



**I-5/SR-56 INTERCHANGE  
COMMUNITY IMPACT ASSESSMENT**

California Department  
of Transportation  
4050 Taylor Street  
San Diego, California 92210



AUGUST 2011



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# CHAPTER 1.0

## INTRODUCTION

### 1.1 BACKGROUND

The California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA) are proposing a transportation project located at the interchange of Interstate 5 (I-5) and State Route 56 (SR-56), including adjacent additional portions of each roadway, in the northern portion of the City of San Diego. The proposed project would begin south of Carmel Valley Road along I-5 at post mile (PM) 52.6 and continue to PM 56.0 north of Del Mar Heights Road. Along SR-56, the project would begin at PM 0.0 at El Camino Real and continue to PM 2.5 east of Carmel Country Road (Figure 1.3-1). The proposed I-5/SR-56 Interchange Project (project) is designed to maintain or improve the existing and future traffic operations along the I-5 and SR-56 corridors between Del Mar Heights Road, Carmel Valley Road, and Carmel Country Road. The interchange would improve the safe and efficient local and regional movement of people and goods while minimizing environmental and community impacts for the planning design year of 2030.

This project was developed in accordance with Executive Order Number 13274, which identified improvements along I-5 between Mexico and Oceanside as high-priority projects. Projects are meant to provide congestion relief along the segment and to encourage carpool and transit use along the I-5 corridor. The project is sponsored by Caltrans, FHWA, and the San Diego Association of Governments (SANDAG) through the Transnet Tax Program.

I-5 is one of the primary north/south connectors for local commuter and commercial traffic in San Diego County. It also provides a direct route to Mexico to the south and to cities to the north in Orange and Los Angeles counties. I-5 is an important highway on a national scale, as well, as it traverses the entire U.S. west coast from Mexico to Canada. The corridor currently experiences severe periodic peak-hour congestion during weekdays largely due to commuter traffic. As a major interregional route for recreation and tourism, linking activity centers from Orange and Los Angeles counties and beyond to Baja California, Mexico, I-5 is also heavily traveled on weekends. In addition, the corridor serves as a critical commercial link between Mexico and the Los Angeles area, and carries a majority of the commercial traffic passing through the Otay Mesa Port of Entry into the United States.

I-5 connects with SR-56 north of Torrey Pines State Natural Reserve, near the San Diego communities of Carmel Valley, Torrey Hills, and Torrey Pines. West of I-5, SR-56 becomes Carmel Valley Road. East of I-5, SR-56 becomes Ted Williams Parkway, after the San Diego native baseball legend. The history of SR-56 begins with its appearance in the 1958 freeways and expressways master plan, only to be removed in the 1970s from the Regional Transportation Improvement Program (RTIP). In the 1980s, however, residential developments

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in Rancho Peñasquitos and Carmel Valley motivated planners to revive SR-56 as a way to accommodate increased traffic. SR-56 was built in three main sections, with the eastern end completed in 1993, the western end in 1994, and the middle section of SR-56 officially completed in 2004 (Cooper 2007).

## **1.2 PURPOSE AND NEED**

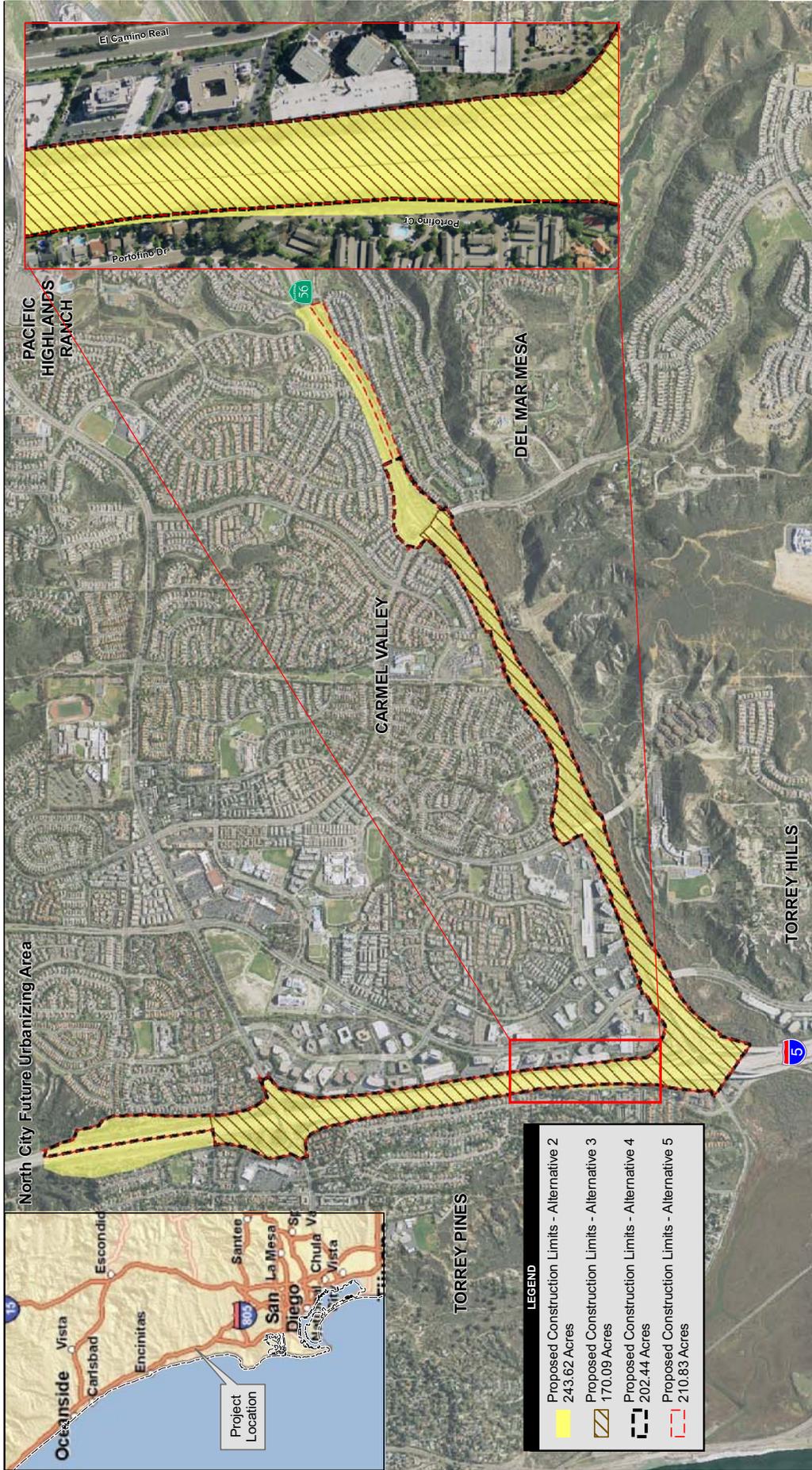
This project intends to improve the safe and efficient regional movement of people and goods for traffic as forecasted for the year 2030. While the proposed project would not result in new access to a previously inaccessible area, it could increase accessibility in the project vicinity by improving circulation along this segment of I-5. This improvement in circulation could influence traffic behavior, trip patterns, and neighborhood connectivity.

Currently, local streets and the surrounding communities experience increased demand and congestion during peak hours from I-5 and SR-56 traffic. The existing circulation system requires drivers traveling from southbound I-5 to eastbound SR-56 and from westbound SR-56 to northbound I-5 to exit the freeways and travel on surface streets. This causes congestion at the El Camino Real and Carmel Valley Road intersection.

During peak hours, to avoid traffic congestion at the SR-56/I-5 interchange, drivers use alternative routes, including El Camino Real, Carmel Valley Road, and Carmel Creek Road, causing increased traffic on surface streets near the project area. The increased congestion affects the surrounding communities by increasing the traffic through adjacent neighborhoods. Continued regional development and increased interregional travel would further increase traffic volumes and reduce traffic operational quality.

Objectives of the proposed project are as follows:

- Maintain or improve future traffic levels of service (LOS) in 2030 over the existing and forecasted LOS.
- Maintain or reduce off-peak and peak-hour delay for SR-56 traffic moving to and from the north on I-5.
- Maintain or reduce peak-hour congestion at the El Camino Real/SR-56 ramp termini.
- Maintain or reduce freeway-related traffic bypassing the congestion by traveling through local communities during peak hours.
- Maintain or reduce congestion on I-5 and SR-56 mainlines during peak hours.
- Provide a facility that is compatible with future transit and other modal options.



**Figure 1.3-1**  
**Project Location and Project Alternatives 2, 3, 4 and 5**

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- Follow the Regional Transportation Plan (RTP): Pathways for the Future 2030, San Diego Regional Transportation Plan (SANDAG 2007), where feasible, and be compliant with federal and state regulations.
  - Maintain the facility as an effective link in the intraregional and interregional movement of people and goods.
  - Avoid and/or minimize impacts to the human and natural environment.

### **1.3 PROJECT DESCRIPTION**

The following discussion summarizes the alternatives under consideration for the I-5/SR-56 interchange project. In addition to the No Build Alternative, four build alternatives are being considered: the Direct Connector Alternative (Alternative 2), the Auxiliary Lane Alternative (Alternative 3), the Hybrid Alternative (Alternative 4), and the Hybrid with Flyover Alternative (Alternative 5) (Figure 1.3-1). There is no Alternative 1 under consideration.

#### **1.3.1 Alternative 2 – Direct Connector Alternative**

The Direct Connector Alternative proposes the construction of direct freeway-to-freeway connectors for southbound I-5 to eastbound SR-56 and westbound SR-56 to northbound I-5. This alternative includes the extension of the I-5 local bypass in both the northbound and southbound directions to the Del Mar Heights Road interchange and the elimination of the SR-56 eastbound off-ramp to Carmel Creek Road. The alternative proposes additional lanes along I-5 and SR-56, improvements to interchanges, improvements to Carmel Valley Road, reconstruction of the Del Mar Heights Road overcrossing, widening of the El Camino Real undercrossing, and associated operational improvements.

The Direct Connector Alternative would use a combination of design modifications to reduce right-of-way impacts to parcels along Portofino Drive. First, the ramp metering system on the southbound I-5 entrance ramp at Del Mar Heights Road would shift to the north and the transition on the ramp from three lanes to one lane would be shortened. Both of these modifications would enable a reduction in the overall width of the ramp. Second, the southbound I-5 to eastbound SR-56 connector exit ramp would relocate to the southernmost feasible location on I-5. This would enable a reduction in right-of-way impacts near the intersection of Portofino Drive and Portofino Circle. Finally, lane widths in the southbound I-5 direction would be reduced, enabling further reduction in right-of-way impacts along Portofino Drive and Portofino Circle.

#### **1.3.2 Alternative 3 – Auxiliary Lane Alternative**

The Auxiliary Lane Alternative proposes the addition of an auxiliary lane between the Del Mar Heights Road and Carmel Valley Road interchanges along southbound I-5 and the addition of a

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multipurpose lane between Carmel Country Road and I-5 along westbound SR-56. The eastbound SR-56 off-ramp to Carmel Creek Road would be eliminated in the Auxiliary Lane Alternative. Improvements to the Carmel Valley Road interchange, improvements to Carmel Valley Road east of I-5, improvements to the eastbound El Camino Real on-ramp, reconstruction of the Del Mar Heights Road overcrossing, and associated operational improvements are also proposed with this alternative.

### **1.3.3 Alternative 4 – Hybrid Alternative**

The Hybrid Alternative is a combination of the Direct Connector Alternative and the Auxiliary Lane Alternative. In this alternative, the proposed westbound to northbound connector featured in the Direct Connector Alternative would be combined with the proposed improvements featured in the Auxiliary Lane Alternative.

### **1.3.4 Alternative 5 – Hybrid with Flyover Alternative**

The Hybrid with Flyover Alternative is a variation of the Hybrid Alternative and includes a proposed flyover structure that would connect eastbound Carmel Valley Road to the eastbound SR-56 fast lane, in addition to the westbound SR-56 to northbound I-5 connector featured as part of the Direct Connector Alternative. The Hybrid with Flyover Alternative would require use of non-standard lane and shoulder widths along Carmel Valley Road and would require tunneling behind the Carmel Valley Road I-5 undercrossing abutments to provide pedestrian/bicycle access.

### **1.3.5 No Build Alternative**

The No Build Alternative assumes the existing configuration for the I-5/SR-56 interchange, with future improvements that are part of the proposed I-5 North Coast Corridor Widening Project independent of the I-5/SR-56 interchange project. These improvements include the addition of two managed/high-occupancy vehicle (HOV) lanes on I-5 (one in the each direction), one general-purpose lane along northbound I-5, and improvements to the Del Mar Heights Road interchange. This alternative would not include construction of direct freeway-to-freeway connectors in the southbound I-5 to eastbound SR-56 or westbound SR-56 to northbound I-5 directions, or improvements to local streets in the Carmel Valley area.

## **1.4 COMMUNITY IMPACT ASSESSMENT STUDY AREA DELINEATION**

The assessment of community impacts uses a methodology by which potential impacts to a community or populations from a proposed transportation project can be evaluated. Caltrans' Standard Environmental Reference (SER) Environmental Handbook, and Caltrans' Environmental Handbook, Volume 4: *Community Impact Assessment* (CIA Handbook) provide a compilation of laws, guidelines, and procedures addressed as part of the project development

and planning process (Caltrans 1997). As stated in the CIA Handbook, a Community Impact Assessment (CIA) should consider how the proposed project activity would affect the people, institutions, neighborhoods, communities, organizations, and larger social and economic systems. Both sets of guidance were followed in preparing this CIA.

The project study area for the SR-56/I-5 interchange CIA includes an area that encompasses primary impacts and any secondary impacts that may be associated with the project. Figure 1.4-1 illustrates the CIA study area. The process for delineating the CIA study area for this project includes the designation of an area of primary impacts and a wider area of secondary and cumulative impacts. The study area includes communities that may experience primary impacts during the construction phases of the proposed project plus the surrounding areas that may experience secondary impacts.

The study area is completely contained within the City of San Diego. Planning communities completely or partially within the study area are Torrey Pines, Carmel Valley, Pacific Highlands Ranch, Del Mar Mesa, Torrey Hills, North City Future Urbanizing Area (NCFUA) Subarea II, Torrey Highlands, Los Peñasquitos Canyon Preserve, and University (see Figure 1.4-2 and Table 1-1). School districts with a substantial area completely or partially within the study area are San Diego Unified, San Dieguito Union High, and Del Mar General Elementary (see Figure 1.4-4).

**Table 1-1. Study Area Jurisdictions and Census Block Groups**

Jurisdiction	Proportion of Municipality in Study Area	Census Block Groups
Torrey Pines	31.2% (6.59 square miles)	83.24.1, 83.24.3, 83.24.4, 83.24.5, 83.24.6, 83.24.7, 83.39.1 (7 total)
Carmel Valley	17.9% (3.81 square miles)	83.27.1, 83.29.1, 83.30.1, 83.31.1 (4 total)
Pacific Highlands Ranch	3.4% (.71 square miles)	83.32.1
Torrey Hills	27.8% (5.89 square miles)	83.33.1
Del Mar Mesa	19.7% (4.17 square miles)	83.34.1

Source: U.S. Bureau of the Census 2000

### 1.4.1 Primary Impact Area

Primary impacts encompass the area of greatest intensity of community impacts that may result from the proposed project and includes the proposed project footprint. This may include residential or commercial building or property relocation, the potential relocation of existing community facilities and services, air quality and noise impacts, visual impacts, and traffic access issues. This may also include direct economic effects, including construction-related employment, but these types of impacts would typically occur to a much larger area. Post-construction right-of-way (ROW) activities associated with the proposed project would be limited to the area of primary impacts.

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A 1-mile buffer area identifies the potential area of primary impacts along SR-56 and I-5. This area extends 0.5 mile on both sides of the proposed project improvements. Figure 1.4-3 illustrates a detail of the primary impact area. The largest primary impact area for the project alternatives is approximately 1.9 miles along I-5 and 1.83 miles along SR-56, with a 0.5-mile buffer at each end point and at the interchange. The primary impact area is not the same as the project footprint. The primary impact area contains the project footprint, whereas the project footprint constitutes only the area that would physically be converted or expanded to new ROW.

#### **1.4.2 Secondary Impact Area**

As additional impacts associated with the proposed project can occur at a distance from the area of primary impacts, a broader, non-uniform boundary was estimated for the analysis of secondary impacts. Secondary impacts associated with the proposed project may include temporary traffic and circulation impacts or changes to the existing air quality and noise conditions. The total area of secondary impacts covers approximately 21.2 square miles.

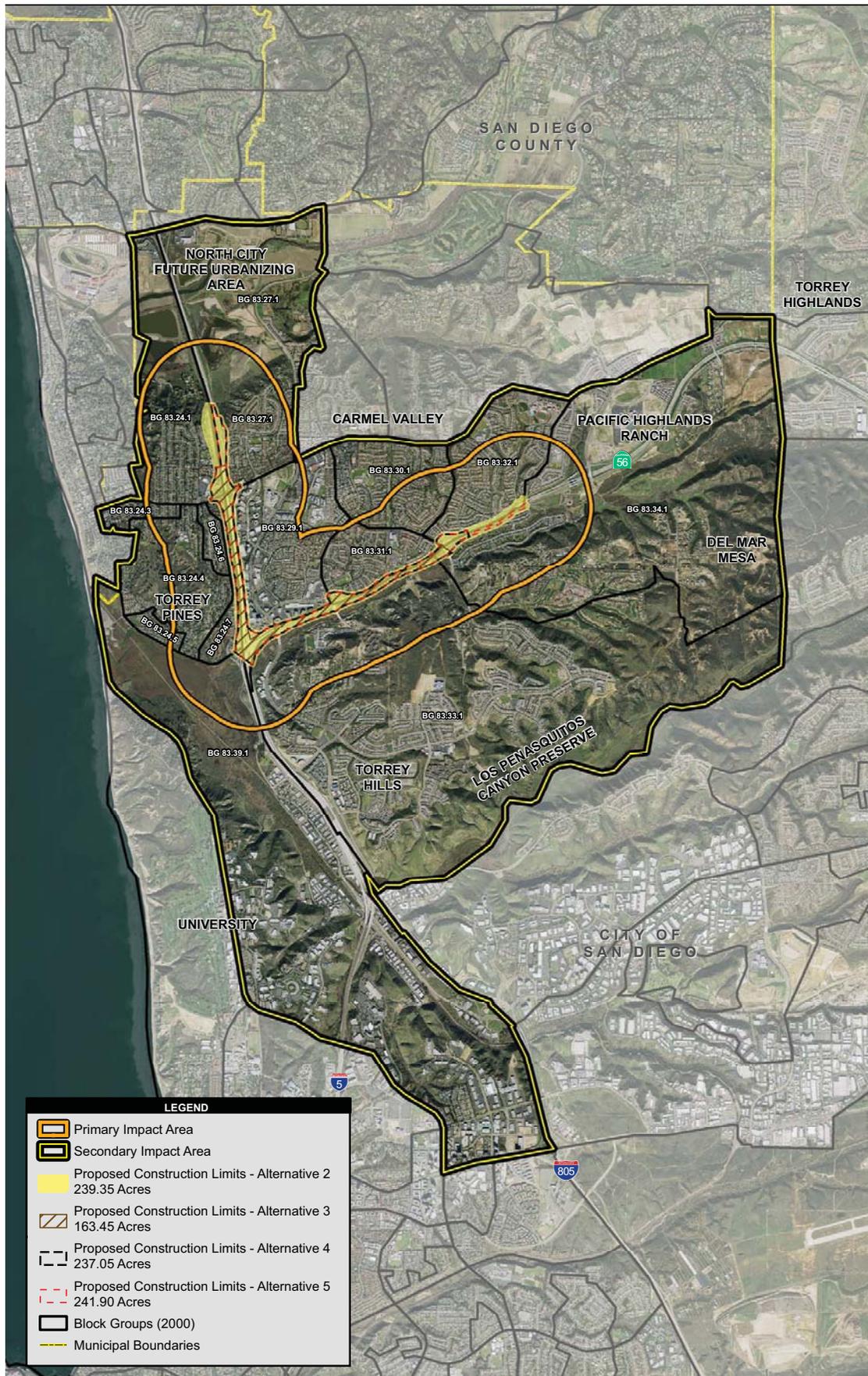
The area of secondary impacts was delineated through a combination of adjacent municipal and local planning boundaries, as well as contiguous census block groups, school districts, and community facilities that are partially within or immediately adjacent to the area of primary impacts. Figure 1.4-4 illustrates the different boundary characteristics within the general project area considered during the delineation process. For assessment of impacts to community cohesion and character, it is important to recognize that specific neighborhoods, developments, subdivisions, or other areas may have internal physical features or social aspects where an impact in one part may affect the whole. The delineation of these areas may not be contiguous with block, district, or facilities boundaries.

#### **1.4.3 Cumulative Impacts**

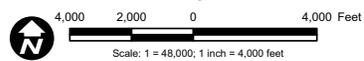
Cumulative impacts are those that result from past, present, and reasonably foreseeable future projects, combined with the potential impacts of the proposed project. A cumulative effects assessment looks at the collective impacts that would potentially result from an aggregate of individual land use plans and projects. Cumulative impacts can result from individually minor, but collectively substantial, impacts taking place over time.

### **1.5 METHODOLOGY**

The methodology for assessing project-related impacts to the community includes a compilation of an accurate baseline description of the entire study area. As outlined above, the study area consists of an area of primary impacts (within 1 mile of the proposed project) and a wider area of secondary and cumulative impacts. The description is necessarily detailed enough to allow the demographic, economic, and community-based implications of the project to be accurately



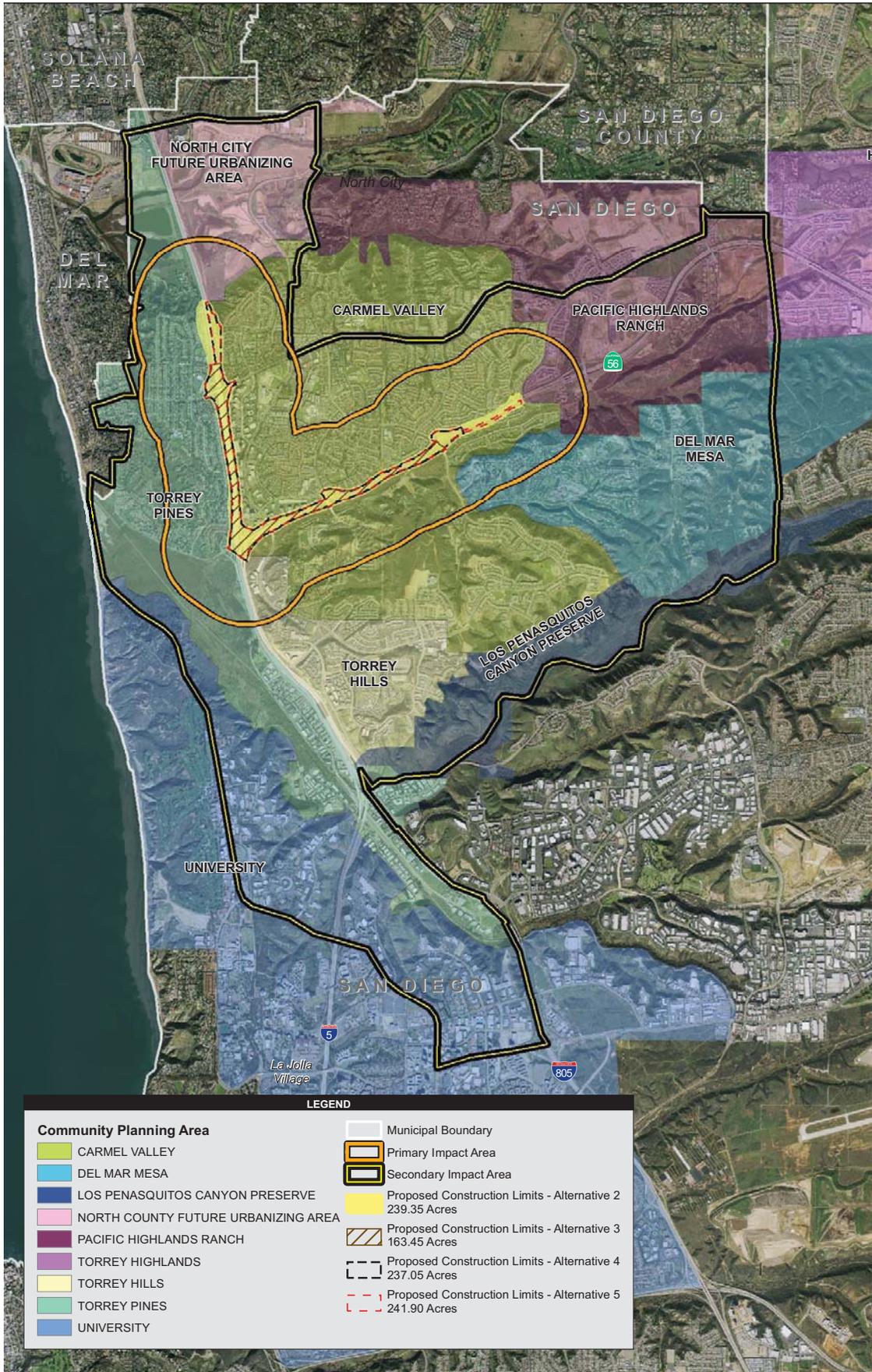
Source: SanGIS 2008; DOKKEN 2008; DigitalGlobe 2008



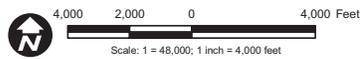
**Figure 1.4-1**  
**CIA Study Area**

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Source: SanGIS 2008; DOKKEN 2008; DigitalGlobe 2008



**Figure 1.4-2**  
CIA Community Planning Areas

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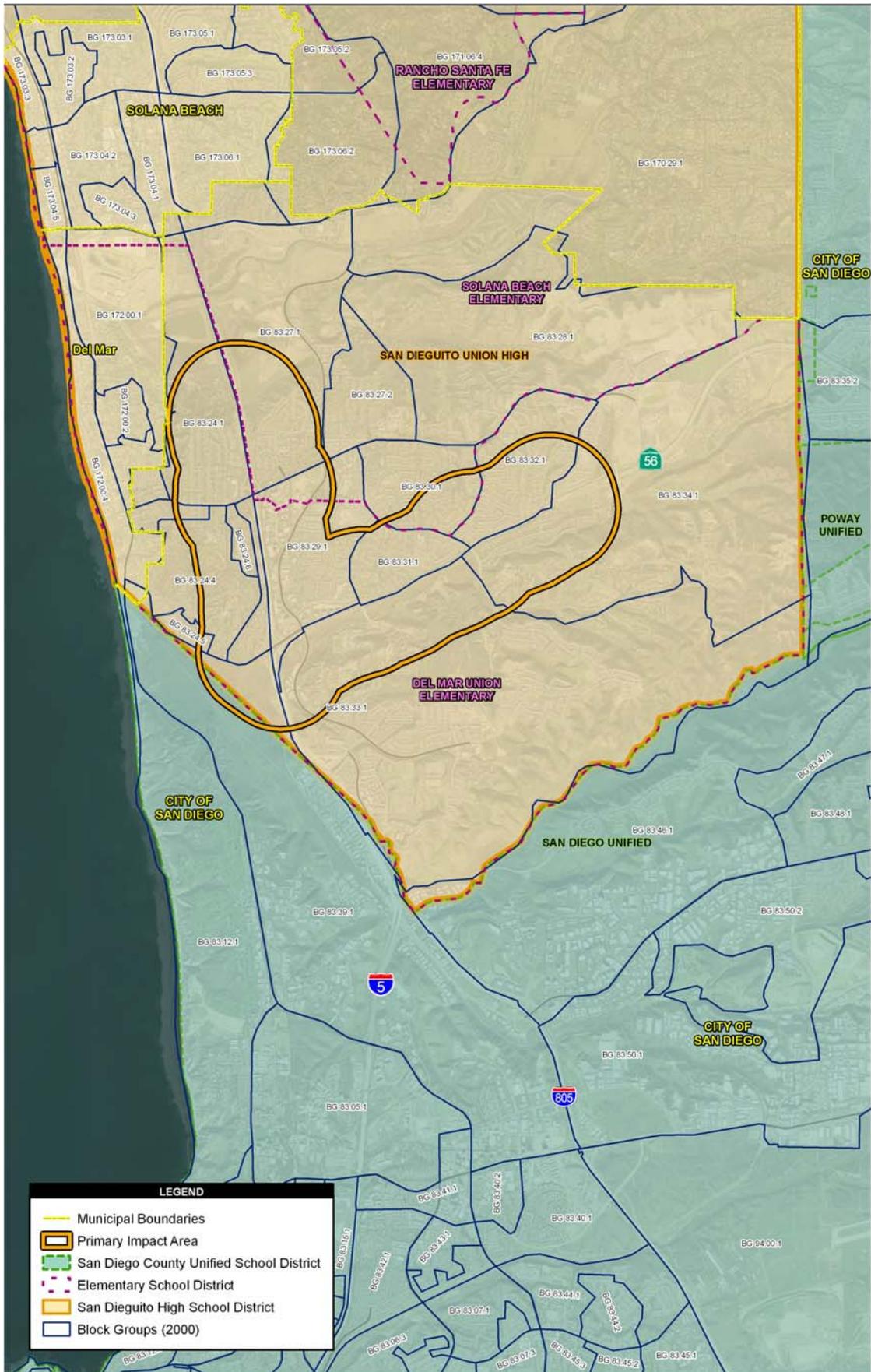
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Figure 1.4-3  
Example Detail Map of Primary Impact Area

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Source: SANDAG 2008; DigitalGlobe 2008; DOKKEN 2008.



**Figure I.4-4**  
**Municipalities, Block Groups, and School Districts**

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ascertained. This was accomplished through the use of a wide variety of information sources, as described below.

Information collection was shaped by various state and federal guidance documents, publications, and websites. The SER and CIA Handbook were the primary guides for the structure and direction of the CIA. Additional guidance related to the structure and approach of the study was provided by FHWA publications such as *Community Impact Assessment – A Guide for Transportation*, and the variety of resources available through the FHWA’s CIA website (FHWA 1996).

The analysis of project-related impacts to local communities in the study area was based, in part, on environmental analyses prepared for the proposed project for specific issue areas, including traffic reports, a visual assessment, a Draft Relocation Impact Report, a noise report, and an air quality report. Review of these reports, in addition to field verification during visits to the study area, use of aerial photographs, geographic information system (GIS) overlays, and the review of local planning documents, served to identify potential impacts to communities in the study area.

## 1.6 PURPOSE AND NEED

Table 1-2 presents, in general terms, potential impacts associated with each of the four alternatives.

**Table 1-2. Project Impacts Alternatives Analysis**

	<b>Direct Connector (Alternative 2)</b>	<b>Auxiliary Lane (Alternative 3)</b>	<b>Hybrid (Alternative 4)</b>	<b>Hybrid with Flyover (Alternative 5)</b>
<b>Construction-Related Impacts</b>				
<b>Travel Patterns</b>	Impacts are likely to be mitigated by the TMP and are considered temporary.	Same for all alternatives.	Same for all alternatives.	Same for all alternatives.
<b>Public Transportation</b>	Impacts are likely to be mitigated by the TMP and are considered temporary.	Same for all alternatives.	Same for all alternatives.	Same for all alternatives.
<b>Local Economy</b>	Impacts to local businesses are likely to be mitigated by the TMP and are considered temporary.	Same for all alternatives.	Same for all alternatives.	Same for all alternatives.

	<b>Direct Connector (Alternative 2)</b>	<b>Auxiliary Lane (Alternative 3)</b>	<b>Hybrid (Alternative 4)</b>	<b>Hybrid with Flyover (Alternative 5)</b>
<b>Residential Access</b>	Impacts are likely to be mitigated by the TMP and are considered temporary.	Same for all alternatives.	Same for all alternatives.	Same for all alternatives.
<b>Public Services</b>	Impacts are likely to be mitigated by the TMP and are considered temporary.	Same for all alternatives.	Same for all alternatives.	Same for all alternatives.
<b>Air Quality and Noise</b>	Impacts would be mitigated by implementation of best management practices (BMPs) during temporary construction.	Same for all alternatives.	Same for all alternatives.	Same for all alternatives.
<b>Operation-Related Impacts</b>				
<b>Travel Patterns</b>	Would improve circulation through reducing congestion and increasing LOS.	Same for all alternatives.	Same for all alternatives.	Same for all alternatives.
<b>Land Use</b>	Impacts to land use are not expected to be adverse, as the proposed alternatives are consistent with existing land uses.	Same for all alternatives.	Same for all alternatives.	Same for all alternatives.
<b>Farmlands</b>	The proposed alternatives would not result in encroachment and would not preclude agricultural activities.	Same for all alternatives.	Same for all alternatives.	Same for all alternatives.
<b>Local Economy</b>	Decreased congestion along I-5 and SR-56 has the potential to allow regional patrons and community residents to access businesses more efficiently, thereby promoting commerce.	Same for all alternatives.	Same for all alternatives.	Same for all alternatives.

	<b>Direct Connector (Alternative 2)</b>	<b>Auxiliary Lane (Alternative 3)</b>	<b>Hybrid (Alternative 4)</b>	<b>Hybrid with Flyover (Alternative 5)</b>
<b>Property Values</b>	Property values in San Diego could be affected by changes in the visual environment, improved access to community facilities and other residential areas, and nearby community enhancement projects. A decrease in property values is not anticipated.	Same for all alternatives.	Same for all alternatives.	Same for all alternatives.
<b>Tax Revenue</b>	As there would be no property (residential or business) displacements resulting from this project, tax-related impacts are not anticipated.	Same for all alternatives.	Same for all alternatives.	One business, a gas station, would be displaced from implementation thereby reducing sales tax revenue.
<b>Community Facilities and Services</b>	Access is likely to improve to and from local community facilities and services.	Same for all alternatives.	Same for all alternatives.	Same for all alternatives.
<b>Community Cohesion</b>	Implementation of project elements should not impact community cohesion.	Same for all alternatives.	Same for all alternatives.	Same for all alternatives.
<b>Community Character</b>	Implementation of project elements would introduce a visual impact that may affect community character. The impacts may be unmitigable. This alternative is considered to have the highest degree of adverse visual impact.	Same for all alternatives. This alternative is considered to have a lesser degree of moderately high adverse visual impact.	Same for all alternatives. This alternative is considered to have a moderately high degree of adverse visual impact.	Same for all alternatives. This alternative is considered to have a high degree of adverse visual impact.

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## **CHAPTER 2.0**

### **AFFECTED ENVIRONMENT**

The study area will be discussed in terms of land use, farmland, population and housing, public facilities and services, and economics.

An examination of land use patterns can effectively convey the general form of a community's organizational structure, including where its residents live, work, and recreate. The Land Use Element is a required section of a municipality's General Plan that governs zoning and planning for the given region. The Land Use Element also defines where growth may occur within the region and identifies Specific Plans for areas of special interest, such as commercial centers, neighborhoods, and redevelopment areas within the city. By describing the existing and projected major land uses in the affected area and the surrounding region, the information can be used to "analyze any potential land use changes or land use conflicts associated with the proposed project" (Caltrans 1997). Specific topics within land uses include historic and existing land use patterns, farmlands, and development trends, as well as adopted planning goals and policies. Land use patterns also affect a community's "job/housing balance," which focuses on the need for a balance between employment generation and residential land uses.

Agriculture remains an important industry within the eastern portion of the study area and San Diego County as a whole. Total farmland in the study area is 624 acres, representing 4.61 percent of total land use. As of 2006, San Diego had 315,296 acres under agricultural production. The number of farms located within the county has declined from 7,293 in 1997 to 6,565 in 2006. According to the San Diego County Department of Agriculture Weights and Measures, the median farm size in the county is 5 acres (San Diego County 2007). The main form of agriculture for the county is flower and nursery crops, which are often within proximity to urban, high-density residential areas, providing a dramatic agriculture/urban interface. The California Land Conservation Act (Williamson Act) of 1965 is the state's principal policy for the "preservation of a maximum amount of the limited supply of agricultural land" in the state (Government Code Section 51220[a])(CDC 2009). The purpose of the Williamson Act is to preserve agricultural and open space lands by discouraging premature and unnecessary conversion to urban uses.

Population and housing information may be compiled into a descriptive account of the physical dimensions and social characteristics of a defined place. It provides an overview of a range of local and regional demographic characteristics, including population growth, race and ethnic group, age, and housing density. Information on population and housing is generally obtained from the U.S. Census Bureau and local planning documents. This information may help determine whether the proposed project has Environmental Justice concerns (Caltrans 1997). Population and housing are discussed in this document at a regional level and in a more detailed examination within the area of primary impacts. The Environmental Justice section in

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Chapter 5.0 also includes a description of the potentially affected communities and neighborhoods within the study area as defined within planning documents and by local knowledge. Finally, an analysis of population and housing in conjunction with community site visits can suggest the level of community cohesion of an area.

Municipalities generally offer a variety of public services and facilities, including schools; police and fire protection; recreational facilities; and circulation, access, and parking facilities. Information about these services was generally obtained from a municipality's General Plan, specifically in Public Safety, Land Use, or Community Facilities Elements. Often, a municipality will provide specific direction for the provision of adequate public facilities necessary to serve the existing and future developing areas. Since a project may affect or disrupt circulation within a region, it is important to describe types of transit facilities, highways, streets, and pedestrian facilities.

Economics is defined as the study of how the productive and distributive aspects of human life are organized. An assessment of economics within a CIA typically focuses on evaluating the impacts a project would have on the economic well-being of the community. The resultant impacts can be characterized in terms of changes in community demographics, housing demand, employment and income, market effects, public services, and aesthetic qualities of the community. Assessing developments within an economic context helps to identify potential social equity issues, evaluate the adequacy of social services, and determine whether a project may adversely affect overall social well-being.

In this chapter, the affected environment information for the study area and, where necessary, the area of primary impacts, are presented.

## **2.1 STUDY AREA AFFECTED ENVIRONMENT**

SR-56 is one of the main features of the community of Carmel Valley, the community closest to the proposed project. Carmel Valley is a relatively new master planned community, with the master plan commissioned in 1974. The plan was inspired by the work of Kevin Lynch, an American urban planner who studied under Frank Lloyd Wright, and planned for development to take place on the mesa top, leaving the canyons below open. Native La Jolla and Kumeyaay (Ipai) peoples are the earliest known occupants of the area, while Spanish settlers moved there during the Rancho period. Later, miners began establishing homesteads in the area, and the area was used by horse ranchers for grazing and by farmers for the cultivation of drought-tolerant crops. Recently, large-scale residential development has occurred. The area takes its name from the Carmelite Sisters of Mercy, who established a dairy farm and a monastery in the area in 1905. While named "North City West" in the master plan, the local planning board officially renamed the area "Carmel Valley" in the early 1990s (City of San Diego 2007).

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The study area east of I-5 is mainly composed of the Torrey Pines Community Planning Area. The Torrey Pines community is characterized by an abundance of sensitive environmental resources and also contains major local and regional open space parks. The community contains large areas of Torrey Pine trees, lagoons, wetlands, sandstone bluffs, and canyons that provide a unique environment (City of San Diego 2007).

The northern and western ends of the primary study area include portions of the communities of Pacific Highlands Ranch and the NCFUA Subarea II. Pacific Highlands Ranch is located in the northwestern portion of the NCFUA. In 1998, the electorate voted to approve Proposition M, which approved an amendment to the City's General Plan to allow a phase shift within Pacific Highlands Ranch from Future Urbanizing to Planned Urbanizing. Since then, the majority of the area designated for residential development has been developed. A large percentage of the land has also been preserved as natural habitat (City of San Diego 2007). The southern end of the primary study area passes through the northwestern corner of the Torrey Hills Community Planning Area. El Camino Real and Carmel Mountain Road pass through this area, characterized by residential development, educational facilities, and canyon land.

## **2.1.1 Land Use**

### **2.1.1.1 Major Land Uses**

#### Study Area Land Use

As discussed in Chapter 1.0, the study area consists of both an area of primary impacts that extends 0.5 mile from the proposed changes to the freeway and interchange, and a wider region of secondary impacts. The total land area of the larger study area is 21.16 square miles, or 6.2 percent of the total land area of San Diego. As shown in Figure 2.1-1, land uses within the larger study area are primarily a mixture of parks and open space, and residential, commercial and industrial spaces.

Commercial spaces are generally near the interchange of Del Mar Heights Road and I-5, as well as along SR-56 near the proposed interchange realignment. Industrial areas are more prevalent in the southern portion of the study area. Areas of undeveloped land are more common in the eastern portion of the study area, while residential areas are more common north of SR-56 on either side of I-5, with more multi-family residential areas northeast of the interchange at SR-56 and I-5. This area is largely dominated by open space and parks, which include Torrey Pines State Natural Reserve and Los Peñasquitos Lagoon to the west of I-5, and Los Peñasquitos Canyon Preserve southeast of the study area. Other open space is associated with the Torrey Hills community, south of SR-56.

The primary impact area consists of generally the same types of land uses seen within the larger study area, with single-family residential areas present west of I-5 north and south of Del

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Mar Heights Road. Multi-family residential units are located near the interchange of I-5 and Del Mar Heights Road, as well as between SR-56 and Del Mar Heights Road, east of I-5. Commercial land uses occur along Del Mar Heights Road and along SR-56, with offices occurring along the northbound lanes of I-5 between the two roads. A commercial area is also located along Carmel Creek Road within the area of primary impacts.

Park and open space, including golf courses and residential recreation areas, comprise 6,123 acres and more than 45 percent of total land use in the study area. The primary impact area also consists of a number of parks and open space lands, including Torrey Pines State Natural Reserve, Crest Canyon Open Space Park, and Overlook Park. One private golf course is located on the eastern edge of the primary impact area.

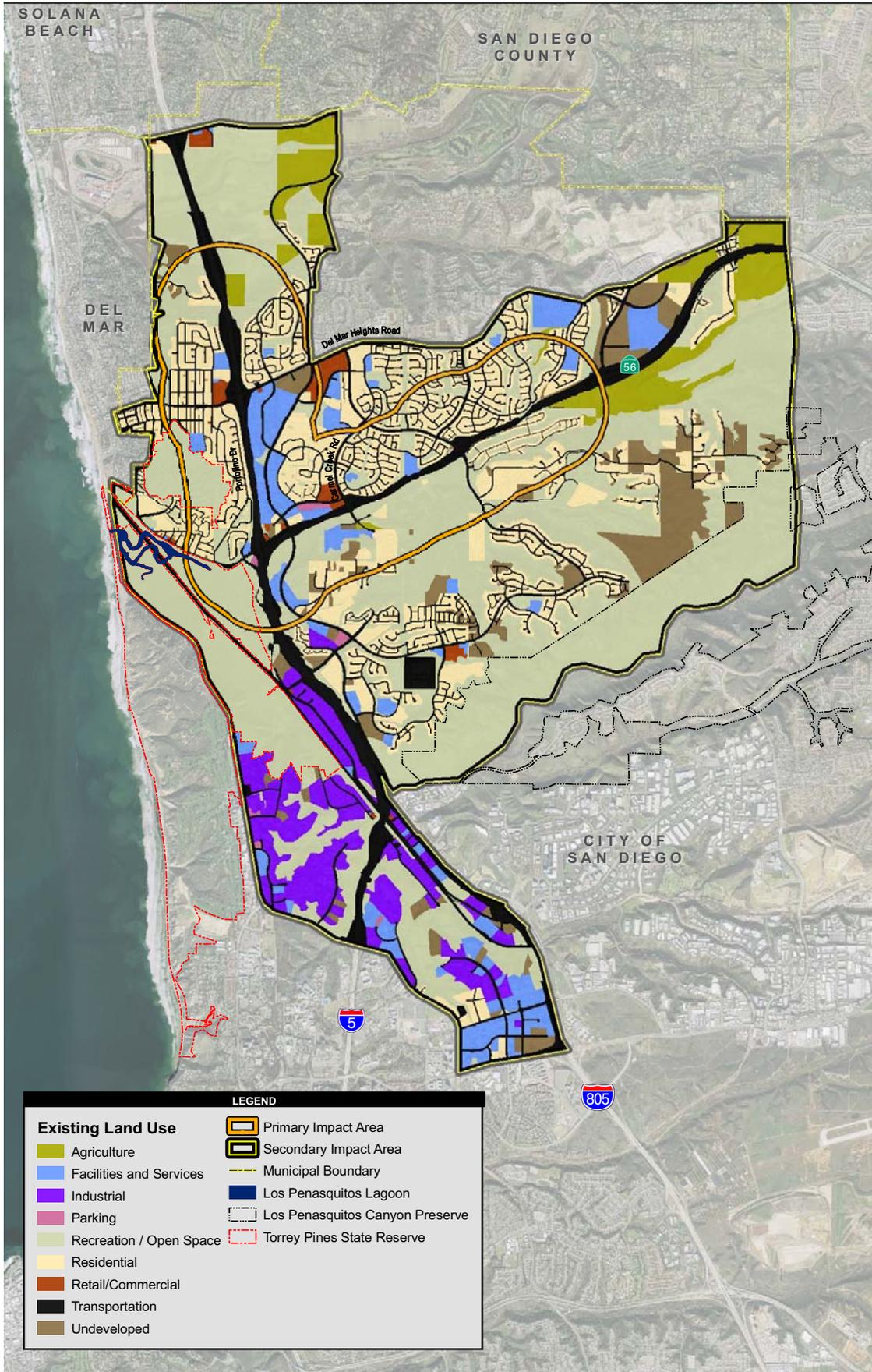
### **2.1.1.2 Affected Urban Community and Neighborhood Characteristics**

There are nine community plans that cover portions of the secondary impact area: Torrey Pines, Carmel Valley, Torrey Hills, Del Mar Mesa, Los Peñasquitos Canyon Preserve, Pacific Highlands Ranch, NCFUA Subarea II, Torrey Highlands, and University. Each of these areas has a community plan that discusses General Plan topics for the individual community or planning area, while being consistent with City of San Diego policies. In addition, the City of San Diego's Local Coastal Program (LCP) defines policies and goals pertaining to development along the coastal portions of San Diego. The LCP, for the purposes of this study, includes the Torrey Pines and University communities. Portions of these planning areas are within the California Coastal Commission's jurisdiction. The other communities within the study area are not considered to be within the coastal zone. The LCP policies for San Diego County are integrated into each community plan as they are updated and completed.

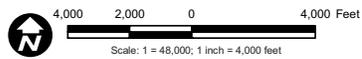
The following communities have a substantial amount of their areas within the primary impact area: Torrey Pines, Carmel Valley, NCFUA Subarea II, Torrey Hills, Del Mar Mesa, and Pacific Highlands Ranch. Boundaries of the defined community planning areas generally follow major landmarks and thoroughfares.

Torrey Pines is located on the west side of I-5, with Del Mar on the northwest and Los Peñasquitos Lagoon running along the south side. This community primarily consists of parks and open space (42 percent), with a portion of residential north of Carmel Valley Road (24 percent) and industrial uses (15 percent) near Genesee Avenue on the southern end of the study area.

Carmel Valley is anchored by Carmel Valley Road running east to west through the middle of the neighborhood. I-5 creates the western boundary, with Los Peñasquitos Canyon Preserve creating the border to the south and generally stretching approximately 0.75 mile north of Del Mar Heights Road. It is a newer, master-planned community with both residential areas and job



Source: SanGIS 2008; DOKKEN 2008; DigitalGlobe 2008



**Figure 2.1-1**  
Existing Land Use

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centers. It consists of parks, open space, and single-family and multi-family residential areas. There are also scattered commercial, public service, and public utility buildings.

North City Future Urbanizing Area Subarea II (San Dieguito) is located north of the Carmel Valley community between I-5 and Fairbanks Country Club. The natural resources and landform that comprise the San Dieguito River Valley are the prominent features of this planning area. Most uses within this portion of the river valley are related to agriculture or recreation. A large portion of the valley is designated as open space under the City of San Diego Multiple Species Conservation Program and the San Dieguito River Park Joint Powers Authority (JPA). The JPA is the multi-government agency, of which the City of San Diego is a part, responsible for implementation and management of the River Park.

Torrey Hills is located east of I-5 between Carmel Valley and Los Peñasquitos Creek. It consists largely of Los Peñasquitos Canyon Preserve and single-family residential areas. The planning history of Torrey Hills has been tied to the planning efforts for Los Peñasquitos Canyon Preserve at the southern end of the community. Industrial land uses are concentrated in the western portion of the community, where easy access to I-5 and Vista Sorrento Parkway is available. Other development includes commercial and educational facilities.

Del Mar Mesa is located east of Carmel Valley and southeast of SR-56. This 2,042-acre community is largely zoned for agricultural use with a large portion conserved as open space, but it is developing as a semirural community featuring large parcels and homes, golf courses, and resorts. To this day, horse ranching is practiced within Del Mar Mesa.

Pacific Highlands Ranch is located on the north and south side of SR-56 near the eastern end of the study area. The eastern border of the community is located approximately west of the intersection of Camino del Sur and SR-56. Like Del Mar Mesa, Pacific Highlands Ranch is composed predominately of undeveloped land and is slowly developing with residential areas. It recently shifted phases from Future Urbanizing to Planned Urbanizing.

The University Community planning area encompasses approximately 8,500 acres. The area is bounded by Interstate 805 (I-805) to the east and the Pacific Ocean west. The University community planning area is composed of higher-density residential, commercial, and academic establishments. University is home to the University of California San Diego campus and the adjoining University Town Centre.

Figure 2.1-2 displays a number of community characteristics and land use types for those communities within the project area.

### **2.1.1.3 Farmland**

The National Environmental Policy Act (NEPA) and the Farmland Protection Policy Act (FPPA) (7 U.S. Code [USC] 4201–4209; and its regulations, 7 Code of Federal Regulations [CFR] Part 658) require that, before taking or approving any federal action that would result in the

conversion of farmland, the federal agency must examine the effects of the action using the criteria set forth in the FPPA, which is administered by the Natural Resource Conservation Service (NRCS). The Farmland Mapping and Monitoring Program (FMMP) monitors and documents land use changes that affect California’s farmland. The program, administered by the California Department of Conservation (CDC), Division of Land Resource Protection, produces Important Farmland Maps, which use a classification system based on NRCS soil survey data and land use (CDC 2002). The FMMP classifies land as Prime Farmland, Farmland of Statewide Importance, Unique Farmland, Farmland of Local Importance, Grazing Land, Urban and Built-Up Land, and Other Land. Definitions of these classifications are outlined in Table 2.1-1. The first four categories are collectively known as Important Farmland. Total farmland in the study area is 624 acres, representing 4.61 percent of total land use.

**Table 2.1-1. Farmland Designations**

<b>Classifications</b>	<b>Definition</b>
Prime Farmland	Land with the best combination of physical and chemical characteristics able to sustain long-term production of agricultural crops.
Farmland of Statewide Importance	Land with a good combination of physical and chemical characteristics for agricultural use, having only minor shortcomings, such as less ability to store soil moisture, compared to Prime Farmland.
Unique Farmland	Land used for production of the state’s major crops on soils not qualifying for Prime or Statewide Importance. This land is usually irrigated but may include nonirrigated fruits and vegetables as found in some climatic zones in California.
Farmland of Local Importance	Land that meets all the characteristics of Prime and Statewide, with the exception of irrigation. Farmlands not covered by the above categories, but are of substantial economic importance to the county. They have a history of good production for locally adapted crops. The soils are grouped in types that are suitable for truck crops and soils suited for orchard crops.
Grazing Land	Land on which the existing vegetation is suitable for grazing of livestock. The minimum mapping unit for this category is 40 acres.
Urban and Built-Up Land	Residential land with a density of at least six units per 10-acre parcels, as well as land used for industrial and commercial purposes, golf courses, landfills, airports, water treatment, and water control structures.
Other Land	Land does not meet the criteria of any other category. Common examples include low-density rural developments, wetlands, dense brush and timberlands, gravel pits, and small water bodies.

Source: CDC 2002

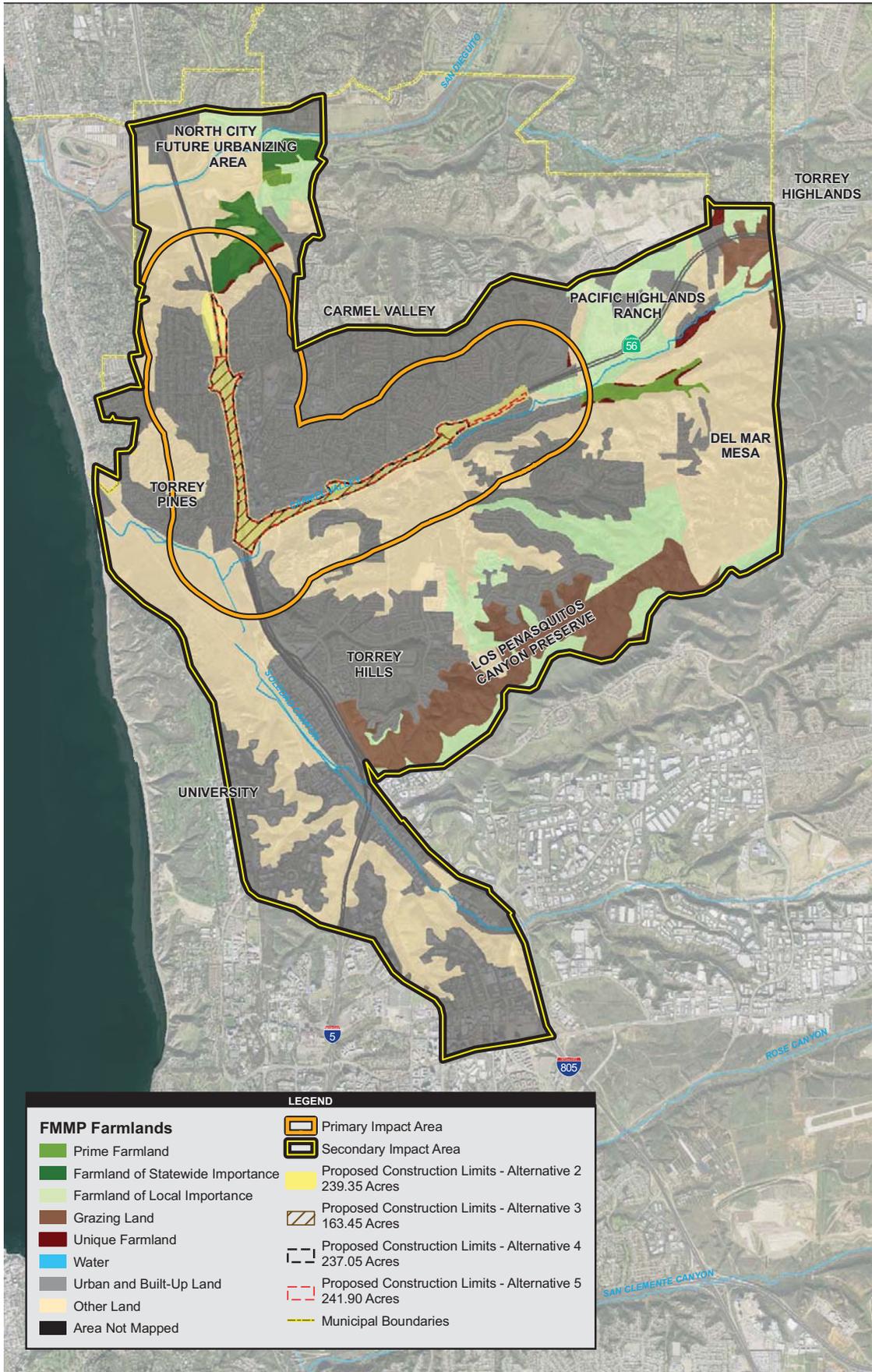
A limited amount of agricultural activity occurs within the City of San Diego, the majority of which is located within the northern and eastern parts of the city. According to 2006 FMMP maps, farmlands in the study area are located in the eastern portion of the area, in the eastern area of Pacific Highlands Ranch. Farmlands in this area are generally considered a mix of Important Farmlands, with Unique Farmland closer to the area of primary impacts, and grazing lands and Farmland of Local Importance on the eastern edge of the study area. Other grazing lands and Farmland of Local Importance are located in the southern portion of the study area, near Los Peñasquitos Canyon Preserve. Finally, a mix of farmlands, including Farmlands of Statewide Importance, is located in the northern reach of the study area, east of I-5. Figure 2.1-3 shows the distribution of farmlands according to FMMP 2006 data, which is the most current data available.



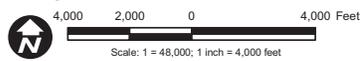
**Figure 2.1-2**  
**Study Area Community Characteristics**

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Source: DigitalGlobe 2008; DOKKEN 2008; FMMP 2006; SanGIS 2008



**Figure 2.1-3**  
**FMMP Farmland Designations**

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The protection and value of agricultural land in the City of San Diego are discussed in the Conservation Element of the City of San Diego's General Plan. Agricultural lands represent a valuable resource, and there is recognition that agricultural lands are also a prime target for urbanization within the rapidly growing region. The goal of the General Plan is the "retention of premium agriculturally productive lands" (City of San Diego 2008).

#### **2.1.1.4 Development Trends**

Development of the San Diego metropolitan area reflects the rapid population growth and urbanization seen throughout California in recent years. During the 1980s, economic diversification and high job growth in San Diego led to a 35 percent population increase (City of San Diego 1992). As the majority of the area is developed and land use patterns are established, future development can occur in a more directed manner than the very rapid growth of vacant areas during the preceding 40 years (City of San Diego 1992). Communities within the primary impact area, including Carmel Valley, Torrey Hills, Del Mar Mesa, and Pacific Highlands Ranch, despite having undeveloped areas, have been phased to develop relatively quickly.

Overall goals for growth within San Diego are outlined in the Guidelines for Future Development. Goal 1 is to "manage the growth of the region through assurance of adequate and timely public facilities to serve the additional population" (City of San Diego 1992). In addition, San Diego strives to develop an effective "development management system" that will monitor the distribution and timing of growth in relation to environmental, physical, and public facility and service performance goals (City of San Diego 1992). Proposed development in the study area is shown in Table 2.1-2.

#### **2.1.1.5 Jobs/Housing Balance**

Based on residential density designations, implementation of the Land Use Element of the City of San Diego's General Plan and subsequent community plans may result in a population increase. This is particularly true for communities within the study area, some of which are expected to urbanize in the near future. The land use patterns of housing in relation to employment (commercial, industrial, military, and office locations) and commercial centers greatly influence commuting patterns and the various types of transportation used within San Diego. The lengthening commute times and increasing traffic congestion often associated with sprawl have brought the concept of the need for a "jobs/housing balance" to the forefront in many communities. The primary element of the jobs/housing balance concept is to locate residential areas near employment centers and commercial services, with the premise that commuting, the overall number of vehicle trips, and the resultant vehicle miles traveled can be reduced. In addition to creating a more balanced and holistic community, modest environmental benefits may accrue from reduced vehicle miles traveled.

**Table 2.1-2. Proposed Development**

	<b>Project Name</b>	<b>Project Location</b>	<b>Project Description</b>	<b>Project Status</b>
1	I-5 North Coast Corridor	I-5 from La Jolla to Oceanside	Widen the existing I-5 freeway to 12 or 14 lanes.	Draft EIR/EIS has been released for public review.
2	Sorrento Pointe	12025 Sorrento Valley Road	Construction of two office buildings on a 14.35 acre site. Existing cellular facilities would be relocated into the new buildings.	Planning stages.
3	Gables Apartments	Intersection of Tang Drive and Carmel Creek Drive	Construction of 92 apartments on 5.22 acre site.	Planning stages.
4	Creekside Villas	11921 Carmel Creek Road	Construction of 77 condominiums and 12 townhomes	Approved but not constructed.
5	Creekside Senior Housing	11921 Carmel Creek Road	Construction of 128 Senior Housing units.	Planning stages.
6	San Diego Corporate Center	12910 Del Mar Heights Place	Construction of 608 residential units, a 150-room hotel, 500,000 square feet (sf) of commercial/office, and 300,000 sf of commercial/retail.	Planning stages.
7	Torrey Reserve	11502 El Camino Real	Construction of 5 commercial/office buildings.	Approved but not constructed.
8	Torrey Hills VTM	Intersection of Vista Sorrento Parkway and West Ocean Air Drive	Construction of 484 condominiums and 5,000 sf of commercial/office.	Approved but not constructed.
9	Pacific Highlands Ranch Village	Intersection of Carmel Valley Road and Del Mar Heights Road.	Construction of 294 multi-family residential (MFR) units, 200,000 sf of commercial/office, 195,000 sf of commercial/retail, and a parcel for a future public library.	Approved but not constructed.
10	Pacific Highlands Ranch Units 17-22	Intersection of Carmel Valley Road and Rancho Santa Fe Farms Road	Construction of 660 single-family residential (SFR) units.	Approved but not constructed.
11	Pacific Highlands Ranch Units 23-28		Construction of 473 SFR units, 96 MFR units, a park, and an elementary school.	Approved but not constructed.
12	Carmel Valley Residence Inn	3525 Valley Center Drive	Construction of a 117-room hotel on a .87 acre site.	Approved but not constructed.

“Smart growth” is one concept that, among other goals, attempts to locate housing around a variety of transportation choices and create “walkable” neighborhoods. SANDAG provides an incentive program to promote smart growth development within the region (SANDAG 2005). In addition to the regional smart growth incentive program, the City of San Diego and the individual community plans address alternative modes of transportation and their relation to land use.

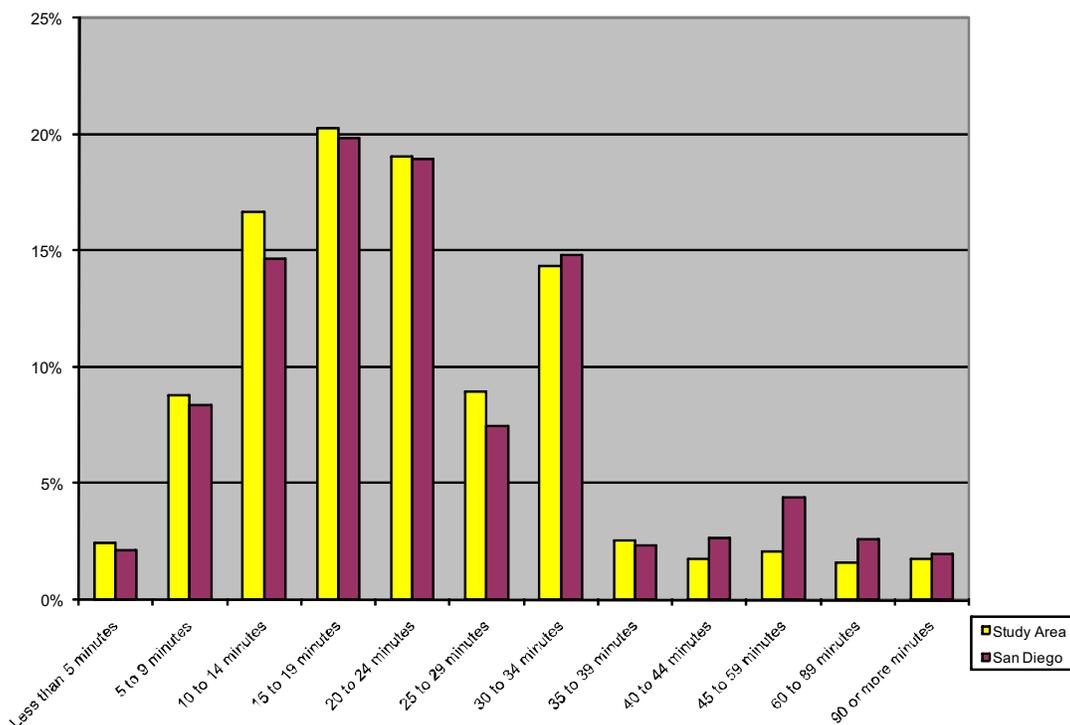
Such programs were designed to have a positive effect on the jobs/housing balance while reducing vehicle trips within San Diego.

San Diego has a number of policies and goals related to maintaining a job/housing balance. In general and as stated in Goal 4 of the Guidelines for Future Development, San Diego desires to “accommodate social and community needs in all areas by providing for balanced housing within all communities for all income levels; proximity of place of employment and residence; [and] recognition of community economic, social, and physical values” (City of San Diego 1992).

The 2005–2007 U.S. Census American Community Survey gathered information on the amount of time that people spent commuting to and from the workplace, in turn giving a general idea of those who work and live within proximate distance of each other. As of 2007, San Diego had a population of 1,264,263. Of this, an estimated 669,088 were in the labor force, of which 95.3 percent were employed in civilian jobs (637,555 people) and 31,533 were in the armed forces (U.S. Bureau of the Census 2007).

As shown in Table 2.1-3, based on 2000 data for comparison, in general, San Diego as a whole has similar commute times to that of the population within the study area. The largest proportion of people in both San Diego and the study area spend 15 to 19 minutes commuting (19.8 and 20.2 percent, respectively). Due to the large area and job market of San Diego, it is likely that most people both live and work within the municipal boundaries.

**Table 2.1-3. Commute Times – San Diego**



Source: U.S. Bureau of the Census 2000

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Approximately 48.1 percent of the employed population (working outside of the home) within the study area commutes less than 20 minutes to work, as compared to 45.0 percent for San Diego as a whole. This may indicate that the study area has a higher jobs/housing balance than the region as a whole. In comparison, approximately 5.3 percent of commuters in the study area spend 45 minutes or more traveling to work, as compared to approximately 8.9 percent for San Diego as a whole. As the jobs/housing balance efforts attempt to reduce commuting times and vehicle trips, those who have lengthy commute times do not contribute to a balance of housing and jobs. However, as discussed previously, regional incentives and city-defined goals attempt to control the location, density, and nature of jobs and housing to encourage a reduction in vehicle trips and miles traveled.

#### **2.1.1.6 Adopted Planning Goals and Policies**

The City of San Diego General Plan (City of San Diego 2008) provides overall guidance for land use decisions within the city and contains the following elements: Land Use and Community Planning; Mobility; Urban Design; Economic Prosperity; Public Facilities, Services, and Safety; Recreation; Conservation; Noise; and Historic Preservation. It also contains the City of Villages strategy that “focuses growth into mixed-use activity centers that are pedestrian-friendly districts linked to an improved regional transit system” (City of San Diego 2008). This strategy is to be implemented through individual community plan updates and amendments that are intended to identify areas in each community that are the “mixed-use heart of a community where residential, commercial, employment, and civic uses are all present and integrated” (City of San Diego 2008). The proposed I-5/SR-56 study area is composed of a variety of planned land uses in each of the adopted community plans. In addition to the Land Use and Community Planning Element, Chapters 11, 12, 13, 14, and 15 of the San Diego Municipal Code, known collectively as the City Land Development Code, is the principal tool used by San Diego to implement land use policy. The Land Development Code must be consistent with the General Plan, and the land use designations of community plans must be consistent with the Land Use and Community Planning Element. The Land Development Code includes maps delineating zoning boundaries and text that explains permitted uses within zones and development standards.

As San Diego is composed of multiple communities, there are accompanying community plans that identify specific goals for each region. As discussed previously, the planning communities of Torrey Pines, Carmel Valley, Torrey Hills, Del Mar Mesa, Pacific Highlands Ranch, and NCFUA Subarea II are located within the primary impact area. Each of these communities has a community plan that discusses General Plan topics that are more specific to that community, while also being consistent with the larger policies of San Diego.

#### City of San Diego General Plan

The existing Land Use and Community Planning Element of the City of San Diego General Plan sets out the general goal of guiding “future growth and development into a sustainable citywide

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development pattern, while maintaining or enhancing quality of life in our communities” (City of San Diego 2008). Additionally, the Mobility Element of the General Plan outlines its purpose as improving mobility “through development of a balanced, multi-modal transportation network” (City of San Diego 2008). Specific policies<sup>1</sup> in the General Plan of particular relevance to the project include the following Land Use Elements (LUE) and Mobility Elements (ME):

- LUE-C.2.f: Establish a mobility network to effectively move workers and residents.
- LUE-H.1.b: Invest strategically in public infrastructure and offer development incentives that are consistent with the neighborhood’s vision.
- LUE-H.6: Provide linkages among employment sites, housing, and villages via an integrated transit system and a well-defined pedestrian and bicycle network.
- LUE-I.2: Balance individual needs and wants with the public good.
- LUE-I.4: Prioritize and allocate citywide resources to provide public facilities and services to communities in need. Greater resources should be provided to communities where greater needs exist.
- LUE-I.9: Design transportation projects so that the resulting benefits and potential burdens are equitable.
- ME-A.1: Design and operate sidewalks, streets, and intersections to emphasize pedestrian safety and comfort through a variety of street design and traffic management solutions.
- ME-C.1.b: Implement street improvements and multi-modal transportation improvements as needed with new development and as areas redevelop over time.
- ME-C.2: Provide adequate capacity and reduce congestion for all modes of transportation on the street and freeway system.
- ME-C.3: Design an interconnected street network within and between communities, which includes pedestrian and bicycle access, while minimizing landform and community character impacts.
- ME-C.6: Locate and design new streets and freeways and, to the extent practicable, improve existing facilities to respect the natural environment, scenic character, and community character of the area traversed, and to meet safety standards.

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<sup>1</sup> Policies of the city General and Community Plan Elements are abbreviated as follows: LUE=Land Use Element; ME=Mobility Element; RE=Residential Element; TE=Transportation Element; CE=Circulation Element

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## Torrey Pines Community Plan

The Transportation Element of the Torrey Pines Community Plan states that the majority of traffic issues present in the community are related to safety and increased traffic along area roadways. Generally, the goals of the Transportation Element state that Torrey Pines should aim to “provide an efficient, safe, and environmentally sensitive transportation system” that includes the maximization of public transit use and an efficient system of bikeways and pedestrian walkways, with minimized impact to the open space in the community (City of San Diego (1996 [1975])). Specific policies in the Torrey Pines Community Plan of particular relevance to the project are the following Residential Elements (RE) and Transportation Elements (TE):

- RE 4: Residential neighborhoods should be preserved and protected from encroachment by adjacent uses, including commercial development and the construction of public roads and utilities.
- TE 1: The construction of new roads or improvements to existing roads adjacent to open space areas shall mitigate impacts through the restoration and enhancement of that open space system to the maximum extent feasible.
- TE 5: Provide improvements to the road network that will facilitate traffic circulation without negatively impacting adjacent open space areas and residential neighborhoods.

## Carmel Valley Community Plan

The Carmel Valley Community Plan aims to set forth guiding principles in the hopes of creating a series of communities with a balance of affordable housing, shopping, office and business centers, educational and cultural activities, and recreational facilities. Preserved open space is meant to separate neighborhoods to help foster identity, while employment centers are meant to be spread throughout the community to provide residents with an alternative to commuting and to help prevent urban sprawl. The Carmel Valley Community Plan states the following about transportation:

*The transportation system should also be used as a tool for shaping the urban environment. This can be accomplished by integrating the major system into the natural land forms and by complementing open space systems (City of San Diego 1975).*

Specific policies in the community plan of particular relevance to the project are the following Circulation Elements (CE) and TEs:

- CE 4: In order to promote a balanced transportation network, development of an interior transportation system for the town center, linkages from the town center to the residential areas, and provision for a transit station site are necessary.

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- TE 1: In order to promote North City West [Carmel Valley] as a balanced community, a balanced transportation system must be included in initial construction of North City West.
  - TE 2: In order to promote self containment and community identity, transportation systems must be designed to complement the planning concept and land use.
  - TE 3: In order to promote preservation of the natural environment, transportation facilities should be regarded as an integral part of the landscape in which they are sited.

### Torrey Hills Community Plan

The Torrey Hills Community Plan states that the key policies interwoven throughout all elements in the plan include the development of mixed land uses, the promotion of walking and bicycle use, the redevelopment of industrial areas with other land uses, the enhancement of open space, and the creation of the cohesive community image (City of San Diego 2006)

Specific goals in the community plan of particular relevance to the project are the following Residential Land Use (RLU), Transportation (T), and Community Facility (CF) elements:

- RLU 3: Provide convenient access to open space and employment areas.
- T 1: Construct and maintain an adequate community circulation network that is compatible with the regional transportation element.
- T 5: Provide a transportation system that is a convenient linkage to the community's activity centers and to the rest of the metropolitan region.
- CF 1: Provide the necessary infrastructure and service suitable to the needs of the land uses planned for Torrey Hills.

### Del Mar Mesa Community Plan

The Del Mar Mesa Community Plan outlines a number of policies meant to maintain the rural estate character of the community, while also providing for recreational and conservation opportunities. While many of the policies are not directly applicable to the proposed project, a guiding principle of the circulation element states that, "a vehicular and non-vehicular circulation system that meets the needs of Del Mar Mesa residents and visitors at an acceptable level of service" should exist (City of San Diego 2000). Additionally, transportation improvements should be efficient, environmentally sensitive, and maintain Del Mar Mesa's rural character (City of San Diego 2000).

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### Pacific Highlands Ranch Community Plan

The overall planning principles of the Pacific Highlands Ranch Community Plan are generally focused on the maintenance of the Multiple Habitat Preservation Area (MHPA), preserving open space, and protecting wildlife in the area. Pedestrian movement is envisioned for the community through a mixed-use development plan and a network of neighborhoods. According to the plan, the community is “defined by its open spaces, streets, and neighborhoods that give it form and contribute to the quality of life for its residents” (City of San Diego (2004 [1999])). Specific goals in the community plan of particular relevance to the project are the following Land Use (LU) and Circulation (C) Elements:

- LU 1: Create a unique community that conserves the surrounding natural environment while providing a pedestrian-oriented pattern of development.
- C 1: Provide a circulation system that assists in the efficient movement of vehicles.
- C 2: Develop a multi-modal circulation system to provide alternative means and routes to arrive at the same destination point.

### North City Future Urbanizing Area Subarea II Community Plan

The natural resources and landforms that comprise the San Dieguito River Valley are the prominent features of this planning area. Most uses within this portion of the river valley are related to agriculture or recreation. As a result, the guiding principles for this area include incorporating a permanent environmental tier of open space lands with high natural resource value; concentrating residential development in specific areas to create compact communities; and designating employment centers in locations that are near shops, services, housing, and transportation. The plan intends to restrict land use intensity to avoid severe traffic impacts in neighboring communities.

### Coastal Zone (LCP)

This project is in the coastal zone. The Coastal Zone Management Act of 1972 (CZMA) is the primary federal law enacted to preserve and protect coastal resources. The CZMA sets up a program under which coastal states are encouraged to develop coastal management programs. States with an approved coastal management plan are able to review federal permits and activities to determine if they are consistent with the state’s management plan.

California has developed a coastal zone management plan and has enacted its own law, the California Coastal Act of 1976, to protect the coastline. The policies established by the California Coastal Act are similar to those for the CZMA. They are the protection and expansion of public access and recreation; the protection, enhancement, and restoration of environmentally sensitive areas; the protection of agricultural lands; the protection of scenic

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beauty; and the protection of property and life from coastal hazards. The California Coastal Commission is responsible for implementation and oversight of the California Coastal Act.

Just as the federal CZMA delegates power to coastal states to develop their own coastal management plans, the California Coastal Act delegates power to local governments (e.g., the City of San Diego) to enact their own local coastal programs (LCPs). LCPs determine the short- and long-term use of coastal resources in their jurisdiction, consistent with California Coastal Act goals. San Diego's community plans that are within the coastal zone contain policies for projects within the coastal zone. An analysis of project consistency with applicable coastal zone policies is provided in Chapter 3, Table 3.2-1. A federal consistency determination may be needed, as well.

Regional transportation and habitat conservation plans also affect transportation and land use development in the study area. Transportation plans include the Regional Transportation Plan (RTP) and the Regional Transportation Improvement Program (RTIP). The Multiple Species Conservation Program (MSCP) is a multi-jurisdictional program to preserve a network of habitat and open space.

#### Regional Transportation Plan

The current RTP, called Pathways for the Future, was developed by SANDAG and adopted by its Board of Directors in 2007. Pathways for the Future is a long-range transportation plan with a 2030 horizon year, and includes plans for managed/high-occupancy toll (HOT) lanes on north/south freeways, including I-5. Pathways for the Future incorporates guidelines from the SANDAG Regional Comprehensive Plan, a "blueprint" for regional development (SANDAG 2004). Currently, SANDAG is developing the 2050 RTP, scheduled for adoption in 2011, to replace Pathways for the Future. The 2050 RTP will include a Sustainable Communities Strategy (SCS), a new element required by Senate Bill (SB) 375. The SCS must demonstrate how the development patterns and the transportation network, policies, and programs can work together to achieve the greenhouse gas (GHG) emission-reduction targets for cars and light trucks that will be established by the California Air Resources Board, if there is a feasible way to do so. The SCS includes four topic areas: (1) land use, housing, and habitat conservation; (2) transportation networks including highways, transit, and local streets and roads; (3) transportation demand management strategies; and (4) transportation system management programs and policies (SANDAG 2007).

#### Regional Transportation Improvement Program

The RTIP, also developed by SANDAG, is a multi-billion dollar, multi-year program of proposed projects for major highway, arterial, transit, and bikeway projects, including the TransNet Program of projects. The RTIP usually covers 5 fiscal years and incrementally develops the RTP. The SANDAG board is scheduled to adopt the 2010 RTIP in September 2010. The

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proposed project is included in the 2010 RTIP. Other projects located within the study area are the following:

- The construction of an interchange and high-occupancy vehicle (HOV) lane at I-5 from Via de la Valle to San Elijo Lagoon
- Realignment and widening of the existing Genesse Avenue southbound I-5 off-ramp
- Seismic retrofits for the Torrey Pines Bridge over Los Peñasquitos Creek
- Rehabilitation or reconstruction of track structures, track, and trackbed in existing right-of-way along the Los Angeles-San Diego (LOSSAN) rail corridor
- Streetlight installation at El Camino Real and San Raphael Driveway
- Addition of a Class II bicycle path on Carmel Valley Road from 300 feet east of Portofino Drive to Via Mar Valle
- Widening of El Camino Real from San Dieguito Road to Via de la Valle

#### Multiple Species Conservation Program

The City of San Diego is one of several jurisdictions participating in the MSCP, a comprehensive habitat conservation planning program for southwestern San Diego County. The City of San Diego has completed the planning effort to identify core biological resource areas targeted for conservation and has entered into an agreement with the federal and state wildlife agencies to ensure implementation of the resource conservation plan and habitat preserve. The City of San Diego subarea encompasses 206,124 acres within the MSCP study area. The subarea is characterized by urban land uses, with approximately three-quarters either built-out or retained as open space/park system.

The City of San Diego's planned habitat preserve within the MSCP Subarea is the Multi-Habitat Planning Area (MHPA). Approximately 90 percent of the MHPA lands (52,012 acres) within the City of San Diego's subarea are preserved for biological purposes. Approximately 9,500 acres of the MHPA is located in the Study Area. None of the MHPA is located in the project footprint. The northern area of the study area encompasses a large amount of developed and undeveloped land stretching from the Black Mountain Ranch area of the NCFUA south to Lopez Canyon in Los Peñasquitos Canyon Preserve in Mira Mesa, and from the coast to I-15. The MHPA encompasses the communities of Carmel Valley, Sorrento Hills, Torrey Pines, Rancho Peñasquitos, a portion of Mira Mesa, the Via de la Valle Specific Plan area, and the entire 12,000-acre NCFUA. In addition, the area also includes Torrey Pines State Natural Reserve, the Los Peñasquitos Lagoon, and Los Peñasquitos Canyon Preserve. There are separate MHPA guidelines for each community (City of San Diego 1997).

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## **2.1.2 Population and Housing**

The “great boom,” which was recorded in a special census in 1887, began a long-standing trend of substantial population growth in San Diego. The population at that time was estimated to have reached 30,000, having expanded from a population of 2,637 persons in 1880, primarily due to a “land stampede” caused by the railroad expansion. At the turn of the 20th century, however, the population of San Diego had receded to 17,700 persons. In 1919, the U.S. Navy established San Diego Bay as the home of the Pacific Fleet. Around that time, the railroad connecting Arizona and San Diego was completed, bringing commerce and a greater military population to the area. The population doubled every decade until the Great Depression in 1930, when it reached 147,995. In the years following World War II, there was another large population boom, rising from 333,865 to 573,224 persons between 1950 and 1960 (City of San Diego 2005a, 2005b; San Diego Historical Society 2005). The population steadily grew in subsequent decades, reaching 1,110,549 persons in 1990, 1,223,400 persons in 2000, and 1,264,263 persons in 2007 (U.S. Bureau of the Census 1990, 2000, 2008). Due to geographical restrictions of the 2005–2007 American Community Survey, the most recent data for the study area are from 2000.

### **2.1.2.1 Population and Growth**

As of 2000, the population within the study area was approximately 31,830 and comprised approximately 2.6 percent of the total population of the City of San Diego itself. As shown in Figure 2.1-4, several areas within and adjacent to the study area are highly urbanized, resulting in elevated population densities. More densely populated areas are located east of I-5 in Carmel Valley, although some dense block groups are located west of I-5 in Torrey Pines. Within the area of primary impacts, the highest population densities are northeast of the proposed project in the residential areas north of SR-56. An area of moderate population density is located west of I-5 and south of Del Mar Heights Road, along Portofino Drive.

As of 2010, the population of the City of San Diego was estimated at 1,376,173 people and consists of approximately 43 percent of the total San Diego County population. The City of San Diego’s population grew constantly over the last three decades, rising 27 percent between 1980 and 1990 (from 875,538 to 1,110,549 persons), 10 percent between 1990 and 2000 (from 1,110,549 to 1,233,400 persons), and 12 percent between 2000 and 2010 (from 1,233,400 to 1,376,173). The City of San Diego’s rate of growth was consistently lower than the rate of growth for San Diego County, which was 34 percent between 1980 and 1990, 13 percent between 1990 and 2000, and 15 percent between 2000 and 2010. Long-range forecasts for the City of San Diego anticipate the population to increase by 12 percent from 2010 to 2020 (SANDAG 2010a).

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### 2.1.2.2 Race and Ethnicity

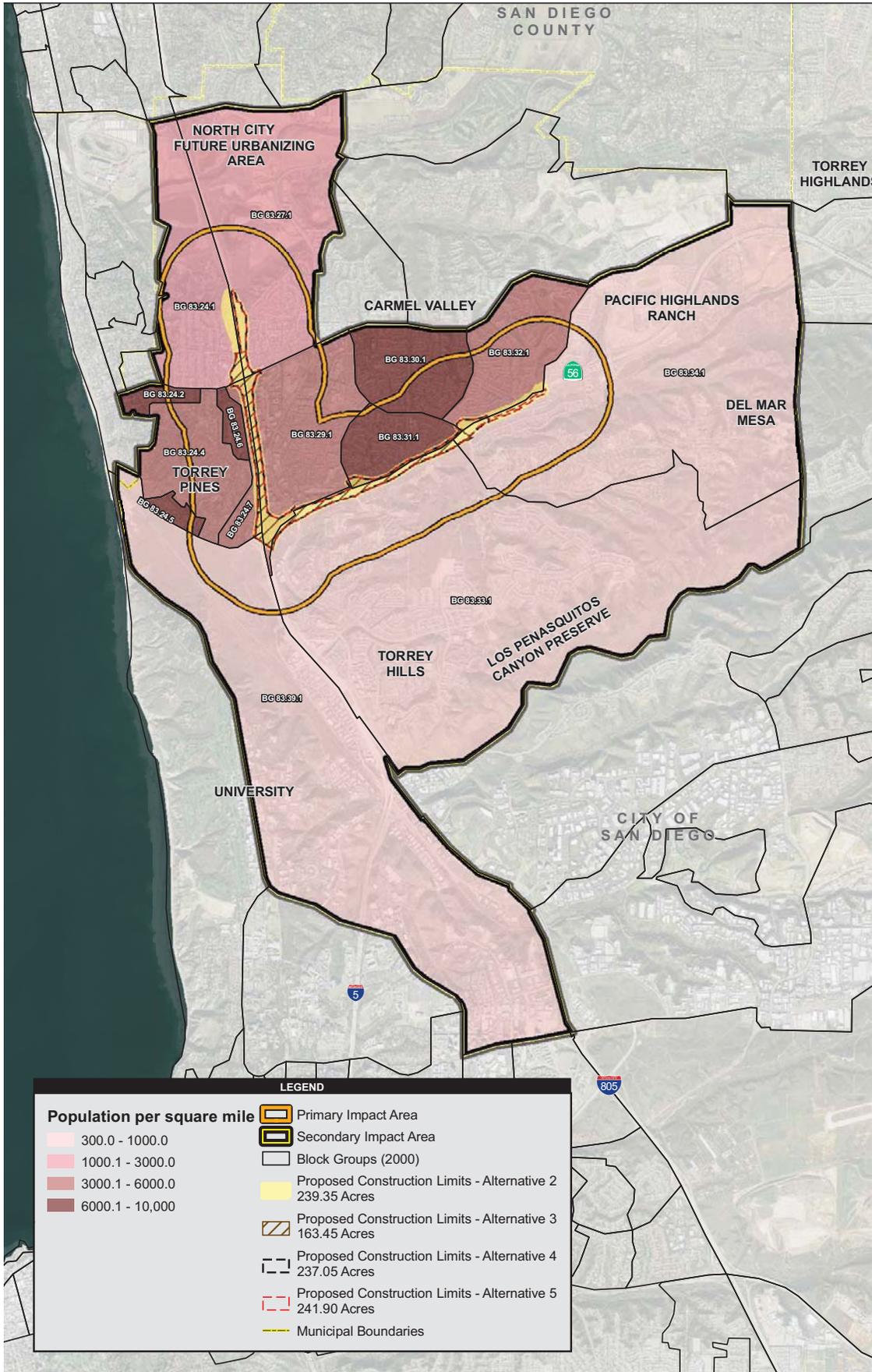
The most recent available block group data is from the 2000 census. As of 2000, the City of San Diego had a majority White (60.2 percent) population, with much smaller proportions of Black/African American (7.9 percent), Asian (13.6 percent), “some other race” (12.4 percent), and “two or more races” (4.8 percent) populations. American Indian and Alaskan Native represent 0.9 percent of the total population, and Native Hawaiian/Pacific Islander 0.5 percent. The non-White Hispanic population within the City of San Diego represented approximately one-quarter of the population at 24.5 percent.

As shown in Table 2.1-4 and Figure 2.1-5, the minority populations within the study area were lower than the City of San Diego as a whole. Generally, the proportion of minority populations was greater in block groups in the southern part of the study area, with the block group with the highest minority proportion located in the southwest area of the study area, in the Torrey Pines community. Individuals responding as White comprised 80.9 percent of the study area, and Asians comprised 13.3 percent of the study area. This proportion of Asians was similar to the City of San Diego as a whole. The percent of individuals who responded as non-White Hispanic in the study area, 23.0 percent, was less than the percent for City of San Diego.

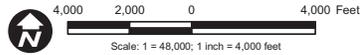
The most recent data available is at the community planning area level. Although community planning areas (CPA) cover a larger geographic area than the study area, this data provides general insight on the current population that would be impacted by the project. As of 2010, the total minority<sup>2</sup> population within the City of San Diego is estimated to be 55.5 percent of the total population. All CPAs in the study area were estimated to have substantially lower proportions of minority populations than the City of San Diego as a whole. The minority populations of the Carmel Valley, NCFUA Subarea II, and Pacific Highlands Ranch CPAs are estimated to be slightly above 31 percent of the total population. Del Mar Mesa, Torrey Hills, and University CPAs have slightly higher proportions of minority populations, at 36.8, 38.1, and 39.1 percent, respectively. The largest minority population for all CPAs is Asian and Pacific Islander (SANDAG 2010b).

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<sup>2</sup> The term “total minority” includes all persons classified by the U.S. Bureau of the Census to be a minority. Minority populations include persons within the following categories: Black/African American, Asian, American Indian and Alaska Native, Native Hawaiian/Pacific Islander, “two or more races,” and “some other race.” It also includes Hispanic populations (of any race). In short, all persons other than White, non-Hispanic individuals are classified as minority.



Source: SanGIS 2008; DOKKEN 2008; DigitalGlobe 2008; CENSUS 2000



**Figure 2.1-4**  
**Population Density (2000)**

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**Table 2.1-4. Race and Ethnicity – Study Area and the City of San Diego**

<b>Geographical Area</b>	<b>Block Groups</b>	<b>White</b>		<b>Black/ American African</b>		<b>American Indian &amp; Alaska Native</b>	
City of San Diego		60.2%	736,207	7.9%	96,216	0.6%	7,543
Study Area							
Torrey Pines	83.24.1	87.1%	1616	0.6%	12	0.5%	10
	83.24.3	89.4%	590	0.6%	4	0.0%	0
	83.24.4	89.7%	1,712	0.8%	15	0.1%	2
	83.24.5	92.2%	511	2.0%	11	0.0%	0
	83.24.6	91.2%	518	1.2%	7	0.0%	0
	83.24.7	89.2%	724	0.9%	7	0.2%	2
Carmel Valley	83.39.1	63.3%	1,120	1.6%	29	0.3%	5
	83.27.1	85.1%	2,414	0.4%	12	0.0%	1
	83.29.1	82.8%	3,589	0.8%	35	0.2%	10
	83.30.1	80.0%	4,341	0.2%	13	0.1%	3
Pacific Highlands Ranch	83.31.1	82.2%	2,100	0.8%	21	0.0%	1
Torrey Hills	83.32.1	77.9%	2,659	0.3%	11	0.0%	0
Del Mar Mesa	83.33.1	72.0%	2,616	1.7%	61	0.1%	3
	83.34.1	81.4%	1,225	0.2%	3	0.0%	0

<b>Geographical Area</b>	<b>Block Groups</b>	<b>Asian</b>		<b>Native Hawaiian/ Pacific Islander</b>		<b>Some Other Race</b>	
City of San Diego		13.6%	166,968	0.5%	5,853	12.4%	151,532
Study Area							
Torrey Pines	83.24.1	7.5%	140	0.1%	2	1.2%	23
	83.24.3	7.3%	48	0.0%	0	0.6%	4
	83.24.4	5.3%	102	0.3%	5	1.5%	28
	83.24.5	3.2%	18	0.2%	1	0.7%	4
	83.24.6	4.9%	28	0.2%	1	0.4%	2
	83.24.7	5.2%	42	0.4%	3	1.1%	9
Carmel Valley	83.39.1	28.0%	495	0.2%	3	2.7%	48
	83.27.1	10.3%	292	0.1%	3	1.0%	28
	83.29.1	10.9%	471	0.2%	7	2.0%	85
	83.30.1	16.4%	888	0.1%	6	0.9%	51
Pacific Highlands Ranch	83.31.1	12.7%	324	0.0%	0	1.1%	27
Torrey Hills	83.32.1	17.4%	593	0.0%	1	0.8%	29
Del Mar Mesa	83.33.1	17.9%	650	0.2%	7	3.4%	122
	83.34.1	9.9%	149	0.3%	5	5.8%	87

<b>Geographical Area</b>	<b>Block Groups</b>	<b>Two or More Races</b>		<b>Hispanic</b>		<b>Total Minority</b>	
San Diego		4.8%	59,081	24.5%	310,752	50.6%	619,508
Study Area							
Torrey Pines	83.24.1	2.9%	53	4.8%	90	16.4%	304
	83.24.3	2.1%	14	4.2%	28	13.9%	92
	83.24.4	2.3%	44	5.6%	107	14.5%	277
	83.24.5	1.6%	9	4.2%	23	11.2%	62
	83.24.6	2.1%	12	2.5%	14	11.1%	63
	83.24.7	3.1%	25	6.9%	56	15.6%	127
Carmel Valley	83.39.1	4.0%	70	7.3%	129	40.7%	721
	83.27.1	3.0%	86	5.2%	147	18.5%	526
	83.29.1	3.2%	137	6.9%	301	21.7%	940
	83.30.1	2.3%	127	5.2%	280	24.2%	1,313
Pacific Highlands Ranch	83.31.1	3.2%	81	4.4%	113	21.1%	539
Torrey Hills	83.32.1	3.5%	119	4.9%	167	25.6%	872
Del Mar Mesa	83.33.1	4.8%	174	6.6%	238	30.6%	1,111
	83.34.1	2.3%	35	12.4%	187	24.9%	375

Source: U.S. Bureau of the Census 2000

### 2.1.2.3 Age

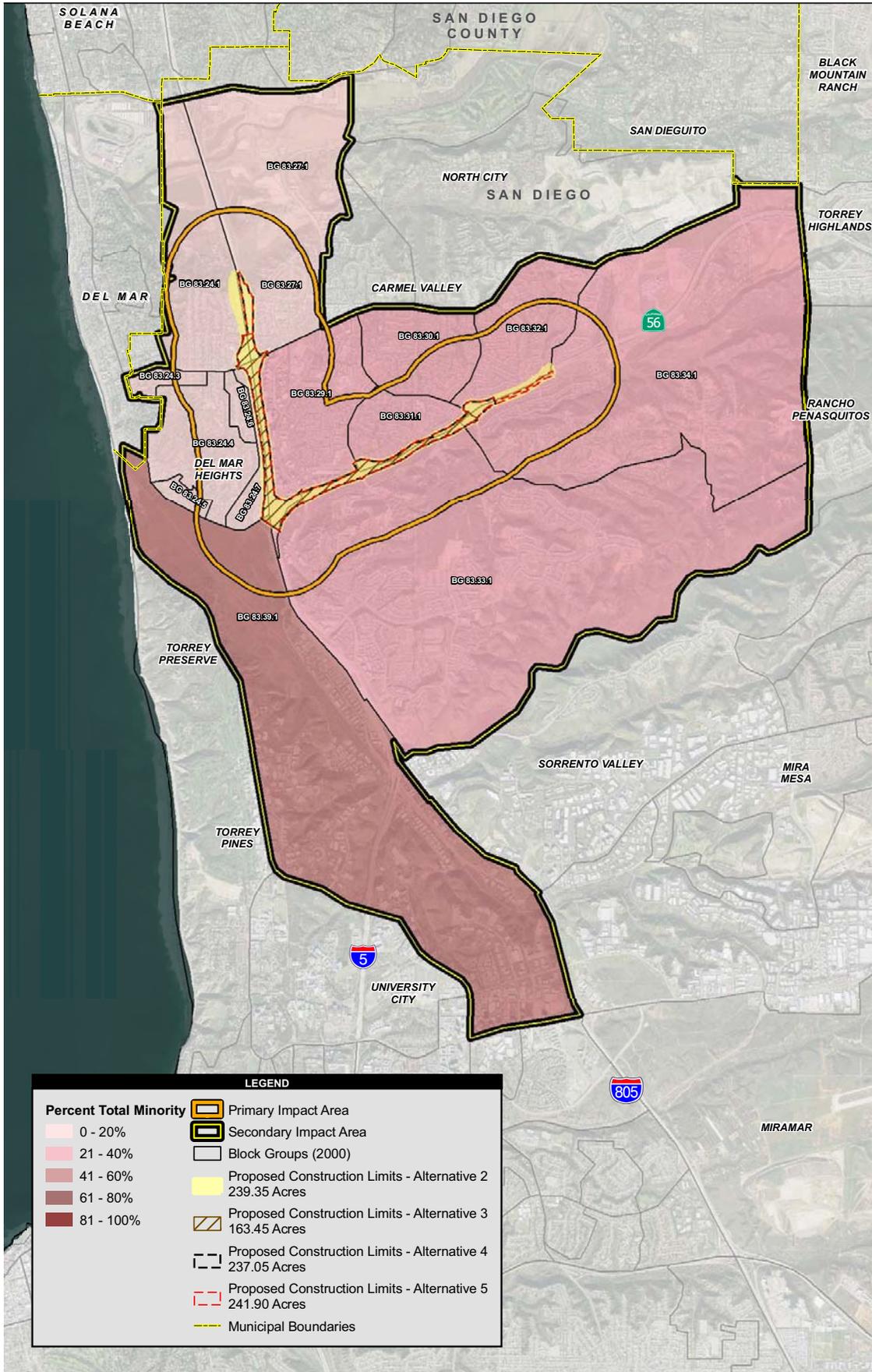
According to the 2000 U.S. Census, the study area had a higher proportion of persons younger than 18 than the City of San Diego as a whole, with 27.0 percent, as shown in Table 2.1-5. The proportion of those of working age within the study area, at 66.9 percent, was also higher than the average seen in the City of San Diego. Expectedly, the proportion of older adults (persons 65 years and older) within the study area was lower than the City of San Diego as a whole, with 6.1 percent. Some block groups, particularly those in Carmel Valley, had relatively high proportions of minors and working-age residents. Proportions of older adults are generally higher west of I-5, in Torrey Pines. Figure 2.1-6 displays the proportions of older adults by block group for the study area. Generally, these statistics suggest a lower proportion of older and/or retired persons and a higher proportion of young families in the study area compared to the City of San Diego.

**Table 2.1-5. Age Breakdown – Study Area, San Diego, and San Diego County (2000)**

Geographic Area	Block Group	Younger than 18 Years	18 to 64 Years	Older than 65 Years	Median Age
San Diego		24.0% 293,908	65.5% 801,484	10.5% 128,008	32.5
Study Area		27.0% 8,589	66.9% 2,297	6.1% 1,944	38
Torrey Pines	83.24.1	24.5% 454	65.4% 1,213	10.2% 189	42.1
	83.24.3	25.6% 169	64.2% 424	10.2% 67	42.9
	83.24.4	17.7% 337	67.5% 1288	14.8% 283	47
	83.24.5	16.2% 90	72.6% 402	11.2% 62	40.5
	83.24.6	19.0% 108	66.0% 375	15.0% 85	41.1
	83.24.7	16.7% 136	76.6% 622	6.7% 54	40.4
	83.39.1	6.2% 110	89.5% 1,585	4.2% 75	25.8
Carmel Valley	83.27.1	24.3% 689	65.6% 1,860	10.1% 287	40.4
	83.29.1	18.1% 785	75.7% 3,282	6.2% 267	35
	83.30.1	31.7% 1,719	64.3% 3,489	4.1% 221	35.7
	83.31.1	34.1% 870	61.9% 1,582	4.0% 102	37.4
Pacific Highlands Ranch	83.32.1	41.8% 1,427	55.5% 1,893	2.7% 92	34.4
Torrey hills	83.33.1	31.7% 1,153	66.2% 2,405	2.1% 75	33
Del Mar Mesa	83.34.1	36.0% 542	58.3% 877	5.7% 85	35.6

Source: U.S. Bureau of the Census 2000

In 2010, the population of minors in the City of San Diego (those younger than 18 years), was estimated to be 22.6 percent. The working-age population of San Diego (18 to 64 years) was estimated to be 66.1 percent. The proportion of older adults (older than 65 years) within San Diego was 11.3 percent, and the City of San Diego's median age was estimated to be 35.6 years. CPAs with lower proportions of older adults than the City of San Diego were Carmel Valley (7.8 percent), NCFUA Subarea II (8.7 percent), and Torrey Hills (4.8 percent). CPAs with slightly higher proportions of older adults than the City of San Diego include Del Mar Mesa (12.4 percent), Pacific Highlands Ranch (13.2 percent), and University (12.4 percent). Only one CPA, Torrey Pines, has a substantially higher proportion of older adults (20.2 percent) as compared to the City of San Diego.



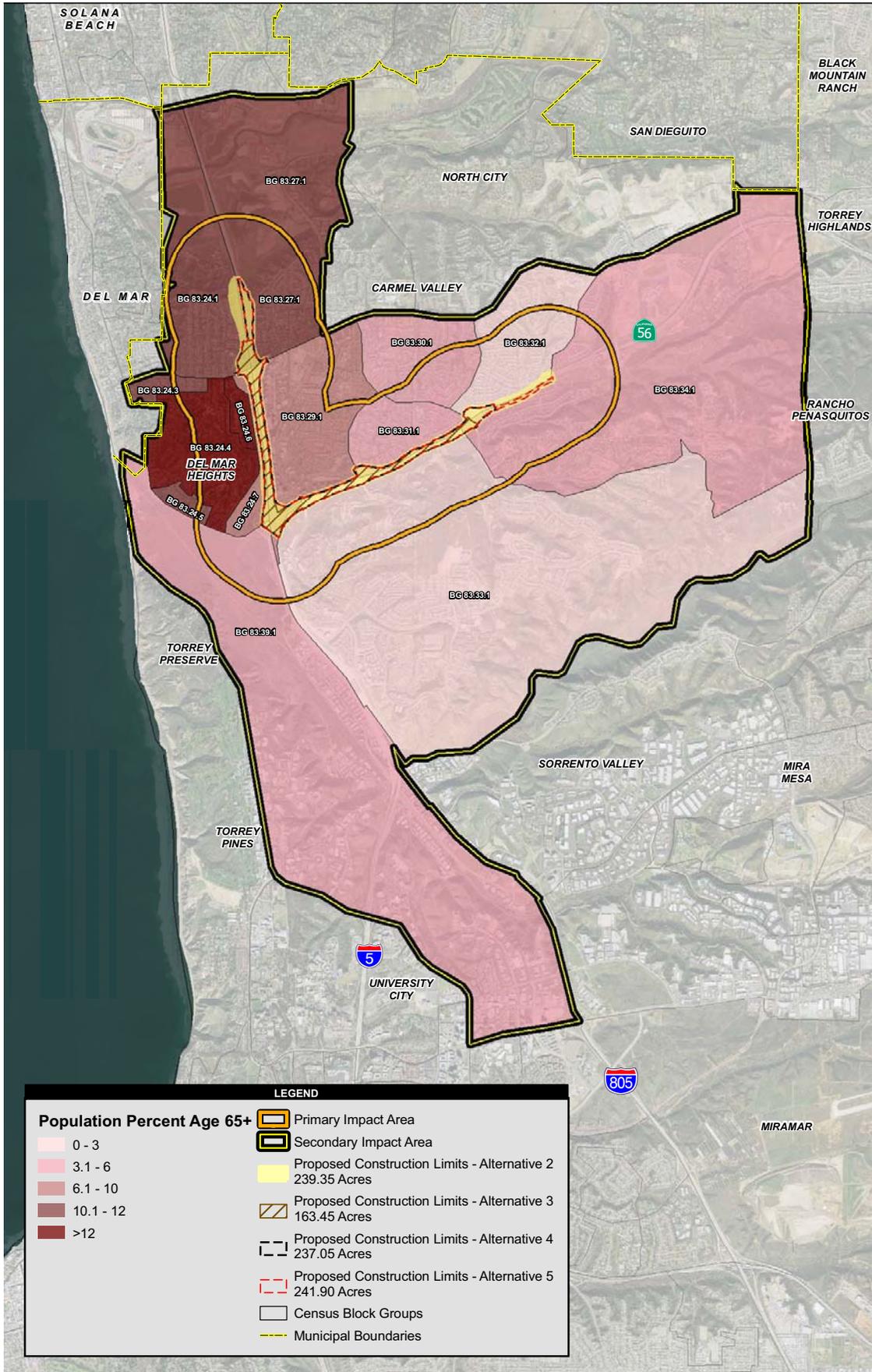
Source: DigitalGlobe 2008; SANDAG 2008; DOKKEN 2008; CENSUS 2000



**Figure 2.1-5**  
**Proportion of Total Minority**

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Source: DigitalGlobe 2008; SANDAG 2008; DOKKEN 2008; CENSUS 2000



**Figure 2.1-6**  
**Population Age 65+**

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### 2.1.2.4 Housing

Home ownership rates within the study area are markedly different than those seen in the City of San Diego and San Diego County. While the split between renters and owners is relatively even for the two larger geographies used for comparison purposes, the home ownership rate for the study area is approximately 72.6 percent, with some block groups exhibiting home ownership rates at percentage levels in the 80s and 90s. Those block groups with the highest home ownership rates are located in the eastern part of the study area and in Torrey Pines, just west of the proposed project. High rental rates seen in block group 83.39.1, bordering the University of California San Diego (UCSD), suggest that this high proportion may be attributable to student renters. Table 2.1-6 presents home ownership information for the study area, the City of San Diego, and San Diego County.

**Table 2.1-6. Home Ownership Rates – Study Area, San Diego, and San Diego County**

Geographic Area	Block Groups	Owner Occupied		Renter Occupied		Total Occupied
		(Percent)	(Number)	(Percent)	(Number)	
San Diego County		55.4%	551,461	44.6%	443,216	994,677
San Diego		49.5%	223,280	50.5%	227,411	450,691
Study Area		72.6%	9100	27.4%	3431	12531
Torrey Pines	Block Group 83.24.1	75.1%	551	24.9%	183	734
	Block Group 83.24.3	88.8%	207	11.2%	26	233
	Block Group 83.24.4	81.8%	680	18.2%	151	831
	Block Group 83.24.5	69.1%	168	30.9%	75	243
	Block Group 83.24.6	71.6%	179	28.4%	71	250
	Block Group 83.24.7	62.5%	243	37.5%	146	389
Carmel Valley	Block Group 83.39.1	23.0%	192	77.0%	644	836
	Block Group 83.27.1	80.6%	973	19.4%	234	1,207
	Block Group 83.29.1	59.9%	1,346	40.1%	901	2,247
	Block Group 83.30.1	71.9%	1,445	28.1%	565	2,010
Pacific Highlands Ranch	Block Group 83.31.1	88.8%	774	11.2%	98	872
	Block Group 83.32.1	97.2%	922	2.8%	27	949
Torrey Hills	Block Group 83.33.1	77.8%	997	22.2%	285	1,282
Del Mar Mesa	Block Group 83.34.1	94.4%	423	5.6%	25	448

Source: U.S. Bureau of the Census 2000

In 2010, the number of housing units within the City of San Diego comprised 44.5 percent of all housing units within San Diego County. Housing density is vastly different between the City and County of San Diego, with 1,375.5 housing units per square mile for the City of San Diego and 273.7 housing units per square mile for San Diego County. As shown in Table 2.1-7 and in Figure 2.1-7, the majority of individual block groups within the primary impact area have higher densities than the City of San Diego or San Diego County, particularly those north of SR-56. Block groups with large tracts of open space or industrial uses, such as those in the southern portion of the study area, have relatively low housing densities.

**Table 2.1-7. Households, Families, and Housing Units – Study Area, San Diego, and San Diego County**

Geographic Area	Block Groups	Households	Average Household Size	Families	Average Family Size	Housing Units	Housing Density (per sq. mile)
City of San Diego		450,691	2.6	271,398	3.3	469,689	1,448.3
Study Area		12,531	2.6	8259	3.0	13427	634.7
Torrey Pines	83.24.1	734	2.5	530	2.9	766	790.9
	83.24.3	233	2.8	197	3.0	243	2,388.5
	83.24.4	831	2.3	554	2.7	896	1,419.8
	83.24.5	243	2.3	128	2.8	273	3,792.3
	83.24.6	250	2.3	151	2.8	257	3,172.9
	83.24.7	389	2.1	197	2.7	408	2,556.1
	83.39.1	836	2.1	238	2.5	875	191.1
Carmel Valley	83.27.1	1,207	2.4	771	2.9	1,250	669.9
	83.29.1	2,247	1.9	1,028	2.6	2,369	2,423.8
	83.30.1	2,010	2.7	1,477	3.2	2,088	3,538.2
	83.31.1	872	2.9	699	3.3	887	2,424.1
Pacific Highlands Ranch	83.32.1	949	3.6	892	3.7	975	1,371.4
Torrey Hills	83.33.1	1,282	2.8	1,005	3.2	1,667	283.2
Del Mar Mesa	83.34.1	448	3.2	392	3.5	473	113.5

Source: U.S. Bureau of the Census 2000

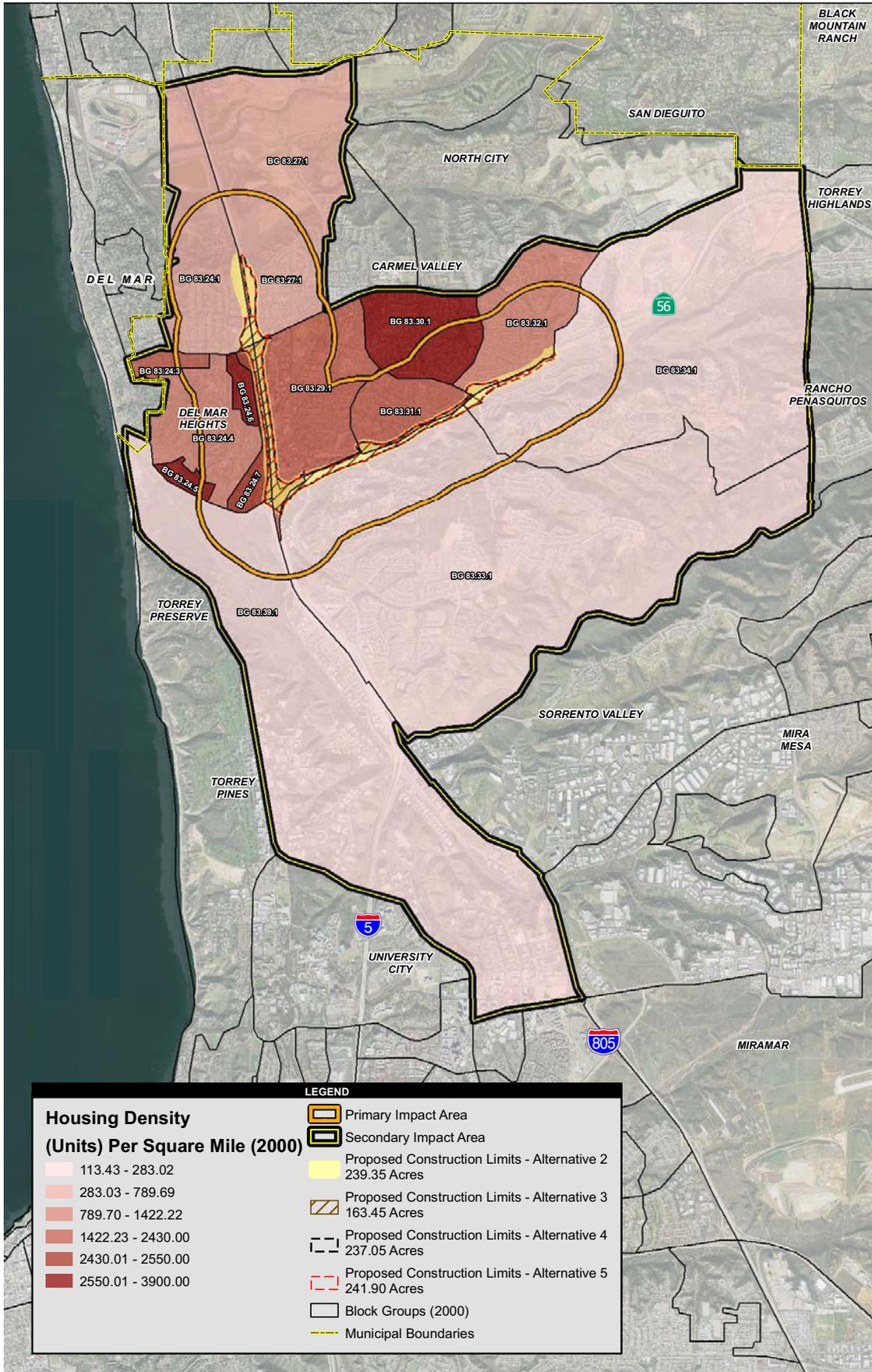
Household and family sizes are also larger in block groups located in Carmel Valley, north of SR-56, and residential areas south of SR-56 and to the east of I-5, suggesting that these areas are more likely to house families with children younger than 18.

The City of San Diego General Plan contains community goals and policies designed to shape the long-term development of the city. The general goals of the long-range policy for housing opportunities are to provide affordable housing for low-income renters and first-time house buyers. The City of San Diego Housing Commission works with 18 other managerial entities to promote affordable housing on an individual project level. These are guided by the Housing Element in the General Plan, which outlines the affordable housing needs of the city, the funding requirements, and specific projects in each community.

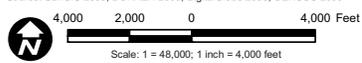
### **2.1.3 Public Facilities and Services**

#### **2.1.3.1 Schools**

The City of San Diego is served by the San Diego Unified School District (SDUSD), the second-largest school district in California (SDUSD 2010). The district includes 118 elementary schools, 24 middle schools, 28 high schools, 45 charter schools, and 13 atypical or alternative schools (SDUSD 2010). As shown in Figure 2.1-8, there are 15 schools located within the study area, five of which are completely within the area of primary impacts. Del Mar Hills Academy of Arts



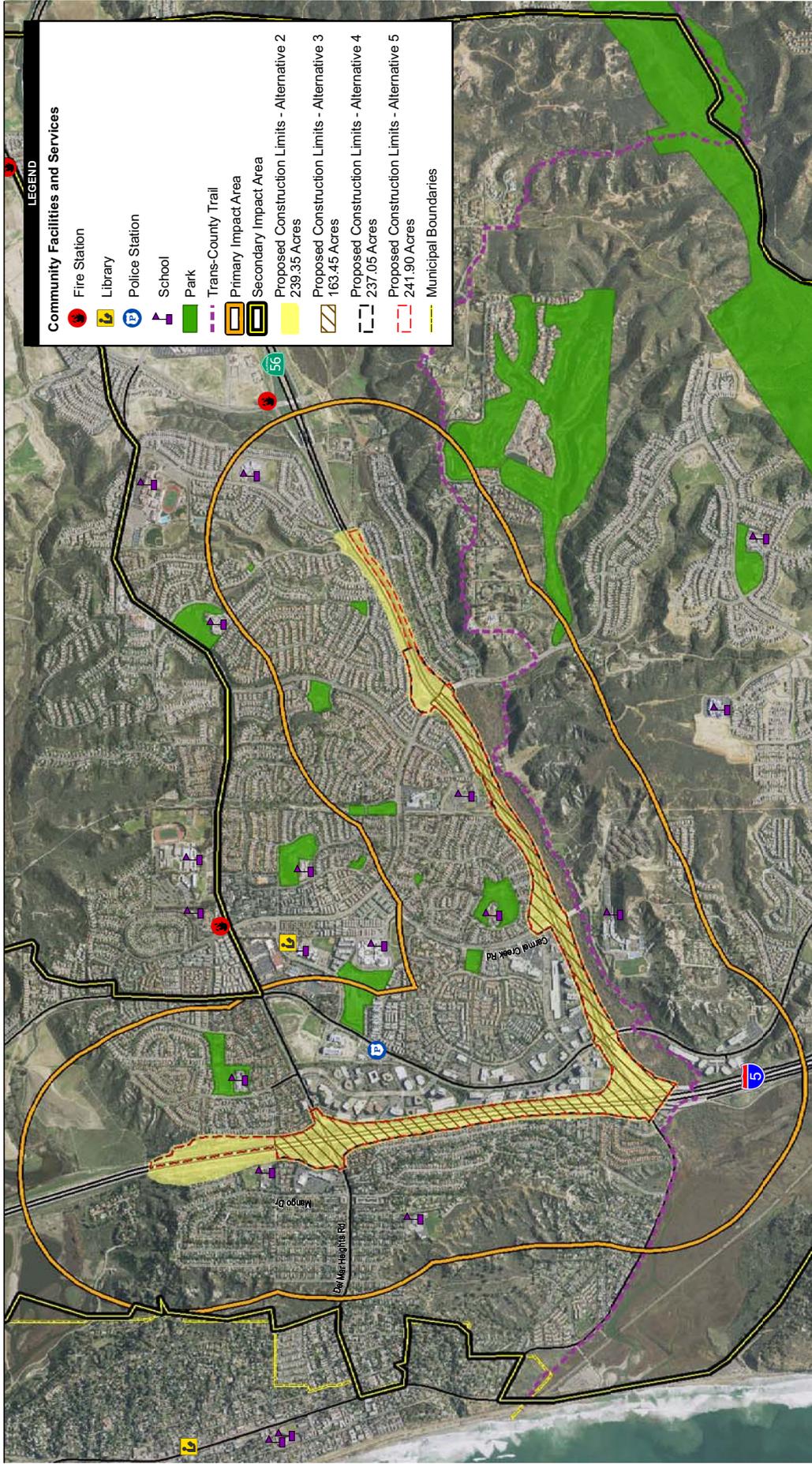
Source: SanGIS 2008; DOKKEN 2008; DigitalGlobe 2008; CENSUS 2000



**Figure 2.1-7**  
**Housing Density**

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**LEGEND**

**Community Facilities and Services**

- Fire Station
- Library
- Police Station
- School
- Park
- Trans-County Trail
- Primary Impact Area
- Secondary Impact Area
- Proposed Construction Limits - Alternative 2  
239,35 Acres
- Proposed Construction Limits - Alternative 3  
163,45 Acres
- Proposed Construction Limits - Alternative 4  
237,05 Acres
- Proposed Construction Limits - Alternative 5  
241,90 Acres
- Municipal Boundaries

**Figure 2.1-8**  
**Community Facilities and Services**

Source: SanGIS 2008; DOKKEN 2008; DigitalGlobe 2008  
 2,000 1,000 0 2,000 Feet  
 Scale: 1" = 24,000'; 1 inch = 2,000 feet  
 I-5/SR-56 Interchange Community Impact Assessment  
 Path: P:\2007\07260097\I-5\_SR-56\_Technical Studies\ISGIS\XDD\C\6\Final\Community Facilities and Services\_mxd, 09/16/10, InRoadM  
 Page 2-37

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and Sciences is the closest to the proposed project, located just west of I-5, north of Del Mar Heights Road on Mango Drive. Solana Highlands Elementary School, Del Mar Heights Elementary School, Sycamore Ridge Elementary School, and Carmel Del Mar School are also located within the primary impact area. The San Diego Jewish Academy, a private school not associated with the San Diego Unified School District, is located south of SR-56 along Carmel Creek Road.

#### **2.1.3.2 Police Protection**

The City of San Diego Police Department provides law enforcement services for the city, including the study area. The City of San Diego divides law enforcement into nine geographical divisions, with the study area located in the Northwestern Division and the Northern Division. The Northwestern Division serves many of the neighborhoods in the study area, including Torrey Preserve, Del Mar Heights, Carmel Valley, North City, and Torrey Highlands (City of San Diego 2009a). The Northwestern Division headquarters are located at 12592 El Camino Real, located within the area of primary impacts east of I-5 and south of Del Mar Heights Road. The Northern Division serves the Torrey Pines and University City neighborhoods, both located in the study area. The Northern Division headquarters are located at 4275 Eastgate Mall, not located within the area of primary impacts (City of San Diego 2009b).

#### **2.1.3.3 Fire Protection**

The San Diego Fire-Rescue Department serves the city, including the neighborhoods within the study area. There are 47 fire stations serving the City of San Diego, with one fire station located within the study area. Fire Station 24 is located along El Camino Real and Del Mar Heights Road. Fire Station 24 was placed into service in 1993 and serves the surrounding communities, including Carmel Valley and Del Mar Heights. Equipment housed at Station 24 includes one engine, one ambulance, and one brush truck (City of San Diego 2009c). Fire Station 47, located east of the area of primary impacts in Pacific Highlands Ranch, is the newest fire station in the City of San Diego. Station 47 was placed into service in February 2008 and houses one engine (City of San Diego 2009d).

#### **2.1.3.4 Hospitals and Medical Facilities**

UCSD Medical Center, which has facilities both east and west of I-5 at La Jolla Village Drive, is one of the main medical centers in San Diego. Located east of I-5 are the UCSD Medical Center Thornton Hospital, Scripps Memorial Hospital, Perlman Ambulatory Care Center, Moores Cancer Center, and other various specialty care facilities. While not within the bounds of the study area, these medical facilities serve the northern communities that surround the proposed project. Other medical facilities in the general area include Scripps Green Hospital and the La Jolla Cancer Research facility, located near the extreme southwest end of the study area, and the Scripps Clinic located north of SR-56, just south of Valley Centre Drive.

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### **2.1.3.5 Recreational and Community Facilities**

As shown in Figure 2.1-8, there are many parks, recreation areas, and open spaces within the study area. Parks and open space within the study area include Overlook Park, Crest Canyon Open Space Park, Solana Highlands Park, Carmel Grove Park, Carmel Del Mar Park, Del Mar Trails Park, Carmel Mission Park, Carmel Creek Park, North City West Park, and Torrey Highlands Park. Portions the Carmel Valley Community Park and Carmel Valley Community Center are within the study area, as well. The Carmel Valley Community Center houses a public pool, game room, gymnasium, indoor multipurpose courts, picnic areas, basketball courts, amphitheatre, playgrounds, and tennis courts.

Much of the open space in the study area is associated with residential developments and/or the unique topography of the area. This is particularly true for open space located south of SR-56 in the eastern portion of the primary impact area, located north of Los Peñasquitos Canyon Preserve and Meadows Del Mar Golf Course; both are open recreation areas within the study area.

The Carmel Valley Library is located east of the primary impact area, east at Townsgate Drive. The Carmel Valley Library is part of the San Diego Public Library system and offers space for after-school tutoring, children's story time, and book clubs.

### **2.1.3.6 Circulation, Access, and Parking**

Traffic circulation goals and objectives for the City of San Diego are described in the Mobility Element of the San Diego General Plan (City of San Diego 2008). Transportation facilities play a major role in shaping urban spaces. These facilities influence the location of housing, employment, commercial activities, and other land uses (City of San Diego 2008). Major roads, transit lines, pedestrian corridors, and parking are outlined below. Table 2.1-8 shows the main modes of transportation for commuters in the study area and the City of San Diego. Figure 2.1-9 shows the generalized areas to which daily commuters travel to and from the study area.

#### Major Roads

I-5 is the major transportation feature in San Diego, dividing the coastal areas of the city from the inland region. SR-56 is another major road in the region, connecting I-15 with I-5, and providing access to the many communities that border SR-56 to the north and south. Other major roads that connect to I-5 in the immediate area are Del Mar Heights Road and Carmel Mountain Road. The study area also partially contains on/off-ramps with El Camino Real, Via de la Valle, Sorrento Valley Road, Genesee Avenue, and La Jolla Village Drive.

**Table 2.1-8. Modes of Transportation – Study Area, San Diego, San Diego County**

Geographic Area	Block Groups	Total Daily Commuters	Cars, Trucks		Railroad		Bus (including) Trolley Bus		Other Public Transportation		All Other Modes	
San Diego County		1,242,321	1,129,405	90.9%	2,527	0.2%	37,948	3.1%	3,282	0.3%	69,159	5.6%
San Diego		556,990	500,056	89.8%	268	0.0%	22,342	4.0%	1,626	0.3%	32,698	5.9%
Study Area		15,831	15,233	96.2%	15	0.1%	61	0.4%	23	0.1%	499	3.2%
Torrey Pines	83.24.1	873	824	94.4%	0	0.0%	8	0.9%	0	0.0%	41	4.7%
	83.24.3	346	338	97.7%	0	0.0%	0	0.0%	0	0.0%	8	2.3%
	83.24.4	936	902	96.4%	0	0.0%	6	0.6%	0	0.0%	28	3.0%
	83.24.5	351	340	96.9%	0	0.0%	0	0.0%	0	0.0%	11	3.1%
	83.24.6	359	342	95.3%	0	0.0%	0	0.0%	0	0.0%	17	4.7%
	83.24.7	507	489	96.4%	0	0.0%	0	0.0%	0	0.0%	18	3.6%
	83.39.1	1,312	1,135	86.5%	0	0.0%	38	2.9%	0	0.0%	139	10.6%
Carmel Valley	83.27.1	1,426	1,386	97.2%	0	0.0%	0	0.0%	0	0.0%	40	2.8%
	83.29.1	2,581	2,529	98.0%	0	0.0%	0	0.0%	0	0.0%	52	2.0%
	83.30.1	2,462	2,401	97.5%	0	0.0%	9	0.4%	7	0.3%	45	1.8%
Pacific Highlands Ranch	83.31.1	1,022	986	96.5%	0	0.0%	0	0.0%	14	1.4%	22	2.2%
	83.32.1	1,353	1,307	96.6%	15	1.1%	0	0.0%	0	0.0%	31	2.3%
Torrey Hills	83.33.1	1,681	1,664	99.0%	0	0.0%	0	0.0%	2	0.1%	15	0.9%
Del Mar Mesa	83.34.1	622	590	94.9%	0	0.0%	0	0.0%	0	0.0%	32	5.1%

Source: U.S. Bureau of the Census 2000

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Prime arterials are defined as carrying very heavy traffic volumes (more than 40,000 estimated average daily trips [ADT]) and provide for regional and intra-city circulation and connections to freeways and other regional roads. There are no prime arterials within the study area (SanGIS 2009).

Major arterials carry moderate to heavy traffic volumes (20,000 to 40,000 estimated ADT) and have a minimum of two traffic lanes in each direction with a raised median. Major roads within the study area, as defined by SanGIS (2009), include Carmel Country Road, Carmel Mountain Road, Carmel Valley Road, Del Mar Heights Road, El Camino Real, Genesee Avenue, La Jolla Village Drive, North Torrey Pines Road, Via de la Valle, and Vista Sorrento Parkway (Figure 2.1-10).

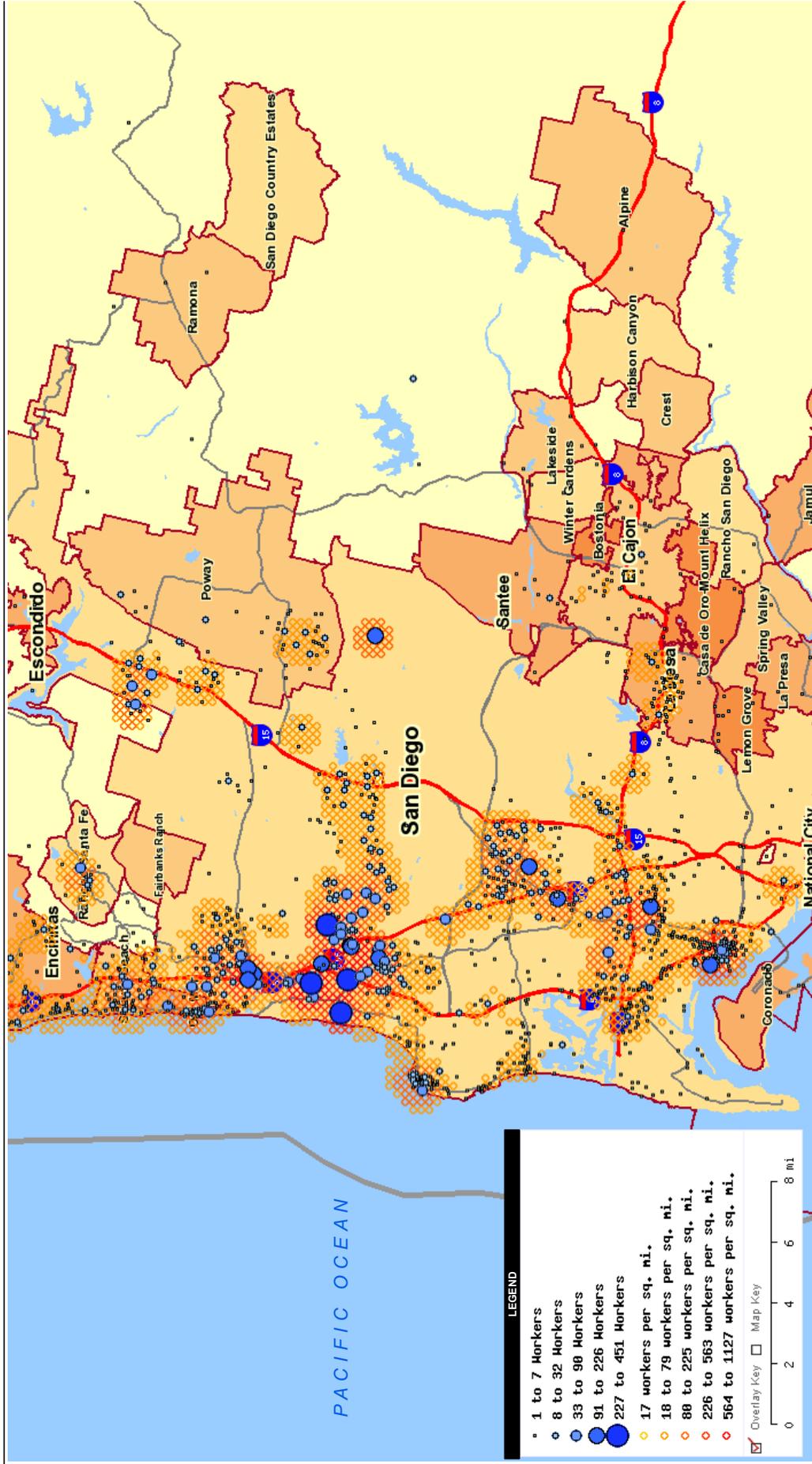
Collector streets provide immediate access to adjoining properties and carry light to moderate traffic volumes (2,000 to 10,000 estimated ADT). Collector roads in the study area include portions of Carmel Canyon Road, Carmel Country Road, Carmel Creek Road, Carmel Mountain Road, Carmel Valley Road, Del Mar Heights Road, Crest Road, Durango Drive, Eastgate Mall Road, Mango Drive, Lozana Road, Jimmy Durante Boulevard, Portofino Drive, Recuerdo Drive, Regents Road, San Andres Drive, and San Dieguito Road (SanGIS 2009).

### Public Transit

Rail services to and within the City of San Diego are offered by the Coast Express Rail (Coaster), Amtrak, and the San Diego Trolley. North County Transit District (NCTD) operates the Coaster, which began service in 1995. The Coaster serves the cities of Oceanside, Carlsbad, Encinitas, Solana Beach, and San Diego.

From the north, the rail line travels east from the coastal area through Torrey Pines State Natural Reserve and east of I-805 through Sorrento Valley, and then winds back west through University to parallel I-5 where it travels to downtown San Diego. The Sorrento Valley Station is the only transit station located within the study area, situated south of the area of direct impacts; this station also provides a connection between Coaster traffic and local bus lines. As of 2000, approximately 15 commuters (0.1 percent) within the study area used the railroad (presumably the Coaster) as their main mode of transportation to work (U.S. Bureau of the Census 2000). San Diego Trolley service is provided by the Metropolitan Transit System (MTS), which includes San Diego, National City, La Mesa, El Cajon, Chula Vista, San Ysidro, Lemon Grove, and Santee, but the study area within San Diego does not contain trolley stops or lines.

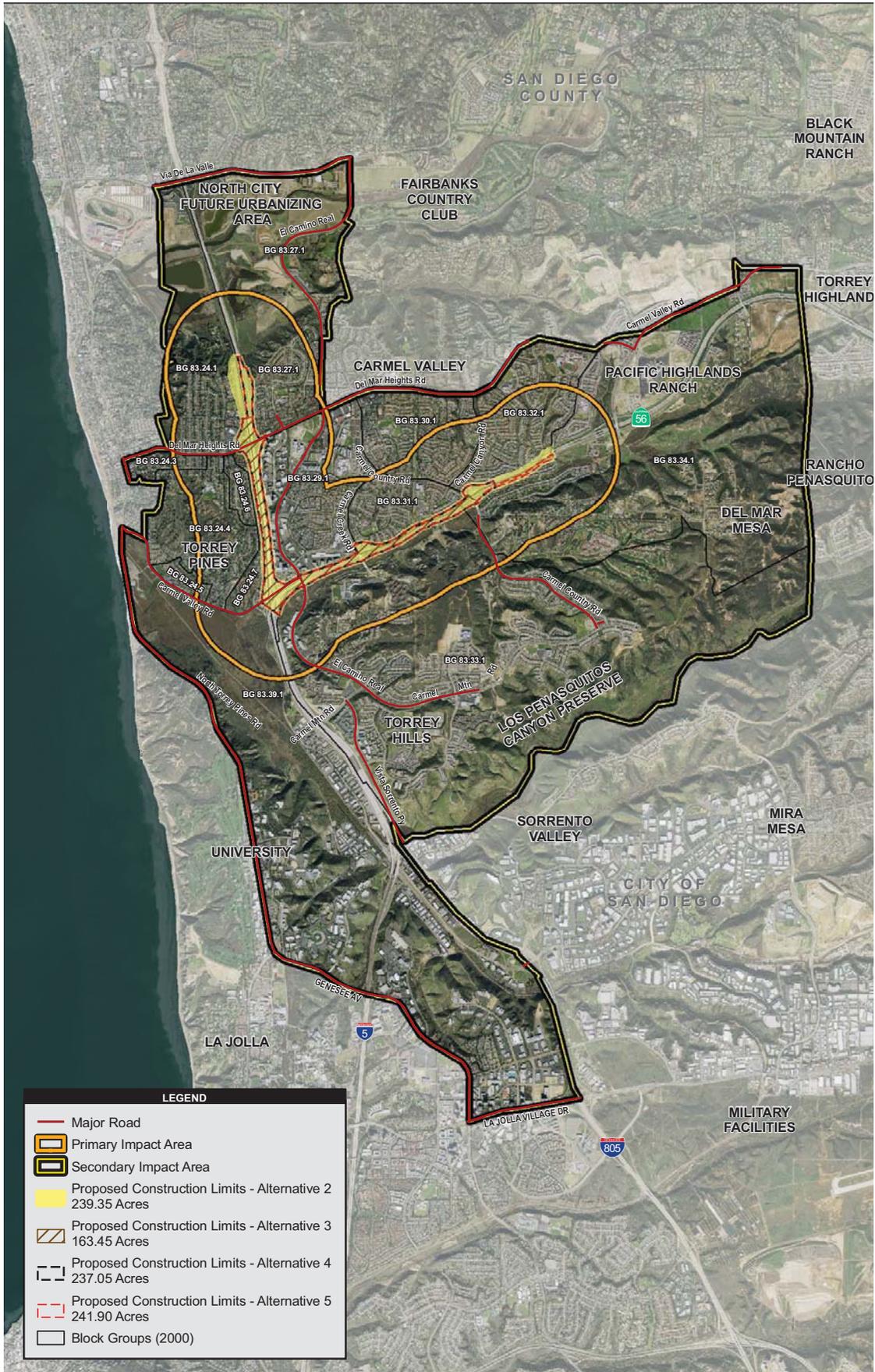
The San Diego Transit Corporation (SDTC), a subsidiary of MTS, maintains bus service within San Diego. SDTC operates 82 fixed bus routes within San Diego County (MTS 2010). The fixed SDTC bus routes in the study area that serve the Sorrento Valley Station are routes 972, 973, 978, and 979. Several other bus routes serve the University Town Center (UTC) transit station,



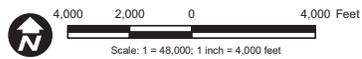
Source: U.S. Census Bureau 2008

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Source: SanGIS 2008; DOKKEN 2008; DigitalGlobe 2008



**Figure 2.1-10**  
Study Area Arterials

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including the SuperLoop, and NCTD Route 101, which travels to coastal cities. As of 2000, approximately 61 commuters (0.4 percent) within the study area used the bus as their main mode of transportation to work (U.S. Bureau of the Census 2000).

### Bicycle and Pedestrian Corridors

The City of San Diego has adopted a Bicycle Master Plan that depicts existing bikeways identified in adopted community plans located in the study area (City of San Diego 2002). Existing Class I bikeways, or bike paths, are located along the west side of I-5 in Torrey Pines, and throughout the communities of Carmel Valley, Pacific Highlands Ranch, and Del Mar Mesa. Main Class I bikeways exist along SR-56, east of I-5, and north from Carmel Mission Park. Class II bikeways, or bike lanes, exist along El Camino Real, Carmel Country Road, Carmel Canyon Road, and Carmel Creek Road.

The County of San Diego Community Trails Master Plan outlines and describes trails in the county, including the major county trails that cross through the study area. While a number of county trails are proposed, only the Trans-County Trail currently exists within the study area (San Diego County 2005). This trail, which begins near the interchange of SR-56 with I-5 and extends east to Carmel Country Road, is shown in Figure 2.1-8.

SANDAG is developing a Regional Bicycle Plan to be incorporated into the 2050 RTP. The Regional Bicycle Plan identifies areas along SR-56 as regional high-priority areas, particularly near existing Class III connections with rail facilities in the western portion of the study area (SANDAG 2010a).

### Parking

As stated in the General Plan, the “greater management of parking spaces can help achieve mobility, environmental, and community development goals” (City of San Diego 2008). The majority of parking in San Diego is provided along public streets. One large parking structure is within the area of primary impacts, located near the interchange of SR-56 and I-5, and is associated with nearby office buildings. In addition, a Park-and-Ride lot, which offers free, convenient parking to meet a carpool or take a bus or train, is located west of I-5, immediately south of Carmel Valley Road.

## **2.1.4 Economics**

Transportation projects can have important effects on the community and regional economies of a given community. This section provides a general economic overview of the study area and a broad discussion of business activities, employment, and fiscal conditions. Additionally, it includes a detailed examination of the businesses located in the area of primary impacts.

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Variables and data used in this economic evaluation include land use designations, employment, and income data from the U.S. Bureau of the Census.

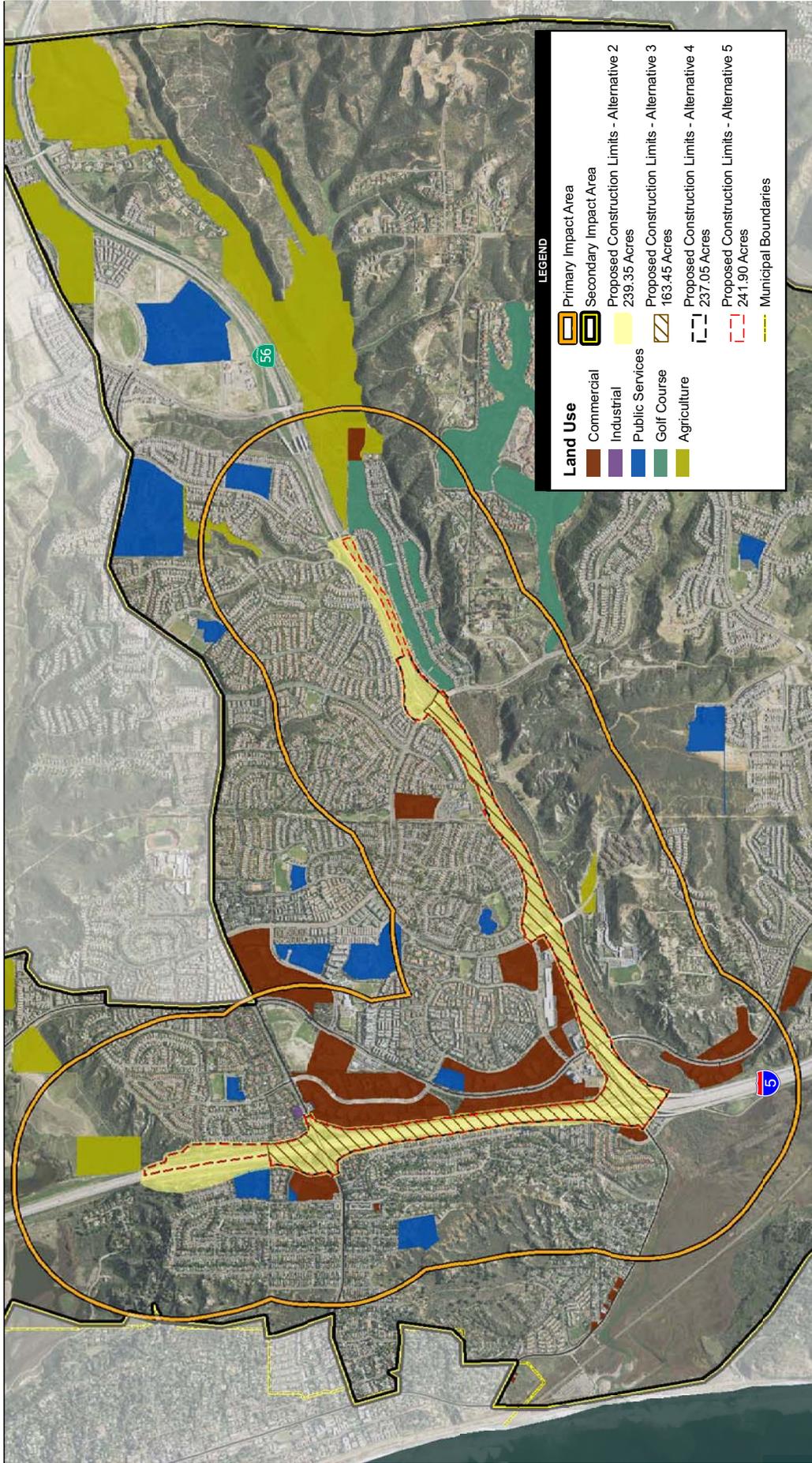
#### **2.1.4.1 Local Economy**

Historically, San Diego's economy has centered on a substantial military presence within the city and region. In addition, early growth, like in other areas of the county, was supported by the railroad. In 1912, the U.S. Navy established a base on North Island, and in 1919, the U.S. Navy made San Diego Bay home base for the Pacific Fleet (City of San Diego 2005a). In 1923, the Marine Corps Recruit Depot opened and the Naval Training Center was commissioned. Naval Air Station Miramar was developed on the site of Camp Kearny in 1939 (City of San Diego 2005a). In the area of what is presently UCSD, La Jolla, and Torrey Pines, U.S. Marine Corps Camp Calvin B. Matthews was a training camp and firing range for the Marines from 1915 until the early 1960s (PBS&J 2004). In addition, U.S. Army Camp Robert E. Callan, an anti-aircraft training center, was established in the area in 1940 in response to the perceived necessity for coastal defenses during World War II (PBS&J 2004).

San Diego continues to support a large military presence, while developing a diverse economic portfolio with substantial telecommunication and wireless technology industries, biotechnology research firms, and a substantial tourism sector (San Diego Chamber of Commerce 2007). The beach areas are a consistently popular visitor destination, as is the nearby Torrey Pines Golf Course and Birch Aquarium at Scripps Institution of Oceanography, located on the UCSD campus.

San Diego is a predominantly urbanized city with a variety of commercial, industrial, and agricultural land uses located within and surrounding the project study area. Figure 2.1-11 illustrates the detailed land uses within the primary impact area along the project corridor to a more detailed extent. The data provided in this figure are based on the latest San Diego Geographic Information System (SanGIS) land use information available (SanGIS 2009).

Commercial land uses are divided into six categories: regional commercial (e.g., wholesale trade and large regional shopping centers), community commercial (i.e., shopping centers typically with a main anchor tenant), neighborhood shopping (i.e., shopping centers with a market and/or drugstore and may include offices), commercial recreation (i.e., tourist attractions/destinations, golf courses, and recreational facilities), store front (i.e., commercial activities along major roadways not within planned centers and may include mixed uses with office and/or residential units attached), and specialty commercial center (i.e., tourist or specialty commercial shopping areas). Commercial centers within the study area are generally located along major transportation corridors, including SR-56 east of I-5, Del Mar Heights Road near El Camino Real, and Via de la Valle at the extreme northern edge of the study area. Commercial land uses are common within the primary impact area located near Carmel Vista Road, Carmel Creek Road, and Valley Centre Drive.



Source: SanGIS 2008; DigitalGlobe 2008; DOKKEN 2008; CENSUS 2000  
 2,000 1,000 0 2,000 Feet  
 Scale: 1" = 24,000'; 1 inch = 2,000 feet

I-5/SR-56 Interchange Community Impact Assessment

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The agricultural land use designation includes orchards, vineyards, nurseries, greenhouses, dairies, livestock, poultry, equine ranches, row crops, grains, and pastures. Agricultural areas within the study area are generally located in the extreme northern and eastern edges of the primary impact area, near El Camino Real and San Dieguito Road, and south of SR-56 near the interchange with Carmel Valley Road. Within the primary impact area, agricultural parcels are located just north of Overlook Park, with a horse ranch located near the intersection of Carmel Creek Drive and Tang Drive, just south of SR-56.

The land use designation for office includes government office buildings (outside of military), banks, offices for businesses and professional services, some retail activities, and restaurants. Office land uses are generally located along northbound I-5 and High Bluff Drive, with other offices located near El Camino Real south of SR-56, and offices located in the extreme south end of the study area near La Jolla Village Drive. Within the primary impact area, office land uses include those along High Bluff Drive and El Camino Real south of SR-56, areas west of El Camino Real and east of I-5, and areas north and south of Valley Centre Drive north of SR-56. One small complex is located northwest of the interchange of SR-56 and I-5, near Pointe Del Mar Way. Figure 2.1-1 shows the locations of industrial use areas.

The industrial land use designation incorporates heavy manufacturing activities, light industrial and manufacturing (i.e., lumber, furniture, paper, rubber, stone, clay, and glass), clustered office/retail/industrial uses, and industrial/strip commercial areas (i.e., public self-storage). Industrial uses are located primarily in the southwest region of the study area near Sorrento Valley Road, North Torrey Pines Road, and Genesee Avenue. Within the primary impact area, industrial uses are found to the east near Del Mar Trails Road, and to the north of Carmel Heights Road near Del Mar Hills Road.

Overall, the economic land uses within the area of primary impacts is composed of primarily office spaces, especially near northbound I-5 and north of SR-56. Commercial spaces are also common, particularly near Carmel Valley Road and El Camino Real. Small industrial parcels are located within the primary impact area but are generally located away from the main interchange of I-5 and SR-56.

#### **2.1.4.2 Income and Employment**

Median household income is the middle value of all incomes as arranged from highest to lowest in a selected geographical area. Due to geographical restrictions of the U.S. Census, the most recent data for the study area is from 2000. As presented in Table 2.1-9, the median household incomes for San Diego and San Diego County are \$45,733 and \$47,067, respectively. These median household incomes are lower than all but one of the household incomes for the block groups comprising the study area. Some of these block groups, specifically those east of I-5 in Carmel Valley and west of I-5 in Torrey Pines, have median household incomes greater than \$100,000. One block group, 83.39.1, has a median household income less than those for the

City of San Diego and San Diego County. Per capita income and the total proportion of those with incomes below poverty are also elevated in this block group. This may be attributed to a high volume of UCSD student housing in the area, however, and is probably not indicative of an economically underserved community (U.S. Bureau of the Census 2000).

**Table 2.1-9. Median Household Income, Per Capita Income, and Individuals with Income Below Poverty, 1999 – Study Area, San Diego, and San Diego County**

Geographical Area	Block Groups	Median Household Income	Per Capita Income	Income Below Poverty Level	
				(Percent)	(Number)
San Diego County		\$47,067	\$22,926	12.40%	338,399
San Diego		\$45,733	\$23,609	14.60%	172,527
Study Area		\$96,707	\$47,381	6.10%	1,933
Torrey Pines	83.24.1	\$109,654	\$49,489	2.70%	49
	83.24.3	\$127,002	\$50,665	2.40%	16
	83.24.4	\$91,862	\$57,697	2.60%	49
	83.24.5	\$87,051	\$45,387	1.60%	9
	83.24.6	\$71,688	\$50,541	0.00%	0
	83.24.7	\$83,159	\$64,140	1.00%	8
Carmel Valley	83.39.1	\$42,717	\$21,910	31.10%	574
	83.27.1	\$83,254	\$47,854	10.40%	295
	83.29.1	\$62,888	\$39,424	7.20%	294
	83.30.1	\$90,386	\$41,828	5.00%	268
	83.31.1	\$88,217	\$37,306	6.20%	154
Pacific Highlands Ranch	83.32.1	\$147,685	\$52,872	2.40%	83
Torrey Hills	83.33.1	\$127,271	\$50,540	3.50%	126
Del Mar Mesa	83.34.1	\$141,065	\$53,685	0.50%	8

Source: U.S. Bureau of the Census 2000

Per capita income is defined as the average income of every resident of a selected geographic area, including all adults and children, and is often used as a measure of wealth of a selected population. Like median household incomes, per capita incomes for block groups within the study area are generally elevated compared to per capita income exhibited by San Diego and San Diego County. Expectedly, those block groups in Carmel Valley and Torrey Pines with high median household incomes generally exhibit high per capita incomes. Other block groups within the study area also have relatively high per capita incomes, however, specifically 83.24.7, which is located directly adjacent to southbound I-5 in Torrey Pines.

Following the Office of Management and Budget’s Directive 14, the U.S. Bureau of the Census uses a set of monetary income thresholds that vary by size and composition to define poverty status. If the total income for a family or unrelated individual falls below the relevant poverty threshold, then the family or unrelated individual is classified as being “below the poverty level” for statistical purposes. The percentage of individuals with income below the poverty level in 1999, which is the latest data available for the study area from the U.S. Bureau of the Census, is generally low compared to San Diego and San Diego County, which exhibit proportions of 14.6 and 12.4 percent, respectively. The study area as a whole has a proportion of 6.1 percent

of individuals with income below poverty, although many of the block groups have proportions of less than 6.1 percent. In 2007, the percentage of individuals below poverty level had dropped for both San Diego, with 13.3 percent, and San Diego County, with 11.3 percent. Although there is no U.S. Census data available at the block group level for the study area, based on 2000 comparisons, it is likely that the percentage of individuals below poverty level is still generally low compared to San Diego and San Diego County.

### 2.1.4.3 Employment

As outlined above, the economy of San Diego is centered on a large military presence, agriculture, and tourism, but also includes industries from the technology and communications sectors, among others. The region of San Diego within and surrounding the study area contains a number of large employers, including UCSD, Scripps Memorial and Green Hospitals, Science Applications International Corporation, and Kyocera Wireless Corporation. The study area contains a number of business parks, with tenant businesses generally in the banking, real estate, and healthcare sectors.

Based on data from the California Employment Development Department (EDD), the unemployment rate in the City of San Diego steadily increased over a 4-year period (2007–2010) from 7.8 to 10.6 percent. The unemployment rate for the County increased in parallel. Table 2.1-10 displays the employment statistics for the City of San Diego and San Diego County.

**Table 2.1-10. Annual Unemployment Rate – San Diego City and San Diego County**

Area	Year 2006	Year 2007	Year 2008	Year 2009	August 2010
San Diego City	4.1%	4.8%	6.5%	10.3%	10.6%
San Diego County	4.1%	4.8%	6.5%	10.3%	10.6%

Source: EDD 2010

### 2.1.4.4 Labor Force Characteristics

As of 2008, the latest available year for which there was data, the estimated labor force in the City of San Diego consisted of 668,022 people, of whom 93.5 percent were employed (624,601), with 30,596 people in the armed forces (U.S. Bureau of the Census 2008).

Table 2.1-11 summarizes the labor force characteristics for the study area, the City of San Diego, and San Diego County based on 2000 U.S. Census data, including employment status, occupation, industry, and class of worker. Although the numbers vary to some degree, San Diego broadly mimics the labor force composition of San Diego County.

**Table 2.1-11. Labor Force Characteristics –  
Study Area, San Diego, and San Diego County, 2000**

Subject	Study Area		San Diego		San Diego County	
<b>EMPLOYMENT STATUS</b>						
Population of 16 years and older	100.0%	23,955	100.0%	959,432	100.0%	2,165,034
In labor force	74.6%	17,880	65.7%	630,124	65.0%	1,407,152
Civilian labor force	74.0%	17,730	61.9%	593,740	60.9%	1,319,517
Employed	71.9%	17,214	58.1%	557,382	57.3%	1,241,258
Unemployed	2.2%	516	3.8%	36,358	3.6%	78,259
Armed forces	0.6%	150	3.8%	36,384	4.0%	87,635
Not in labor force	25.4%	6,075	34.3%	329,308	35.0%	757,882
<b>Employed civilian population 16 years and older</b>						
<b>OCCUPATION</b>						
Management and professional	69.0%	11,871	41.8%	233,054	37.7%	467,386
Service	5.7%	989	15.9%	88,462	16.1%	199,384
Sales and office	21.3%	3,667	26.4%	147,136	27.2%	337,603
Farming, fishing, and forestry	0.0%	0	0.2%	1,391	0.5%	6,502
Construction, extraction, and maintenance	1.7%	287	6.7%	37,174	8.7%	107,450
Production, transportation, and material moving	2.3%	400	9.0%	50,165	9.9%	122,933
<b>INDUSTRY</b>						
Agriculture, forestry, fishing and hunting, and mining	0.2%	35	0.3%	1,654	0.7%	8,604
Construction	2.8%	477	4.8%	26,795	6.6%	82,281
Manufacturing	13.4%	2,313	10.6%	59,129	11.0%	136,486
Wholesale trade	2.9%	496	2.7%	15,080	3.3%	40,357
Retail trade	7.6%	1,313	10.3%	57,212	11.3%	139,743
Transportation and warehousing, and utilities	1.6%	271	3.7%	20,708	3.8%	47,610
Information	5.5%	942	4.0%	22,359	3.5%	43,180
Finance, insurance, real estate, and rental and leasing	9.7%	1,675	7.3%	40,815	7.1%	88,285
Professional, scientific, management, administrative, and waste management services	23.3%	4,019	15.0%	83,527	13.3%	164,882
Educational, health, and social services	22.4%	3,851	20.5%	114,407	19.3%	239,756
Arts, entertainment, recreation, accommodation, and food services	5.6%	970	10.5%	58,566	9.6%	118,791
Other services (except public administration)	2.4%	419	5.0%	27,789	5.2%	64,229
Public administration	2.5%	433	5.3%	29,341	5.4%	67,054
<b>CLASS OF WORKER</b>						
Private wage and salary	74.6%	12,849	75.2%	419,408	75.0%	930,843
Government	12.9%	2,226	16.5%	92,244	16.0%	198,322
Self-employed (not incorporated business)	12.2%	2,094	7.9%	43,960	8.7%	107,894
Unpaid family	0.3%	45	0.3%	1,770	0.3%	4199

Source: U.S. Bureau of the Census 2000

As of 2008, the City of San Diego and San Diego County showed broadly similar numbers in the employment categories as listed in Table 2.1-11. The City of San Diego had a marginally higher percentage of persons in management and professional occupations (44.4 percent) than San Diego County (39.4 percent) and a slightly lower proportion in construction, extraction, and maintenance occupations (5.8 percent) than San Diego County (9.1 percent). Conversely, the City of San Diego showed a slightly larger proportion in the professional, scientific, management, administrative, and waste management services (16.1 percent) than San Diego County (14.1 percent).

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Within the study area, the labor force exhibits a high proportion of professional occupations (69.0 percent). Among industry sectors, professional, scientific, management, administrative, and waste management combined with educational, health, and social services are predominant (45.7 percent). The study area also exhibits a higher proportion of self-employed residents (12.2 percent) compared to the City of San Diego and the surrounding county. Conversely, those with occupations in construction, extraction, and maintenance are of a smaller proportion in the study area (1.7 percent) than the City of San Diego and San Diego County. Unemployment in the study area, 2.2 percent, is lower than that seen in the City of San Diego and San Diego County, at 3.8 and 3.6 percent, respectively, in 2000. Since 2000, the unemployment rate has substantially increased for both the City of San Diego and San Diego County, but unemployment data is not available at the block group level (U.S. Bureau of the Census 2000).

#### **2.1.4.5 Tax Revenue and Fiscal Conditions**

Property tax is imposed on real property based on the assessed value of the property and allocated by tax rate areas throughout the county. Assessment values are set at the time a property changes ownership and, in San Diego, are the property and sales taxes. In the fiscal year 2008, the total revenue was \$1,090,222,920 for San Diego, of which 35.6 percent was derived from property taxes and 20.8 percent was derived from sales taxes (City of San Diego 2008). Based on the Assessor's Parcel Number (APN) data from SanGIS (2009), the approximate average assessed value for a residential property in San Diego was \$467,221, which is more than the approximate county average of \$405,847. The approximate average assessed value for a residential property within the study area is \$940,876, which is substantially more than both the city and county.

There are five ranges of assessed value for the study area. Figure 2.1-12 illustrates the distribution of where property tax revenue is generated in relationship to the proposed project. It should be noted, however, that APN data from SanGIS includes numerous parcels with no available data and assessed values listed as \$0 or a nominal value. Thus, these parcels are included in the range of less than \$100,000 for assessed value. The majority of the study area values fall within the ranges of \$250,001 to \$500,000 and \$500,001 to \$1,500,000. Areas within these ranges are geographically widespread throughout the study area, located generally in residential areas in Carmel Valley. The primary impact area has a mix of assessed property values, with commercial property valued more than \$1,000,001 east of I-5 and north of SR-56, and residential properties ranging somewhere from \$250,001 to \$1,500,000 along SR-56 and west of I-5 in Torrey Pines.

The areas with higher assessed values within the study area and primary impact area are typically related to commercial and business areas, but not exclusively so. Some residential areas within the study area fall within the ranges of the higher assessed values (\$1,000,001 to \$250,000,000), and are generally located in the northeastern area of Carmel Valley, in Block

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Group 83.32.1. The majority of the study area falls within the ranges of \$250,001 to \$500,000 and \$500,001 to \$1,500,000. These areas within the primary impact area are a mix of commercial, industrial, and residential land uses, and are located northeast of the interchange of SR-56 and I-5.

### **2.1.5 Community Cohesion**

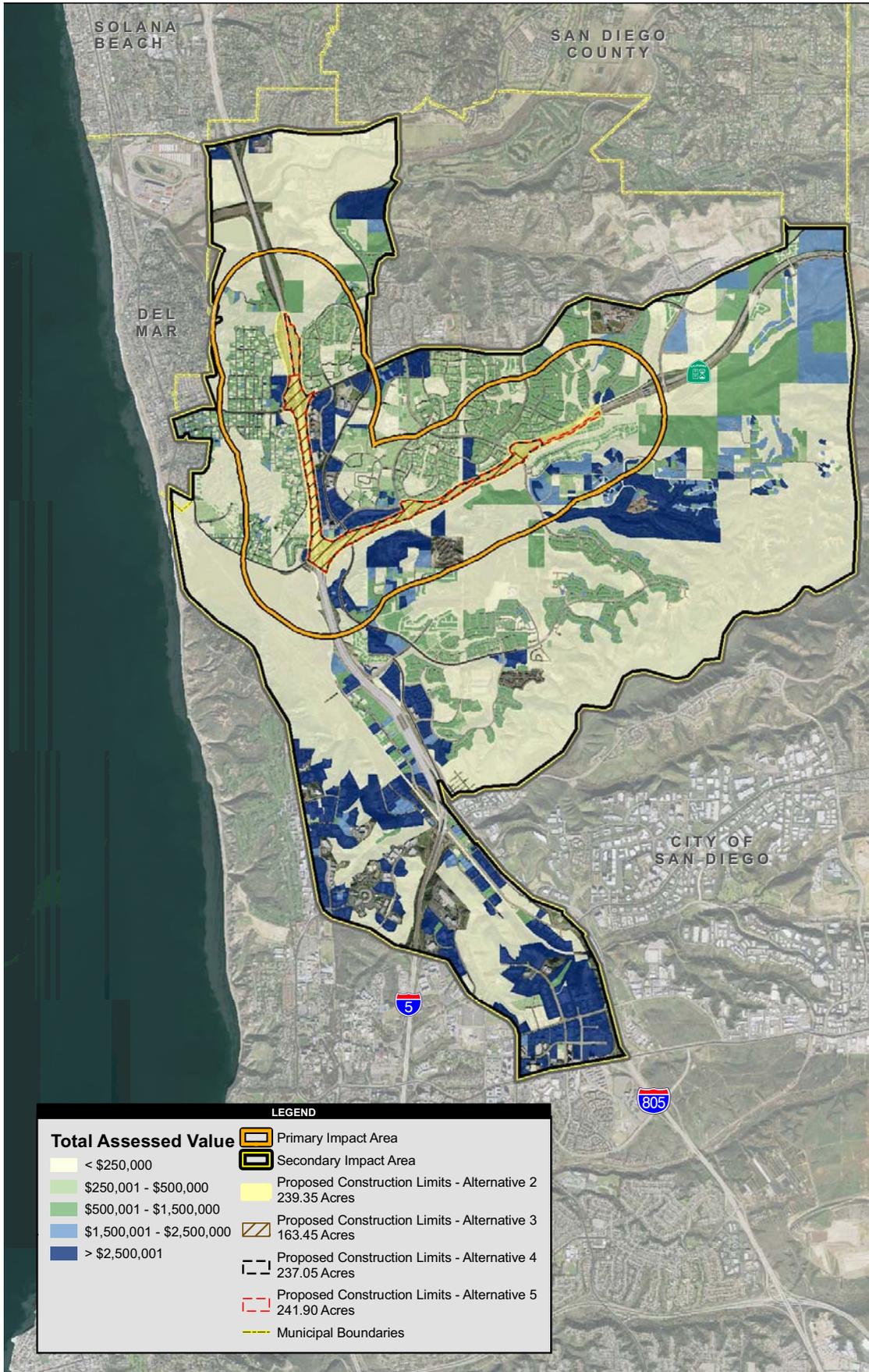
According to guidance from the Caltrans CIA Handbook (1997), community cohesion is the degree to which residents have a “sense of belonging” to their neighborhood; a level of commitment of residents to the community; or a strong attachment to neighbors, groups, and institutions, usually as a result of continued association over time. Cohesive communities have been regularly linked to certain social characteristics such as high ratios of owner-occupied single-family residences, frequent interpersonal contact, ethnic homogeneity, and shared goals. Neighborhoods with residential stability are also indicative of areas with high community cohesion.

Transportation projects may enhance or diminish community cohesion. In general, major transportation projects tend to be disruptive to cohesive communities by directly affecting pedestrian, bicycle, and vehicular circulation, and the travel patterns residents use to interact, since transportation projects are typically, by design, intended to serve a larger geography than a single neighborhood or community. Transportation projects can diminish community cohesion through the alteration, relocation, and/or closure of locally important institutions or businesses. Transportation projects can also create physical or psychological barriers or impediments to interaction, dividing cohesive communities. Finally, transportation projects can change access routes and disrupt corridors regularly used by residents to obtain necessary goods and services in a timely manner. Transportation projects are not always disruptive, however, and are a primary means of connecting communities through improved circulation, including improving pedestrian circulation, which can increase community cohesion through the creation or facilitation of new networks of contacts and different types of interactions.

Demographic and land use data was used as a basis to determine the cohesiveness of the study area communities. Figures were developed using parcel and U.S. Census data that spatially present three common aspects of community cohesion: the presence of owner-occupied homes within each municipality, the length of tenure of householders as of 2000 by block group as an indicator of residential stability, and the proportion of linguistically isolated households<sup>3</sup> by block group as an indicator of ethnic homogeneity and possible community interrelations.

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<sup>3</sup> Linguistically isolated households are those in which no person older than 14 responded that they speak English at least “very well” to the U.S. Census.



**Figure 2.1-12**  
**Total Assessed Value**

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It is assumed that those areas exhibiting higher concentrations of owner-occupied residential units would exhibit relatively higher levels of community cohesion due to the collected vested interest of area homeowners to create a welcoming, safe, and inviting environment for the safety of their families and the benefit of property values. Areas exhibiting longer homeowner tenures are expected to have higher levels of community cohesion due to homeowners being actively engaged in their community for a longer period of time. Areas with high proportions of older adults are also indicative of places with elevated community cohesion, as older adults generally show higher levels of community and civic involvement than younger residents. For areas with high proportions of minority residents and/or cultural homogeneity (explored in this section through an analysis of linguistic isolation), relatively high levels of community cohesion can result from a shared ethnic and/or cultural background and the networks of support that form between families in these areas as a way to navigate the culturally unfamiliar larger American society.

### **2.1.5.1 Study Area Community Cohesion**

As discussed in Section 2.1.1.2, the study area is composed of a number of communities. A majority of the communities have a substantial amount of area within the bounds of the study area. These communities are Torrey Pines, Carmel Valley, Torrey Hills, Del Mar Mesa, NCFUA Subarea II, and Pacific Highlands Ranch. Primary land uses in these communities within the study area are residential, commercial, and industrial. Some portions of the study area are highly residential, with a high housing density in residential areas. Commercial areas are located along major transportation corridors and serve the surrounding residential area.

Figure 2.1-13 presents the owner-occupied housing, by parcel, for the study area. Areas with a high proportion of owner-occupied housing are generally located north of SR-56 and south of Del Mar Heights Road. Residential areas directly adjacent to southbound I-5 have a high concentration of owner-occupied homes, as do homes near I-5 north of Del Mar Heights Road. Residential areas south of SR-56, situated throughout the hills in this area, also show high concentrations of owner-occupied homes. These areas generally correspond to residential neighborhoods in Torrey Pines, Carmel Valley, Pacific Highlands Ranch, and Del Mar Mesa. Overall, the study area has a high concentration of owner-occupied homes, with very few rental properties.

Figure 2.1-14 presents the average year owners moved into their respective units, by block group, within the study area. While based on 2000 data, the spatial distribution of average move-in dates can typically give a general indication as to the residential stability of an area. For the study area, the block groups exhibiting the longest owner tenure are located west of I-5 and north of Carmel Valley Road. The minimum average year in this area is 1992, which is a residence of 8 years. The maximum average year in this area is 1983, which is a residence of 17 years. The block groups north of SR-56, which exhibited high numbers of owner-occupied parcels, are populated by relatively recent owners. With the exception of block group 83.31.1

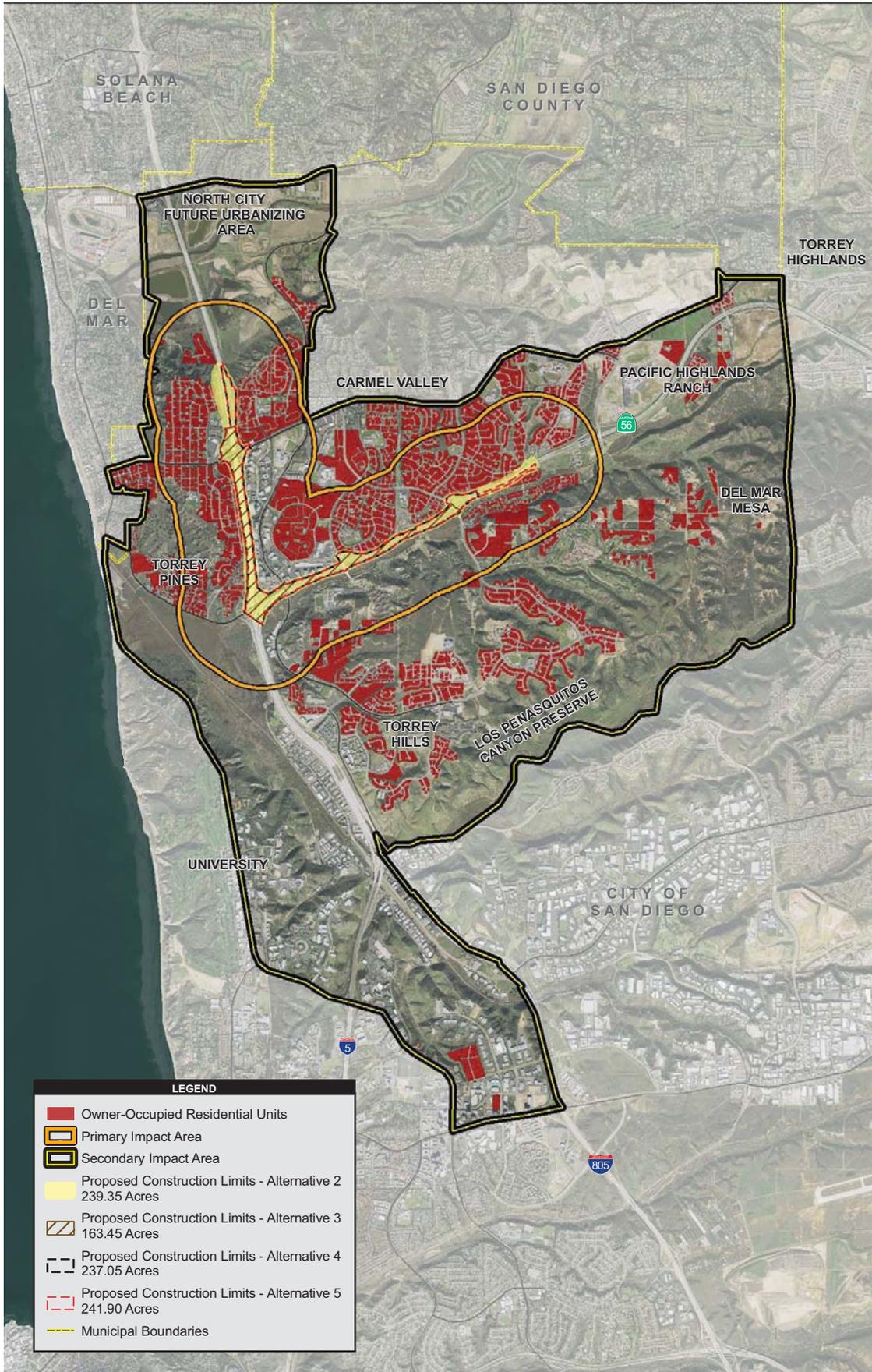
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(average move-in year of 1994), the average move-in year for these block groups are in the late 1990s. Many of these communities were only recently developed and, therefore, have short tenures. As a result, while the move-in date is still an indicator of residential stability, it should be compared to the age of the development and not to other areas of the city.

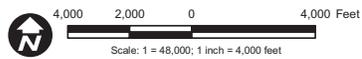
As discussed in Section 2.1.2.3 and presented in Figure 2.1-6, proportions of older adults are generally higher in block groups west of I-5, located in the community of Torrey Pines. Generally, the study area seems to be composed of young families, with those block groups located in Carmel Valley having lower proportions of older adults than that seen for San Diego and the county as a whole.

Figure 2.1-15 presents the percentage of linguistically isolated households by block group for the study area. Compared to the proportion of linguistically isolated households in San Diego (8.1 percent) and San Diego County (6.7 percent), the study area is composed of block groups with relatively small proportions of linguistically isolated households. In fact, some block groups within the community of Torrey Pines and block group 83.34.1, located in the eastern end of the study area, exhibit no linguistically isolated households. Block groups north of SR-56 and east of I-5, within Carmel Valley, have percentages ranging from 3.0 percent to 8.0 percent, which are some of the highest in the study area. However, these percentages are within the range of the average seen for the entirety of San Diego, and are not necessarily considered indicative of a concentration of a network of linguistically isolated households and an elevated community cohesion based on shared ethnic/cultural identity.

Demographic data suggest that community cohesion is most likely highest in two main sections of the study area: in the community of Torrey Pines, located west of I-5 and north of Carmel Valley Road, and in the community of Carmel Valley, located east of I-5 and north of SR-56. In the case of Torrey Pines, the foundation for community cohesion is most likely based on a long owner tenure, high numbers of owner-occupied residences, and a high proportion of older adults who are more likely to be interested in local civic matters. Those people living in Carmel Valley, while not likely to be older adults, have most likely lived in the area longer than their neighbors to the south of SR-56, and owner-occupied residential units are relatively common.



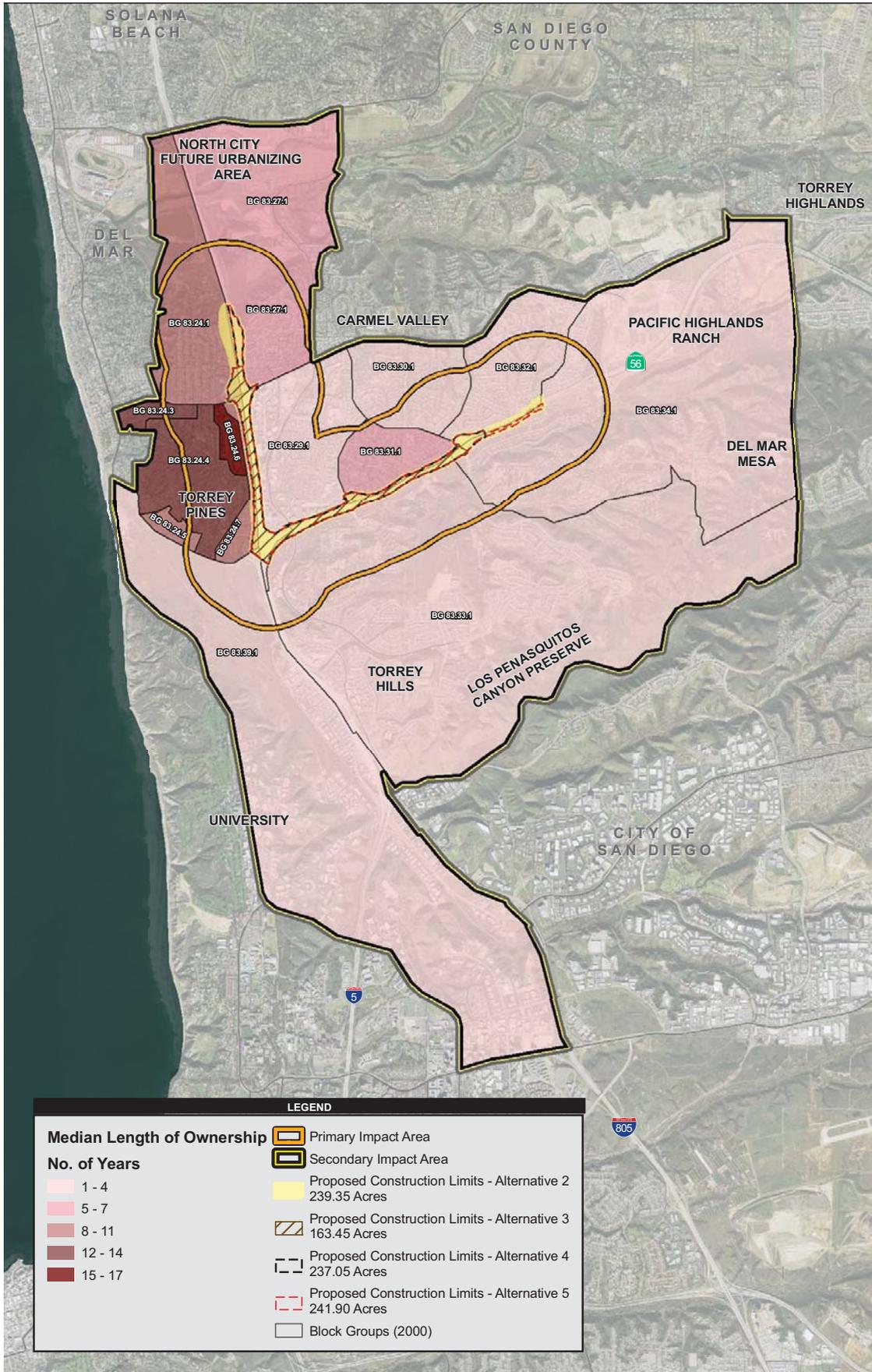
Source: SanGIS 2008; DOKKEN 2008; DigitalGlobe 2008



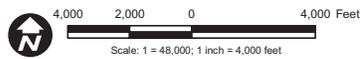
**Figure 2.1-13**  
**Owner-Occupied Residential Units**

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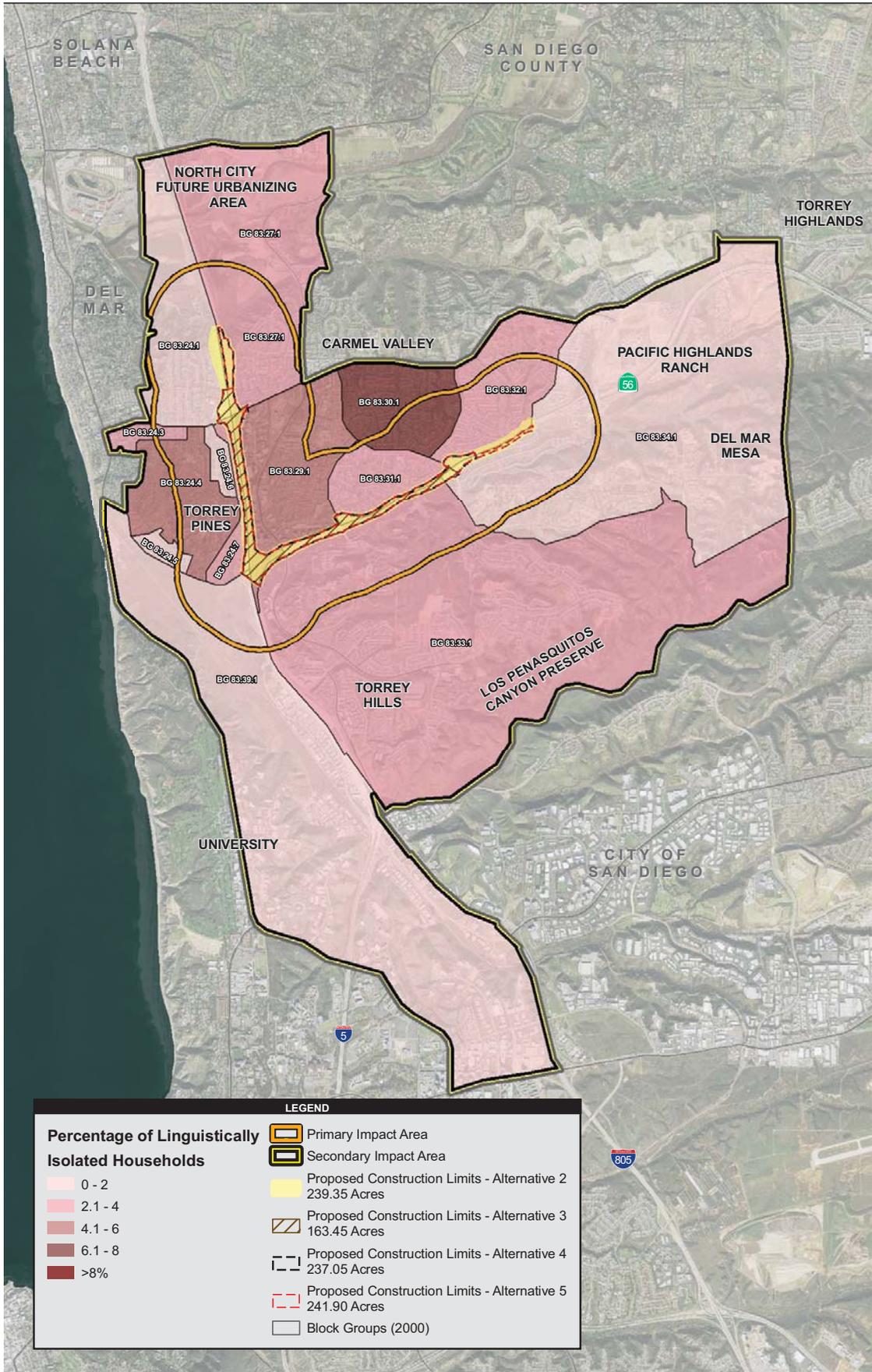
Source: SanGIS 2008; DOKKEN 2008; DigitalGlobe 2008



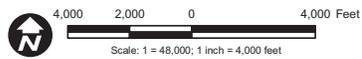
**Figure 2.1-14**  
**Median Length of Tenure for Owners (2000)**

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Source: SanGIS 2008; DOKKEN 2008; DigitalGlobe 2008



**Figure 2.1-15**  
Percentage of Linguistically Isolated Households

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## CHAPTER 3.0 IMPACTS OF ALTERNATIVES

### 3.1 CONSTRUCTION-RELATED IMPACTS

Alternatives 2, 4, and 5 would impact 3.4 miles of I-5 beginning south of Carmel Valley Road and continuing 0.75 mile north of Del Mar Heights Road. Beginning at the same location as the other alternatives, Alternative 3 ends 0.25 mile north of Del Mar Heights Road and, therefore, would impact only 2.9 miles of I-5. Along SR-56, Alternatives 2, 4, and 5 would impact 2.5 miles beginning at El Camino Real and continuing east of Carmel Country Road. Alternative 3 extends only as far as Carmel Country Road and, therefore, would impact only 1.75 miles of SR-56. Table 3.1-1 summarizes the total linear miles of I-5 and/or SR-56 that would be impacted from construction of each alternative.

**Table 3.1-1 Total Construction Impacts by Alternative**

<b>Alternative</b>	<b>I-5 (linear miles)</b>	<b>SR-56 (linear miles)</b>	<b>Total (linear miles)</b>
2	3.4	2.5	5.9
3	2.9	1.75	4.65
4	3.4	2.5	5.9
5	3.4	2.5	5.9

The following analysis discusses construction-related impacts within each jurisdiction along the corridor for the four proposed alternatives. Implementation of the proposed project alternatives would result in temporary construction-related impacts in the primary study area. Construction-related impacts could include, but are not limited to, those related to temporary disruptions of vehicular or pedestrian access and mobility, increased noise, dust generation, light pollution during nighttime construction hours, and visual changes to the existing landscape of the study area. Construction-related impacts are anticipated to occur mainly within the primary impact area.

The construction of Alternative 2, Alternative 4, and Alternative 5 would have the largest impacts. Construction of Alternative 3 would have similar but reduced impacts, as it would have restricted construction limits as compared to the other alternatives. Construction of the proposed project would occur in one phase; therefore, the timing and locations of potential community impacts would occur at one time.

The existing Park-and-Ride facility in the primary impact area could be used at some time for construction staging activity and may have reduced parking availability; however, it most likely would be closed during construction. Though lane closures and detours would be necessary at certain times during construction, there would be no time where an overpass or underpass would

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be entirely closed to traffic. Construction activity would occur mainly during regular business hours, but could also occur at night to minimize disruptions within the corridor or at interchanges.

Caltrans, after consulting with local agencies including fire and law enforcement, would implement a transportation management plan (TMP) for the construction phase throughout the duration of construction activities. The TMP would be made available to the public and to each jurisdiction within the study area. The TMP would be designed to minimize project-related traffic delay and accidents by adopting traditional traffic mitigation strategies and through an innovative combination of public and motorist information, demand management, incident management, system management, alternate route strategies, and construction strategies. The TMP would include detour signage, public transportation information, construction timing, and other useful construction information for residents and motorists. Further discussion on the TMP is provided in Chapter 7.0.

Various locations within the study area could experience temporary disruptions to existing travel patterns during construction activities due to lane restrictions, lane closures, or temporary detours. In turn, these disruptions could affect other major roads within the study area in San Diego, specifically the interchanges at Carmel Valley Road/SR-56 and El Camino Real/SR-56. Local roads may experience higher than normal traffic volumes as a result of disruptions on major roads and arterials.

Public transportation facilities and routes, particularly those within the area of primary impacts, may also experience service delays and disruptions. These disruptions may also delay or detour a few of the fixed bus routes in San Diego traveling north, south, east, and west from this portion of the study area. Additionally, the Carmel Valley Park-and-Ride facility may be used as a temporary staging area for construction. Due to its location under the proposed interchange, construction activities at the Park-and-Ride may necessitate closure of the facility, which would be a temporary adverse impact to parking.

Construction of the proposed alternatives may have the potential for secondary temporary economic impacts to a number of businesses as a direct result of disruptions to traffic flow and existing traffic patterns. Construction-related traffic has the potential to discourage travelers on I-5 and SR-56 from accessing interchanges to patronize nearby businesses. This is particularly the case for businesses located directly next to the proposed interchange. Businesses that are heavily dependent on patrons travelling along major roads in the study area could experience economic impacts associated with decreased visitation resulting from congestion or detours.

During construction of the proposed alternatives, a number of incrementally positive economic impacts to businesses in the primary project area and the surrounding region may be realized. For the duration of construction activities, use of local labor and local procurement of materials, goods, and services would result in positive impacts to local employment and business activity, a portion of which would likely occur in the primary impact area. However, no permanent

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employment or increase in business activity is anticipated as a result of construction activities associated with the proposed alternatives.

Construction activities within the project area would be located near a number of neighborhoods within San Diego, including Carmel Valley, Del Mar Heights, Pacific Highlands Ranch, North City, and Torrey Preserve. Depending on the time of day when construction occurs and the extent and duration of construction activities, residents of these communities could experience longer wait times as they travel to and from I-5. However, as described above, Caltrans would implement measures to minimize impacts to access and traffic during construction activities.

In addition to the businesses and residential areas mentioned above, public service and recreational facilities within the study area may also experience temporary access impacts. Those within the primary impact area are most likely to be affected and include Torrey Hills Elementary School, Del Mar Hills Elementary, Del Mar Heights Elementary School, Solana Highland Elementary School, Carmel Del Mar Elementary School, and Sycamore Canyon Elementary School. Access to parks and recreation centers near I-5 may also be affected, including Overlook Park, Crest Canyon Open Space Park, Solana Highlands Park, Carmel Creek Park, Torrey Highlands Park, and Carmel Valley Community Park. However, Caltrans would implement measures identified in the TMP, such as detour signage and other features, to minimize potential access impacts to businesses and facilities. In addition, these impacts would be temporary and would not result in long-term access disruptions.

Construction of the proposed alternatives would unavoidably result in noise and dust generation. Residential neighborhoods and community facilities within the primary impact area, particularly those immediately adjacent to the project area, could experience temporary impacts related to construction noise and dust generation. This includes residents of the Torrey Hills, Torrey Pines, and Carmel Valley communities; and students and staff at the Jewish Academy in Carmel Valley. These temporary construction-related impacts are considered proximity impacts and would not be physical in nature.

Depending on the placement of the staging areas, construction equipment also has the potential to affect views along I-5 and SR-56. If construction occurs after daylight hours, construction equipment that requires lighting could result in temporary visual impacts related to temporary light pollution. Dust generation would be minimized by employing best management practices during construction such as regular watering, covering exposed dirt piles, and maintaining the construction site.

### **3.2 OPERATIONAL IMPACTS**

Prime arterials in the study area include Del Mar Heights, El Camino Real, and Carmel Valley Road, which carry high traffic volumes and provide local and regional circulation. The proposed

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alternatives would reduce congestion and improve LOS by increasing capacity for all four alternatives.

The following sections address operational impacts to travel patterns, access, and parking; land use; farmland; the local economy; community facilities and services; and community cohesion. Of these potential issues, the majority would have no substantial impact or beneficial effects. Potential project impacts to property values from placement of noise walls on private property and to public parkland from visual, noise, and air quality impacts are identified.

### **3.2.1 Travel Patterns, Access, and Parking**

Improvements to circulation from the proposed project would likely reduce congestion along other local major roads serving local communities, as motorists would minimize the use of alternate routes. Implementation of the proposed alternatives would result in increased vehicular capacity, especially for Alternative 2, which includes direct freeway-to-freeway connectors and, therefore, higher ADT volumes on the northbound and southbound I-5 corridor and at the I-5/SR-56 interchange. The increased capacity would likely result in improved LOS and shortened commute times. This increased capacity would benefit residents in San Diego communities near the I-5/SR-56 interchange, as well as regional commuters.

Implementation of the proposed project, in conjunction with improved links to alternative and public transportation, would improve circulation and access to a number of community facilities, residential neighborhoods, and commercial centers. These would improve access to heavily trafficked community facilities, including Torrey Pines State Natural Reserve, Torrey Pines Golf Course, and Crest Canyon Open Space Park at San Dieguito Lagoon.

Increased capacity on I-5 and SR-56 may improve emergency response times for local emergency service providers, including the new Fire Station 24. Several large medical facilities are located in the immediate vicinity of the study, including the Veterans Affairs (VA) hospital, Scripps Memorial Hospital, and USCD Medical Center campus complex, which includes Thornton Hospital and several other facilities. The alternatives would improve access to these local communities by emergency services and, by means of improved LOS, may lead to shorter emergency responses times.

The proposed alternatives are generally located within existing ROWs; however, there are a few locations along the I-5 corridor north of SR-56 where the proposed improvements may require widening of the existing ROW, and could have implications for existing development. All four alternatives require partial right of way acquisition and subsurface easements from open space, private single family residences along Portofino Drive, a condominium complex, and Portofino Circle along the west side of I-5 within the project limits to build retaining walls for the project. The Direct Connector, Hybrid, and Hybrid with Flyover Alternatives require right of way acquisition and easements from commercial properties for the construction of auxiliary lanes, on

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ramps and off ramps, and freeway-to-freeway connector structures. The Auxiliary Lane Alternative requires right of way acquisition and temporary construction easements from commercial properties to widen the Carmel Valley Road to I-5 northbound on-ramp. Portions of city ROW and open space would be relinquished to Caltrans.

For the Direct Connector Alternative, 39 private properties, 1.08 acres of open space, and 27 parking spaces would be affected by ROW widening. The Direct Connector Alternative would require further widening of the ROW along southbound I-5 into Portofino Circle and the residences along Portofino Drive than the other alternatives. ROW widening for the Auxiliary Lane Alternative would affect 19 private properties and 0.507 acre of open space. The Auxiliary Lane Alternative would require less widening of the ROW along northbound I-5 than the other alternatives. The Hybrid Alternative ROW widening would affect 27 private properties, 0.507 acre of open space, and 27 parking spaces. The Hybrid Alternative would require the same amount of ROW widening as the Auxiliary Lane Alternative along southbound I-5 and the same as the Direct Connector Alternative along northbound I-5. Thirty private properties, 0.507 acre of open space, and 27 parking spaces would be affected by ROW widening for the Hybrid with Flyover Alternative. The Hybrid with Flyover Alternative would require the same amount of ROW widening as the Auxiliary Lane Alternative along southbound I-5 and the same as the Direct Connector Alternative along northbound I-5. Additionally, more ROW widening would be required along the north side of Carmel Valley Road than the other alternatives.

Conversion of existing uses to a ROW could result in a loss of parking. Under all four build alternatives, five marked and approximately 0.5 mile of unmarked on-street parking may be displaced by the proposed project.

## **ROW SUMMARY**

### All alternatives

Partial right of way acquisition and subsurface easements are required from private single family residences, open space, a condominium complex, and city street along the west side of I-5 within the project limits. The above mentioned takes are necessary to build retaining walls for the project.

Portions of City ROW and open space will be relinquished to State.

### Alts 2, 4, and 5

Along the east side of I-5 and the north side of SR-56; within the project limits; right of way acquisition, temporary construction easements, subsurface easements, and aerial easements are required from commercial properties. These acquisitions are necessary for the construction of auxiliary lanes, on ramps and off ramps, and freeway-to-freeway connector structures.

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### Alternative 2 – Direct Connector

39 private entities, 1.080 acres of open space, and 27 parking spaces would be affected by ROW widening.

The Direct Connector Alternative would require further widening of the ROW along southbound I-5 into Portofino Circle than the other alternatives.

### Alternative 3 – Auxiliary Lane

Along the east side of I-5 and the north side of SR-56; within the project limits; right of way acquisition and temporary construction easements are required from commercial properties. These acquisitions are necessary in order to widen the Carmel Valley Road to I-5 northbound on-ramp.

19 private entities and 0.507 acre of open space would be affected by ROW widening.

The Auxiliary Lane Alternative would require less widening of the ROW along northbound I-5 than the other alternatives.

### Alternative 4 – Hybrid

27 private entities, 0.507 acre of open space, and 27 parking spaces would be affected by ROW widening. The Hybrid Alternative would require the same amount of ROW widening as the Auxiliary Lane Alternative along southbound I-5 and the same as the Direct Connector Alternative along northbound I-5.

### Alternative 5 – Hybrid with Flyover

30 private entities, 0.507 acre of open space, and 27 parking spaces would be affected by ROW widening for the Hybrid with Flyover Alternative. The Hybrid with Flyover Alternative would require the same amount of ROW widening as the Auxiliary Lane Alternative along southbound I-5 and the same as the Direct Connector Alternative along northbound I-5. Additionally, more ROW widening would be required along Carmel Valley Road than the other alternatives.

## **3.2.1.1 Land Use Impacts**

### Existing Land Use

Land use within the primary impact area is a mix of urban and open space. It includes a business park area located northeast of the proposed project. Agricultural operations south of SR-56 at the terminus of Carmel Valley Road would not be affected by the proposed alternatives and would not preclude continued agricultural activities on the site. Scattered open

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space areas along or directly adjacent to the primary impact area, including Los Peñasquitos Canyon Preserve and San Dieguito Lagoon, may have short-term impacts from construction noise, dust, and storm water runoff, as well as long-term impacts from widening of the existing ROW. However, the proposed project would not result in large land use shifts, since these areas are preserved as open space. The proposed project would consist of the expansion of an existing established freeway and would be consistent with existing transportation uses.

One business, a gas station, located northeast of the interchange, would be displaced through implementation of Alternative 5. No residential properties would be displaced as result of project implementation; however, those residences immediately adjacent to the proposed project would experience a partial loss of land to the proposed alternatives. For additional detail, see the Relocation Impact Statement in Appendix A.

### Development Trends

The area directly adjacent to the project corridor within the City of San Diego is generally urbanized, with built-out areas interspersed with agriculture and open space areas designated for preservation. Since agricultural activities could continue, encroachment into adjacent farmlands would not affect development within the area. While some developments are proposed within the study area, such as Pacific Highlands Ranch, they are located outside of the primary impact area and would not be directly affected by the proposed project. The proposed project would improve the service level of an existing transportation corridor and is not anticipated to affect development trends in the area.

### Consistency with Plans and Policies

The City of San Diego General Plan and applicable community plans identify specific goals and policies for the various communities. A detailed listing of relevant goals and policies and the proposed project's consistency with those policies is provided in Table 3.2-1. The proposed alternatives would not result in any substantial land use changes within the project corridor and would minimize effects to adjacent existing land uses. In addition, encroachment into adjacent open space would be minimized and would not result in fragmentation or displacement of any preserved open space areas. The Mobility Element of the San Diego General Plan explicitly outlines an increase in capacity and a reduction in congestion along the freeway system as a primary goal. Additionally, applicable community plans within San Diego reflect this larger goal of the provision of a transportation system that provides convenient linkages to the rest of the metropolitan region. Therefore, the project would be generally consistent with the city and community plans and policies established for the City of San Diego within the project corridor.

**Table 3.2-1. Consistency with City of San Diego Community Plans**

Relevant Key Goals	Project Considerations	Project Consistency
<b>Torrey Pines Community Plan</b>		
<p><b>Resource Management and Open Space Element</b>            (1) Ensure long-term sustainability of the unique ecosystems in the Torrey Pines community, including all soil, water, air, and biological components that interact to form healthy functioning ecosystems. (2) Conserve, restore, and enhance plant communities and wildlife habitat, especially habitat for rare, threatened, and endangered species. (3) Retain viable, connected systems of wildlife habitat, and maintain these areas in their natural state. (4) Identify, inventory, and preserve the unique paleontological, archeological, Native American, and historic resources of Torrey Pines for their educational, cultural, and scientific values. (5) Preserve, enhance, and restore all natural open space and sensitive resources areas, including Los Peñasquitos Lagoon and associated uplands, Torrey Pines State Natural Reserve with its distinctive sandstone bluffs and red rock, Crest Canyon, San Dieguito Lagoon and River Valley, the Carroll Canyon Wetland/Wildlife Corridor through Sorrento Valley, and all selected corridors providing linkage between these areas. (6) Establish a pedestrian/bicycle pathway system that links all open space areas from Carroll Canyon in the south to the San Dieguito River Valley in the north. This pathway system shall be provided concurrent with adjacent development and shall be designed consistent with the design guidelines provided within this Plan.</p>	<p>The proposed project would include slight encroachments that would result in the loss of open space and vacant land adjacent to the existing SR-56 and I-5 ROW. This open space and vacant land may include trees, plant communities, and wildlife habitat. However, these encroachments would be small and would not affect the overall biological value of the open space and vacant lands. Furthermore, Caltrans would coordinate with the city and/or wildlife agencies, as required, to ensure that potential impacts to environmentally sensitive habitats are minimized and/or mitigated to the maximum extent practicable.</p> <p>The proposed project would potentially increase both the amount of urban pollutants in runoff and the volume of runoff generated along the corridor. The effect of the proposed project on energy consumption is uncertain. Improved and more efficient circulation in the area would likely result in reduced energy consumption. However, this reduced energy consumption associated with improved circulation and decreased congestion could potentially be offset by increased energy consumption associated with increased throughput and main travel capacity.</p>	<p>All four alternatives would be consistent.</p>
<p><b>Transportation Element</b>            (1) Provide an efficient, safe, and environmentally sensitive transportation system. (2) Ensure that transportation improvements do not negatively impact the numerous open space systems located throughout the Torrey Pines community. (3) Provide a transportation system that maximizes the opportunities for public transit use, especially in Sorrento Valley. (4) Provide a system of bikeways and pedestrian facilities that will encourage bicycling and walking as a means of transportation. (5) Provide a transportation system that provides convenient linkages to the community's activity centers and to the rest of the</p>	<p>The proposed project would include slight encroachments that would result in the loss of open space and vacant land adjacent to the existing SR-56 and I-5 ROW. This open space and vacant land may include trees, plant communities, and wildlife habitat. However, these encroachments would be small and would not affect the overall biological value of the open space and vacant lands. Furthermore, Caltrans would coordinate with the city and/or wildlife agencies as required to ensure that potential impacts to environmentally sensitive habitats are minimized and/or mitigated to the maximum extent practicable.</p>	<p>All four alternatives would be consistent.</p>

Relevant Key Goals	Project Considerations	Project Consistency
<p>metropolitan region. (6) Provide a safe and environmentally sensitive improvement of the Del Mar Terrace neighborhood streets. (7) Provide a transportation system that encourages the use of mass transit, rather than building and/or widening roads and freeways. (8) Investigate the feasibility of providing seasonal shuttle service.</p>	<p>The proposed project would potentially increase both the amount of urban pollutants in runoff and the volume of runoff generated along the corridor. The effect of the proposed project on energy consumption is uncertain. Improved and more efficient circulation in the area would likely result in reduced energy consumption. However, this reduced energy consumption associated with improved circulation and decreased congestion could potentially be offset by increased energy consumption associated with increased throughput and main travel capacity.</p>	
<p><b>Local Coastal Program Policies</b> <u>Grading/Water Quality</u> Grading for properties within the Coastal Zone that drain into Los Penasquitos Lagoon or San Dieguito Lagoon requires compliance with erosion control measures specified in the document "Erosion Control Measures for North City Areas Draining to Los Penasquitos or San Dieguito Lagoons" on file in the Office of the City Clerk as Document No. 00-17068. <u>Visual Resources</u> (1) Scenic resource areas including San Dieguito Regional Park, Crest Canyon, Torrey Pines State Natural Reserve, Los Penasquitos Lagoon, and the Carroll Canyon Creek Corridor have been designated and rezoned to open space. (5) Landscaping of properties adjacent to open space areas shall not use invasive plant species. Landscaping adjacent to these areas should use plant species naturally occurring in that area. (11) The Plan recommends the preservation of Torrey Pine trees in private and public areas, and encourages the planting of Torrey Pine trees in roadways and other landscaped areas. Should Torrey Pine trees require removal, relocation or replacement of the trees shall occur whenever feasible.</p>	<p>The proposed project would include slight encroachments that would result in the loss of open space and vacant land adjacent to the existing SR-56 and I-5 ROW. This open space and vacant land may include trees, plant communities, and wildlife habitat. However, these encroachments would be small and would not affect the overall biological value of the open space and vacant lands. Furthermore, Caltrans would coordinate with the city and/or wildlife agencies as required to ensure that potential impacts to environmentally sensitive habitats are minimized and/or mitigated to the maximum extent practicable.</p> <p>Following mitigation guidelines set forth in the Visual Impact Assessment, planting themes should be derived from the surrounding native plant community, selecting key shrubs to fulfill specific functions of screening, accent planting, and erosion control.</p>	<p>All four alternatives would be consistent.</p>
<p><b>Carmel Valley Community Plan</b></p>		
<p><b>Park, Recreation, and Open Space Element</b> (1) In order to promote North City West as a balanced community, a variety of park and recreational facilities will be necessary. The balanced community policy would ensure a population representative of all ages, interests, and social and economic status in North</p>	<p>The proposed project would include slight encroachments that would result in the loss of open space and vacant land adjacent to the existing SR-56 and I-5 ROW. This open space and vacant land may include trees, plant communities, and wildlife habitat. However, these encroachments would be small and would not affect the</p>	<p>All four alternatives would be consistent.</p>

Relevant Key Goals	Project Considerations	Project Consistency
<p>City West. This population would have different recreational needs. For example, one park may contain playfields and active sports areas while another may offer picnic areas and viewpoints. (3) In order to promote preservation of the natural environment, development of either public or private nature should not be allowed on lands designated for open space unless the proposed development is compatible with open space use. An inventory of the desirable natural features of all property within the study area together with alternative plans for the conservation of these amenities should be a prerequisite for development.</p>	<p>overall biological value of the open space and vacant lands. Furthermore, Caltrans would coordinate with the city and/or wildlife agencies, as required, to ensure that potential impacts to environmentally sensitive habitats are minimized and/or mitigated to the maximum extent practicable.</p>	
<p><b>Circulation Element</b>  (1) In order to promote North City West as a balanced community, a balanced transportation system must be included in initial construction of North City West. Such a system would assure mobility and access to all parts of the community for all residents and, therefore, facilitate a social balance.</p>	<p>The proposed project would not adversely affect the community's desire to provide a network of transportation systems that is integrated, complementary, and compatible with other citywide and regional goals. The proposed project would reduce congestion in the area, decrease traffic along alternative corridors during peak hours, and improve circulation between I-5 and SR-56.</p>	<p>All four alternatives would be consistent.</p>
<b>Torrey Hills Community Plan</b>		
<p><b>Transportation Element</b>  <u>Goals:</u> (1) Construct and maintain an adequate community circulation network that is compatible with the regional transportation system. (3) Provide a transportation system that maximizes the opportunities for public transit. (4) Provide a system of bikeways and pedestrian facilities that would encourage bicycling and walking as a means of transportation. (5) Provide a transportation system that is a convenient linkage to the community's activity centers and to the rest of the metropolitan region.  <u>Policies:</u> (9) Development of transportation facilities shall avoid unnecessary encroachment into environmentally sensitive areas.</p>	<p>The proposed project would improve circulation between I-5 and SR-56 by realigning the interchange and improving connectivity. Although the proposed project would not include alternatives to motorized transportation such as bike lanes, implementation of the proposed project would not inhibit any existing alternative modes of transportation and would ease congestion for easier carpooling and transit.</p>	<p>All four alternatives would be consistent.</p>
<p><b>Open Space and Resource Management Element</b>  <u>Goals:</u> (1) Preserve, protect, enhance, and, where possible, restore all natural open space and sensitive resource areas including Los Peñasquitos Canyon Preserve, coastal sandstone bluffs and identified wildlife corridors. (2) Prohibit encroachment and impacts of adjacent development, both private and public, on areas designated as</p>	<p>The proposed project would include slight encroachments that would result in the loss of open space and vacant land adjacent to the existing SR-56 and I-5 ROW. This open space and vacant land may include trees, plant communities, and wildlife habitat. However, these encroachments would be small and would not affect the overall biological value of the open space and vacant lands. Furthermore,</p>	<p>All four alternatives would be consistent.</p>

Relevant Key Goals	Project Considerations	Project Consistency
open space.	Caltrans would coordinate with the city and/or wildlife agencies as required to ensure that potential impacts to environmentally sensitive habitats are minimized and/or mitigated to the maximum extent practicable.	
<b>Community Facilities Element</b> <u>Policies:</u> Minimize potential impacts to Peñasquitos Lagoon by providing drainage facilities to control runoff, erosion, and sedimentation.	Implementation of the proposed project would include drainage design features to control runoff, erosion, and sedimentation that could affect Los Peñasquitos Lagoon. [To be completed upon receipt of 4(f) report.]	All four alternatives would be consistent.
<b>Community Design Element</b> <u>Landscape Concept</u> <u>Goals:</u> (1) Develop a landscape design concept that reinforces the community's landform grading concepts. (3) Establish a landscape planting palette that employs drought-tolerant, native, and naturalized plant materials that are compatible with existing native vegetation, particularly the use of Torrey Pines. (4) Encourage the planting of landscape materials in natural, random freeform groupings in the same manner as existing native plant materials on and around the site.	Landscaping of the edges of the new Caltrans ROW would be consistent with the requirements of the Torrey Hills community plan.	All four alternatives would be consistent.
<b>Coastal Zone Policies</b> <u>Open Space and Resource Management</u> (2) No fill or permanent structures shall be permitted within the boundaries of the Carmel Valley Restoration and Enhancement Project unless such development is first authorized by the California Coastal Commission. (3) No development, other than trails and fencing authorized in the approved coastal development permit, shall be constructed within the 50-foot buffer adjacent to the Carmel Valley Restoration and Enhancement Project, unless such development is first authorized by the California Coastal Commission.	Implementation of the proposed project would involve a reconfiguration of the interchange between SR-56 and I-5 and may involve the construction of new structures (footings). However, these would not be within the boundaries of the Carmel Valley Restoration and Enhancement Project. Depending on the final engineering configuration, project components may be within the 50-foot buffer and would require approval of the California Coastal Commission.	All four alternatives would be consistent, assuming approval by the California Coastal Commission.
<b>Del Mar Mesa Community Plan</b>		
<b>Circulation Element Policies</b> (1) A vehicular and non-vehicular circulation system that meets the needs of Del Mar Mesa residents and visitors at an acceptable level of service. (2) An efficient and environmentally sensitive transportation system that maintains the Del Mar Mesa's rural character. (3) Hiking and equestrian trails, with access to adjacent trails, that provide walking and horseback riding opportunities to the general public and Del Mar Mesa residents.	<p>The proposed project would improve circulation between I-5 and SR-56 by realigning the interchange and improving connectivity. The proposed project would maintain an acceptable level of service for residents and visitors to the area.</p> <p>The proposed project would potentially increase both the amount of urban pollutants in runoff and the volume of runoff generated along the corridor. The effect of the proposed project on energy</p>	All four alternatives would be consistent.

Relevant Key Goals	Project Considerations	Project Consistency
	<p>consumption is uncertain. Improved and more efficient circulation in the area would likely result in reduced energy consumption. However, this reduced energy consumption associated with improved circulation and decreased congestion could potentially be offset by increased energy consumption associated with increased throughput and main travel capacity. The rural character of Del Mar Mesa would not be affected, as the main design features associated with the proposed project are not located within the community.</p> <p>Hiking and equestrian trails are not anticipated to be affected by the proposed project.</p>	
<b>Pacific Highlands Ranch Community Plan</b>		
<p><b>Land Use Element Goal</b> Create a unique community that conserves the surrounding natural environment while providing a pedestrian-oriented pattern of development.</p>	<p>The proposed project would potentially increase both the amount of urban pollutants in runoff and the volume of runoff generated along the corridor. The effect of the proposed project on energy consumption is uncertain. Improved and more efficient circulation in the area would likely result in reduced energy consumption. However, this reduced energy consumption associated with improved circulation and decreased congestion could potentially be offset by increased energy consumption associated with increased throughput and main travel capacity. The pedestrian orientation of Pacific Highlands Ranch would not be affected by the proposed project, as a new transportation corridor would not be established and would not likely serve to disrupt already established pedestrian movements.</p>	<p>All four alternatives would be consistent.</p>
<p><b>Circulation Element Goals</b> (1) Create a circulation system that assists in the efficient movement of vehicles. (2) Develop a multi-modal circulation system to provide alternative means and routes to arrive at the same destination point.</p>	<p>The proposed project would improve circulation between I-5 and SR-56 by realigning the interchange and improving connectivity. The proposed project would also reduce congestion along area roads during peak hours, creating a more efficient movement of vehicles. The improvements to the interchange would create a more efficient multi-modal circulation system by reducing congestion at the interchange and giving motorists incentive to use the interchange and area connector roads.</p>	<p>All four alternatives would be consistent.</p>
<b>SANDAG 2030 RTP</b>		
<p><b>Goals of the 2030 RTP:</b></p> <ul style="list-style-type: none"> <li>• Livability – Promote livable communities</li> </ul>	<p>The proposed project would improve regional and local mobility by improving the circulation between I-5 and SR-56</p>	<p>All four alternatives would be consistent.</p>

Relevant Key Goals	Project Considerations	Project Consistency
<ul style="list-style-type: none"> <li>• Mobility – Improve the mobility of people and freight</li> <li>• Efficiency – Maximize the efficiency of the existing and future transportation system</li> <li>• Accessibility – Improve accessibility to major employment and other regional activity centers</li> <li>• Reliability – Improve the reliability and safety of the transportation system</li> <li>• Sustainability – Minimize effects on the environment</li> <li>• Equity – Ensure an equitable distribution of the benefits among various demographic and user groups</li> </ul>	<p>and improving connectivity. It maximizes the efficiency of an existing transportation network, and improves accessibility to employment centers located in the study area. By improving an existing network instead of requiring a substantial amount of new land, it minimizes the effects to the environment. The proposed project would provide equitable distribution of benefits among various demographic groups in the study area.</p>	
<b>SANDAG 2010 RTIP</b>		
The 2010 RTIP includes the project.		All four alternatives would be consistent.

### 3.2.2 Farmland Impacts

Impacts to farmlands were determined through the analysis of aerial photographs, field visits, and analysis of Important Farmland Maps. The project area is generally considered to be within a developed and urban part of San Diego County; however, some portions of isolated agricultural activity are located near the proposed alternatives. The majority of actively farmed land within the study area is designated by the FMMP as Farmland of Local Importance. The proposed alternatives would not directly impact any important farmlands that are actively being used for agriculture within the primary impact area.

The proposed alternatives would not have direct impacts to any Farmland of Statewide Importance. While an area of designated Farmland of Statewide Importance is found in the study area, it is located directly north of all the proposed alternative footprints. An area of designated Prime Farmland within the study area is located directly south of the intersection of Carmel Valley Road and SR-56 and is currently in production. The proposed alternatives would not result in encroachment and would not preclude agricultural activities. An area of Farmland of Local Importance is located directly south of the intersection of Carmel Valley Road and SR-56 and would not be affected by the proposed project alternatives. A Farmland Conversion Impact Rating was submitted to the Natural Resource Conservation Service on March 3, 2009 (Appendix B). The Natural Resource Conservation Service reviewed the project alternatives and declared “no opinion” concerning potential impacts. Effectively, the Natural Resource Conservation Service has declared no direct impacts to any Farmland of Statewide Importance.

The City of San Diego General Plan addresses agricultural resources within the Conservation Element and states a goal of retaining premium agricultural lands within the city. The proposed project would not encroach into an agriculturally productive operation and would not adversely

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affect agricultural productivity; no important farmlands are located within the primary impact area. Therefore, the proposed project would not conflict with goals of the City's General Plan for retaining premium agricultural lands.

### **3.2.3 Impacts to Local Economy**

Implementation of the proposed project may have beneficial impacts on certain characteristics of the local economy. This section examines the potential impacts related to local businesses, property values, and tax revenues.

#### Impacts to Local Business

Other communities in California with heavy congestion during peak hours have experienced a decrease in local patronage because long wait times and congestion deter individuals from exiting the freeway (Caltrans 2006). The proposed alternatives would lead to increases in ADT and an improvement in LOS, specifically Alternative 2, which includes direct freeway-to-freeway connectors. Decreased congestion along I-5 and SR-56 has the potential to allow regional patrons and community residents to access businesses more efficiently, thereby promoting commerce.

This would be especially true for restaurants, retail stores, and shopping centers within the primarily impacted area, as they are often automobile trip destinations for residents and visitors. Implementation of the proposed project would likely have a positive impact to businesses throughout the study area because of the improved access efficiency to other highways and surface streets. Beaches, lagoons, recreation areas, and other tourist attractions may experience increased visitation, resulting in increased patronage at nearby shops.

#### Impacts to Property Values

Property values in San Diego could be affected by displaced businesses, changes in the visual environment, improved access to community facilities and other residential areas, and nearby community enhancement projects. One business, a gas station, would be displaced through implementation of Alternative 5. Residential properties immediately adjacent to the proposed project, in addition to those properties that would experience a partial loss of land to the proposed alternatives, may experience secondary effects to property values. Those residential areas that would become closer to the SR-56/I-5 interchange and the proposed retaining walls and sound walls (especially if these walls are built on easements donated by property owners) could experience a decrease in property values. These large built structures could create a more urban feel, as well as affect shade, noise levels, and viewsheds. In contrast, it may also be possible that the proximity to I-5 and installation of sound walls would improve property values, creating an environment with reduced traffic-related noise and a relative separation from the freeway. No residential relocations would occur from implementation of any of the project alternative.

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A number of factors influence property values in the San Diego region, including proximity to coastal areas, school district, accessibility to public facilities and amenities, neighborhood affiliation, and lifestyle. It is likely that this complex set of factors may exceed any project-related incremental change. Therefore, impacts to property values associated with the proposed alternatives cannot be calculated at this time. While immediately adjacent individual residential property values may experience some neutral or adverse effects, those businesses neighboring a realigned interchange could experience an increase in economic activity as improved access and an increased capacity on the roadway could increase the number of potential customers.

Taking into account the improvements to the region as a whole, property values would likely improve after implementation of the proposed project. Operation of the proposed project may have the effect of improving property values by providing residents with a more efficient and more capable freeway system. In the future, if there is the perception that commute times have improved in the communities near the proposed project, residences in the vicinity may become more desirable, thereby indirectly increasing property values.

#### Impacts to Tax Revenue

Impacts associated with the removal of residential and business property due to direct project impacts can result in losses to property and sales tax revenue for the local jurisdictions in which the removal takes place. There would be no residential displacements resulting from this project, and one business, a gas station, would be displaced through implementation of Alternative 5. Therefore, while tax-related impacts are not anticipated for Alternatives 2, 3, and 4, Alternative 5 may have negative impacts on sales tax revenue. The partial acquisition of property by a proposed project does not usually affect tax revenue unless the use of the parcel is substantially affected.

#### **3.2.4 Community Facilities and Services Impacts**

As described above in Section 2.1, there is one police station and two fire stations located either within or in proximity to the primary impact area. The proposed alternatives are not expected to displace or relocate any of these service facilities, nor are visual, noise, or air quality impacts likely to adversely affect the community facilities.

Operation of the proposed project is not anticipated to adversely affect response times for emergency services associated with these facilities. It is likely that the proposed project alternatives may incrementally improve response times of emergency services due to increased roadway capacity.

Sixteen schools are present within the entire study area, seven of which are located within the primary impact area. Del Mar Hills Elementary, which is located adjacent to southbound I-5, north of Del Mar Heights Road, is the school closest to the proposed project. Del Mar Hills

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Elementary is not expected to experience any displacement or relocation from the proposed alternatives. Access to the school from the freeway may become more efficient under operation of the proposed project due to higher freeway and road capacity. This improvement in access may also be realized by the San Diego Jewish Academy, Carmel Del Mar School, and Notre Dame Academy, all of which are in proximity to the proposed project.

The study area within San Diego is composed of a number of neighborhoods, many of which contain several small parks and open space for recreation. While all parks within this region could potentially benefit from an increase in visitors due to reduced congestion in the area, the parks within the area of primary impact may experience a wider range of impacts (e.g., visual, air quality, noise) related to the operation of the proposed project. Parks within the primary impact area that could experience indirect benefits from implementation of the proposed project include Solana Highlands Park, Carmel Grove Park, Carmel Del Mar Park, and North City West Park.

All four project alternatives would require ROW acquisition of publicly owned land at specific points along I-5.

### **3.2.5 Community Cohesion and Character Impacts**

Impacts to community cohesion for the places that exhibit traits of elevated cohesion levels, which include the community of Torrey Pines and the community of Carmel Valley, could include construction-related impacts to access and circulation, but these impacts are anticipated to be temporary and not substantial. Impacts during construction could include reduced access to community facilities or residential areas. The proposed project would result in an increase in urban features in the project area due to the widening of SR-56 and I-5, the connector and flyover bridges, and the construction of large retaining walls and sound walls. The change in visual quality associated with these features are addressed in the Visual Impact Assessment and visual mitigation is provided.

From a community cohesion standpoint, the potential for higher traffic volumes passing through the SR-56/I-5 corridor may slightly affect the suburban character of these communities. However, the increased traffic volumes would not be considered a substantial change to the existing separation between the Torrey Pines and Carmel Valley communities that is presently caused by the SR-56 and I-5 corridors and would not require mitigation.

The proposed project is designed to directly reduce congestion at this interchange, indirectly reduce congestion on roads in the study area, and improve public access to community facilities for residents. This would be achieved by easing congestion overall within the region during peak hours, including within the communities of Torrey Pines and, in particular, Carmel Valley. This improved connectivity would improve cohesion in the respective communities by increasing use of public facilities and pedestrian activity.

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From a community character standpoint, implementation of the proposed project would direct traffic through the interchange without diverting a portion of the traffic onto surface streets. The decrease in automobile queuing, reduction in noise from braking and accelerating, and improvements to air quality would prove beneficial to the community.

The study area is considered to be largely urbanized, despite the presence of open space and agricultural uses in the surrounding canyons. The proposed project would not create new geographic or social barriers that may hinder interaction, as it is an improvement of an already existing transportation corridor. There would be no residential displacements or negative effects to existing public facilities. As a result, there would be no substantial effects to community character.

The coastal viewshed is a valuable amenity shared by residents in the study area. Implementation of the proposed project will obstruct views to a greater degree than currently exists. With the mitigation measures provided, adverse visual impacts to community character would be reduced to a level of less than significant. As described in the Visual Impact Assessment, the different build alternatives reduce visual quality, and consequently, regional coastal character, in descending order of severity.

Hierarchy of Visual Impacts in order of severity:

- Direct Connector Alternative - High degree of adverse visual impact (The highest of the Alternatives)
- Hybrid with Flyover Alternative - High degree of adverse visual impact
- Hybrid Alternative - Moderately high degree of adverse visual impact
- Auxiliary Lane Alternative - Lesser degree of moderately high adverse visual impact
- No-build Alternative - No adverse visual impact

### **3.3 SUMMARY OF PROJECT IMPACTS**

The proposed project would increase capacity and improve the existing and future traffic operations along the northbound and southbound I-5 corridor and at the I-5/SR-56 interchange. Implementation of the proposed project, in conjunction with improved links to alternative and public transportation, would improve circulation and access to a number of community facilities, residential neighborhoods, and commercial centers. Most notably, the increased capacity would likely result in improved LOS and shortened commute times. This increased capacity would benefit residents in San Diego communities near the I-5/SR-56 interchange, as well as regional commuters.

Construction of the proposed project would occur in one phase; therefore, the timing and locations of potential community impacts would not be altered or modified as construction progresses. Construction-related impacts to communities in the vicinity of the proposed project

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include vehicular and pedestrian access disruptions, increased noise and dust generation, light pollution during nighttime construction hours, and visual changes to the existing landscape of the study area. Construction-related impacts are anticipated to occur mainly within the primary impact area. As described in Section 3.1, Caltrans would implement a TMP throughout the duration of construction activities that would be made available to the public. The TMP would serve to minimize project-related construction disruptions and would include traffic mitigation strategies designed in coordination with the local communities such as detour signage, public transportation information, construction timing, and other useful construction information for residents and motorists.

Under operation of the proposed project, vehicular capacity would be increased from the provision of direct freeway-to-freeway connectors, resulting in higher ADT volumes on the northbound and southbound I-5 corridor and at the I-5/SR-56 interchange. Circulation and capacity on both I-5 and SR-56 would be improved, resulting in increased access to and from local communities to I-5 and to and from other important community locations. The operation of the proposed project is likely to result in an increase in urban features in the project area due to the widening of SR-56 and I-5, the connector and flyover bridges, and the large retaining walls and sound walls. The changes in visual quality associated with these features are addressed in the Visual Impact Assessment and visual mitigation is provided, although the impact would not be fully mitigable. While a relatively small area (0.5 mile) of on-street parking may be displaced by the proposed project, further adverse impacts to travel, access, or other parking are not anticipated. In addition, adverse impacts related to land use compatibility, community facilities and services, the local economy, and farmlands are not anticipated.

Community cohesion throughout the vast majority of the project area is not likely to be diminished, as the proposed project would not divide existing neighborhoods any more than under the existing conditions, nor would it separate residences from community facilities. The project area is considered to be largely urbanized, despite the presence of open space and agricultural uses in the surrounding canyons. The proposed project would not create new geographic or social barriers that may hinder interaction, as it is an improvement of an already existing transportation corridor. In fact, the proposed project would help to enhance connections by providing better access to a number of community facilities, residential neighborhoods, and commercial centers, improving cohesion in the respective communities by increasing use of public facilities and pedestrian activity.

Community character would be adversely affected by changes in visual quality associated with urban features (e.g., the connector and flyover bridges and the large retaining walls and sound walls). Mitigation identified in the Visual Impact Assessment may address the actual cumulative loss of visual quality that would occur in the project viewshed when the project is implemented.

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## **CHAPTER 4.0 CUMULATIVE EFFECTS**

Cumulative impacts are those that result from past, present, and reasonably foreseeable future actions, combined with the potential impacts of this project. A cumulative community impacts assessment looks at the collective impacts posed by individual land use plans and projects. Cumulative impacts can result from individually minor, but collectively substantial impacts taking place over time. Cumulative impacts to resources in the project area may result from residential, commercial, industrial, and highway development, as well as from the conversion of agricultural uses to urban development. These changes can also contribute to potential community impacts identified for the project, such as changes in community character, traffic patterns, housing availability, and employment.

California Environmental Quality Act (CEQA) Guidelines, Section 15130, describes when a cumulative impact analysis is warranted and what elements are necessary for an adequate discussion of cumulative impacts. The definition of cumulative impacts, under CEQA, can be found in Section 15355 of the CEQA Guidelines. A definition of cumulative impacts under NEPA can be found in 40 CFR Section 1508.7 of the Council on Environmental Quality (CEQ) Regulations. NEPA requires an analysis of the incremental effects of an action that are cumulatively considerable when viewed in connection with closely related present, planned, and reasonably foreseeable future actions, regardless of what agency (federal or nonfederal) or person undertakes such other actions.

The area of secondary impacts defined in this CIA is also considered to be where cumulative community impacts could potentially occur. The cumulative effects to the communities in the study area could include a cumulative reduction in accessibility and travel patterns; the relocation of additional residences, key businesses, or key community facilities; contribution to a cumulative economic burden to local businesses; or a cumulative change to the character of each community. This discussion includes cumulative impacts in the manner most relevant to each respective community.

Projects that have the potential to cumulatively affect the urban character, community cohesion, access patterns, and economic characteristics of the project vicinity would likely be located within the boundaries of the CIA study area. See Table 4-1 for a list of projects in the project vicinity.

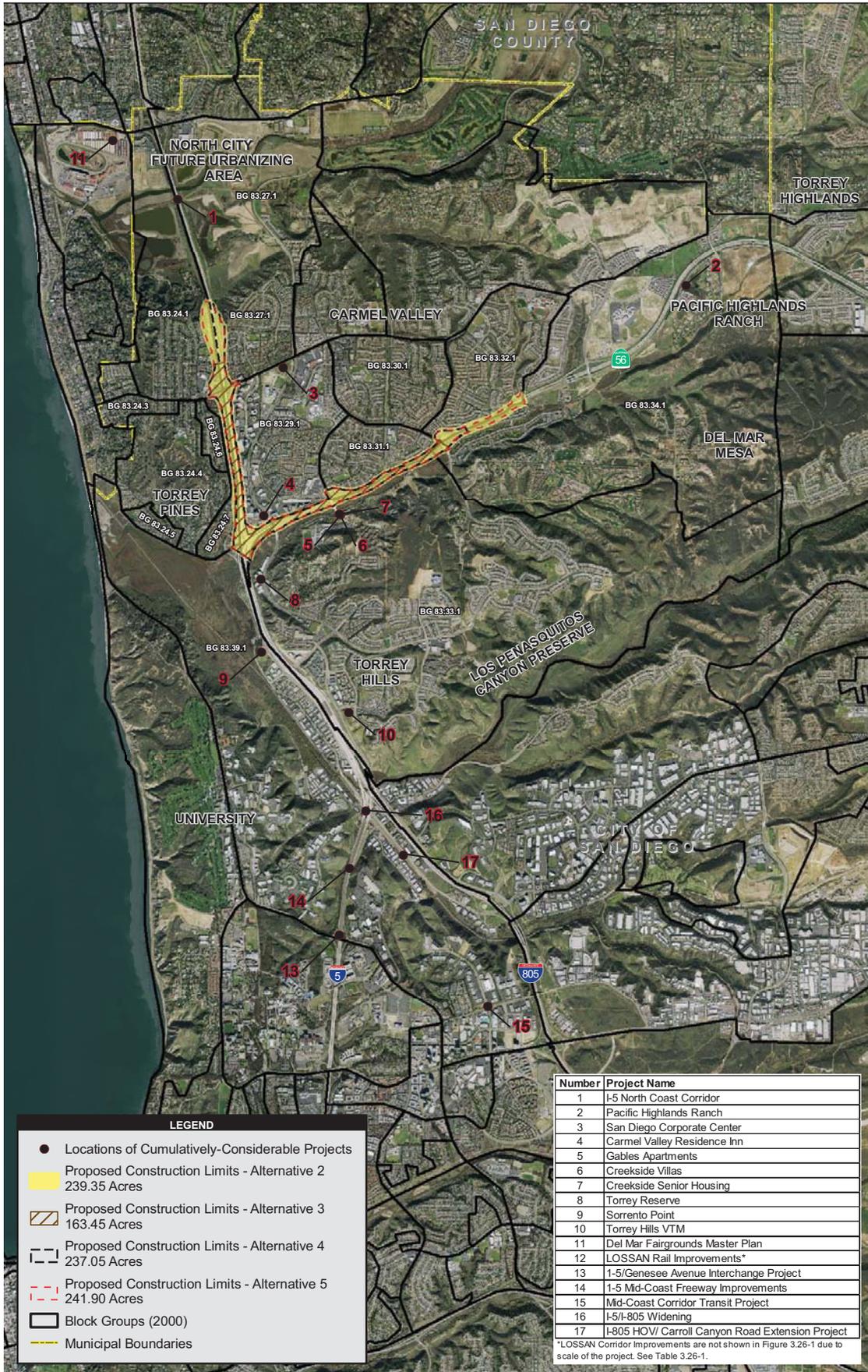
**Table 4-1. Project Impacts Alternatives Analysis**

	<b>Project Name</b>	<b>Project Location</b>	<b>Project Description</b>	<b>Project Status</b>
1	I-5 North Coast Corridor	I-5 from La Jolla to Oceanside	Widen the existing I-5 freeway to 12 or 14 lanes	Draft EIR/EIS has been released for public review.
2	Pacific Highlands Ranch Development	North of the intersection of Carmel Valley Road and SR-56	4,907 single- and multi-family dwelling units, a fire or police station site, three elementary school sites, two high school sites, a 6.4 acre library site, 118 acres of agriculture use, 21 acres of commercial use, and 21 acres of industrial park use	Approximately 1,900 residential units have been constructed. The remainder of the development is approved but not constructed.
3	San Diego Corporate Center	12910 Del Mar Heights Place	Construction of 608 residential units, a 150-room hotel, 500,000 square feet (sf) of commercial/office, and 300,000 sf of commercial/retail	Planning stages.
4	Carmel Valley Residence Inn	3525 Valley Center Drive	Construction of a 117-room hotel on a 0.87-acre site	Approved but not constructed.
5	Gables Apartments	Intersection of Tang Drive and Carmel Creek Drive	Construction of 92 apartments on 5.22-acre site	Planning stages.
6	Creekside Villas	11921 Carmel Creek Road	Construction of 77 condominiums and 12 townhomes	MND approved. Project has not begun construction.
7	Creekside Senior Housing	11921 Carmel Creek Road	Construction of 128 senior housing units	Planning stages.
8	Torrey Reserve	11502 El Camino Real	Construction of five commercial/office buildings	Approved but not constructed.
9	Sorrento Pointe	12025 Sorrento Valley Road	Construction of two office buildings on a 14.35-acre site; existing cellular facilities would be relocated into the new buildings	Planning stages.
10	Torrey Hills VTM	Intersection of Vista Sorrento Parkway and West Ocean Air Drive	Construction of 484 condominiums and 5,000 sf of commercial/office	Approved but not constructed.
11	Del Mar Fairgrounds Master Plan	Intersections of Via de la Valle and Jimmy Durante Drive; Jimmy Durante Drive and San Dieguito Drive; and Via de la Valle and El Camino Real	Immediate and long-term projects for the maintenance and improvement of current fairground facilities, renovation of structures and parking areas, demolition and construction of new structures, and relocation of a maintenance yard and fire station.	Draft EIR for the Del Mar Fairgrounds was circulated in late 2009.
12	LOSSAN Rail Improvements*	Existing Rail line between Los Angeles Union Station and San Diego Santa Fe Depot	Incremental implementation of improvements along the existing 125-mile-long LOSSAN Corridor. In San Diego, improvements include, at-grade double tracking, trenching, tunneling below grade, curve realignment (straightening), new stations, and other safety and operational improvements.	Project finalized and priority projects have been identified. Funding to be secured.

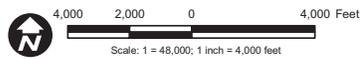
	<b>Project Name</b>	<b>Project Location</b>	<b>Project Description</b>	<b>Project Status</b>
13	1-5/Genesee Avenue Interchange Project	I-5/Genesee Avenue Interchange	Replacing existing overcrossings at Genesee Avenue and Voigt Drive with wider structures; Widening ramps at Genesee Avenue and Sorrento Valley Road; Constructing auxiliary lanes between Genesee Avenue and La Jolla Village Drive and between Genesee Avenue and Sorrento Valley Road, and; Realigning Gilman Drive.	Environmental studies underway.
14	1-5 Mid-Coast Freeway Improvements	I-5 from I-805 to I-8	10+2 HOV lanes would be built by Caltrans in the median of I-5 between I-805 and I-8. The project would connect with HOV lanes north of this segment.	Environmental Studies Underway.
15	Mid-coast Corridor Transit Project	Old town Transit Center to UTC	18-km (11-mi) extension of the San Diego trolley system from the Old Town Transit Center to University City (ending with Light Rail Transit station near UTC along Genesee Avenue)	Supplemental Environmental Impact Statement/Subsequent EIR in preparation
16	I-5/I-805 Widening	I-5 and I-805 junction	Separate freeway bypass system constructed from the junction of I-5 and I-805 to the Del Mar Heights Road interchange.	Completed
17	I-805 HOV/ Carroll Canyon Road Extension Project	Carroll Canyon Road under I-5	Extension of Carroll Canyon Road under Interstate 805, construction of a high occupancy vehicle (HOV) lane in each direction along I-805 from I-5 to Carroll Canyon Road, and construction of a northerly Direct Access Ramp (DAR) from the Carroll Canyon Road Extension to the HOV lanes	Environmental Documentation complete. Construction anticipated to begin in 2011.

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Source: SanGIS 2008; DOKKEN 2008; DigitalGlobe 2008



**Figure 4.1-1**  
**Locations of Cumulatively-Considerable Projects**

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## CHAPTER 5.0 ENVIRONMENTAL JUSTICE

### 5.1 BACKGROUND

The following analysis is required under Executive Order 12898, Environmental Justice (59 CFR 7629). Under Executive Order 12898, demographic information is used to determine whether minority populations or low-income populations are present in the area potentially affected by the proposed project. If so, a determination must be made whether implementation of the proposed project may cause disproportionately high and adverse human health or environmental impacts on those populations. Based on the following discussion and analysis, the four build alternatives will not cause disproportionately high and adverse effects on any minority or low-income populations as per E.O. 12898 regarding environmental justice.

CEQ defines the term “minority” as persons from any of the following U.S. Bureau of the Census categories for race: Black/African American, Asian, Native Hawaiian or Other Pacific Islander, and American Indian or Alaska Native. Additionally, for the purposes of this analysis, “minority” also includes all other nonwhite racial categories that were added in the most recent Census, such as “some other race” and “two or more races.” CEQ also mandates that persons identified through the U.S. Census as ethnically Hispanic, regardless of race, should be included in minority counts (CEQ 1997).

Persons living with income levels below poverty are identified as “low-income” using the annual statistical poverty thresholds established by the U.S. Bureau of the Census. The U.S. Bureau of the Census estimated that the nationwide weighted-average poverty level for a family of three in 2009 (the most recent year for which data are available) is \$17,098. The Department of Health and Human Services (HHS), which maintains its own, simplified poverty guidelines, estimated the poverty level in 2009 for a family of three in California to be \$18,310. For the analysis presented in this document, however, U.S. Bureau of the Census thresholds for 1999 (used for the 2000 tabulation) will be used. The weighted-average poverty threshold for a family of three in California in 1999 was \$13,290.<sup>4</sup> In practical terms, it is not likely that low-income population patterns in the study area have shifted dramatically since the 2000 Census.

The Interagency Federal Working Group on Environmental Justice guidance states that a minority and/or low-income population may be present in an area if the proportion of the populations in the area of interest is “meaningfully greater” than that of the general population,

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<sup>4</sup> While the use of the two, more recent, poverty levels may be preferable, their use is not tenable for a number of reasons. First, the application of HHS guidelines to U.S. Bureau of Census data would result in inaccurate numbers of people living in poverty due to the subtle differences in their respective tabulation methodologies. Second, the more recently collected U.S. Bureau of the Census data (i.e., the American Community Survey) are not detailed enough to determine proportions of people living below poverty within the narrowly defined study area; 2000 data are the most comprehensive, most complete, and most customizable dataset available for the block groups within the study area. Third, Bureau of the Census 2000 data are used throughout this report to analyze socioeconomic conditions, and their use in this section creates internal consistency for the document.

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or where the proportion exceeds 50 percent of the total population. For the purposes of this analysis, the minority and low-income population of individual Census block groups were compared against the general population of the municipalities as a whole, and the larger region (San Diego County). A meaningfully greater proportion was determined to be twice that of the municipality as a whole or the larger region of San Diego County, whichever was less.

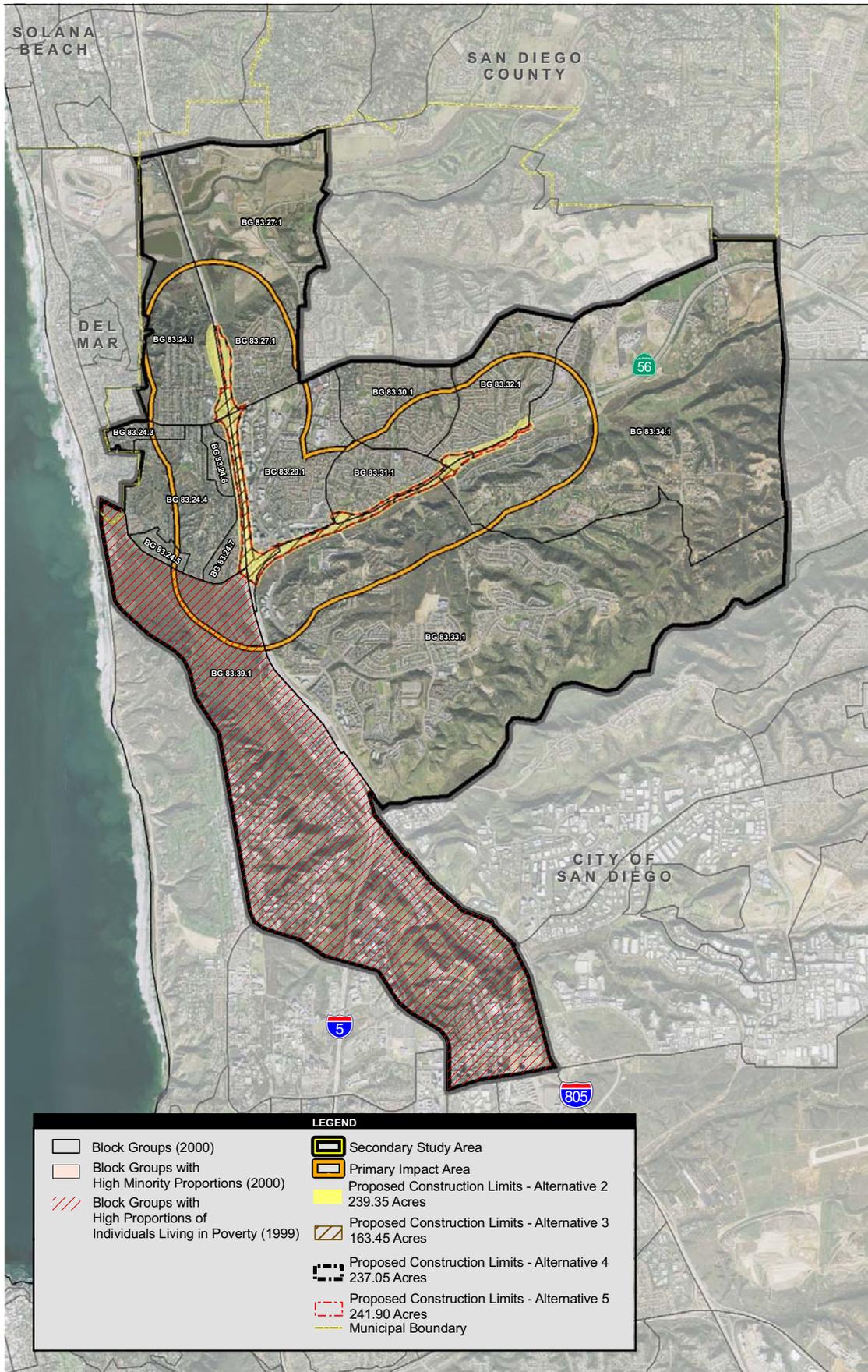
This analysis of potential Environmental Justice impacts identifies meaningfully greater minority populations of low-income populations within each municipality by Census block group. It also identifies those block groups that have meaningfully greater proportions of both minority and low-income populations. These meaningfully greater minority and low-income populations are then considered populations of Environmental Justice concern. Environmental and community impacts are analyzed to determine if those populations of Environmental Justice concern are disproportionately affected by the proposed project.

## **5.2 MINORITY POPULATIONS IN THE STUDY AREA**

Figure 5.1-1 illustrates the minority composition of potentially affected Census block groups within the study area in 2000. The proportions of total minority populations range from 11.1 percent to 40.7 percent in Census block groups within the study area. The block group having the highest total minority percentages is 83.39.1. This block group does not demonstrate a total minority percentage higher than the total minority percentage for the City of San Diego (50.6 percent) or San Diego County (45.0 percent), nor does this block group exhibit a total minority percentage more than 50 percent; therefore, it would not be considered an area of potential Environmental Justice concern. This majority of block group 83.39.1 is located the secondary impact area. The portion located in the primary impact area does not contain residential land uses. The remaining block groups in this part of the study area demonstrate proportions of total minorities that are not meaningfully greater than those seen within the general population of San Diego County, nor are they more than 50 percent minority, and would not be of potential Environmental Justice concern.

## **5.3 LOW-INCOME POPULATIONS IN THE STUDY AREA**

Figure 5.1-1 illustrates the proportion of individuals living below the poverty threshold for potentially affected Census block groups within the study area in 1999. The proportions of people living in poverty range from 0.0 percent to 31.1 percent in Census block groups within the study area. The block group having the highest proportions of individuals living below the poverty threshold is 83.39.1. This block group exhibits a percentage more than twice as high as the percentage for the City of San Diego (14.6 percent) and San Diego County (12.4 percent). As can be seen in Figure 5.1-1, block group 83.39.1 covers a large area, and contains within it much of the land adjacent to I-805 and I-5 to the west, from Carmel Valley to the north, to Miramar Road to the south, partially within the primary impact area. The existing population does not reside in the primary impact area and would not be affected by impacts from the proposed project. The remaining block groups in this part of the study area do not have meaningfully greater proportion of low-income populations than does the general population of the region, and would not be of potential Environmental Justice concern.



Source: SanGIS 2008; DOKKEN 2008; DigitalGlobe 2008



**Figure 5.1-1**  
**Block Groups Containing Populations of Potential Environmental Justice Concern**

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## **CHAPTER 6.0**

### **GROWTH-RELATED IMPACTS**

#### **6.1 REGULATORY SETTING**

The CEQ regulations, which implement NEPA, require evaluation of the potential environmental consequences of all proposed federal activities and programs. This provision includes a requirement to examine indirect consequences, which may occur in areas beyond the immediate influence of a proposed action and at some time in the future. The CEQ regulations, 40 CFR 1508.8, refer to these consequences as secondary impacts. Secondary impacts may include changes in land use, economic vitality, and population density, which are all elements of growth.

CEQA Guidelines also require the analysis of a project's potential to induce growth. CEQA Guidelines Section 15126.2(d) require that environmental documents "discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment."

#### **6.2 BACKGROUND AND DEFINITION**

This section discusses whether the proposed SR-56/I-5 interchange improvements would result in unforeseen direct, indirect, or secondary growth, or would otherwise influence population growth. This discussion is based on guidance from the Caltrans SER and the Guidance for Growth-Related Indirect Impact Analyses (Caltrans 2007). Examples of potentially growth-influencing projects include those that create access to an area previously inaccessible, or occur within an already developed area and remove barriers to future growth. Growth influence is generally dependent on the presence or lack of existing utilities and municipal or public services. The provision of roadways, utilities, water, and sewer service to a previously unserved area can induce growth by removing impediments to development. There are many factors that may affect the amount, location, and rate of growth in the region of a project. Such factors include the following:

- Market demand for housing, employment, and commercial services
- Desirability of the climate and living or working environment
- Strength of the local employment and commercial economy
- Availability of other roadway improvements
- Availability of other services and infrastructure (schools, water, etc.)
- Land use and growth management policies of the local jurisdictions

Caltrans projects, including the proposed project, are generally "designed to facilitate planned growth in accordance with local and regional plans and policies" (Caltrans 1997). The growth-

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inducing potential of a project could be considered substantial if it fosters growth in excess of what is projected in general plans (land use elements) or in forecasts made by regional planning agencies. Factors affecting growth and the effects of growth tend to be both regional and specific. Therefore, this analysis presents information about the larger region (San Diego County) and the City of San Diego.

### **6.3 GROWTH MANAGEMENT PROGRAMS AND POLICIES**

SANDAG is the regional agency responsible for preparing population, housing, and employment projections for the San Diego region. SANDAG develops annual demographic estimates and long-range forecasts approximately every 4 years. The forecasts are based on general and community plans of each of the region's 19 jurisdictions. The 2030 Regional Growth Forecast Update was accepted for review and use by SANDAG on September 8, 2006. The proposed project is located within the North City Major Statistical Area (MSA).

While the 2030 Regional Growth Forecast Update examines growth from a regional perspective, the City of San Diego has its own management plan. Overall goals for growth within San Diego are outlined in the Guidelines for Future Development. Goal 1 is to manage the growth of the region through assurance of adequate and timely public facilities to serve the additional population (City of San Diego 1992). In addition, San Diego strives to develop an effective "development management system" that will monitor the distribution and timing of growth in relation to environmental, physical, and public facility and service performance goals (City of San Diego 1992).

### **6.4 EXISTING AND HISTORICAL SETTING**

The SR-56/I-5 interchange project would traverse a highly urbanized part of northern San Diego. In this area, lands closer to the coast are typically of higher density and small lot residential developments than is typical farther inland. Rural areas in this part of the city stayed relatively undeveloped until the 1970s. Development in these areas generally consists of low-density residential developments on larger lots, with ample open space.

The San Diego region has experienced continual growth for an extended period of time. The history and character of the neighborhoods within the study area differ; however, a number of major historical events in the area have led to rapid growth in the area. These events include the completion of the Southern California Railway in 1883, the Navy presence that began in the early 1900s, and the construction of I-5 in the 1960s. Generally, the most densely populated areas in the city are located within the older communities along the coastal area and west of I-5. However, more recent urbanization of the eastern rural parts of San Diego has expanded the urban population in the county.

The majority of the study area is considered to be developed with urban uses, and there are few vacant developable parcels of land remaining within the study area. As of 2008, an estimated 89 percent of the North City MSA was considered developed, with 0.8 percent available for development and the remaining 10 percent undevelopable (SANDAG 2010a). In general, areas west of I-5 are developed with higher density residential and other uses, and the main form of growth will likely be in the form of redevelopment. Areas east of I-5 and along SR-56 are developed with condominium complexes, lower density residential, and commercial uses. Redevelopment is likely to occur in this area, as well. However, new construction may also occur in this area.

The City of San Diego is, and has always been, the most populated municipality within the county, and hosts the residential and economic centers for the region. Development of the San Diego metropolitan area has reflected the rapid population growth and urbanization seen throughout California in recent years. During the 1980s, economic diversification and high job growth in San Diego led to a 35 percent population increase (City of San Diego 1992). Historically, San Diego population growth rates have been relatively high compared to the rest of the nation. The 1990 Census revealed that, during the 1980s, San Diego's growth was among the highest in the nation. Manufacturing, military presence, and tourism have been strong influences on this growth.

## 6.5 POPULATION PROJECTIONS

Population forecasts published by SANDAG through 2050 suggest that population growth and its associated development will continue in the study area and region. As shown in Table 6-1, the population within the City of San Diego is expected to increase, with the change in growth estimated at 46 percent over the 42-year period from 2008 to 2050. In comparison to the general population growth trend for San Diego County, which is forecast to grow 40 percent, San Diego is forecasted to experience a greater degree of growth throughout 2050. However, this growth is expected at a slower pace than in previous years (SANDAG 2010a).

**Table 6-1. Population Growth Projections for Jurisdictions within the Study Area**

Area	2000	2008	2020	2030	2050	Percent Change 2008–2050
San Diego	1,223,400	1,333,617	1,542,528	1,689,254	1,945,569	46%
County of San Diego	2,813,833	3,131,552	3,535,000	3,870,000	4,384,867	40%

Source: SANDAG 2010a

## 6.6 GROWTH IMPACTS

Transportation projects may reduce the time-cost of travel, thereby enhancing the attractiveness of surrounding land available for infill development to developers and consumer, promoting growth. When the change in accessibility provided by a transportation project facilitates land use

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change and growth in population and employment, one outcome can be growth-related impacts to environmental resources. Research has shown that although accessibility improvements rarely change the rate of growth of a region (such as a county or metropolitan area), changes in accessibility can influence the direction of growth in a region and rate of growth in local areas.

The proposed project aims to improve access between I-5 and SR-56, particularly for those drivers heading north along I-5 from westbound SR-56, and those drivers heading east along SR-56 from southbound I-5. This project is intended to improve the safe and efficient regional movement of people and goods. While the proposed project would not result in new access to a previously inaccessible area, it could increase accessibility in the project vicinity by improving circulation along this segment of I-5. This improvement in circulation could influence traffic behavior, trip patterns, and neighborhood connectivity.

However, only 5 percent of the land within San Diego may be available for future development, 38 percent of which is planned for residential uses. Upon review of the undeveloped properties within the project area, it was determined that much of the vacant land surrounding the project is either infill redevelopment projects, approved projects, or open space. As such, it can be inferred that further growth in the project area and surrounding region is planned and would most likely occur with or without implementation of the proposed project.

The proposed project consists of improvements to an existing interchange in an urban area and would not result in accessibility to an otherwise remote area. The likelihood of a highway project causing growth-related impacts in an urban area is typically low because of built-out land use patterns, policies controlling future growth, and high costs associated with redevelopment. Local jurisdictions have identified growth forecasts and the anticipated maximum build-out of each municipality. Although the proposed project would have a moderate influence on planned growth by improving accessibility to commercial and residential properties, the proposed project would not remove barriers to future growth or create access to a previously inaccessible area, thereby creating substantial unplanned growth near an established cohesive community.

The potential for moderate growth in the project vicinity is inevitable and consistent with local land use plans and current trends. First-cut screening analysis indicates that future growth associated with the project is not considered reasonably foreseeable, as the majority of the study area is already developed, and areas currently undeveloped are planned for growth consistent with local land use plans. Growth would occur regardless of the proposed freeway improvements, and the project would not substantially affect the location, rate, type, or amount of growth in the project vicinity due to other limits on growth, including land use controls within local and regional plans and policies, and the highly urbanized nature of the surrounding land uses. While the proposed project would have a moderate influence on growth, there would be no adverse growth-related impacts attributable to the project or to any of the alternatives.

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## **CHAPTER 7.0**

### **AVOIDANCE, MINIMIZATION, AND MITIGATION MEASURES AND COMMUNITY OUTREACH**

#### **7.1 COMMUNITY OUTREACH**

Caltrans is aware of the unique character and nature of the study area. To avoid, where possible, unnecessary impacts to the community, including its character, businesses, residents, recreational users, motorists, public transportation uses, and others, the alternatives have been designed with input from the community. Caltrans conducted and participated in a number of community outreach meetings and events since 2004 in a comprehensive effort to gather input and comments from the surrounding communities and stakeholders. Fifteen Steering Committee meetings occurred between February 2004 and December 2008. In addition, two public meetings with the Torrey Pines Community Planning Board and Carmel Valley Community Planning Board occurred in December 2007 and January 2008, respectively. Finally, a Public Information Meeting was held in June 2008. Caltrans will continue to work with the community throughout the construction process to inform residents and employers of ramp/lane closures, detours, and other temporary impacts to access and circulation.

In addition to community outreach, design iterations of the four build alternatives have effectively minimized impacts to wetlands, sensitive habitat for protected species, cultural resources sites, homes and businesses, and visual resources. Only one build alternative would displace any non-residential structures: the Hybrid with Flyover Alternative (Alternative 5) would displace a locally-owned gas station. This gas station includes a food and snack store as well as a car service station with two service bays that provides car maintenance work for most service needs. No residential relocations would occur, thereby avoiding adverse impacts to community character and cohesion.

#### **7.2 AVOIDANCE, MINIMIZATION, AND MITIGATION MEASURES**

The following recommended avoidance, minimization, and mitigation measures have been prepared in conformance with the CIA Handbook (Caltrans 1997). Each measure corresponds to a potentially adverse community impact identified in Chapter 3.0. The measures were designed to minimize potential impacts to the community during construction and operation of the proposed project. Feasibility of the recommended measures would be determined by Caltrans and may be adopted as part of the Final Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the project. In addition to the following recommendations, mitigation measures specified in related technical reports and/or the EIR/EIS for other issue areas could serve to minimize potential impacts to the community. Technical reports with additional mitigation measures include, but are not limited to, the Noise Abatement Decision Report (NADR), Air Quality Report, Traffic Reports, Visual Report, and the Community

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Enhancement Plan. These reports should be referenced for additional information regarding impacts and mitigation related to specific issue areas.

### **7.2.1 Construction-Related Measures**

To offset temporary disruptions during construction, Caltrans shall prepare and implement a Traffic Management Plan (TMP). Caltrans shall conduct public outreach to discuss the TMP. The following elements shall be included in the TMP:

- Potential adverse impacts to circulation and access could be avoided by maintaining as many lanes as possible open along I-5 in both directions.
- Construction should be scheduled outside of peak traffic and business hours to minimize delays and potential decreases in patronage to nearby businesses.
- Pedestrian routes along community road interchanges, overcrossings, and undercrossings should be reestablished and be clearly defined outside of construction zones.
- To minimize potential impact to public transportation routes, the TMP should include specific locations for relocated bus stops or bus detours. Bus stops should be clearly identified and accessible to pedestrians through safe walkways and connections to business and residential centers.
- Park-and-Ride lots that would be used as staging areas should remain accessible to users during construction and should be clearly identified and accessible. Closure of lots is not recommended and should be offset by an alternate location near rail stops.
- Potential economic impacts related to decreased patronage to businesses at interchanges, overcrossings, and undercrossings should be minimized by locating directional signage to key commercial centers and providing for accessible ingress/egress routes into parking lots.
- To minimize potential impacts to residential communities accessed by interchanges, overcrossings, and undercrossings, ingress/egress routes to neighborhoods adjacent to or affected by construction activity should be established and potential detours should be clearly posted.
- The potential for physical impacts related to construction activity, including increased noise and truck traffic, decreased air quality, and changes in the visual environment from lighting and other construction activity, shall be minimized as identified in corresponding technical reports.

Specific mitigation measures for Visual Impacts will also mitigate for effects to community character. The following mitigation measures may be utilized where feasible:

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- Re-establishment of landscaping following construction;
  - Surface architectural treatments for paving, retaining walls, sound walls, and other construction items;
  - Contour grading to visually soften cut areas;
  - Smooth transitions from grading to retaining walls;
  - Minimize the use of stepped slopes;
  - Color and form of retaining walls should reflect natural elements (e.g. Bluffs, etc) in the project area;
  - Consider each sound wall individually to select the type that best blends with adjacent environment;
  - The connector bridge structures design should match the existing bridge structures;
  - Bridge and flyover support columns should match the existing columns;
  - Key pedestrian features on this bridge should include a 12' sidewalk.
  - Planting themes should be derived from the surrounding native plant community.

Implementation of the proposed Project may potentially impact the development at Portofino Circle. Proposed modifications, as described in the Visual Impact Assessment, recommend the following potential mitigation measures where feasible:

#### Proposed modifications at Portofino Circle

Due to the freeway widening associated with the proposed extension of the southbound I-5 local bypass, Portofino Circle and portions of the common area for the Del Mar Villas condominium development would be modified in the Direct Connector Alternative. Portofino Circle would be shifted to the west and re-aligned to meander, allowing for construction of a large planting area along the east side of Portofino Circle that would provide screening for the re-constructed soundwall. This modification would result in a more pleasant visual experience (compared to the existing conditions). Portofino Circle would become a one-way street from Caminito San Pablo extending north to the intersection with Portofino Drive. To replace some of the parking spaces lost adjacent to the existing soundwall and the spaces lost in the parking lot adjacent to the complex's recreation area, diagonal spaces would be added on the west side of the street. In addition, the recreation area would be enhanced to include a new pool, deck, optional spa, cut-out planters with palm trees and shrubs, and overhead trellis with vines.

#### Pedestrian improvements at the Del Mar Heights Road overcrossing

The Del Mar Heights Road interchange would be re-configured in all of the proposed build alternatives. This re-configuration would include elimination of the existing "free" right turns at the southbound I-5 on-ramps and replacement of the overcrossing structure. The new structure would include widened sidewalks and improved lighting to provide an enhanced pedestrian experience. Removal of the free right turns would reduce traffic conflicts between pedestrian/bicycle users and motorists, enabling improved vehicular, pedestrian and bicycle

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circulation. The City of San Diego would need to agree to maintain these features in perpetuity in order for the mitigation measures to be implemented.

### Retaining wall variations for southbound I-5

Two variations are being analyzed for the proposed retaining wall required along southbound I-5 between Del Mar Heights Road and Carmel Valley Road. The first variation would construct the proposed retaining wall directly adjacent to the shoulder along southbound I-5. The second variation would construct the proposed retaining wall several meters up the existing slope along southbound I-5, which would allow space for a landscape buffer between the retaining wall and the freeway shoulder. In addition, the second variation would provide an opportunity to increase back yard space for some of the properties along Portofino Drive. This increase in back yard space would be accomplished by increasing the height of the proposed retaining wall, placing fill behind the retaining wall, and re-constructing the existing soundwall directly on top of the retaining wall. Although both variations would require ROW partial takes and subsurface easements, neither variation would reduce the parcel lot sizes of the residential properties to substandard lot sizes.

### **7.2.2 Operation-Related Measures**

- Caltrans and the county shall work with local business owners to ensure that all lost parking spaces are reconfigured and/or replaced. If parking cannot be replaced, compensation should be provided to businesses.
- Locations of future elevated noise levels due to traffic on the proposed ROW shall be minimized by noise abatement measures that have been recommended in the NADR.

Only one build alternative would displace any non-residential structures. The Hybrid with Flyover Alternative (Alternative 5) would displace an owner-occupied gas station. There are no relocations identified at this time; however, should relocations be identified, the following measures should be taken:

- Employment impacts due to relocations shall be minimized by providing sufficient time to smoothly transition to the new business locations. Relocation assistance shall be provided by Caltrans. Replacement properties for the potential acquisitions have not been identified at this time. However, relocation assistance payments and counseling shall be provided to affected persons and businesses in accordance with the Relocation Assistance Act, as amended.
- Relocation assistance payments and counseling shall be provided to persons, businesses, agricultural parcels, or nonprofit organizations in accordance with the Relocation Assistance Act. Additionally, Caltrans shall coordinate with all displaced persons and shall initiate special financial and/or advisory services through ROW programs, including buy- and lease-back programs for businesses subject to displacement, last resort housing, and SANDAG's Board Policy No. 021 (Acquisition of Real Property Interests and Relocation Assistance) for relocating firms to economically viable locations.

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## **APPENDIX A**

### **DRAFT RELOCATION IMPACT STATEMENT**



**DRAFT RELOCATION IMPACT STATEMENT**

(Form #)

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Dist.	County	Route	KP (PM)	EA
11	San Diego	I-5/SR-56	I-5 52.6-56.0 (32.7-34.8) SR-56 0.0-4.1 (0.0-2.5)	177900
Project Description: on I-5 and SR-56 – future construction of freeway to freeway interchange, associated operational improvements on I-5 and SR-56, and the relocation of the fiber optic cable line.				
			Federal Project No.:	

**I. Purpose of the Relocation Impact Statement**

The purpose of this Draft Relocation Impact Statement is to provide the California Department of Transportation (Caltrans), local agencies, and the public with information on the impact this project will have on residential and nonresidential occupants. The proposed project will not displace any residences and may result in the displacement of one business. All displaced occupants will be treated in accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, and the California Relocation Act.

Caltrans proposes to improve the traffic operations along the Interstate 5 (I-5) and State Route 56 (SR-56) corridors between Del Mar Heights Road, Carmel Valley Road, and Carmel Country Road. The project, referred to as the I-5/SR-56 Interchange Project, would begin south of Carmel Valley Road along I-5 at post mile (PM) 32.7 and continue to PM 34.8, north of Del Mar Heights Road. Along SR-56, the project would begin at PM 0.0 at El Camino Real and continue to PM 2.5, east of Carmel Country Road. The length of the project is 2.1 miles on I-5 and 2.5 miles on SR-56, for a total length of 4.6 miles. The proposed project will include improvements to surface streets, the addition of auxiliary lanes along I-5 and SR-56, interchange improvements, and/or new freeway-to-freeway connector ramps. The proposed project is located within the City of San Diego in San Diego County, east of the City of Del Mar and south of the City of Solana Beach.

The following discussion summarizes the alternatives under consideration and continued study.

**No Build Alternative (Alternative 1):** The No Build Alternative assumes the existing configuration for the I-5/SR-56 interchange with future improvements that are, as part of the proposed I-5 North Coast Project, independent of the I-5/SR-56 Interchange Project. These improvements include the addition of two managed/HOV lanes on I-5 (one in each direction), one general-purpose lane along northbound I-5, and improvements to the Del Mar Heights Road interchange. The No Build Alternative would not include the construction of direct freeway-to-freeway connectors in the westbound SR-56 to northbound I-5 and southbound I-5 to eastbound SR-56 directions or improvements to local streets in the Carmel Valley area. The No Build Alternative would not result in any property displacements.

**Direct Connector Alternative (Alternative 2):** The Direct Connector Alternative proposes the construction of direct freeway-to-freeway connectors in the westbound SR-56 to northbound I-5 and southbound I-5 to eastbound SR-56 directions. The connector ramps would have two general purpose lanes. This alternative includes the extension of the local bypass in both the northbound and southbound directions to the Del Mar Heights Road interchange and the elimination of the eastbound slip off-ramp to Carmel Creek Road. This alternative also includes auxiliary lanes along I-5 between Carmel Valley Road and Del Mar Heights Road and along SR-56 between Carmel Creek Road and Carmel Country Road. Several local street interchanges would be modified in order to accommodate the new configuration on and along I-5 and SR-56, including the interchanges at I-5/Del Mar Heights Road, I-5/Carmel Valley Road, SR-56/El Camino Real, SR-56/Carmel Creek Road, and SR-56/Carmel Country Road. The Direct Connector Alternative proposes right of way (R/W) impacts on the east and west side of I-5 but would provide operational improvements over the No Build and Auxiliary Lane Alternatives. The Direct Connector Alternative would not result in any property displacements.

Auxiliary Lane Alternative (Alternative 3): The Auxiliary Lane Alternative proposes the addition of an auxiliary lane between Del Mar Heights Road and Carmel Valley Road along southbound I-5 and the addition of a multi-purpose lane between Carmel Country Road and I-5 along westbound SR-56. Westbound SR-56 would be widened to the north to accommodate the proposed multi-purpose lane and future construction of HOV lanes within the median. Due to this addition, the westbound Carmel Creek Road loop on-ramp and off-ramp and the Carmel Country Road loop on-ramp would be realigned. The eastbound slip off-ramp to Carmel Creek Road would be eliminated in this alternative. This alternative also includes modifications to the Carmel Valley Road interchange, widening of Carmel Valley Road to four lanes east of I-5, modifications to the eastbound El Camino Real on-ramp, and reconstruction of the Del Mar Heights Road overcrossing. The Auxiliary Lane Alternative would have minimal R/W impacts throughout the project area but would provide only slight traffic operational improvements over the No Build Alternative. The Auxiliary Lane Alternative would not result in any property displacements.

Hybrid Alternative (Alternative 4): The Hybrid Alternative is a combination of the Direct Connector Alternative and the Auxiliary Lane Alternative discussed above. In this alternative, the proposed westbound to northbound connector featured in the Direct Connector Alternative would be combined with the proposed southbound and eastbound improvements featured in the Auxiliary Lane Alternative. The Hybrid Alternative would provide operational improvements in the westbound and northbound directions but would provide minimal operational improvements in the southbound and eastbound directions. The Hybrid Alternative would not result in any property displacements.

Hybrid with Flyover Alternative (Alternative 5): The Hybrid with Flyover alternative is a variation of the Hybrid Alternative. The Hybrid with Flyover Alternative includes a proposed flyover structure that would connect eastbound Carmel Valley Road to the eastbound SR-56 fast lane, in addition to the westbound SR-56 to northbound I-5 connector featured as part of the Direct Connector Alternative. The Hybrid with Flyover Alternative would require use of non-standard lane and shoulder widths along Carmel Valley Road and would require tunneling behind the Carmel Valley Road undercrossing abutments to provide pedestrian/bicycle access. The Hybrid with Flyover Alternative would result in displacement of one business, a Shell gas station and car service station.

II. Summary of Residential and Nonresidential Displacements

Alternative	Single Family Units	Mobile Homes	Multi-Family Units	Residential Displacements (Units/Residents)	Nonresidential Displacements (Type/Employees)*
Direct Connector Alternative (Alternative 2)	0	0	0	0	0
Auxiliary Lane Alternative (Alternative 3)	0	0	0	0	0
Hybrid Alternative (Alternative 4)	0	0	0	0	0
Hybrid with Flyover Alternative (Alternative 5)	0	0	0	0	1 Business (Shell Gas Station and Car Service Station) (approximately 10 to 12 employees)

\* Type of Nonresidential units and the number of employees is based on visual observation and research. This research did not include contacting the affected business.

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**III. Summary of Relocation Resources Available to Displacees (Residential)**

Relocation Resource	For Rent	For Sale	Total Units
N/A	N/A	N/A	N/A

**IV. Summary of Relocation Resources Available to Displacees (Nonresidential)**

Relocation Resource	For Rent - appropriate zoning and site requirements	For Sale - appropriate zoning and site requirements	Total Units
Other:	0	14	14

Sources: LoopNet.com (www.loopnet.com), viewed 5/26/09

**V. Statement of Findings**

None of the proposed build alternatives for the proposed project will displace any existing residences. Therefore, residential replacement properties will not be needed for the proposed project.

Only one build alternative would displace any non-residential structures. The Hybrid with Flyover Alternative (Alternative 5) would displace an owner-occupied gas station. This gas station includes a food and snack store as well as a car service station with two service bays that provides car maintenance work for most service needs. A search for potential relocation sites found 14 potentially suitable properties for sale. Of these 14 properties, nine were currently occupied by a gas station, one is a full service car wash and auto detail center, and four were listed as sites suitable for a gas station.

Of the nine potential relocation sites currently configured as a gas station, only one currently includes car service bays on site. However, it is feasible that car service bays could be constructed on-site for the remaining eight potential relocation sites currently configured as gas stations because ample undeveloped space exists on-site for construction of car service bays. A review of the sale listings for these eight potential relocation sites currently configured as gas stations without car service bays revealed that the sites had developed no more than approximately 15 percent of the potential relocation site, leaving ample space for construction of two car service bays. Construction of these car service bays would likely require an amendment to the Conditional Use Permit (CUP) or some other type of amendment depending on the zoning and permitting governing the relocation site.

With respect to the full service car wash and auto detail center, the amount of developed area on the property is large enough to allow for the conversion of the property to a gas station with car service bays. The full service car wash and auto detail center consists of approximately 2,000 sf of developed area. This 2,000 sf is greater than the 1,792 sf of developed area for the potential displacement property. It is possible that some of the existing structures could be used by the potentially relocated gas station, but some demolition and construction on site may be required. Nonetheless, the developed area of the full service car wash and auto detail center is large enough to allow for any combination of conversion and demolition and construction on site to accommodate a gas station with car service bays.

It is unclear if space exists for the remaining four sites because they either are not gas stations in the existing condition or are gas stations that may not have ample space for construction of car service bays. Nonetheless, these sites are still included as potential relocation sites in the event that they may be determined to be adequate during the final relocation impact study process or the displaced occupant decides they do not want to continue car service operations at the relocation site.

No potential relocation sites were found in the Carmel Valley Community Planning Area, the area in which the project site is located. Similarly, no potential relocation sites were found in the nearby cities of Del Mar or Solana Beach. All of the potential relocation sites are located in various community planning areas throughout the City of San Diego. However, due to the high demand for gasoline and car service, as well as the non-specific clientele

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market for gasoline, the existing gas station to be displaced is not dependant on the surrounding community for business and would likely find new patrons at a new suitable gas station site. Nonetheless, it is possible that the larger corporation to which the gas station belongs may not see a relocation site outside of the Carmel Valley Community Planning Area as suitable because it is trying to capture a certain amount of market share of that community or benefit from the high volume of pass by traffic associated with I-5 and SR-56 that currently must exit onto Carmel Valley Road and pass by the gas station. If that were to be the case, and an existing gas station site or site suitable for a gas station were not available at the time of relocation, the displacee would need to purchase a vacant site adjacent to high volumes of traffic on which a gas station and car service station could be constructed, or purchase a commercial or retail site within the area adjacent to high volumes of traffic that could be converted to a gas station and car service station with the processing of a use permit, rezone, or other action to make the site suitable for a gas station and car service station. However, it should be noted that this is the worst-case scenario for the displacement of the gas station. If any of the potential relocation sites described above are found to be adequate, it could be concluded that ample relocation sites exist for the displaced gas station. Additionally, new potential relocation sites may come on to the market between now and the time that the project construction begins. Under any scenario, sufficient lead time is critical for the successful relocation of this business. A minimum of 24 months should be considered, especially in light of the potential for numerous permitting requirements for any replacement site.

- VI. All displacees will be contacted by a Relocation Agent, who will ensure that eligible displacees receive their full relocation benefits, including advisory assistance, and that all activities will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. Relocation resources shall be available to all displacees free of discrimination. At the time of the first written offer to purchase, owner occupants are given a detailed explanation of Caltrans' "Relocation Program and Services." Tenant occupants of properties to be acquired are contacted soon after the first written offer to purchase, and also are given a detailed explanation of Caltrans' "Relocation Program and Services." In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, Caltrans will provide relocation advisory assistance to any person, business, farm or nonprofit organization displaced as a result of the acquisition of real property for public use.



\_\_\_\_\_  
AECOM Environmental Analyst

10/29/10

\_\_\_\_\_  
Date

APPROVED:

\_\_\_\_\_  
Senior Right of Way Agent

\_\_\_\_\_  
Date

cc: Project Manager  
Project Engineer  
Environmental  
Region/District RW DDC  
Region/District P&M

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## **APPENDIX B**

### **FARMLAND CONVERSION IMPACT RATING**



**FARMLAND CONVERSION IMPACT RATING  
FOR CORRIDOR TYPE PROJECTS**

<b>PART I (To be completed by Federal Agency)</b>	3. Date of Land Evaluation Request <b>3/3/09</b>	4. Sheet 1 of <u>1</u>
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1. Name of Project <b>15-SR56 Interchange Project</b>	5. Federal Agency Involved <b>Federal Highway Administration</b>
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2. Type of Project <b>Highway Improvement Project</b>	6. County and State <b>San Diego, CA</b>
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<b>PART II (To be completed by NRCS)</b>	1. Date Request Received by NRCS	2. Person Completing Form
--	----------------------------------	---------------------------

3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form). YES <input type="checkbox"/> NO <input type="checkbox"/>	4. Acres Irrigated   Average Farm Size
---	--

5. Major Crop(s)	6. Farmable Land in Government Jurisdiction Acres: _____ %	7. Amount of Farmland As Defined in FPPA Acres: _____ %
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8. Name Of Land Evaluation System Used	9. Name of Local Site Assessment System	10. Date Land Evaluation Returned by NRCS
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<b>PART III (To be completed by Federal Agency)</b>	<b>Alternative Corridor For Segment</b>			
	Corridor A	Corridor B	Corridor C	Corridor D
A. Total Acres To Be Converted Directly	<b>0</b>	<b>0</b>	<b>0</b>	
B. Total Acres To Be Converted Indirectly, Or To Receive Services	<b>239</b>	<b>163</b>	<b>237</b>	
C. Total Acres In Corridor	<b>239</b>	<b>163</b>	<b>237</b>	<b>0</b>

<b>PART IV (To be completed by NRCS) Land Evaluation Information</b>				
A. Total Acres Prime And Unique Farmland				
B. Total Acres Statewide And Local Important Farmland				
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted				
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value				

**PART V (To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)**

<b>PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))</b>	Maximum Points				
1. Area in Nonurban Use	15	3	3	3	
2. Perimeter in Nonurban Use	10	0	0	0	
3. Percent Of Corridor Being Farmed	20	0	0	0	
4. Protection Provided By State And Local Government	20	20	20	20	
5. Size of Present Farm Unit Compared To Average	10	0	0	0	
6. Creation Of Nonfarmable Farmland	25	0	0	0	
7. Availability Of Farm Support Services	5	0	0	0	
8. On-Farm Investments	20	0	0	0	
9. Effects Of Conversion On Farm Support Services	25	0	0	0	
10. Compatibility With Existing Agricultural Use	10	0	0	0	
<b>TOTAL CORRIDOR ASSESSMENT POINTS</b>	<b>160</b>	<b>23</b>	<b>23</b>	<b>23</b>	<b>0</b>

<b>PART VII (To be completed by Federal Agency)</b>				
Relative Value Of Farmland (From Part V)	100			
Total Corridor Assessment (From Part VI above or a local site assessment)	160	23	23	23
<b>TOTAL POINTS (Total of above 2 lines)</b>	<b>260</b>	<b>23</b>	<b>23</b>	<b>23</b>

1. Corridor Selected:	2. Total Acres of Farmlands to be Converted by Project:	3. Date Of Selection:	4. Was A Local Site Assessment Used?  YES <input type="checkbox"/> NO <input type="checkbox"/>
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5. Reason For Selection:

Signature of Person Completing this Part: \_\_\_\_\_ DATE \_\_\_\_\_

**NOTE: Complete a form for each segment with more than one Alternate Corridor**

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**CORRIDOR - TYPE SITE ASSESSMENT CRITERIA**

The following criteria are to be used for projects that have a linear or corridor - type site configuration connecting two distant points, and crossing several different tracts of land. These include utility lines, highways, railroads, stream improvements, and flood control systems. Federal agencies are to assess the suitability of each corridor - type site or design alternative for protection as farmland along with the land evaluation information.

(1) How much land is in nonurban use within a radius of 1.0 mile from where the project is intended?

More than 90 percent - 15 points  
90 to 20 percent - 14 to 1 point(s)  
Less than 20 percent - 0 points

(2) How much of the perimeter of the site borders on land in nonurban use?

More than 90 percent - 10 points  
90 to 20 percent - 9 to 1 point(s)  
Less than 20 percent - 0 points

(3) How much of the site has been farmed (managed for a scheduled harvest or timber activity) more than five of the last 10 years?

More than 90 percent - 20 points  
90 to 20 percent - 19 to 1 point(s)  
Less than 20 percent - 0 points

(4) Is the site subject to state or unit of local government policies or programs to protect farmland or covered by private programs to protect farmland?

Site is protected - 20 points  
Site is not protected - 0 points

(5) Is the farm unit(s) containing the site (before the project) as large as the average - size farming unit in the County ?

(Average farm sizes in each county are available from the NRCS field offices in each state. Data are from the latest available Census of Agriculture, Acreage or Farm Units in Operation with \$1,000 or more in sales.)  
As large or larger - 10 points  
Below average - deduct 1 point for each 5 percent below the average, down to 0 points if 50 percent or more below average - 9 to 0 points

(6) If the site is chosen for the project, how much of the remaining land on the farm will become non-farmable because of interference with land patterns?

Acreage equal to more than 25 percent of acres directly converted by the project - 25 points  
Acreage equal to between 25 and 5 percent of the acres directly converted by the project - 1 to 24 point(s)  
Acreage equal to less than 5 percent of the acres directly converted by the project - 0 points

(7) Does the site have available adequate supply of farm support services and markets, i.e., farm suppliers, equipment dealers, processing and storage facilities and farmer's markets?

All required services are available - 5 points  
Some required services are available - 4 to 1 point(s)  
No required services are available - 0 points

(8) Does the site have substantial and well-maintained on-farm investments such as barns, other storage building, fruit trees and vines, field terraces, drainage, irrigation, waterways, or other soil and water conservation measures?

High amount of on-farm investment - 20 points  
Moderate amount of on-farm investment - 19 to 1 point(s)  
No on-farm investment - 0 points

(9) Would the project at this site, by converting farmland to nonagricultural use, reduce the demand for farm support services so as to jeopardize the continued existence of these support services and thus, the viability of the farms remaining in the area?

Substantial reduction in demand for support services if the site is converted - 25 points  
Some reduction in demand for support services if the site is converted - 1 to 24 point(s)  
No significant reduction in demand for support services if the site is converted - 0 points

(10) Is the kind and intensity of the proposed use of the site sufficiently incompatible with agriculture that it is likely to contribute to the eventual conversion of surrounding farmland to nonagricultural use?

Proposed project is incompatible to existing agricultural use of surrounding farmland - 10 points  
Proposed project is tolerable to existing agricultural use of surrounding farmland - 9 to 1 point(s)  
Proposed project is fully compatible with existing agricultural use of surrounding farmland - 0 points

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