impacts associated with land

use, biology, landform/visual quality, cultural resources, traffic/transportation/circulation, and geology/soils were identified.

Multiple Species Conservation Program (MSCP)

The City of San Diego Clean Water Program initiated the MSCP to provide a regional mitigation solution for impacts to multiple, rather than single, species and their habitats. The MSCP is a cooperative effort consisting of federal and State resource agencies, local jurisdictions, environmental groups, property owners, and experts in the fields of biology, environmental planning and conservation. The MSCP is part of the statewide Natural Community Conservation Plan program, and is one of many regional conservation planning efforts being coordinated with the California Department of Fish and Game and the U.S. Fish and Wildlife Service.

The MSCP is a multi-phase program. The first phase was a multi-year planning effort that included mapping of existing and planned land uses, types of vegetation, and ownership of over 260,000 acres of land within and adjacent to the Metropolitan Sewerage System service area – the Metropolitan Wastewater Department's primary area of concern. The draft maps have been used to identify potential wildlife preserves and a network of connecting wildlife corridors. The program has also included a study of population viability for the California gnatcatcher and cactus wren, as well as preparation of preserve design and maintenance criteria. The Draft MSCP and accompanying Draft Joint EIR/EIS have been distributed for public review. The Draft MSCP identifies a Multiple-Habitat Planning Area (MHPA). The MHPA was designated cooperatively by jurisdictions involved in the MSCP planning process, in consultation with USFWS and CDFG. The biological goal of the preserve envisioned by the MHPA is the preservation of as much of the core biological resource areas and linkages within the MSCP study area as possible. The economic goal is for the ultimate preserve to be affordable and for the costs to be shared equitably by the federal and State governments, local jurisdictions, and private landowners.

Emergency Water Storage Project

The Emergency Water Storage Project has been proposed by the SDCWA to identify alternative solutions for mitigating the risk of severe damage to and disruption of aqueducts or pipelines that exist within the Authority's jurisdiction. The SDCWA is responsible for constructing and operating water facilities to receive imported water from the Metropolitan Water District and other sources and distribute it to local water districts that are member agencies. A combination of four new or expanded reservoir sites are being considered for the Emergency Water Storage Project. Each reservoir requires a pipeline system and several pump stations. These components would deliver water to the reservoir and send water to the existing aqueduct system when needed for emergencies. Each of these alternatives were evaluated in an EIR/EIS released in November 1995. The preferred alternative has not been determined at this time, but will be identified in the FEIR/FEIS in Spring 1996.

SA 680 Deletion

The deletion of SA 680 involves amending the County of San Diego General Plan Circulation Element. The alignment to be deleted begins south of Del Dios Highway at the City of San Diego boundary near Artesian Road traversing the Santa Fe Valley and Rancho Cielo Specific Plan areas northerly to the Encinitas City boundary. This segment of the alignment is approximately 4.75 miles in length and is shown as a major roadway (four-lane divided roadway within a 112-foot right-of-way) on the adopted Circulation Element. The connecting SA 680 alignment through the City of Encinitas to I-5 was previously deleted from the City of Encinitas Circulation Element in 1986 and from the County Circulation Element in 1993. SA 680 as a component of the regional circulation system is currently projected to carry approximately 43,800 average daily trips between I-15 and Del Dios Highway based on the SANDAG travel forecast. Because the proposed project would remove SA 680 from the Circulation Element, the projected traffic would then be reassigned onto other roadways in the region. The deletion of SA 680 would result in impacts to transportation and noise.

State Route 56

The western portion of SR-56 (SR-56 West/Carmel Valley Restoration and Enhancement Project) has been approved and is currently under construction. This project will convert a 1.8-mile section of Carmel Valley Road to a six-lane freeway and create an adjacent riparian sediment control channel in Carmel Creek (between I-5 and Carmel Country Road). The EIR for this project identified potentially significant but mitigable impacts for biological resources, noise, cultural resources, landform alteration/visual quality, geology, soils, hydrology/water quality, erosion/sedimentation and paleontology. In addition, potentially significant cumulative effects were identified for biological resources, hydrology/water quality, erosion/sedimentation and traffic.

The eastern portion of SR-56 has also been approved and construction has been completed. This project will involve construction of 2.3 miles of a four-lane freeway from I-15 west to Black Mountain Road in the Rancho Peñasquitos community of the City of San Diego. The EIR for this segment of SR-56 identified potentially significant but mitigable impacts on riparian habitat and growth-inducement. Significant impacts which could not be mitigated below a level of significance included impacts on Diegan coastal sage scrub occupied by two pairs of California gnatcatcher, land use, open space character, landform, visual quality, and noise. These impacts were considered significant on both a project basis and a cumulative basis.

The central alignment of SR-56 through the NCFUA and immediate adjacent areas on the east and west, would be constructed in conjunction with the buildout of the NCFUA. Caltrans is considering several alignment alternatives, and the City of San Diego is currently preparing the environmental analysis of those alignment alternatives.

Del Mar Heights Road Extension

The City has conducted preliminary environmental studies for the extension of the Del Mar Heights Road through the NCFUA. This roadway would roughly coincide with the alignment of Black Mountain Road in the Subarea III Plan, but would depart from the proposed Black Mountain Road alignment approximately 3,000 feet west of the eastern boundary of Subarea III. It would veer south and then continue east through Subarea IV. Within Subarea IV, the extension of Del Mar Heights Road is called Carmel Valley Road.

C. ASSESSMENT OF CUMULATIVE EFFECTS

LAND USE

The City of San Diego currently has four land use policies in place that govern development in the area of these projects:

1. City Council Policy 600-29 governs development in the City's Future Urbanizing areas;
2. City Council Policy 600-30 outlines the steps necessary for transferring land from the Future Urbanizing designation to the Planned Urbanizing designation;
3. The Framework Plan for the North City Future Urbanizing Area (adopted 1992) provides a blueprint for development and defines five subareas for preparation of detailed subarea plans in order to advance to a phase shift from the Future Urbanizing designation to Planned Urbanizing. The Framework Plan EIR identified cumulative effects of development of the five subareas;
4. The City's existing agricultural zone for the area; and
5. The City's Resource Protection Ordinance (RPO) and City Council Policy 600-40 which identifies alternative compliance to RPO.

The projects, as presented at the beginning of this section, are evaluated against these land use governing policies, as follows. Both the Fairbanks Highlands and Black Mountain Ranch (Subarea I) developments are consistent with Council Policy 600-29. With respect to the subareas within the Framework Plan, planning efforts are currently in progress for Subareas IV and V. Evergreen Nursery is consistent with the agricultural zone for the site. With regard to both 4S Ranch and Santa Fe Valley Specific Plan areas, future subdivision plans and development would be consistent with the specific plans.

The San Dieguito River Park Concept Plan EIR states that land use impacts are potentially significant until more detailed plans are available. The San Dieguito River Park is a concept plan and is thus subject to securing adequate funding for implementation. The EIR for the MSCP is currently being prepared. It is likely that land use impacts would be potentially significant on a cumulative level, since the proposed open space land uses identified in the Draft MSCP would conflict with the existing adopted land use

policies. The MSCP is a draft document, currently under public review and subject to revision. The Fairbanks Highlands project and Draft Subarea IV plan are consistent with the existing adopted land use policies, and would not contribute to a cumulative significant land use impact. As stated in *Section IV-A, Land Use*, the project area is outside of the MSCP.

The proposed SA 680 deletion project is not consistent with the County's adopted General Plan. The Board of Supervisors is recommending amendment of the County's Circulation Element to reflect this change.

AGRICULTURE/NATURAL RESOURCES

The area has historically been used for agriculture, taking advantage of favorable soils, surface water, and mild coastal climate. Approximately 16 acres of soils on the project site are classified as Statewide Important Farmland. Although the project site no longer has direct value for agricultural use, the incremental loss of the Statewide Important Farmland would contribute to a significant unmitigated cumulative impact. The proposed project is also located in a mineral resource zone of MRZ-3. Although the site has not historically been mined for aggregate resources, this designation identifies a potential for some resources. However, the project's contribution to the cumulative loss of commercially viable aggregate deposits is minor and is considered less than significant due to the project's relatively small acreage and low potential.

TRAFFIC CIRCULATION

The traffic study for the project analyzed the impacts of the proposed project both on a cumulative buildout condition, and for interim traffic circulation scenarios (prebuildout). The traffic study concluded that with incorporation of the proposed traffic improvements and transportation phasing plan, there would be no significant cumulative traffic impacts attributable to the project because the analysis indicated that the project contribution at failing facilities is below the City's significance threshold of 2%.

PUBLIC FACILITIES AND SERVICES

The project would contribute additional students to the Del Mar Elementary and San Dieguito Union High School Districts. The San Dieguito Union High School District is presently over capacity; therefore, any increase in student populations would contribute to the cumulative overcrowded conditions at the high school facilities in the area, which will be a significant impact. As mitigation, the applicant will demonstrate that agreements have been made with the affected school districts to ensure that appropriate funds are made available to the districts prior to recording the final map. Funding could be derived from a Mello-Roos Community Facilities District for payment of school fees. The cumulative impact to schools will be mitigated to below a level of significance.

Demand for other public facilities would be relatively minor and are considered a significant cumulative impact that is mitigable to below a level of significance.

AIR QUALITY

The San Diego area is a non-attainment basin for ozone resulting from emissions of reactive organic gasses from autos. The APCD is responsible for strategies to reduce air pollution in the air basin and bases its projections of future air quality and pollutant emissions on population and employment growth estimates developed by the San Diego Association of Governments. New housing typically does not have a significant adverse effect on strategies to improve air quality if the project is consistent with the assumptions used in the APCD projection model and does not increase dependency on automobile trips relative to other locations.

SANDAG Series 8 population projection takes into account development in the Framework Plan. Therefore, the proposals for the area are generally consistent with the SANDAG population and air pollutant emission forecast to the extent that the residential development would accommodate new residents in the area or increase the number of automobile trips or vehicle miles traveled. The Seabreeze Farms project is consistent with the land use policies assumed for the air pollutant emission forecast. Therefore, it is not considered to have a significant cumulative air quality impact.

LANDFORM ALTERATION

The combined projects in the area would alter the existing landforms and visual setting from that of open expanses of rolling hills, valleys, and mesa typical of rural agricultural areas, to that of clustered residential and mixed-use areas separated by open space and 4- and 6-lane roads. By providing circulation roads, local access roads, residential building pads, commercial development, and supporting facilities, terraced and manufactured slopes would be substantially increased from prior agricultural use. These individual and cumulative effects would be lessened by the Resource Protection Ordinance, which limits disturbance to steep slopes, cultural resources, floodplains, and biological resources. Under Council Policy 600-29, the project would also provide permanent open space. Implementation of the San Dieguito River Park Concept Plan and the MSCP would provide significant areas of open space and undeveloped land, which would combine and connect with any open space proposed as part of development proposals and the incremental addition from the Seabreeze Farms project. The cumulative change in landforms and visual setting from development proposals would be significant and unmitigated.

BIOLOGICAL RESOURCES

The area in which these projects are located comprises approximately 20,000 acres of undeveloped, agricultural, or low rural density housing. This large area supports a wide variety of biological species and habitats and, by the nature of its size, is an important biological resource within the City and County of San Diego. The predominant habitats include Diegan coastal sage scrub, non-native grassland (formerly active agricultural lands), disturbed areas (current nursery activities), chaparral, riparian woodland, and southern oak woodland.

Sensitive plant species which have been observed in the area include California adolphia, summer holly, coast barrel cactus, San Diego marsh-elder, and ashy spike-moss. Sensitive bird species which have been observed in the area include coastal California gnatcatcher, black-shouldered kite, northern harrier, Cooper's hawk, loggerhead shrike, Bewick's wren, and grasshopper sparrow. Other animal species known to occur in the area are mule deer, bobcat, San Diego pocket mouse, orange-throated whiptail, and San Diego horned lizard.

These past, proposed, and reasonably foreseeable projects could contribute to the loss of each of these habitats, but primarily coastal sage scrub and non-native grassland. Loss of coastal sage scrub habitat would in turn affect the wildlife species which utilize this habitat, such as the coastal California gnatcatcher, San Diego horned lizard, and orange-throated whiptail. Large open blocks of non-native grasslands, among other habitats, provide raptor foraging habitat. The incremental contribution from the proposed project to the loss of coastal sage scrub and sensitive chaparral vegetation communities would be a cumulatively significant impact that is mitigable to below a level of significance.

HYDROLOGY AND WATER QUALITY

The region in which the project is located drains into Peñasquitos Lagoon. The opening between Peñasquitos Lagoon and the ocean is seasonally blocked by a sandbar which prevents tidal flushing between the two areas.

Development of the Seabreeze Farms project would potentially increase the amount of erosion from exposed soil areas which contributes to sediment-laden runoff into local drainage courses. Erosion can be destructive to the immediate area and sedimentation can clog waterways and downstream wetland and lagoon areas. Measures would be incorporated into the project to decrease erosion. These include limiting the grading to the dry season and immediate stabilization of manufactured slopes. These measures to reduce erosion during construction would be combined with long-term measures, such as sedimentation basins, to reduce the erosion potential.

Runoff from urban and equestrian uses can also degrade downstream water quality. Runoff water from the project can contain contaminants, such as pesticides, fertilizers, and manure. The increased runoff from impervious surfaces to the lagoons along with additional pollutant burden would result in a cumulatively significant unmitigable impact. Implementation of BMPs, as discussed in the Hydrology and Water Quality section, would reduce this impact, but not to below a level of significance.

CULTURAL RESOURCES

The cumulative study area contains a wide variety and large number of cultural resource sites. Cultural Site CA-SDI-6802 located on the project site has been identified as an artifact scatter and is considered a potentially significant site under CEQA that requires further testing. It is highly unlikely that the site is significant under the Resource Protection Ordinance based on the number and type of artifacts, the integrity of the site and the type of site. However, site CA-SDI-6802 is not anticipated to add new

information to the cultural records due to its highly disturbed nature. Therefore, the removal of cultural resources as part of a salvage measure would not be considered to be a cumulatively significant impact.

PALEONTOLOGICAL RESOURCES

The area contains formations with the potential for significant paleontological resources. Recovery of scientific information is required in areas where important paleontological deposits occur. The project site has the potential to contain significant paleontological resources which could significantly contribute to the regionwide loss of these resources. Construction monitoring mitigation measures would reduce paleontological impacts to below a level of significance on a project-by-project basis.

However, the removal of paleontological resources as part of a salvage measure contributes incrementally towards a regional trend of the loss of paleontological resources from continuing urbanization. This impact of the project incrementally adds to this trend and is considered a cumulatively significant impact that is mitigable to a level below significance.

VII. SUMMARY OF ENVIRONMENTAL CONSEQUENCES

A. THE RELATIONSHIP BETWEEN LOCAL SHORT-TERM USES OF THE ENVIRONMENT AND THE MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY

The majority of the 72-acre project site is currently being used for equestrian facility purposes. Undisturbed portions of the site include Diegan coastal sage scrub, southern maritime chaparral, southern mixed chaparral, chamise chaparral, scrub oak chaparral, mulefat scrub, non-native grassland, and ruderal habitats. These habitats provide forage and breeding grounds for a variety of small and large animals. Both the disturbed and undisturbed areas of the site provide a rural, open space character to the site which serves as an important visual resource. This visual resource is visible from a variety of locations in Carmel Valley and the NCFUA. In addition, the site contains an estimated 16 acres of Farmland of Statewide Importance and a prehistoric cultural resource site has been identified within the project site.

Adoption of the proposed Community Plan Amendment would commit the project site over the long-term to the construction of single-family and multi-family residential units, an equestrian facility and roads over an estimated 72 acres. These uses would result in an increase in the long-term economic productivity of the project site and would improve transportation efficiency, increase housing and provide recreational opportunities in the area. These proposed developments would also permanently change the visual character of approximately 39 acres of the project site from an open space, rural appearance to a developed appearance with introduced landscaping and single- and multi-family homes. The existing agricultural soil and biological resources which are present in the future development areas of the site would be eliminated by development and would no longer be available over the long-term. A potentially significant cultural resource within the development area would be tested for significance prior to approval of tentative maps for development sites. If the site is determined to be significant, this would potentially result in damage to the cultural site. Subsequently, the site would be either preserved or mitigated through implementation of a data recovery program.

The remaining 25 acres would be committed over the long-term as a resource-based open space area for the primary purpose of wildlife habitat, with secondary benefits as recreational and visual resources. Retention of the open space area onsite would involve the preservation of most existing wildlife habitat on the site.

Thus, the net effect on the uses of the environment and long-term productivity in the project site with the implementation of amendments to the Progress Guide and General Plan, NCFUA Framework Plan, Carmel Valley Community Plan, and Precise Plan for Neighborhoods 4, 5 and 6 would be the long-term loss of opportunities for use of the onsite agricultural resources, a permanent change in visual character for part of the project site, potential damage or removal of the onsite cultural resource, and brush management impacts to biological resources. However, the project would also result in increased economic productivity of the site (increased employment, tax revenues, etc.), improved transportation efficiency in the area through participation and implementation of planned circulation routes, the increase in available housing and recreational opportunities (equestrian facility, and equestrian/hiking trails), and the preservation of open space.

The CEQA Guidelines (Section 15126) require that this section of the EIR address the reasons that the proposed project is believed by the applicants to be justified now rather than reserving an option for future alternatives. The project site and the rest of the NCFUA are surrounded by developed and developing areas. If the proposed project Plan Amendments and associated phase shift are approved, the project would be phased, resulting in the construction of homes over time in the project area. The majority of homes would be available for occupancy at least several years into the future. In addition, the low level of single-family residential development since the Framework Plan adoption in 1992 helps justify the proposed phase shift. Therefore, the timing for the adoption of the proposed project Community Plan Amendment and associated phase shift are considered by the applicant to be appropriate from the standpoint of projected housing need. However, the final determination of whether the proposed phase shift is appropriate at this time will be made by a vote of the people of the City of San Diego, as required by Proposition A of 1985.

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

Implementation of the proposed project would result in the permanent changes to the existing environment which were discussed throughout Section IV of this document. The existing landform would be permanently altered by grading. The majority of the site's open space and the rural character of the area would be irreversibly altered by the proposed development of up to 300 residential units. Although approximately 34.7 percent of the project site would be permanently committed as open space for preservation of wildlife habitat and the provision of a visual resource and recreational facilities, 7.5475 acres of biological resources would be permanently impacted by brush management and construction activities. A cultural resource site would be permanently removed or preserved in place. Implementation of the proposed project Plan Amendments would preclude the future use of important farmland and mineral resources.

Approval of the project would commit the City to the development of the 72-acre site with those land uses identified in the project plan, precluding other future land use options. In addition, plan implementation would lead to increases in traffic, noise and other urban conditions in the project area which would be considered to be permanent changes. The City would be irreversibly committed to the long-term provision of the necessary public services and utilities to support the planned development for Seabreeze Farms.

Construction projects for the implementation of the Seabreeze Farms would require the use of fossil fuels to power construction equipment, trucks and employees' vehicles. During such construction, building materials would be considered permanently consumed, although these could be recyclable in part at some future date. Over the long-term, residents, employees and business patrons on Seabreeze farms would continue to consume energy derived from nonrenewable sources, such as fossil and other fuels.

VIII. EFFECTS CONSIDERED BUT FOUND NOT TO BE SIGNIFICANT

Based on the Initial Study, which was conducted by the City of San Diego to develop the scope of issues for the EIR, and the preceding environmental impact analysis contained in this EIR (Section IV), the following issues were found not to have potentially significant effects. These issues are briefly explained below:

AIR QUALITY (Traffic generated)

The EIR addresses impacts to air quality associated with odor and dust resulting from the proposed equestrian uses in close proximity to residential development. The EIR does not address air quality impacts associated with traffic generation because the proposed land uses are consistent with anticipated land uses presumably anticipated for the purposes of regional air quality planning conducted by the San Diego Air Pollution Control District. The project would not result in air quality impacts related to intersection hot spots or placement of uses adjacent to significant, adverse air quality impact conditions.

UTILITIES

The EIR addresses impacts to utilities for water, sewer, storm water drainage, and solid waste disposal. Effects to power, natural gas and communications systems are not considered significant due to the small size of the project relative and availability of existing service for these utilities.

ENERGY

Implementation of the proposed project would not result in substantial demand for or consumption of energy. Future developments on the Seabreeze Farms site would be in compliance with the energy conservation requirements in Title 24 of the California Administrative Code and the Energy Element of the Precise Plan for Neighborhoods 4, 5 and 6 and would not be high energy demand land uses. Future development on the site would not require the development of a new source of energy.

HUMAN HEALTH/PUBLIC SAFETY

The proposed project would not increase the risk of an explosion or release of hazardous substances to the environment due to an accident or upset conditions. There are no land uses proposed which would be expected to store, use, transport or generate large quantities of hazardous substances. There are no high voltage lines in the vicinity of the project site, and there are no known hazardous waste substances or contamination which may be an environmental hazard to soil, ground water or the public health.

IX. ALTERNATIVES

Section 15126 (d) of the CEQA Guidelines states that the EIR shall "describe a range of reasonable alternatives to the project, or to the location of the project, which could feasibly attain the basic objectives of the project and evaluate the comparative merits of the alternatives." The range of alternatives required in an EIR is governed by the "rule of reason" that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. An EIR need not consider an alternative whose effects cannot be reasonably ascertained and whose implementation is remote and speculative (Section 15126 (d) (5) of the CEQA Guidelines).

In developing the alternatives to be addressed in this EIR, the potential alternatives were evaluated in terms of their ability to meet the basic objectives of the project while reducing or avoiding the environmental impacts identified in Section IV of this EIR. The project is being proposed to meet the following principal objectives:

- Implement a predominantly residential development with onsite equestrian uses accessible to future residents and surrounding communities.
- Preserve tributary and finger canyons associated with Bell valley in open space.

The following alternatives analysis focuses on "alternatives capable of eliminating any significant adverse environmental effects or reducing them to a level of insignificance, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly" (Section 15126 (d) (3) of the CEQA Guidelines). Based on the results of the environmental impact analysis contained in Section IV, alternatives were identified and evaluated on the basis of their ability to eliminate or substantially reduce significant impacts associated with the following issues:

- | | |
|---------------------------------|--------------------------------------|
| • Agriculture/Natural Resources | • Landform Alteration/Visual Quality |
| • Air Quality | • Noise |
| • Biological Resources | • Paleontological Resources |
| • Cultural Resources | • Public Facilities and Services |
| • Geology/Soils | • Transportation/Traffic Circulation |
| • Hydrology/Water Quality | |
| • Land Use | |

Where the alternative would generate new, additional impacts, those impacts are discussed in this analysis, but not to the level of detail as the discussion in Section IV.

Based on these parameters, four alternatives were considered:

- A. No Project/No Action
- B. Development Under Existing Land Use Regulations
- C. Alternative to Avoid Impacts Associated with Brush Management
- D. Development Consistent with the Framework Plan

A. NO PROJECT/NO ACTION

The No Project/No Action alternative is equivalent to maintenance of existing conditions on the site. The site would remain in the City's designated "Urban Reserve" and would not be shifted to the "Planned Urbanizing" area. This alternative would mean that the existing equestrian facilities would continue to operate. Existing agriculture-related operations onsite would continue. This alternative would preserve the existing sensitive resources onsite.

The significant impacts associated with implementation of the proposed project, as identified in Section IV of this EIR, and the cumulative impacts of all proposed or approved developments in the area as identified in Section VI, would not occur under this alternative. Specifically, these impacts include potential direct and indirect impacts to sensitive plant and animal species, substantial change to visual character and landform, impacts to cultural resources, direct impacts to potential fossil-bearing geologic formations, direct and cumulative traffic impacts, air quality degradation, short- and long-term impacts on public services and infrastructure capacity, increased runoff and potential degradation of water quality and potential conflicts with unstable soils.

This alternative would not facilitate the objectives of the project or the intent of the Framework Plan. The Framework Plan anticipates that residential development would occur on the project site. If existing conditions are maintained and development of residential uses onsite does not occur, the housing balance anticipated by the Framework Plan for Subarea III would not be realized.

B. DEVELOPMENT UNDER EXISTING LAND USE REGULATIONS

This alternative would lead to development of the site in accordance with permitted activities and intensities established by the City of San Diego's Progress Guide and General Plan (as amended by the Framework Plan), Zoning Ordinance and City Council Policy 600-29, with no phase shift, General Plan amendment or Subarea Plan and City Policy 600-40, alternative compliance to RPO. Under this alternative, the site would remain designated as "urban reserve" and could be developed under a continuation of four development alternatives, which are described below:

- Development pursuant to A-1-10 zoning regulations at the minimum lot size and density permitted in the applicable zone. As with most of the NCFUA, this would result in a maximum development intensity in the project site of one unit per 10 acres (A-1-10). Other allowable uses would be churches, private stables, commercial riding, training or boarding horse stables, and most agricultural uses;
- Development pursuant to Rural Cluster Development regulations at the density permitted in the A-1-10 zone. This development option would allow the same number of units as development under the A-1-10 zone described above but with development clustered to allow for efficient land utilization and land conservation, and maximum protection of open space and future development opportunities;

- Development pursuant to Planned Residential Development regulations at a density not to exceed one dwelling unit per four acres; or,
- Development pursuant to Conditional Use Permit (CUP) regulations provided that the conditional uses are natural resource dependent, non-urban in character and scale, or are of an interim nature that would not result in an irrevocable commitment of the land precluding futures uses.

Development under the PRD regulations offers the opportunity for the greatest intensity of development, with development being permitted at a gross density of one dwelling unit per four acres. Buildout of the site under PRD regulations on a 72-acre site could result in a total of approximately 18 dwelling units, or up to 22 units, if affordable units were to be provided and a 25 percent density bonus were received. In addition, strictly accessory uses such as commercial, office and recreational facilities that would serve only project occupants would be permitted, as would roads required to serve development.

Under this alternative, the site would retain its Future Urbanizing Area designation. Over time, the site would gradually be developed. This development would probably occur incrementally, as a series of relatively small-scale developments. Dedication of open space areas to the City would be required for each future development. The City's Resource Protection Ordinance, CEQA and other environmental planning requirements would apply to the PRD developments under this scenario and would help to minimize environmental impacts.

Many of the significant impacts anticipated due to implementation of the project, as identified in Section IV of this EIR, and the cumulative impacts of all proposed or approved developments in the area, as identified in Section VI, would be substantially reduced under this scenario because of the reduction in dwelling units and extent of grading. Impacts which are directly related to the number of housing units (e.g., traffic generation, air pollution, noise and demand for public services and utilities) would be proportionately reduced. Due to the substantial reduction in residential units, impacts to public services associated with the proposed project including those to schools, parks and solid waste generation would be greatly lessened with implementation of this alternative.

Other impacts could be less than, equal to or greater than, those associated with the proposed development, depending on the specific locations and designs of the PRD developments under this alternative. These impacts include, but are not limited to, the potential for land use incompatibilities, potential direct and indirect impacts to biological resources, change in visual character, potential impacts to cultural and paleontological resources, water quality impacts, increase in storm water runoff, erosion, and loss of agricultural lands. Densities would be much lower under this alternative than those proposed by the development. Impacts to views from public vantage points such as SR-56 and Carmel Valley Road would only be avoided if development is clustered in the northeastern portion of the site. If development were to occur within Bell Valley, the existing open character of the valley would be substantially altered.

If the eighteen units allowed under this alternative are clustered in the eastern portion of the site, it is anticipated that encroachment of brush management activities into sensitive vegetation could be avoided. Mitigation required to mitigate impacts to sensitive biological resources required for the proposed project would not be necessary. Any potential inconsistencies with the intent of the Resource Protection Ordinance regarding encroachment into sensitive lands would also be avoided.

Buildout of the site under this scenario would not conform with the intent of the Framework Plan. One of the reasons the Framework Plan was prepared was the local concern that development in the NCFUA would occur in a piecemeal fashion, leading to a land use pattern that may not be desirable and might not efficiently support public facilities and services (City of San Diego 1992c). The Framework Plan calls for the creation of compact residential communities with unique characters, varied types of housing, and a range of housing affordability, supported by a mix of commercial, employment and public use opportunities. The Framework Plan also calls for future development in the NCFUA to promote the use of alternative modes of transportation, including pedestrian, equestrian, bicycle and mass transit opportunities. Buildout of the project site under this alternative would not be consistent with these approved plans. Development would probably not be "compact". Different developments may not relate to one another in a way that would promote a community atmosphere or a neighborhood theme. The lower densities may not support surrounding planned commercial or office development, public uses and alternate transportation facilities. The lack of coordinated areawide planning based on urban design principles, could lead to additional negative impacts on visual quality, although the low density nature of development and the decrease in total development of the area would more likely reflect the existing character of the area.

Furthermore, under this alternative, the project's contribution to the Public Facilities Financing Plan to offset impacts to infrastructure would be substantially less. In addition, the contribution of funding for parks and Circulation Element roads would also be substantially reduced.

C. ALTERNATIVE DESIGN TO AVOID IMPACTS ASSOCIATED WITH BRUSH MANAGEMENT

The intent of this alternative is to avoid the need to conduct brush management activities on the project site. The product type and limits of grading under this alternative would be identical to that of the proposed project and consist of predominantly single-family residential lots of approximately 4,500 square feet. Brush Management Zones 1, 2 and 3 would be within the limits of grading shown on *Figure III-2*. Residential units would be set back at least 80 feet from the edge of the grading limit. With the 80-foot setback, residential units and the rear yard of the lots would be located entirely within the limits of grading located on the mesa. Because the project site is irregularly shaped (much longer than it is wide), the 80-foot setback from the limits of grading substantially reduces the number of single-family residences from 250 under the proposed project to 175 under this alternative. It is anticipated that the 8-acre equestrian facility and 50 multi-family residential units would be retained under this alternative. The total number of residential units would be 225, or a reduction of 25 percent in units from the proposed project.

Implementation of the setback would only avoid significant impacts to sensitive vegetation identified for the proposed project brush management activities which would result in disturbance of approximately 4.754.28 acres of sensitive vegetation located on the slopes of Bell Valley (see *Figure IV-C-2*). Impacts to 0.47 acre of sensitive biological resources associated with project grading would not be avoided under this alternative. These impacts would remain significant and require mitigation as discussed in *Section IV-C, Biological Resources*.

Other significant impacts identified for the project would not be avoided with implementation of this alternative. It is not anticipated that the 75-unit reduction would be enough to avoid population based impacts of the proposed project related to schools, or traffic generation. Because the location and density of the units would be identical to that of the proposed project, the development under this alternative would result in impacts to visual quality along Carmel Valley Road, cultural resources, paleontological resources, and agricultural lands. Construction of walls along Carmel Valley Road would still be required to attenuate exterior noise levels experienced by future residents of the development.

Although this alternative avoids significant impacts to 4.754.28 acres of sensitive biological resources associated with brush management, significant impacts to other environmental resources are not substantially reduced or avoided under this alternative.

D. DEVELOPMENT CONSISTENT WITH THE FRAMEWORK PLAN

This alternative would lead to the buildout of the site in accordance with the adopted uses and intensities established by the NCFUA Framework Plan. As shown previously in *Section IV-A, Land Use*, in *Table IV-A-1* and in *Figure IV-A-2*, under the Framework Plan, the site would be developed with residential uses ranging from approximately 1.6 to a maximum of 4 DU/acre. A total of approximately 178 units would be allowed (see *Figure IV-A-2*).

Although all 72 acres of the site are designated by the Framework Plan for residential use, it is anticipated that the site would be developed in accordance with the Resource Protection Ordinance and Framework Plan Open Space Element. The 178 units would be single-family residences. No multi-family residential development or equestrian facility would occur with implementation of this alternative. With implementation of this alternative, the land use inconsistencies associated with the project would be avoided. The site would be developed at the densities anticipated by the approved Framework Plan. The densities developed under this alternative have been incorporated into the approved planning process for the Framework Plan.

The proposed project site plan provides for preservation of topography associated with the steep slopes and floor of Bell Valley in open space. As discussed in *Section IV-C, Biological Resources*, a majority of the native habitat is located on the slopes of Bell Valley and associated tributaries. Development in the western portion of the site, as envisioned by the Framework Plan would likely result in a similar level

of disturbance of the landforms and sensitive vegetation due to encroachments allowed under RPO into these areas and brush management requirements.

Because the proposed project has been designed to be consistent with RPO, development of the site under the Framework Plan is anticipated to disturb a similar area with similar limits of grading (see *Figure III-2*) as the proposed project. Therefore, implementation of this alternative would result in similar levels of impact to the proposed project associated with this area of disturbance which include cultural resources, paleontological resources, geology/soils, water quality/hydrology, agriculture, aggregate resources and landform alteration/visual quality. Mitigation measures similar to those required for the proposed project would also be required for these issues for development under this alternative.

Traffic generated by development of 178 units on the site would be less than that of the proposed project. However, measures would still need to be incorporated into the project design to minimize potential impacts to surrounding roadways. Implementation of this alternative would not substantially change the assumptions regarding ADT on Carmel Valley Road from that assumed for the proposed project for the construction of SR-56. It is anticipated, therefore, that noise measures such as noise walls would need to be implemented into the design of this alternative.

The 40 percent reduction of units from the 300 units for the proposed project developed on the site under this alternative would not avoid population-based impacts of the project to public facilities and services such as schools, water, sewer, police and fire protection, library, and parks and recreation. Although school, water and sewer generation would be reduced 40 percent, development under this alternative would still be required to participate in the Public Facilities Financing and School Master Plan. Impacts to these facilities would still be significant and would not be avoided with implementation of this alternative.

The objective of the project to provide a mix of uses on the site would not be realized under this alternative. Multi-family residential units and equestrian facilities proposed as a part of the project would not be implemented. It should be noted that potential for equestrian/open space connections are part of the Framework Plan goals and exist with implementation of the proposed project (see also Section IV-A, Land Use).

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