

(R-94-764 COR.COPY)

RESOLUTION NUMBER R-283017

ADOPTED ON NOVEMBER 16, 1993

WHEREAS, on May 19, 1993, CARMEL VALLEY PARTNERS/THE BALDWIN COMPANY submitted an application to the Planning Department for Amendment No. 93-0295 to the Carmel Valley Community Plan, Neighborhood 6 Precise Plan, General Plan/Progress Guide and the Local Coastal Plan; and Carmel Valley Development Permit, Tentative Map and Coastal Development Permit No. 93-0451; and

WHEREAS, the permit was set for a public hearing to be conducted by the Council of The City of San Diego; and

WHEREAS, the issue was heard by the Council on November 16, 1993; and

WHEREAS, the Council of The City of San Diego considered the issues discussed in Mitigated Negative Declaration No. 93-0295/93-0451; NOW, THEREFORE,

BE IT RESOLVED, by the Council of The City of San Diego, that it is hereby certified that Mitigated Negative Declaration No. 93-0295/93-0451, on file in the office of the City Clerk, has been completed in compliance with the California Environmental Quality Act of 1970 (California Public Resources Code section 21000 et seq.), as amended, and the State guidelines thereto (California Code of Regulations section 15000 et seq.), that the declaration reflects the independent judgment of The City of San Diego as Lead Agency and that the information contained in the report, together with any comments received during the public review process, has been reviewed and considered by this Council

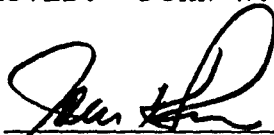
in connection with the approval of Carmel Valley Neighborhood 6
Precise Plan.

BE IT FURTHER RESOLVED, that the Council finds that project
revisions now mitigate potentially significant effects on the
environment previously identified in the Initial Study and
therefore, that said Mitigated Negative Declaration, a copy of
which is attached hereto and incorporated by reference, is hereby
approved.

BE IT FURTHER RESOLVED, that pursuant to California Public
Resources Code section 21081.6, the Council hereby adopts the
Mitigation Monitoring and Reporting Program, or alterations to
implement the changes to the project as required by this body in
order to mitigate or avoid significant effects on the
environment, a copy of which is attached hereto and incorporated
herein by reference.

APPROVED: JOHN W. WITT, City Attorney

By



John K. Riess
Deputy City Attorney

JS:pev
11/08/93
12/02/93 COR.COPY
Or.Dept:Plan.
R-94-764
Form=r.mnd



Development and Environmental
Planning Division
236-6460

Mitigated Negative Declaration

DEP No. 93-0295
93-0451

SUBJECT: Carmel Valley Neighborhood 6, Lots 4 and 5. AMENDMENT NO. 93-0295 TO THE CARMEL VALLEY COMMUNITY PLAN, NEIGHBORHOOD 6 PRECISE PLAN, GENERAL PLAN AND PROGRESS GUIDE AND LOCAL COASTAL PLAN to change the land use designation for the site from Employment Center to Commercial Retail, and; CARMEL VALLEY DEVELOPMENT PERMIT, CONDITIONAL USE PERMIT, COASTAL DEVELOPMENT PERMIT, TENTATIVE MAP AND REZONE NO. 93-0451 to allow the construction of a 222,858-square-foot commercial retail shopping center. The 20.3-acre site is located on the south side of Valley Centre Drive between Carmel Creek Road and Carmel Vista Road in the Carmel Valley community planning area (Lots 4 and 5 of Parcel Map No. 15957 in the City and County of San Diego). Applicant: Carmel Valley Partners/The Baldwin Company.

- I. PROJECT DESCRIPTION: See attached Initial Study.
- II. ENVIRONMENTAL SETTING: See attached Initial Study.
- III. DETERMINATION:

The City of San Diego conducted an Initial Study which determined that the proposed project could have a significant environmental effect. Subsequent revisions in the project proposal create the specific mitigation identified in Section V of this Mitigated Negative Declaration. The project as revised now avoids or mitigates the potentially significant environmental effects previously identified, and the preparation of an Environmental Impact Report will not be required.

IV. DOCUMENTATION:

The attached Initial Study documents the reasons to support the above Determination.

V. MITIGATION, MONITORING AND REPORTING PROGRAM:

Prior to the recordation of the Final Map, the following mitigation measures shall be assured to the satisfaction of the City Engineer, to reduce impacts to traffic circulation to a level less than significant:

- 1.) The intersection of Valley Centre Drive/El Camino Real shall be restriped at the eastbound and westbound approaches to provide single left- and right-turn lanes and a shared left/through/right-turn lane. East/west split phasing shall be implemented. The northbound approach shall be restriped to provide a northbound right-turn lane.

R283017

- 2.) The intersection of Valley Centre Drive/Carmel Creek Road shall be restriped at the northbound approach to provide dual left-turn and through-lanes and a single right-turn lane. The westbound approach shall be restriped to provide single left- and right-turn lanes and a shared left/through/right-turn lane. The westbound approach would not necessitate widening until State Route 56 is completed eastward to I-15. The eastbound approach shall be widened to accommodate an eastbound to southbound right-turn lane.
- 3.) Install a traffic signal at the westerly project driveway on Valley Centre Drive at Carmel Vista Road.
- 4.) Annually monitor the easterly full access project driveway on Valley Centre Drive to determine if further intersection control is needed. A report summarizing the annual monitoring shall be submitted to the Transportation Planning Division of the Engineering and Development Department.

VI. PUBLIC REVIEW DISTRIBUTION:

Draft copies or notice of this Mitigated Negative Declaration were distributed to:

Federal Government
Naval Air Station Miramar
State of California
CALTRANS, District 11
California Coastal Commission
City of San Diego
Councilmember Wolfsheimer, District 1
Planning Department
Engineering and Development Department
SANDAG
San Diego County Archaeological Society
Carmel Valley Community Planning Board
Shaw Ridge Homeowner's Association
Ad Hoc Regional Issues Committee

VII. RESULTS OF PUBLIC REVIEW:

- () No comments were received during the public input period.
- () Comments were received but did not address the draft Mitigated Negative Declaration finding or the accuracy/completeness of the Initial Study. No response is necessary. The letters are attached.
- (X) Comments addressing the findings of the draft Mitigated Negative Declaration and/or accuracy or completeness of the Initial Study were received during the public input period. The letters and responses follow.

Copies of the draft Mitigated Negative Declaration, the Monitoring and Reporting Program and any Initial Study material are available in the office of the Development and Environmental Planning Division for review, or for purchase at the cost of reproduction.

Joseph P. Milone

for
Cathy Winterrowd, Senior Planner
City Planning Department

September 17, 1993
Date of Draft Report

October 15, 1993
Date of Final Report

Analyst: MILONE

R- 283017

COMMENT

RESPONSE



DEPARTMENT OF THE NAVY
NAVAL AIR STATION MIRAMAR
SAN DIEGO, CA 92135

RECEIVED
5726
Ser OOM/1079
20 Sep 1993

Mr. Joe Milone, Associate Planner
Development and Environmental
Planning Division
City of San Diego
202 "C" Street, MS #4C
San Diego, CA 92101

SEP 22 1993

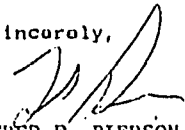
Dear Mr. Milone:

This is in response to the Proposed Mitigated Negative
Declaration for Carmel Valley Neighborhood 6, Lots 4 and 5, Dep.
No 93-0295 and 93-0451.

The document does not address concerns regarding noise from
overflight from aircraft transiting to and from Naval Air Station
(NAS) Miramar. The proposal was examined previously and is
attached as enclosure (1). This location is affected by the
"Seawolf and Radar Vectedored Departure Corridors for NAS Miramar."
Occupants may frequently see and hear military aircraft, to
include both rotary and fixed wing, and will experience varying
degrees of noise and vibration. It is important to realize that
while this project is a compatible land use, based on the single
event, noise exposure will be greater.

If I may be of any further assistance, please do not hesitate to
contact me at 537-1235.

Sincerely,


FRED D. PIERSON
Community Planning
Liaison Officer

Encl:
(1) NAS Miramar ltr 5726 Ser OOM/1079 of 26 Aug 1993

- 1 Comment acknowledged. As noted in the comment, the proposed commercial development would be a compatible land use as it lies outside the CNEL noise contours for NAS Miramar. However, some single event fly-over noise exposure may be greater. Therefore, the following condition will be added to the Planned Commercial Development Permit: "The applicant shall provide notice to future tenants of the retail center of the proximity to the Seawolf and Radar Vector Departure Corridors for NAS Miramar and the potential for overflight and associated noise."

R-283017

COMMENT

RESPONSE



San Diego County Archaeological Society, Inc.

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

September 19, 1993

To: Mr. Joe Milone
Development and Environmental Planning Division
Planning Department
City of San Diego
202 C Street, Mail Station 4C
San Diego, California 92101

Subject: Proposed Mitigated Negative Declaration
Carmel Valley Neighborhood 6, Lots 4 and 5
DEP No. 93-0295 and 93-0451

RECEIVED
SEP 21 1993

Dear Mr. Milone:

I have reviewed the subject PMND on behalf of this committee of the San Diego County Archaeological Society.

2 Page 3 of the initial study for the project indicated that, as compensation for destroying two archaeological sites without implementing required mitigation, the applicant has agreed to "make a monetary contribution to the City's archaeological library and record-keeping efforts." This agreement has been omitted from the PMND itself. (Perhaps this omission is because the contribution has already been made.) We would expect that the amount of the contribution, if it is to avoid resulting in a de-facto reward to the applicant for the destruction, would be well in excess of what implementing the mitigation program would have cost.

Thank you for providing SDCAS with this opportunity to participate in the City's environmental review process for this project.

Sincerely,

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

cc: SDCAS President
file

2 Comment acknowledged. The monetary contribution has not been made at this time. Planning staff is currently researching the project history to determine an appropriate monetary contribution. Although not intended to be punitive, contribution would be at least equal to the cost of implementing the mitigation program. This is an unusual situation and the City will not accept this in lieu of mitigation in the future.

COMMENT

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0002-002

CARMEL VALLEY COMMUNITY PLANNING BOARD
12760 High Bluff Drive, Suite 160
San Diego, CA 92130
(619) 549-5253

September 21, 1993

Mr. Nick Ogler
City Planning Department
1010 Second Avenue, MS:600
San Diego, CA 92101

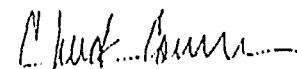
RE: CARMEL VALLEY COMMUNITY PLAN
A) Community Plan Amendment/NHS Commercial
B) Rezone to Commercial
C) Planned Development Change

The Carmel Valley Community Planning Board requests the City initiate a full Environmental Impact Report on the above-referenced projects. The majority of the board believes there would be significant impacts on our community from these projects and that a Negative Declaration would be insufficient to address such issues. This request is pursuant to the CEQA requirement that a decision-making body respond to such requests.

At its September 14, 1993 meeting the Board voted (8-2-4) to ask for this full EIR to specifically address traffic, noise and air quality impacts which the Board defines as significant.

If you have any questions, please call.

Sincerely,



Chuck Corum
Board Secretary

CAC:mp
cc: John Dean

RESPONSE

3 An Initial Study was prepared for the project site which analyzed the project for potential significant environmental impacts. The only issue area determined to have potentially significant environmental impact was traffic circulation. A traffic study was prepared by Linscott, Law and Greenspan (August 11, 1993). The traffic study concluded that the proposed project would result in a net increase of 1,641 Average Daily Traffic (ADT) over that allowed by the Precise Plan. Trip characteristics of commercial centers resulted in a reduction of peak hour trips in the a.m. peak hour and an increase of 140 ADT in the p.m. peak hour.

The traffic study identified mitigation measures in the form of traffic improvements which would reduce impacts to traffic circulation to a level less than significant. The traffic improvements are identified in the Mitigation Monitoring and Reporting Program (Section V.) of the Mitigated Negative Declaration. Section 15070 of the State CEQA Guidelines state that when it is determined that significant environmental effects may occur but the project can be modified so as to eliminate all significant impacts, a "Mitigated Negative Declaration" can be prepared.

4 Traffic: See response to comment No. 3.

Noise: An acoustical analysis was prepared for the project site by Dudek and Associates (October 12, 1993). The acoustical study analyzed the potential noise impact related to the change in land use on the site from employment center to commercial. The study found that the ambient noise levels along Valley Centre Road are currently 65 dB(A) at the adjacent residential development. When the proposed project is considered with buildout conditions, the noise levels at residential buildings would remain at 65 dB(A) with the exception of two buildings (buildings A-37 and A-38). Noise levels at these two buildings would increase to 66 dB(A). A noise level increase of one dB is not considered significant. Typically, it requires a three dB change in noise to be considered a perceivable noise difference.

Operation at the site, including truck deliveries, would be subject to the requirements of the City Noise Ordinance (§59.5.0401 of the San Diego Municipal Code) which defines and regulates allowable levels of noise for commercial, residential and the boundary between differing zones.

Air Quality: The potential for air quality impacts are based upon traffic circulation operations and associated levels of service (LOS). The traffic study prepared for the project concluded that with the proposed mitigation, all intersections in and around the site would operate at an acceptable LOS "D" or better. Therefore, no air quality impacts are anticipated as a result of the project.

R-283017

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OCT 06 1993

ENVIRONMENTAL ANALYSIS
SECTION

October 7, 1993

City of San Diego
Planning Department
Development and Environmental Planning Division
202 C St., Mail Section 4C
San Diego, CA 92101

To Whom It May Concern:

After reviewing the "Proposed Mitigated Negative Declaration", I am more concerned than ever about the impact of the proposed plan (K-Mart Commercial Center) on the young, active community of Carmel Valley.

In general, I found the document to be vague and inconclusive. More specifically, the document did not compare the impact of the proposed Commercial Center to the impact of an Employment Center as originally planned. In addition, the document did not capture the true essence of our neighborhood, and the impact the proposed Commercial Center would have on the adjacent multi-family and single-family residential areas.

In the "Environmental Setting" section of the Mitigated Negative Declaration (pg. 2) it states that the surrounding uses are multi-family and single-family residential. However, it is critical that anyone reviewing this document, and ultimately voting on the plan amendment understand the true nature of our neighborhood. The Carmel Valley neighborhood is filled with young active adults, primarily in their child bearing years, as well as children of all ages. As I understand it, the original Community Plan laid out a "town center" (which is in fact the Del Mar Highlands Town Center) and several smaller neighborhood centers (Piazza Carmel) to serve the Carmel Valley residents.

This plan promoted minimal traffic, and maximum safety for our young, active residents. Such a plan attracted many home buyers who were looking for a safe, peaceful environment where they and their children could ride bikes, jog, skateboard, and walk their dogs with relative ease. The proposed plan which is contrary to the design and intent of the Carmel Valley Community Plan, would generate increased traffic, and in general, take away our sense of safety and freedom to enjoy our current lifestyle as a Carmel Valley resident.

Again, the "Environmental Setting" section is, to me, very generic and understates the "residentiality" of our neighborhood. Once one understands the true nature ("baby factory") of the Carmel Valley neighborhood, it becomes clear how potentially dangerous it would be to add an incremental 1,641 ADT's of traffic. Again, I feel this draft environmental document fails to capture the added danger. Furthermore, it fails to provide a clear understanding of the

RESPONSE

5 The purpose of the environmental Initial Study and subsequent Mitigated Negative Declaration (MND) is to identify and analyze the impacts related to the change of uses associated with the proposed project. The environmental document identifies traffic circulation as the only potential environmental effect associated with the land use change. Impacts associated with the original project were analyzed in the original EIR certified for the Carmel Valley Neighborhoods 4, 5 and 6 (DEP #81-1212). This document is available for review in the Office of the Planning Department.

6 Comment acknowledged. The draft MND describes the physical characteristics of the project setting in Section II of the Initial Study. The demographics of the area are not typically identified in the environmental setting.

7 Based on the Initial Study for the project, it is not anticipated the commercial retail center will result in increased safety issues. The project would result in a net increase of 1,641 ADT over what was anticipated for the site. However, peak hour traffic levels would be reduced in the a.m. and slightly increased in the p.m. over the adopted land use.

With the proposed traffic improvements, including protected turn lanes and traffic signals, hazards to motor vehicles would not be considered significant. In addition, the proposed project would maintain all bicycle lanes and all intersections would be painted with pedestrian crosswalks to ensure safe travel for bicycles and pedestrians.

8 See response to Comment No. 7.

COMMENT

RESPONSE

page 2

difference in impact generated by the proposed Commercial Center vs. the planned Employment Center (office project).

In reviewing the "Traffic Section" (pgs. 2 & 3) I was insulted by the fact that the proposed "Traffic Mitigation" was very one-sided; and very short sighted. Considered was: how to improve auto traffic in and out of the retail center. What about the effects of this increased traffic? What will happen to our bike paths? How safe will the sidewalks be? And, what about the overall pedestrian access? With a proposed increase of 1,641 ADT's (which I believe is an understatement), will anyone feel comfortable about taking a walk, jogging, or bicycling in this area? Shouldn't there be "Traffic Mitigation" aimed at keeping the area as safe (for pedestrians and bicyclists) as it would be if the originally planned office project were developed on the site?

In reviewing the Initial Study Checklist, again I feel the information is narrow in focus and in general lacks depth. Following are some specific areas of concern:

- 9
 - 10
 - 11
 - 12
 - 13
- o AIR- What about the negative effect on air quality as it relates to the residential area, as a result of the stated increase in traffic ADT's
 - o NOISE- Why isn't the proposed project analyzed against the planned office use? Will the retail center include an outdoor speaker system? K-Marts often have speaker systems directed to their outdoor Garden Centers. Also, what about the increased noise levels generated by the stated 1,641 additional ADT's that would result? And, finally, what about the noise generated by delivery trucks; trucks that would not even be a consideration if the planned office project were developed?
 - o LAND USE- The document states that "the proposal will result in a land use which is consistent with the adopted community plan land use designation for the site." I believe this is incorrect. The land use of the adopted Community Plan is Employment Center (office), while the proposed land use is Commercial Retail. Again, the Commercial Retail land use is not consistent with the adopted Community Plan.
 - o RECREATIONAL RESOURCES- The document does not adequately; in fact it doesn't at all, address the negative effect the proposed project would have on neighborhood recreation such as biking, jogging, and the existing pathways.

9 See response to Comment No 7.

10 See response to Comment No 4.

11 See response to Comment No. 4.

12 While the proposed land use designation is not currently consistent with the adopted plan, the project proposes amending the community plan to be consistent with Carmel Valley plan. The change in land use is the subject and focus of the environmental Initial Study. The project would not conflict with the environmental goals or objectives of the community plan or the Planned District Ordinance. In addition, the commercial center would not represent an incompatible land use when considered with uses to the north and west as well as the elevational separation from nearby residential units.

13 The recreational resources section of the Initial Study is provided to identify if a proposed project would reduce the amount of existing recreational facilities or would create the need for new or expanded recreational facilities. The proposed commercial use would not create the need for additional recreation facilities and would not result in significant impacts to recreational facilities.

283017

COMMENT

RESPONSE

page 3

- 14 o TRANSPORTATION/CIRCULATION- Again, there is no comparison of the effects of the proposed project vs. the planned project; it simply states that the "Average Daily Traffic (ADT) is within allocations of Carmel Valley Precise Plan."

15 Statement #7 in this section indicates "no increase in traffic hazards to motor vehicles, bicyclists, or pedestrians." I believe this statement is completely negligent. How can you say that an increase of 1,641 ADT's would not result in increased traffic hazards? What about the increased weekend traffic generated by a Retail Center that would not be generated by an Employment/Office project? The incremental weekend traffic certainly threatens the safety of residents who participate in recreational activities on the weekend.

- 16 o NEIGHBORHOOD CHARACTER/ARSTHETICS- Statements 3 & 4 of this section do not address/consider the fact that the adopted Carmel Community Plan specifies small neighborhood centers will serve this residential community. Well, we already have several small centers: Piazza Carmel for one; and the Ralphs/PayLess center on Del Mar Heights Road, for another. The addition of this proposed K-Mart center would mean the addition of an unplanned, unnecessary Regional Center. It would certainly create "substantial alteration to the existing character of the area." This area would become overly congested, polluted, and generally unsafe for the "Thirty-Something" residents in the adjacent single and multi-family projects.

In conclusion, this proposal is not consistent with the adopted Carmel Valley Community Plan; and would result in an unsafe and undesirable neighborhood for current and future residents. The concerns I have outlined need to be addressed completely and specifically. Until or unless that happens, the document in my opinion is inadequate for decision makers who are looking to make an enlightened decision.

Respectfully,

Leslie D. Aman

Leslie D. Aman
12443 Carmel Pointe
San Diego, CA 92130

cc: A. Wolfshelmer
L. Bonn

14 See response to Comment Nos. 3 and 5.

15 See response to Comment No. 7.

16 The proposed retail center would not substantially alter the character of the area. The bulk, scale and density of the proposed buildings would be a reduction from the Employment Center currently permitted on the site. In addition, materials proposed for the project site would be similar in style and color with the adjacent hotel to the west and neighborhood shopping center to the north. The proposed commercial center is considered a compatible use with adjacent residential units. Also see response to Comment No. 12.

COMMENT

RESPONSE

STATE OF CALIFORNIA - BUSINESS, TRANSPORTATION AND ENGINEERING AGENCY

PHIL WELLS, Governor

DEPARTMENT OF TRANSPORTATION

DISTRICT 11, P.O. BOX 6002, SAN DIEGO, CALIFORNIA 92106-6002
(619) 688-6451 TDD Number
(619) 688-6002

RECEIVED

OCT 12 1993

ENVIRONMENTAL ANALYSIS
SECTION

October 6, 1993

11-SD-056
0.0/2.4Mr. Joe Milone
City of San Diego
Planning Department
202 C Street
Mail Station 4C
San Diego, CA 92101

Dear Mr. Milone:

Mitigated Negative Declaration for Carmel Valley Neighborhood 6, Lots 4 and 5 -
Commercial Retail Shopping Center

Caltrans District 11 comments are as follows:

- 17 Noise - The proposed mitigations for noise should consider year 2015 traffic on abutting State Route 56 (SR-56), the ultimate build-out of that highway, and Federal Highway Administration (FHWA) noise standards.
- 18 Traffic - Traffic mitigations include restriping the westbound entrance and exit ramps at Carmel Creek Road. That mitigation does not meet Caltrans standards and is unacceptable to our agency.
- Traffic mitigations should be proposed that meet Caltrans geometric and intersection level of service (LOS) standards. Those mitigations should be based on 20 year traffic projections.
- If the proposed traffic mitigations are under \$300,000, the construction could be done under permit. For traffic mitigations over \$300,000, the City of San Diego should request that a Project Study Report (PSR) be initiated for a 100 percent locally funded project at SR-56/Carmel Creek Road.
- 19 Caltrans recommends "fair share" contributions from developers for mitigations at SR-56. In addition, a phasing plan should be developed to ensure that proposed intersection modifications and local street improvements are completed within a time frame that will ameliorate project-specific and cumulative traffic impacts at that highway.

Responses to comments received in this letter are a result of a meeting between CALTRANS and City staff on Thursday, October 14, 1993.

- 17 Final traffic counts for the horizon year 2015 are not yet available. They will be a part of the SANDAG Series 8 Growth Forecasts. Noise calculations run on the City's "Traffic Noise Prediction Model" indicate that exterior noise levels at the south side of the commercial buildings would be at 69 db(A). This figure was obtained using a forecasted travel rate for SR 56 of 152,000 ADT from SANDAG's Series 7 Growth Forecasts which uses year 2010 traffic. This is within the acceptable noise level of 70 db(A) for commercial uses and would not be considered a significant impact. In addition, the noise level would also be consistent with Federal Highway Administration (FHWA) standards of 73 db(A).
- 18 Comment acknowledged. The conceptual restriping plan included in the traffic study is not anticipated to conflict with the final design of the intersection including lane configurations and alignments or shoulder and median widths. Resolution of these identified issues would occur during final engineering design for the intersection. The project would include a map condition which would require CALTRANS approval for any improvement to the Valley Centre Road/SR56 and Carmel Creek intersection.
- 19 Comment acknowledged. It is not anticipated that the improvements to this intersection would exceed this amount.

R-223017

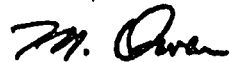
COMMENT

RESPONSE

Mr. Joe Milona
October 6, 1993
Page Two

Our contact person for SR-56 in Carmel Valley is Jacqueline Appleton-Doano, Project Development Engineer, (619) 688-3211.

Sincerely,



for BILL DILLON, Chief
Planning Studies Branch

City of San Diego
Planning Department
DEVELOPMENT AND ENVIRONMENTAL PLANNING DIVISION
202 "C" Street, Mail Station 4C
San Diego, CA 92101
(619) 236-6460

INITIAL STUDY
DEP No. 93-0295
93-0451

SUBJECT: Carmel Valley Neighborhood 6, Lots 4 and 5. AMENDMENT NO. 93-0295 TO THE CARMEL VALLEY COMMUNITY PLAN, NEIGHBORHOOD 6 PRECISE PLAN, GENERAL PLAN AND PROGRESS GUIDE AND LOCAL COASTAL PLAN to change the land use designation for the site from Employment Center to Commercial Retail, and; CARMEL VALLEY DEVELOPMENT PERMIT, CONDITIONAL USE PERMIT, COASTAL DEVELOPMENT PERMIT, TENTATIVE MAP AND REZONE NO. 93-0451 to allow the construction of a 222,858-square-foot commercial retail shopping center. The 20.3-acre site is located on the south side of Valley Centre Drive between Carmel Creek Road and Carmel Vista Road in the Carmel Valley community planning area (Lots 4 and 5 of Parcel Map No. 15957 in the City and County of San Diego). Applicant: Carmel Valley Partners/The Baldwin Company.

I. PURPOSE AND MAIN FEATURES:

The project proposes Amendments to the Carmel Valley Community Plan, Neighborhood 6 Precise Plan, General Plan/Progress Guide and the Local Coastal Plan. The plan amendments are required to change the land use designation on the site to Commercial Retail. Currently, the approved precise plan allows 9.6-acres of Visitor Commercial, 32.5-acres of Employment Center and 13.4-acres of Neighborhood Commercial. The plan amendments would involve reducing the Employment Center land uses by 16.1-acres and redesignating the land to a Commercial Retail designation. The remaining 4.2-acres of the 20.3-acre proposed project would be comprised the Visitor Commercial land use designation. All other land use designations would remain the same. A rezone is also proposed which would change the zoning on the site from Commercial Office to Commercial Retail.

A Carmel Valley Development Permit, Conditional Use Permit, Coastal Development Permit, Tentative Map and Rezone are also being requested to allow the construction of a 222,858-square-foot commercial shopping center with four freestanding commercial sites.

Buildings would be of concrete and wood frame construction finished with painted stucco. Architectural features would include metal roofs, cornices, stone recesses and ornamental metal trim.

Access to the project site would occur through four drive entrances/intersections along Valley Centre Drive, two of which would be signalized. The eastern most drive approach along Valley Centre Drive

R-223017

would be right-turn in and out only. An existing fourth drive entrance along El Camino Real, which provides access to the Doubletree Hotel, would also provide access to the site and would be a right-turn in only.

Landscaping would be provided along the parkway/slope between Valley Centre Road and the project site in addition to the center median. On site landscaping would be included at all project entrances, throughout the parking areas and along the southern property line, adjacent to the future State Route 56. Landscape planters and hardscape treatments would be provided along the front of the buildings.

Grading proposed would include 91,000-cubic-yards of balanced cut and fill to create a level pad. The final pad elevation would be at 65 feet Above Mean Sea Level (AMSL). Valley Centre Drive currently exists at 85- to 92-feet AMSL and the 27-foot grade difference would be accommodated through the use of retaining walls and landscaped slopes along the northern portion of the project site.

II. ENVIRONMENTAL SETTING:

The proposed project site is located in the south-central portion of the Neighborhood 6 planning area of the Carmel Valley Precise Plan. The site is relatively flat, having been partially graded in accordance with the approved Final Map for the site. No native vegetation remains. The site is currently zoned under the Carmel Valley Planned District for employment center and visitor commercial uses. Surrounding uses include multi family residential and commercial retail to the north, the future State Route 56 to the south, single-family to the east and a hotel to the west.

III. ENVIRONMENTAL ANALYSIS: See attached Initial Study checklist.

IV. DISCUSSION:

Traffic

The proposed project would result in an intensification of use and an increase of traffic thereby creating the potential for significant traffic circulation impacts. A traffic study prepared by Linscott, Law & Greenspan, dated August 11, 1993, analyzed the effect of the proposed project on the street system in the project area. The analysis revealed that the project would generate approximately 15,750 Average Daily Traffic (ADT), which represents a net increase of 1,641 ADT when compared to the approved Precise Plan. While peak hour trip distributions would be reduced or minimally increased, the Intersection Capacity Utilization (ICU) analysis prepared as part of the traffic study indicates that the level of service (LOS) at two intersections would be lowered. As a result of this project, the intersection of Valley Centre Drive/El Camino Real would change from LOS "E" to LOS "F" and intersection of Valley Centre Drive/Carmel Creek Road would change from LOS "D" to LOS "E", resulting in a significant impact to traffic circulation.

The traffic study prepared for the project site identifies mitigation measures in the form of traffic improvements which would reduce impacts to traffic circulation to a level less than significant. With mitigation, both impacted intersections would ultimately operate at a LOS "D".

Prior to the recordation of the Final Map, the following mitigation measures shall be assured to the satisfaction of the City Engineer, to reduce impacts to traffic circulation to a level less than significant:

- 1.) The intersection of Valley Centre Drive/El Camino Real shall be restriped at the eastbound and westbound approaches to provide single left- and right-turn lanes and a shared left/through/right-turn lane. East/west split phasing shall be implemented. The northbound approach shall be restriped to provide a northbound right-turn lane.
- 2.) The intersection of Valley Centre Drive/Carmel Creek Road shall be restriped at the northbound approach to provide dual left-turn and through-lanes and a single right-turn lane. The westbound approach shall be restriped to provide single left- and right-turn lanes and a shared left/through/right-turn lane. The westbound approach would not necessitate widening until State Route 56 is completed eastward to I-15. The eastbound approach shall be widened to accommodate an eastbound to southbound right-turn lane.
- 3.) Install a traffic signal at the westerly project driveway on Valley Centre Drive at Carmel Vista Road.
- 4.) Annually monitor the easterly full access project driveway on Valley Centre Drive to determine if further intersection control is needed. A report summarizing the annual monitoring shall be submitted to the Transportation Planning Division of the Engineering and Development Department.

Cultural Resources

A cultural resources survey prepared in 1985 for Neighborhoods 4, 5, and 6 Precise Plan identified eight archaeological sites on the tentative map site. A subsequent 1989 investigation found that all sites on the subject property had been destroyed without correct surveying for archaeological resource significance. The project applicant acknowledged that appropriate mitigation was not completed for the sites and has agreed to compensate for the loss of these resources through a monetary contribution to the City's archaeological library and record keeping efforts. The amount of monetary damages will be determined by the Principal Planner of the Environmental Analysis Section (EAS). This amount shall be included as a condition of the Carmel Valley Development Permit and shall be submitted to EAS prior to the issuance of building permits.

R- 283017

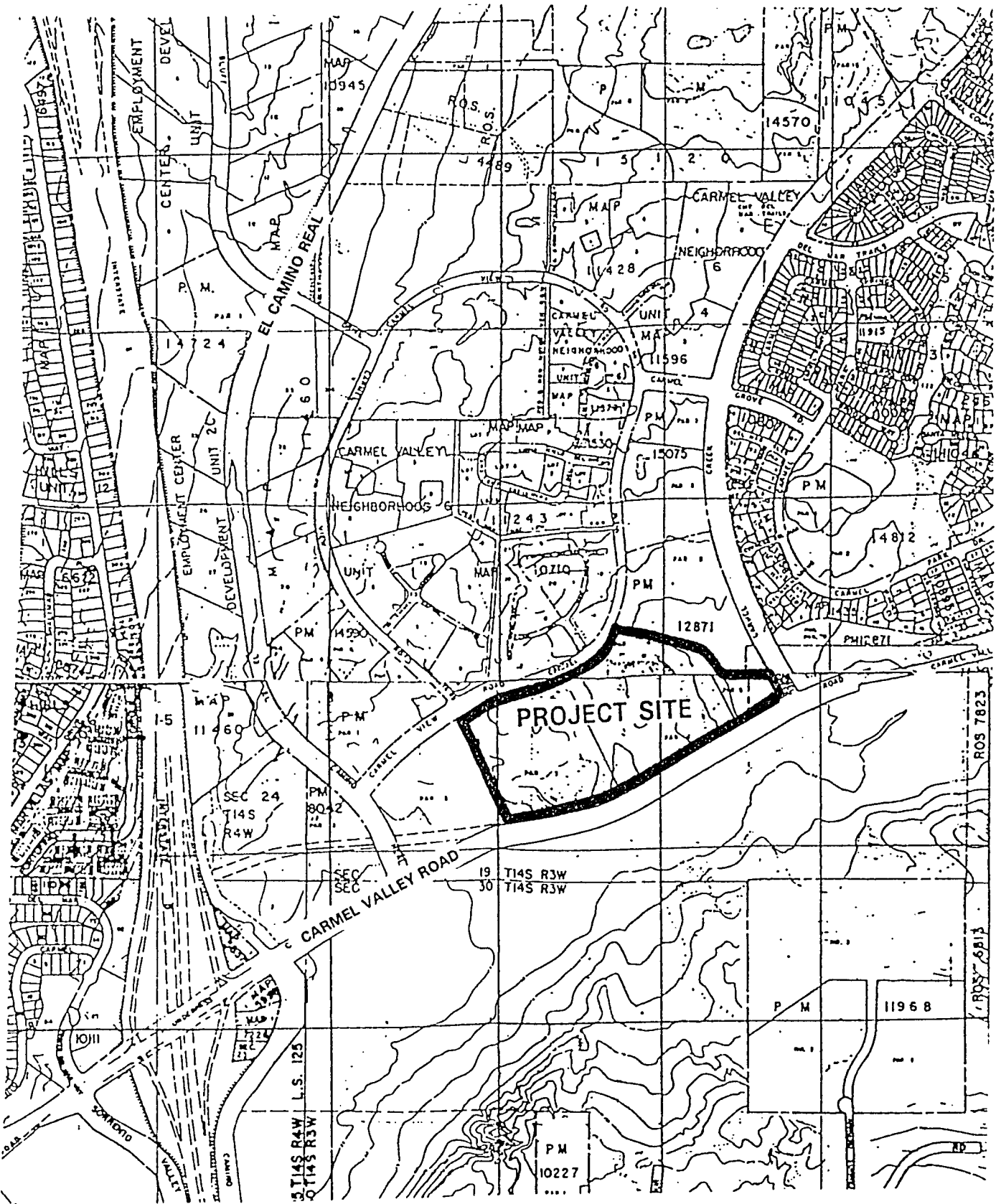
V. RECOMMENDATION:

On the basis of this initial evaluation:

- The proposed project would not have a significant effect on the environment, and a NEGATIVE DECLARATION should be prepared.
- Although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described in Section IV above have been added to the project. A MITIGATED NEGATIVE DECLARATION should be prepared.
- The proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT should be required.

PROJECT ANALYST: MILONE

Attachments: Location Map (figure 1)
Site Plan (figure 2)
Initial Study Checklist

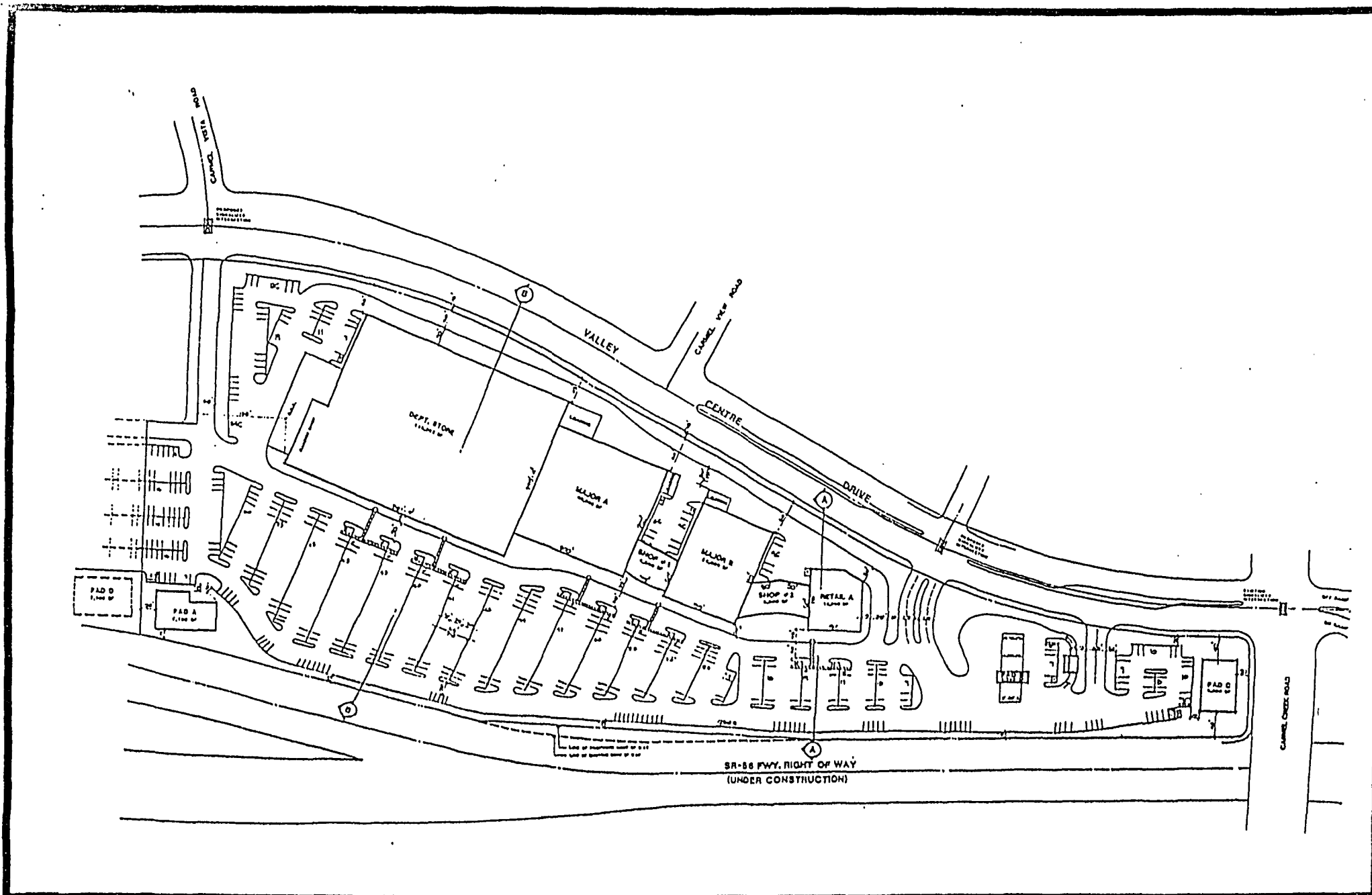


LOCATION MAP

Environmental Analysis Section
 CITY OF SAN DIEGO • PLANNING DEPARTMENT

R-283017

Figure
 1



SITE PLAN

Environmental Analysis Section
 CITY OF SAN DIEGO • PLANNING DEPARTMENT

Figure
 2

Initial Study Checklist
Date: August 18, 1993

DEP Number: 93-0295
93-0451

III. ENVIRONMENTAL ANALYSIS:

This Initial Study checklist is designed to identify the potential for significant environmental impacts which could be associated with a project. All answers of "yes" and "maybe" indicate that there is a potential for significant environmental impacts and these determinations are explained in Section IV.

	<u>Yes</u>	<u>Maybe</u>	<u>NO</u>
A. <u>Geology/Soils.</u> Will the proposal result in:			
1. Exposure of people or property to geologic hazards such as earthquakes, landslides, mudslides, ground failure or similar hazards?	___	___	<u>•</u>
<u>Geologic rating AB-52, generally stable.</u>			
2. Any increase in wind or water erosions of soils, either on or off site?	___	___	<u>•</u>
<u>Site would be completely developed and paved.</u>			
B. <u>AIR.</u> Will the proposal result in:			
1. Air emissions which would substantially deteriorate ambient air quality?	___	___	<u>•</u>
<u>Commercial Retail center..</u>			
2. The exposure of sensitive receptors to substantial pollutant concentrations?	___	___	<u>•</u>
<u>See Bl.</u>			
3. The creation of objectionable odors?	___	___	<u>•</u>
<u>See Bl.</u>			
4. The creation of dust?	___	___	<u>•</u>
<u>Temporarily, during construction only.</u>			
5. Any alteration of air movement in the area of the project?	___	___	<u>•</u>
<u>See Bl.</u>			
6. A substantial alteration in moisture or temperature, or any change in climate, either locally or regionally?	___	___	<u>•</u>
<u>See Bl.</u>			

R-283017

C. Hydrology/Water Quality. Will the proposal result in:

- | | | | | |
|----|--|---|---|---|
| 1. | Changes in currents or the course or direction of water movements in either marine or fresh waters? | — | — | • |
| | <u>No effects to water bodies.</u> | | | |
| 2. | Changes in absorption rates, drainage patterns or the rate and amount of surface runoff? | — | — | • |
| | <u>Site completely graded into flat building pads.</u> | | | |
| 3. | Alterations to the course or flow of flood waters? | — | — | • |
| | <u>See C1.</u> | | | |
| 4. | Discharge into surface or ground waters, or in any alteration of surface or ground water quality, including but not limited to temperature, dissolved oxygen or turbidity? | — | — | • |
| | <u>Commercial Retail Center.</u> | | | |
| 5. | Discharge into surface or ground waters, significant amounts of pesticides, herbicides, fertilizers, gas, oil or other noxious chemicals? | — | — | • |
| | <u>See C4.</u> | | | |
| 6. | Change in deposition or erosion of beach sands, or changes in siltation, deposition or erosion which may modify the channel of a river or stream, or the bed of the ocean, bay, inlet or lake? | — | — | • |
| | <u>See C1.</u> | | | |
| 7. | Exposure of people or property to water related hazards such as flooding? | — | — | • |
| | <u>Not in the Floodway or Flood Zone.</u> | | | |
| 8. | Change in the amount of surface water in any water body? | — | — | • |
| | <u>See C1.</u> | | | |

D. Biology. Will the proposal result in:

- | | | | | |
|----|---|---|---|---|
| 1. | A reduction in the number of any unique, rare, endangered, sensitive or fully protected species of plants or animals? | — | — | • |
| | <u>Site completely disturbed and graded.</u> | | | |

- | | | | | |
|----|---|---|---|--------|
| 2. | A substantial change in the diversity of any species of animals or plants? | — | — | •
— |
| | <u>See D1.</u> | | | |
| 3. | Introduction of invasive species of plants into the area? | — | — | •
— |
| | <u>See D1.</u> | | | |
| 4. | Interference with the movement of any resident or migratory fish or wildlife species? | — | — | •
— |
| | <u>See D1.</u> | | | |
| 5. | An impact on a sensitive habitat, including but not limited to streamside vegetation, oak woodland, vernal pools, coastal salt marsh, lagoon, wetland or coastal sage scrub or chaparral? | — | — | •
— |
| | <u>See D1.</u> | | | |
| 6. | Deterioration of existing fish or wildlife habitat? | — | — | •
— |
| | <u>See D1.</u> | | | |
| E. | <u>Noise.</u> Will the proposal result in: | | | |
| 1. | A significant increase in the existing ambient noise levels? | — | — | •
— |
| | <u>Minimal (105 peak-hour) increase in ADT.</u> | | | |
| 2. | Exposure of people to noise levels which exceed the City's adopted noise ordinance? | — | — | •
— |
| | <u>Commercial Retail Center.</u> | | | |
| 3. | Exposure to people to current or future transportation noise levels which exceed standards established in the Transportation Element of the General Plan? | — | — | •
— |
| | <u>Less than 70 dB(A) CNEL on site.</u> | | | |
| F. | <u>Light, Glare and Shading.</u> Will the proposal result in: | | | |
| 1. | Substantial light or glare? | — | — | •
— |
| | <u>Commercial Retail Center.</u> | | | |
| 2. | Substantial shading of other properties? | — | — | •
— |
| | <u>See F1.</u> | | | |

G. Land Use. Will the proposal result in:

1. A land use which is inconsistent with the adopted community plan land use designation for the site? _____ .

Community Plan Amendment is part of proposed project.

2. A conflict with the goals, objectives and recommendations of the community plan in which it is located? _____ .

Consistent with other elements of the Carmel Valley community plan and Planned District Ordinance.

3. A conflict with the adopted environmental plans for the area? _____ .

See G2.

4. Land uses which are not compatible with aircraft accident potential as defined by a SANDAG Airport Land Use Plan (ALUC)? _____ .

Not within any airport Accident Potential Zone.

H. Natural Resources. Will the proposal result in:

1. The prevention of future extraction of sand and gravel resources? _____ .

Site not suitable for these resources.

2. The conversion of agricultural land to nonagricultural use or impairment of the agricultural productivity of agricultural land? _____ .

Site not currently an agricultural operation.

I. Recreational Resources. Will the proposal result in an impact upon the quality or quantity of existing recreational opportunities? _____ .

Commercial use.

J. Population. Will the proposal; alter the planned location, distribution, density or growth rate of the population of an area? _____ .

Commercial use.

K. Housing. Will the proposal affect existing housing in the community or create a demand for additional housing? _____ .

Site not designated for residential uses.

L. Transportation/Circulation. Will the proposal result in:

- | | | | | |
|----|--|---|---|---|
| 1. | Traffic generation in excess of specific/
community plan allocations? | — | — | • |
| | <u>Average Daily Traffic (ADT is within allocations of Carmel Valley Precise Plan.</u> | | | |
| 2. | An increase in projected traffic which is substantial in relation to the capacity of the street system? | • | — | — |
| | <u>See Intial Study discussion Section IV.</u> | | | |
| 3. | An increased demand for off-site parking? | — | — | • |
| | <u>Sufficient off-street parking provided.</u> | | | |
| 4. | Effects of existing parking? | — | — | • |
| | <u>See L3.</u> | | | |
| 5. | Substantial impact upon existing or planned transportation systems? | — | • | — |
| | <u>See L2.</u> | | | |
| 6. | Alteration to present circulation movements including effects on existing public access to beaches, parks or other open space areas? | — | — | • |
| | <u>No effects to public access.</u> | | | |
| 7. | Increase in traffic hazards to motor vehicles, bicyclists or pedestrians? | — | — | • |
| | <u>Commercial Retail use.</u> | | | |

M. Public Services. Will the proposal have an effect upon or result in a need for new or altered governmental services in any of the following areas:

- | | | | | |
|----|---|---|---|---|
| a. | Fire protection? | — | — | • |
| | <u>Planned urbanized area, services provided.</u> | | | |
| b. | Police protection? | — | — | • |
| | <u>See M.a.</u> | | | |
| c. | Schools? | — | — | • |
| | <u>See M.a.</u> | | | |
| d. | Parks or other recreational facilities? | — | — | • |
| | <u>See M.a.</u> | | | |

R-283017

- | | | | | |
|-----|--|---|---|---|
| e.. | Maintenance of public facilities including roads? | — | — | • |
| | <u>See N.a.</u> | | | |
| f. | Other governmental services? | — | — | • |
| | <u>See N.a.</u> | | | |
| N. | <u>Utility.</u> Will the proposal result in a need for new systems, or require substantial alterations to existing utilities, including: | | | |
| a. | Power? | — | — | • |
| | <u>Commercial use in an urbanizing area, utilities in place.</u> | | | |
| b. | Natural gas? | — | — | • |
| | <u>See N.a.</u> | | | |
| c. | Communications systems? | — | — | • |
| | <u>See N.a.</u> | | | |
| d. | Water? | — | — | • |
| | <u>See N.a.</u> | | | |
| e. | Sewer? | — | — | • |
| | <u>See N.a.</u> | | | |
| f. | Storm water drainage? | — | — | • |
| | <u>See N.a.</u> | | | |
| g. | Solid waste disposal? | — | — | • |
| | <u>See N.a.</u> | | | |
| O. | <u>Energy.</u> Will the proposal result in the use of excessive amounts of fuel or energy? | — | — | • |
| | <u>Commercial Retail Use.</u> | | | |
| P. | <u>Water Conservation.</u> Will the proposal result in: | | | |
| 1. | Use of excessive amounts of water? | — | — | • |
| | <u>Commercial Retail Use.</u> | | | |
| 2. | Landscaping which is predominantly non-drought resistant vegetation? | — | — | • |
| | <u>Drought tolerant landscaping required..</u> | | | |

Q. Neighborhood Character/Aesthetics. Will the proposal result in:

- | | | | | |
|----|--|---|---|--------|
| 1. | The obstruction of any vista or scenic view from a public viewing area? | — | — | —
• |
| | <u>No scenic views or vistas in project vicinity.</u> | | | |
| 2. | The creation of a negative aesthetic site or project? | — | — | —
• |
| | <u>Commercial Retail development.</u> | | | |
| 3. | Project bulk, scale, materials or style which will be incompatible with surrounding development? | — | — | —
• |
| | <u>Similar to other development in the community.</u> | | | |
| 4. | Substantial alteration to the existing character of the area? | — | — | —
• |
| | <u>See Q3.</u> | | | |
| 5. | The loss of any distinctive or landmark tree(s) or a stand of mature trees? | — | — | —
• |
| | <u>No such features on site.</u> | | | |
| 6. | Substantial change in topography or ground surface relief features? | — | — | —
• |
| | <u>Site previously graded into pads.</u> | | | |
| 7. | The loss, covering or modification of any unique geologic or physical features such as a canyon, sandstone bluff, rock outcrop or hillside with a slope in excess of 25 percent? | — | — | —
• |
| | <u>No such feature on site.</u> | | | |

R. Cultural Resources. Will the proposal result in:

- | | | | | |
|----|---|---|---|--------|
| 1. | Alteration of, or the destruction of a prehistoric or historic archaeological site? | — | — | —
• |
| | <u>Site completely disturbed and graded.</u> | | | |
| 2. | Adverse physical or aesthetic effects to a prehistoric or historic building, structure, object or site? | — | — | —
• |
| | <u>No such feature on site.</u> | | | |
| 3. | Adverse physical or aesthetic effects to an architecturally significant building, structure or object? | — | — | —
• |
| | <u>See R1.</u> | | | |

4. Any impact to existing religious or sacred uses within the potential impact area? _____

See R1.

- S. Paleontological Resources. Will the proposal result in the loss of paleontological resources? _____

Site completely disturbed and graded.

- T. Human Health/Public Safety. Will the proposal result in:

1. Creation of any health hazard or potential health hazard (excluding mental health)? _____

Commercial Retail Use.

2. Exposure of people to potential health hazards? _____

See T1.

3. A future risk of explosion or the release of hazardous substances (including but not limited to gas, oil, pesticides, chemicals, radiation or explosives)? _____

See T1.

- U. Mandatory Findings of Significance.

1. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory? _____

No such resources on site.

2. Does the project have the potential to achieve short-term to the disadvantage of long-term environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time while long-term impacts will endure well into the future.) _____

No effect to any environmental goals.

3. Does the project have impacts which are individually limited, but cumulatively considerable? (A project may impact on two or more separate resources where the impact on each resource is relatively small, but

where the effect of the total of those impacts
on the environment is significant.) _____

No impacts identified.

4. Does the project have environmental effects
which will cause substantial adverse effects
on human beings, either directly or indirectly? _____

No effect to humans.

R-283017

**INITIAL STUDY CHECKLIST
REFERENCES**

A. Geology/Soils

- City of San Diego Seismic Safety Study, Updated June 1983.
- USGS San Diego County Soils Interpretation Study -- Shrink-Swell Behavior, 1969.
- Geology of the San Diego Metropolitan Area, California.
- U.S. Department of Agriculture Soil Survey - San Diego Area, California, Part I and II, December 1973.
- Site Specific Report:
- Not Applicable.

B. Air

- Regional Air Quality Strategies (RAQS) - Air Pollution Control District (APCD). State Implementation Plan.
- Site Specific Report:
- Not Applicable.

C. Hydrology/Water Quality

- Flood Insurance Rate Map (FIRM), September 29, 1989.
- Federal Emergency Management Agency (FEMA), National Flood Insurance Program Flood Boundary and Floodway Map, September 29, 1989.
- Site Specific Report:
- Not Applicable.

D. Biology

- Community Plan - Resource Element
- City of San Diego Vernal Pool Maps
- California Department of Fish and Game Endangered Plant Program - Vegetation of San Diego, March 1985.
- Sunset Magazine, New Western Garden Book - revised edition Menlo Park, CA.
- Robinson, David L., San Diego's Endangered Species, 1988.
- California Department of Fish and Game, "San Diego Vegetation" Map, March 1985.
- California Department of Fish and Game, "Bird Species of Special Concern in California", June 1978.
- California Department of Fish and Game, "Mammalian Species of Special Concern in California", 1986.
- California Department of Fish and Game, "California's Listed Threatened and Endangered Plants and Animals", January 1, 1989.
- Code of Federal Regulations, Title 50, Part 10, "List of Migratory Birds".
- Code of Federal Regulations, Title 50, Part 17, "Endangered and Threatened Wildlife and Plants", January 1, 1989.
- Site Specific Report:
- Not Applicable.

E. Noise

- ___ Community Plan.
- ___ San Diego International Airport - Lindbergh Field CNEL Maps, January 1987 - December 1987.
- ___ Brown Field Airport Master Plan CNEL Maps.
- ___ Montgomery Field CNEL Maps.
- NAS Miramar CNEL Maps, 1976.
- San Diego Metropolitan Area Average Weekday Traffic Volume Maps, SANDAG, 1991.
- ___ Lindbergh Field Airport Influence Area, SANDAG Airport Land Use Commission.
- City of San Diego Progress Guide and General Plan.
- ___ Site Specific Report: ___
- ___ Not Applicable.

F. Light, Glare and Shading

- ___ Site Specific Report: ___
- Not Applicable.

G. Land Use

- ___ City of San Diego Progress Guide and General Plan.
- Community Plan.
- ___ Airport Land Use Plan.
- ___ City of San Diego Zoning Maps.
- ___ FAA Determination.

H. Natural Resources

- ___ City of San Diego Progress Guide and General Plan.
- ___ U.S. Department of Agriculture, Soil Survey - San Diego Area, California, Part I and II, December 1973.
- ___ California Department of Conservation - Division of Mines and Geology, Mineral Land Classification.
- ___ Division of Mines and Geology, Special Report 153 - Significant Resources Map.
- Not Applicable.

I. Recreational Resources

- ___ City of San Diego Progress Guide and General Plan.
- ___ Community Plan.
- ___ Department of Parks and Recreation.
- ___ City of San Diego - A Plan for Equestrian Trail and Facilities, February 1975.
- ___ City of San Diego - San Diego Regional Bicycling Map.
- ___ City of San Diego - Open Space and Sensitive Area Preservation Study, July 1984.
- ___ Additional Resources: ___
- Not Applicable.

R- 283017

J. Population

- ___ City of San Diego Progress Guide and General Plan.
- ___ Community Plan.
- ___ Series VII Population Forecasts, SANDAG.
- Not Applicable.

K. Housing

- ___ City of San Diego Progress Guide and General Plan.
- Community Plan.
- ___ Not Applicable.

L. Transportation/Circulation

- ___ City of San Diego Progress Guide and General Plan.
- ___ Community Plan.
- San Diego Metropolitan Area Average Weekday Traffic Volume Maps, SANDAG, 1991.
- ___ City of San Diego "Street Design Manual", July 1987.
- ___ City of San Diego "Weekday Trip Generation Rates".
- Site Specific Report: August 11, 1993 by Linscott, Law and Greenspan.
- ___ Not Applicable.

M. Public Services

- ___ City of San Diego Progress Guide and General Plan.
- ___ Community Plan.
- ___ Department or Agency Response: ___
- Not Applicable.

N. Utilities

- ___ Department or Agency Response.
- Not Applicable.

O. Energy

- ___ _____.
- Not Applicable.

P. Water Conservation

- ___ Sunset Magazine, New Western Garden Book. Revised edition, Menlo Park, CA.
- Not Applicable.

Q. Neighborhood Character/Aesthetics

- City of San Diego Progress Guide and General Plan.
- Community Plan.
- Local Coastal Plan.
- Not Applicable.

R. Cultural Resources

- City of San Diego Archaeological Library.
- Historical Site Board List.
- Community Historical Survey:
- Site Specific Report:
- Not Applicable.

S. Paleontological Resources

- Kennedy, Michael P., and Gary L. Peterson, "Geology of the San Diego Metropolitan Area, California. Del Mar, La Jolla, Point Loma, La Mesa, Poway and SW $\frac{1}{4}$ Escondido 7 $\frac{1}{2}$ Minute Quadrangles," California Division of Mines and Geology Bulletin 200, Sacramento, 1975.
- Kennedy, Michael P., and Siang S. Tan, "Geology of National City, Imperial Beach and Otay Mesa Quadrangles, Southern San Diego Metropolitan Area, California," Map Sheet 29, 1977.
- Site Specific Report:
- Not Applicable.

T. Human Health/Public Safety

- San Diego County Hazardous Materials Management Division.
- FAA Determination.
- State Assessment and Mitigation, Unauthorized Release Listing, Public Use Authorized July 1989.
- Not Applicable.

R-283017

EXHIBIT A
MITIGATION MONITORING AND REPORTING PROGRAM

Carmel Valley Neighborhood 6, Lots 4 and 5 Amendment No. 93-0295 to the Carmel Valley Community Plan, Neighborhood 6 Precise Plan, General Plan/Progress Guide and the Local Coastal Plan; and Carmel Valley Development Permit, Tentative Map and Coastal Development Permit No. 93-0451.

DEP No. 93-0295 and 93-0451

This Mitigation Monitoring and Reporting Program is designed to ensure compliance with California Public Resources Code Section 21081.6 during implementation of mitigation measures. This program identifies at a minimum: the department responsible for the monitoring, what is to be monitored, how the monitoring shall be accomplished, the monitoring and reporting schedule, and completion requirements. All mitigation measures contained in the Mitigated Negative Declaration (DEP No. 93-0295 and 93-0451) shall be made conditions of Amendment No. 93-0295 to the Carmel Valley Community Plan, Neighborhood 6 Precise Plan, General Plan/Progress Guide and the Local Coastal Plan; and Carmel Valley Development Permit, Tentative Map and Coastal Development Permit No. 93-0451 as may be further described below.

Prior to the recordation of the Final Map, the following mitigation measures shall be assured to the satisfaction of the City Engineer, to reduce impacts to traffic circulation to a level less than significant:

- 1.) The intersection of Valley Centre Drive/El Camino Real shall be restriped at the eastbound and westbound approaches to provide single left- and right-turn lanes and a shared left/through/right-turn lane. East/west split phasing shall be implemented. The northbound approach shall be restriped to provide a northbound right-turn lane.
- 2.) The intersection of Valley Centre Drive/Carmel Creek Road shall be restriped at the northbound approach to provide dual left-turn and through-lanes and a single right-turn lane. The westbound approach shall be restriped to provide single left- and right-turn lanes and a shared left/through/right-turn lane. The westbound approach would not necessitate widening until State Route 56 is completed eastward to I-15. The eastbound approach shall be widened to accommodate an eastbound to southbound right-turn lane.
- 3.) Install a traffic signal at the westerly project driveway on Valley Centre Drive at Carmel Vista Road.
- 4.) Annually monitor the easterly full access project driveway on Valley Centre Drive to determine if further intersection control is needed. A report summarizing the annual monitoring shall be submitted to the Transportation Planning Division of the Engineering and Development Department.

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.

R 283017

331A

NOV 16 1993

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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Ron Roberts	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
John Hartley	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
George Stevens	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Tom Behr	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Valerie Stallings	<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"/>
Juan Vargas	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mayor Susan Golding	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

AUTHENTICATED BY:

(Seal)

SUSAN GOLDING
Mayor of The City of San Diego, California.

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

By Blonde B. Barner Deputy.

Office of the City Clerk, San Diego, California

Resolution R-283017 Adopted
Number NOV 16 1993