

RESOLUTION NUMBER R-275678

ADOPTED ON MAY 8, 1990

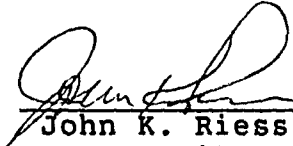
BE IT RESOLVED, that the Council of The City of San Diego hereby certifies that the information contained in Environmental Impact Report No. EIR-89-0218 has been completed in compliance with the California Environmental Quality Act of 1978 and the State guidelines, and that said report has been reviewed and considered by the City Council, and the City Council hereby adopts the attached findings of mitigation, feasibility or project alternatives and the attached mitigation monitoring and reporting program as appropriate findings for this approval.

BE IT FURTHER RESOLVED, that in addition to the mitigation program set forth in the Environmental Impact Report and the attached findings, and as part of an enhancement program required in the North City Local Coastal Program, a \$2 million trust fund shall be established for the purpose of acquiring and/or restoring wetlands property within the San Dieguito River Valley Regional Park. Funds shall be transferred to the trust fund within 90 days after California Coastal Commission approval of the coastal permit for the SR-56/CVREP Project. Furthermore, any additional off-site

mitigation required by state regulatory agencies shall be fully implemented as part of the SR-56/CVREP Project.

APPROVED: JOHN W. WITT, City Attorney

By



John K. Riess
Deputy City Attorney

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FINDINGS

Section 21081 of the California Public Resources Code requires that no project shall be approved when significant environmental effects have been identified unless one of the following findings can be made:

1. Mitigating measures have been incorporated into the project which reduce the effects to a level less than significant.
2. The mitigating measures are within the responsibility and jurisdiction of another public agency.
3. Specific economic, social or other considerations make the mitigating measures or project alternatives infeasible.

The following findings are submitted as candidate findings to be made by the decision making body. The Development and Environmental Planning Division does not recommend that the discretionary body either adopt or reject these findings. They are attached to allow readers of this report an opportunity to review the applicant's position on this matter.

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CANDIDATE FINDINGS

FOR THE STATE ROUTE 56 WEST, CARMEL VALLEY RESTORATION AND ENHANCEMENT PROJECT (CVREP), AND PLAN AMENDMENTS PROJECT WHICH INVOLVES A; NORTH CITY WEST DEVELOPMENT UNIT 8 PRECISE PLAN AMENDMENT, NORTH CITY WEST PLANNED DISTRICT ORDINANCE AMENDMENT, NORTH CITY WEST COMMUNITY PLAN AMENDMENT, NORTH CITY LOCAL COASTAL PROGRAM AMENDMENT, SORRENTO HILLS COMMUNITY PLAN AMENDMENT, AND NORTH CITY WEST NEIGHBORHOODS 4, 5 AND 6 PRECISE PLAN AMENDMENT (DEP NO. 89-0218; SCH NO. 89061421)

The following findings are made relative to the conclusions of the final environmental impact report for the State Route 56 West/Carmel Valley Restoration and Enhancement Project and Plan Amendments in the City of San Diego (DEP No. 89-0218). These findings have been prepared pursuant to Section 15091 and 15093 of the California Administrative Code.

FINDINGS

A. The decisionmaker having reviewed and considered the information contained in the final EIR and the related documents and record, find that the following changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Specifically:

Biology

Impact

The proposed project would have potentially significant impacts to wetlands vegetation. The wetlands vegetation which would be impacted consists of freshwater marsh, southern willow scrub, and unvegetated wetlands. SR 56 West and CVREP would impact approximately 7.0 acres of willow scrub, 8.0 acres of freshwater marsh and 16.0 acres of unvegetated wetlands.

Finding

Mitigation of the wetlands impacts of the SR 56 West and CVREP projects would be provided in the revegetated 300 to 400-foot-wide CVREP channel which would provide replacement of southern willow scrub and freshwater marsh habitat and additional enhancement consisting of mixed riparian woodland on the side slopes. Unvegetated wetlands would be vegetated at a 1:1 ratio; freshwater marsh would be revegetated at a 1:1 ratio and southern willow scrub at a 2:1 ratio, thus resulting in a net gain of wetlands habitat. Neither CEQA nor the CEQA Guidelines require the use of any specified ratios to mitigate potentially significant impacts to biological resources, including wetlands vegetation. The overall revegetation and enhancement would provide approximately 110 acres of publicly-owned open space, including a minimum 50-foot buffer between the habitat and future

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development. The habitat would be enhanced in quality, as well as quantity, by creating an opportunity for least Bell's vireo habitat which is not present on site. The integrity and survival of the habitat shall be ensured by a five-year monitoring program. Final project plans shall include a detailed landscape plan which conforms to the parameters set forth in Section V., B of the FEIR. During the first two years, qualified personnel including a biologist, shall review the plan material every three months and vegetative losses shall be replaced in kind. Data collection by a qualified biologist shall be undertaken semi-annually until full grow-in standards have been established. When full performance standards have been met, monitoring shall be provided for the life of the project.

Noise

Impact

Noise impacts have been calculated using SANDAG Series 7 traffic forecasts for 2010, which assume the ultimate connection of SR 56 from I-15 to I-5, as shown on the City of San Diego Progress Guide and General Plan (1979) and the SANDAG Regional Transportation Plan (1989). Implementation of the project would result in potentially significant noise impacts to approximately 31 existing residences and a cemetery site north of Carmel Valley Road. Potentially significant noise impacts would also occur on currently undeveloped areas north and south of Carmel Valley Road, three existing residences would be subject to significant noise impacts.

Finding

North of Carmel Valley Road existing fences shall either be extended vertically two-to-four-foot in height and filled in with solid material, or if not strong enough to be extended, then separate noise attenuation walls will be constructed by CALTRANS as part of the project, to mitigate noise levels to City standards. Noise walls for the approved, but as yet unconstructed residences adjacent to Carmel Valley Road, shall be required as a condition of the development permits for these future projects and will be the responsibility of the developer to construct. Noise impacts to the cemetery shall be mitigated by a 2.7-foot-high noise barrier constructed as part of the project. Noise impacts to existing residences south of Carmel Valley road shall be mitigated by a three-to-six-foot high landscaped earthen mound.

Cultural Resources

Impact

Implementation of the project would have potentially significant impacts to the Mt. Carmel Ranch (Stephens' House) which has been determined historically significant and potentially eligible for the National Register of Historic Places. The project would retain the main house but would result in the loss of the "Trees of Heaven," a significant landscape feature

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and the loss of a shed and a garage, considered to be contributing structures. The Soledad Schoolhouse which has been recommended as locally significant would also be impacted.

Finding

The driveway to the Mt. Carmel Ranch would be relocated and the perimeter of the driveway replanted either with Trees of Heaven or other recommended species, such as black walnut, magnolia, scrub oak or poplars. The shed and garage shall be recorded pursuant to the standards of the Historic American Building Survey (HABS).

Preferred mitigation for the Soledad Schoolhouse is relocation and ultimate restoration on a suitable site in the North City West or San Dieguito Valley. This mitigation has not been agreed to by the applicants or owner of the property. An alternative mitigation would require a HABS-level recordation and demolition of the resource. Either mitigation measure would reduce potentially significant impacts to below a level of significance.

Landform Alteration/Visual Quality

Impact

Implementation of SR 56 West and the CVREP would change the visual character of the immediate area. The principal public views would be associated with travel along the SR 56 roadway. The potentially significant impacts would be associated with lowering of the existing floodplain, creation of slope embankments at the overcrossing of the Carmel Creek and Carmel Country Road and construction of three-to-six-foot high eastern mounds on the south side of SR 56 at the top of slope and noise attenuation walls on the north side of SR 56.

Finding

In order to reduce potentially significant visual impacts, above-standard highway landscape plantings shall be required at the noise walls and on the embankments of the two overcrossings at Carmel Creek Road and Carmel Country Road. Earthen mounds up to a maximum of six feet in height shall be allowed on the south side of SR 56 at the top of slope but shall be landscaped to reduce visual impacts. Cut and fill slopes shall be hydroseeded with erosion control materials prior to the first rainy season. Drop structures within CVREP shall resemble natural water features or be varied so as not to be visible.

Geology/Soils

Impacts

Liquefaction and seismically-induced settlement of the loose to medium dense sands which reportedly underlie the site, based on the preliminary geotechnical studies, would be potentially significant impacts.

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Finding

Mitigation for potentially significant liquefaction and its effects, such as settlement and lateral spreading can be accomplished by several alternative methods, including overexcavating and replacing the liquefiable soils; in place densification of liquefiable soils; flattening of slopes to increase their stability, and installation of stone columns. Selection of methods will be determined based on the results of further study. The required Phase II geotechnical study to be performed by CALTRANS Office of Structures shall determine the choice of mitigation methods.

Erosion/Sedimentation

Impacts

Urban developments in the Los Penasquitos Lagoon watershed, if improperly controlled or mitigated, could increase peak flows, enlarge stream channels and deposit additional sedimentation into the lagoon. The critical point of impact is directly east of I-5.

Finding

The CVREP channel would reduce sediment yield within its reach because of the reduced velocities and heavy vegetation. Continued long-term reductions in sediment yield shall be ensured by a monitoring and maintenance program which continues for the life of the project. A qualified biologist shall be retained for a period of at least five years. The program shall include long-term monitoring. Water sampling shall be conducted prior to the start of construction to monitor short-term impacts. A detailed runoff and erosion control plan shall be prepared by a Registered Civil Engineer to ensure no increase in peak runoff.

Paleontological Resources

Impact

The proposed channel improvements would involve cuts in geological formations containing, or possessing the potential for containing known paleontological resources.

Finding

A qualified paleontologist shall be at any pre-construction meeting to consult with the grading and excavation contractors, and a paleontological monitor shall be on-site during cutting of the undisturbed "Bay Point Formation". In the event that well-preserved fossils are discovered, the paleontologist or paleontological monitor shall be allowed to temporarily direct, divert or halt grading to allow recovery of fossil remains. Fossils collected shall be cleaned, sorted and catalogued and deposited in a scientific institution with paleontological collections.

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CumulativeImpact

Several other major public facility projects have been proposed in the immediate project area, including: 1) the I-5/805 widening; 2) the widening and realignment of El Camino Real; 3) the widening and realignment of Sorrento Valley Road and relocation of Pump Station 65 and realignment of sewer lines; and 4) the future extension of the San Diego Trolley. The combined impact of these projects could have significant impacts to the area's natural resources, particularly wetlands. The proposed Sorrento Hills Phase II (Torrey Reserve) project proposes development in the project area and could impact the opportunity for mitigation. Other related projects include: 1) the proposed construction of the eastern segment of State Route 56 ("SR 56 East"), which begins at the existing I-15/North City Parkway interchange and continues west to Black Mountain Road; and 2) the possible future connection of State Route 56 from I-5 to I-15. The proposed construction of SR 56 East is a separate project with its own independent utility in that it neither necessitates nor depends on any other project for its construction. Instead, both SR 56 West and SR 56 East are proposed to accommodate the existing, approved or planned development in the immediate vicinity of each project. Because SR 56 East is also physically separated from SR 56 West by approximately four miles through the City's Future Urbanizing Area (an area which is zoned for agricultural uses and where more intensive land use plans are not proposed or reasonably foreseeable at this time, and where a vote of the people is required before more intensive development would be permitted), therefore, there would be no significant cumulative impacts associated with proposed construction of SR 56 East at this time.

The possible future connection of SR 56 West from I-5 to I-15 is shown on the adopted circulation element of the City of San Diego Progress Guide and General Plan and does not present any significant cumulative impacts at this time. There currently is no proposal or plan for a possible future connection of SR 56 West from I-5 through the City's Future Urbanizing Area to I-15 and it is not a project at this time. The future alignment of such a connection has also not yet been determined. Numerous alternative alignment locations and types of roadway connections are possible within this four mile distance. Moreover, since SR 56 West will accommodate the existing approved or planned development in its immediate vicinity, a possible future alignment through the City's Future Urbanizing Area is not considered to be a foreseeable consequence of SR 56 West. Thus while it may be possible, in the future, to propose and fund the construction of a freeway or a city street which would provide a direct connection from I-5 to I-15, such a concept is remote and speculative at this time. Therefore, no significant cumulative impacts relating to a possible future connection alignment have been identified. The regional inclusion of SR 56 in the Carmel Valley location is discussed under the traffic analysis section and would not have any adverse cumulative impact.

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Other potential cumulative impacts, such as the contribution of SR 56 West to the buildout of the North City West and Sorrento Hills communities were determined not to be significant. The environmental effects associated with these areas already have been addressed in certified final EIRs prepared for the North City West Community Plan, Sorrento Hills Community Plan and various approved precise plans and development plans in the area. All of the planning documents for these areas include SR 56 West through Carmel Valley. It is not anticipated that SR 56 West would significantly add to previously identified impacts.

Finding

Mitigation of the wetlands impacts of the I-5/805 widening and the El Camino Real realignment projects has been provided in CVREP. If any additional mitigation for the I-5/805 project is required, as a result of the finalization of the EIS or through the permit process, such mitigation would be outside the CVREP project boundaries. The impacts of the Sorrento Valley Road and sewer realignments would be mitigated west of I-5 and outside the area needed for implementation of CVREP. The wetlands impacts estimated to result from the LRT alignment have been calculated and no mitigation credit for these areas are included in CVREP. The specific LRT alignment through the CVREP and any required mitigation (including vegetation planting and compensation) for the LRT impacts will be addressed in an environmental document which will be prepared by MTDB. Adoption of the proposed revisions to the Sorrento Hills Community Plan would redesignate sufficient acreage within the Sorrento Hills Community planning area to accommodate the CVREP and to mitigate wetlands impacts. If the existing Sorrento Valley Road is removed as part of a road widening and realignment project, scour protection measures under I-5 may be needed and shall be addressed in final design of the Sorrento Valley Road project.

Suggested Alternative Alignments and Alternative Channel And Roadway Designs Withdrawn from Further Consideration

Two alternative roadway alignment locations, two alternative roadway designs, two alternative alignments within Carmel Valley, three alternative channel designs and a no project alternative have been analyzed and discussed in the Final EIR. After having reviewed and considered the information contained in the Final EIR and the related documents and records, the City Council further finds that the Final EIR has described all reasonable alternatives to the proposed project, or to the location of the proposed project, that could feasibly attain the basic objectives of the project, even when the alternatives might impede the attainment of project objectives and might be more costly. Further, the City Council finds that a good faith effort has been made to incorporate alternatives into the preparation of the Final EIR and all reasonable alternatives were considered in the review process.

Two major alternative roadway alignment locations are evaluated in the Final EIR, one at Carmel Mountain Road and one at the junction of I-5 and I-805. A variation of the I-5/805 alternative, the P.L.A.N alignment, has been

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considered and rejected for the same engineering and operational consideration as the I-5/805 alternative. In addition, Carmel Valley Road was considered for use as a 6-lane prime arterial as an alternative to SR 56 West. After analyzing these roadway alternatives, they were withdrawn from further consideration by CALTRANS based on operational, environmental, cost and land use considerations, all of which were highlighted in Section IV D of the Final EIR. A matrix comparing these alternatives has been provided in the Final EIR. The matrix focuses on a comparison of project features, including but not limited to: length (by miles), maximum grade, maximum height of cut and fill (by feet), right of way (by acres), ADT and costs, biological resources, noise, cultural resources, visual, relocations, air quality, paleontological resources, land use and parkland requirements. The matrix summarizes the reasons for rejecting the suggested roadway alternatives.

Three alternative channel designs were identified in the Final EIR as well. The alternative channel designs were also rejected due to operational, environmental, cost and land use considerations, all of which have been identified and discussed in the Final EIR and the record.

Under the "no project" alternative, the existing Carmel Valley Road and the Carmel Valley Creek floodway would remain as they exist today. As a result, the potential for significant environmental impacts relating to biological resources, cultural resources, paleontological resources, visual quality, hydrology/water quality, erosion/sedimentation, noise, land use, growth inducing and cumulative impacts would not occur. However, without the proposed SR 56 West freeway improvements, plus the absence of the I-5/805 widening and direct connectors project, traffic volumes by the year 2010 would result in such extreme over capacity that a complete traffic breakdown would occur during both morning and afternoon peak hours, both in the main lanes of I-5 and at the Carmel Valley Road/I-5 ramp intersections. In addition, regional land use plans, community plans and specific development plans have been approved based on the availability of a regional road network containing SR 56 West. The deletion of this link would result in significant unmitigated traffic impacts. As to the Carmel Valley Creek floodway, the no project alternative would retain existing riparian woodland and freshwater marsh. However, disturbed wetlands would be retained in their existing state and would not be converted to biologically and visually superior riparian habitat. The threat of serious damage to Los Penasquitos Lagoon from a flood event would also remain. Significant amounts of sediment would continue to be delivered to the Lagoon. In addition, the preparation of a restoration and enhancement plan for Carmel Valley, which complies with the requirements of the North City Local Coastal Program, would not be attained. For all of these reasons, the no project alternative has been rejected.

B. Those changes or alterations to the project as described above, which are not within the responsibility or jurisdiction of the City of San Diego, are within the jurisdiction and responsibility of the State Department of Transportation, the San Diego County Transportation Commission and the California Transportation Commission. Such changes have been agreed to by

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the State Department of Transportation and can and should be adopted by these other agencies. The State Department of Transportation has cosigned the final EIR.

C. No specific economic, social, or other considerations make infeasible the mitigation measures or project alternatives identified in the final EIR.

Revised 5/7/90

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MITIGATION MONITORING AND REPORTING PROGRAM

The following mitigation measures shall be included on the construction plans and specifications and are incorporated in the Mitigation Monitoring and Reporting Program, as specified below:

Biological Resources

- o The CVREP channel bottom and approximately 10 acres of side slopes would be revegetated to provide 69.0 acres of southern willow scrub and freshwater marsh habitat. Piers, bridges, overcrossings, the drop structure at the Stephens' house, and shaded areas have been deducted and are not counted as mitigation, or included in the 69.0-acre figure. An additional 35.0 acres will be planted as enhancement (including a 50-foot-wide buffer) and 6.0 acres of existing willow scrub which will be retained, for a total of 110.0 acres of restoration and enhancement.
- o Revegetation measures shall be concurrent with project implementation.
- o Although no sensitive wildlife species were identified in the project impact area, the biological quality of the proposed habitat will be improved by reducing noise levels in the wetland habitat. The project has been modified slightly to incorporate earthen mounds which will reduce noise levels along much of CVREP down to 60 dBA, which is a standard established by USFWS as consistent with sensitive songbird habitat. This would provide enhanced habitat quality and an opportunity to accommodate sensitive species which have not been identified in the project area.
- o A detailed revegetation and enhancement plan shall be prepared as part of final design. Percentage and container sizes may vary following a detailed study of the valley and to reflect results obtained from other restoration projects. The biological restoration and enhancement plan shall select from the plant palette described in detail in Section V, B, page 53 of the FEIR.

Habitat Management and Monitoring Program

The purpose of the monitoring is to assure the integrity and survival of the habitat design by identifying problems and correcting them at the earliest possible time and verifying performance standards. The biological monitoring program would remain in effect until the average height of 20 percent of the trees reached 20 feet and 75 percent coverage. A 15 percent long term mortality rate is assumed in full design coverage. This would be expected to occur in five years. The program would consist of the following elements:

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1. Initial Data Collection

Immediately after planting, a qualified biologist shall inventory and map the CVREP site to establish an "as built" condition. The installation contractor shall be responsible for plant replacement for the first year.

2. Habitat Inspections

During the first two years, qualified personnel, including a biologist, shall review the plant material every three months and shall adjust the irrigation schedule, gradually decreasing water so that the vegetation will ultimately rely on natural rainfall only. The habitat will also be inspected for exotics and these will be removed as necessary.

3. Replacement

During the first two years, vegetative losses beyond design considerations shall be replaced in kind, as they are detected during routine monitoring.

4. Performance Standard Monitoring

Semi-annual data collection by a qualified biologist shall be undertaken approximately three months and six months after installation and shall continue for five years, or until the full grow-in standards have been met.

5. Long-term Monitoring and Maintenance

Annual inspection of the habitat shall be undertaken for the life of the project. This shall consist of qualified personnel, including a biologist and hydrologist, who shall inspect the plant materials after full grow-in standards have been reached and make recommendations for thinning or trimming of plant materials, and/or removal of dead plant materials, if the inspection team determines that vegetative growth has become excessive. Plant removal shall not reduce the density or quality of the habitat below full grow-in standards.

Biological Establishment Performance Standards

Time from Planting
of Vegetation

Minimum Criteria

1 Year	80 percent survival of planted vegetation, no area greater than 500 square feet with no vegetative cover.
2 Years	Average height of planted woody species = 6 feet; percent cover = 40%, density of 1,700 trees and shrubs per acre.

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| 3 Years | Average height of planted woody species = 10 feet; percent cover = 60%, density of 1,900 trees and shrubs per acre. |
| 5 Years or less | Full grow-in achieved; average height of 20% of trees = 20 feet; percent cover = 75% by trees, equal to full design cover. |

Plant cover and species diversity shall be analyzed using line transect methodology for the riparian vegetation in the creekbed. The species shall be collected to identify the diversity present. Height would be calculated annually from selected transects.

These reports shall be provided to both the City of San Diego Environmental Analysis Section of the Development and Environmental Planning Division of the Planning Department and the Floodplain Beach Erosion Section of the Transportation Design Division of the Engineering and Development Department.

These reports shall also be submitted to the Coastal Commission, U.S. Fish and Wildlife Service, U.S. Army Corps of Engineers, and the California Department of Fish and Game.

When full performance standards have been met, the monitoring requirement shall be reduced to an annual site inspection, and report and inspection after any major storm event.

Monitoring and Maintenance Responsibility

For maintenance purposes, the CVREP shall be split into three elements:

1. The City of San Diego Engineering and Development Department and the NCW Facilities Benefit Assessment District shall be responsible for the replanting and maintenance of the CVREP for the five year establishment period and for the buffer for the first two years. Long-term inspection and upkeep would be a General Fund obligation.
2. The City of San Diego Engineering and Development Division shall monitor the depth of sediment.
3. The City of San Diego General Services/Streets Division shall be responsible for the periodic sedimentation removal at such time as notified by Engineering and Development.
4. The North City West Landscape Maintenance Assessment District, administered by the Parks and Recreation Department, shall be responsible for the buffer areas and trail system after a two-year initial establishment period. Specifications of all landscape and trail improvements shall be completed to the satisfaction of the Park and Recreation Department.

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Noise

Noise mitigation for this project shall consist of noise barriers, either earthen mounds, walls, or a combination of both. Recommended noise attenuation wall or mound heights are described in detail in Section V, C, pages 62-64 of the FEIR.

Monitoring

1. Noise walls and mounds shall be included on final design plans and specifications and submitted to the Environmental Analysis Section of the Development and Environmental Planning Division of the Planning Department for review. Where noise barriers are required, they shall be constructed as one of the first orders of work to help mitigate construction noise.
2. The Environmental Analysis Section of the Development and Environmental Planning Division of the Planning Department shall receive notification from the field engineer upon completion of construction of the noise walls or mounds.
3. A noise agreement shall be entered into between the developers of the affected portions of Neighborhoods 4, 5 and 6 and the City of San Diego. Prior to recordation of Final Maps, evidence that the Noise Agreement has been recorded with the County Recorder shall be provided to the satisfaction of the Deputy Director of the Development and Environmental Planning Division.

Historic Resources

Mt. Carmel Ranch (Stephens House)

The driveway to the Mt. Carmel Ranch (Stephens House) would be relocated and the perimeter of the driveway either replanted with Trees of Heaven (Ailanthus altissima) or a different species of tree, such as black walnut, poplars or magnolias, pending future consultation with the State Office of Historic Preservation, during Section 106 Review, as part of the U.S. Army Corps of Engineers 404 Permit application process.

Shed No. 3 and Garage No. 2 are contributing features to the historic complex. The structural integrity of these buildings to withstand a move is questionable. Therefore, Shed No. 3 and Garage No. 2 shall be recorded pursuant to the standards established by the Historic American Building Survey (HABS), with the appropriate level of recordation being determined in coordination with the Western Regional Office of the National Park Service. As with the Trees of Heaven, future consultation with the State Office of Historic Preservation is anticipated regarding Shed No. 3 and Garage No. 2. This documentation would mitigate the loss of these contributory features to below a level of significance.

Soledad Schoolhouse

Prior to any grading of the site, mitigation of potential impacts to this locally historic resource shall be accomplished in one of two ways.

1. The preferred mitigation alternative is a HABS-level recordation of the schoolhouse and grounds through photographs and ground plans, and the relocation and ultimate restoration of the schoolhouse on a suitable site. Recommended sites include public parks or school sites in the North City West community or the San Dieguito Valley. Reuse could be as a public meeting place, child care facility, or clubhouse for seniors, youths, or other neighborhood organizations. The recordation shall be submitted to the Environmental Analysis Section of the City of San Diego Planning Department.
2. An alternative mitigation would require a HABS-level recordation of the Soledad Schoolhouse and demolition of the resource. The recordation would be submitted to the Environmental Analysis Section of the City of San Diego Planning Department.

Visual Quality

- o Noise attenuation walls shall be limited to a maximum of three feet in height adjacent to SR 56 west on the south (except at Receptor Sites 14, 15, and 17, adjacent to Palacio Del Mar and east of CVREP). Earthen mounds up to a maximum of six feet in height would be allowed, but shall be landscaped to reduce visual impacts. This provision shall be verified by the submission of final specifications to the Environmental Analysis Section of the Development and Environmental Planning Division.
- o Cut slopes shall have a serrated texture and be contoured to blend well with the existing topography. The top and sides of the cuts shall be rounded where practicable. Slopes shall be 2:1 or flatter due to the difficulty of revegetating steeper slopes.
- o Cut and fill slopes shall be hydroseeded with erosion control materials including native wildflowers prior to the first rainy season. CALTRANS shall schedule operations so that permanent erosion control features shall be constructed concurrently with, or immediately following, grading operations. Irrigation of plantings shall be required.
- o All freeway and bridge structures shall be similar in architectural style, form, textural finish, and detailing.
- o The level of SR 56 planting provided shall exceed the level of standard highway planting in both planting size and density in order to avoid a significant impact at the interchanges at Carmel

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Creek Road and Carmel Country Road which are major North City West Neighborhood portals. These shall have additional planting to be compatible with the City of San Diego North City West Precise Plans and Design Guidelines. Screen planting shall be used adjacent to sound and retaining walls. Shrubs shall be planted at densities equivalent to those specified for container stock in the City of San Diego Land Development Ordinance. Ground cover shall cover the entire planting area. Other areas of the highway will be planted at the standard level to mitigate the loss of existing trees and existing rural and agricultural land. Landscape planting shall be completed within one year after construction.

- o Drop structures within the CVREP shall resemble natural water features or be buried so as not to be visible.

Soil and Geologic Conditions

- o Mitigation measures for potentially significant liquefaction and its effects, such as settlement and lateral spreading can be accomplished by several alternative methods, including overexcavating and replacing the liquefiable soils; in place densification of liquefiable soils; flattening of slopes to increase their stability, and installation of stone columns. Selection of appropriate methods will depend on the results of further study.
- o A Phase II geotechnical study shall be conducted by a consultant under the direction of the CALTRANS Office of Structures. It shall include borings drilled at proposed structure locations to evaluate the presence of liquefiable soils and the need for deep foundations. Data from these borings would also be used to estimate foundation settlements for the proposed structures.
- o The depths to the groundwater level throughout the project area shall be further evaluated. CALTRANS shall install and monitor several piezometers during subsequent studies.
- o Temporary excavation slopes should not be steeper than 1½:1 unless approved during construction by a qualified geotechnical engineer. If loose sandy or wet soils are encountered, flatter slopes may be required.
- o The results of the Phase II geotechnical study shall be provided to the city of San Diego Environmental Analysis Section of the Planning Department.

Erosion and Sedimentation

- o A monitoring and maintenance program shall be established to maintain the performance standards for CVREP as detailed in the biological mitigation (Section V, B.) and to assure long-term continued reductions in sediment yield to Los Penasquitos Lagoon.

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- o A qualified biologist shall be retained for a period of at least five years to measure the vegetation growth according to the performance standards, as specified in the biological mitigation section. Long-term monitoring, and maintenance if needed, shall continue for the life of the project.
- o The active sediment management basin west of El Camino Real and east of I-5 shall be monitored by the City of San Diego, Engineering and Development Department, Floodplain Management section. The City of San Diego General Services/Streets Division shall be responsible for the periodic sedimentation removal. The basins shall be excavated down to design depths whenever accumulated sediment volume is greater than or equal to one-half of the basic capacity.
- o The gabion rock structures shall be inspected by the City of San Diego Engineering and Development Department at least semiannually to ensure their integrity.
- o Sediment monitoring gauges shall be installed by CALTRANS and monitored by the City of San Diego Engineering and Development Department.
- o CALTRANS shall conduct water sampling prior to the start of construction at locations above and below the project, as well as during construction, to determine base data and monitor siltation of the project. A water pollution control plan will delineate measures to protect the quality of water during construction.
- o Before starting work on the project, CALTRANS shall require a detailed runoff and erosion control plan be prepared by a Registered Civil Engineer to ensure there will be no increase in peak runoff rates. Operations shall be scheduled so that permanent erosion control features will be installed concurrently with or immediately following grading operations.
- o One additional sediment basin is recommended off-site. This should be located as close to CVREP as possible and within the tributary stream alignment. A two-acre-foot basin is recommended downstream of Sorrento Ready Mix. This basin is not included in the presently proposed project and would be subject to further environmental study as part of future development plans for that site.
- o All of the existing North City West detention basins, except for the in-stream basin west of El Camino Real, have been planned as temporary facilities. Each of these basins shall be monitored until the tributary subarea is fully developed. The City of San Diego General Services/Streets Division shall be responsible for the periodic inspection and sediment removal. Basin operation will continue through June of the first year after development in

which average annual rainfall is equaled or exceeded. At that time the City may authorize removal of the basin if a year of average or greater rainfall produces sediment accumulation at a rate less than 90 tons per square mile (1 cubic yard weighs approximately 1 ton). This corresponds to a sediment yield equal to 20 percent of natural conditions.

Paleontological Resources

1. A qualified paleontologist shall be at any pre-construction meeting to consult with the grading and excavation contractors.
2. A paleontological monitor shall be on-site, initially on a half-time basis, during the original cutting of previously undisturbed sediments of the "Bay Point Formation" to inspect cuts for contained fossils. If the deposits are fossiliferous then monitoring should proceed, if they are barren, colluvial deposits, then monitoring should be reduced.
3. In the event that well-preserved fossils are discovered, the paleontologist (or paleontological monitor) shall be allowed to temporarily direct, divert, or halt grading to allow recovery of fossil remains in a timely manner.
4. Fossil remains collected during any salvage program shall be cleaned, sorted, and catalogued and then with the owner's permission, deposited in a scientific institution with paleontological collections such as the San Diego Natural History Museum.
5. The Environmental Analysis Section of the Development and Environmental Planning Division of the City of San Diego Planning Department shall be notified in writing when a qualified paleontologist has been retained and a written report of the findings shall be send to this section.

Cumulative

- o Mitigation of potential cumulative biological impacts for the CVREP project shall require the inclusion of a portion of the Sorrento Hills Phase II (Torrey Reserve) project within an open space designation. This shall be accomplished by the adoption of the proposed revisions to the Sorrento Hills Community Plan.
- o If the existing Sorrento Valley Road is removed as part of a Sorrento Valley Road widening project, scour protection measures, such as riprap or a cut-off structure under I-5 may be needed, and shall be addressed in final design for the Sorrento Valley Road project and would be required as a condition of that separate project, should it be approved.

R-275678

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MAY 8 1990

Passed and adopted by the Council of The City of San Diego on.....
by the following vote:

Council Members	Yeas	Nays	Not Present	Ineligible
Abbe Wolfsheimer	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ron Roberts	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
John Hartley	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
H. Wes Pratt	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Linda Bernhardt	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
J. Bruce Henderson	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Judy McCarty	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bob Filner	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mayor Maureen O'Connor	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

AUTHENTICATED BY:

MAUREEN O'CONNOR
Mayor of The City of San Diego, California.

(Seal)

CHARLES G. ABDELNOUR
City Clerk of The City of San Diego, California.

By *Ellen Board*, Deputy.

Office of the City Clerk, San Diego, California

Resolution Number **R-275678** Adopted **MAY 8 1990**