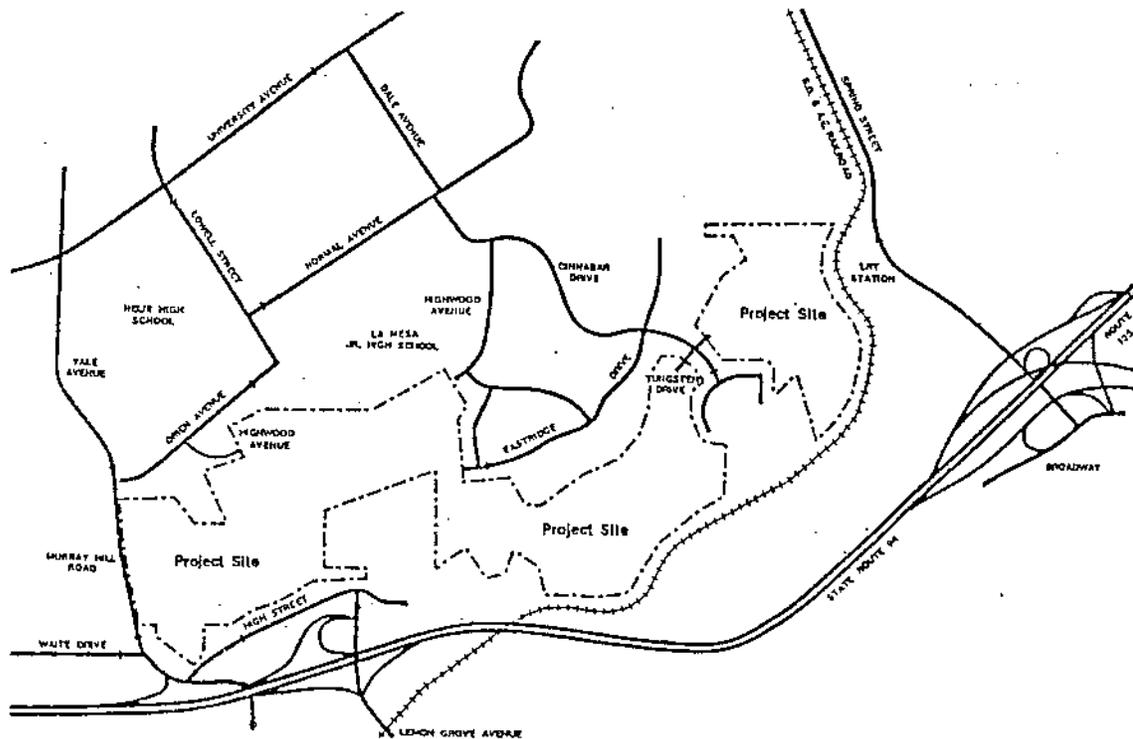


EASTRIDGE

SPECIFIC PLAN

City of La Mesa



RESOLUTION NO. 15984

RESOLUTION ADOPTING THE EASTRIDGE SPECIFIC PLAN

WHEREAS, the Planning Commission of the City of La Mesa did hold a duly noticed hearing on April 20, 1988 to consider the adequacy of the Final Supplemental Environmental Impact Report and the Eastridge Specific Plan, a specific plan for residential development on 192 acres in the R1S-H zone generally bounded by Murray Hill Road to the west, State Highway 94 on the south, Spring Street on the east, and existing residential neighborhoods to the north and accepted public testimony regarding this matter; and,

WHEREAS, the Planning Commission did receive and consider a staff report for the Final Supplemental Environmental Impact Report and Draft Specific Plan; and,

WHEREAS, the Report discussed potential environmental impacts of the project, possible project alternatives, and mitigation measures for identified significant impacts; and,

WHEREAS, the Planning Commission did adopt Resolution PC-88-13, certifying that the Final Supplemental Impact Report for the Eastridge Specific Plan as adequate and complete under the California Environmental Quality Act; and,

WHEREAS, the Planning Commission did adopt Resolution PC 88-14 recommending to the City Council approval of the draft Specific Plan subject to minor modifications; and,

WHEREAS, the City Council did hold duly notice public hearings on May 24 and 31, August 2, 1988 and January 18, 1989 after requiring additional information regarding grading and traffic analysis in the Draft Environmental Impact Report and did consider the staff report and recommendation, the record of the Planning Commission meeting and decision, and public testimony in considering the Final Supplemental Environmental Impact Report; and,

WHEREAS, at the public hearing on January 18, 1989, the City Council did consider the Final Environmental Impact Report, review the additional information required regarding traffic and the blasting and grading plan, take public testimony regarding adequacy of the Final Environmental Impact Report for the Eastridge Specific Plan, and certify the Final Supplemental Environmental Impact Report as complete in accordance with Local and State environmental regulations (Resolution No. 15978); and,

WHEREAS, ON January 18, 1989, the City Council did hold a properly noticed public hearing to consider the Draft Eastridge Specific Plan, and the report and recommendations for the Specific Plan from the La Mesa Planning Commission; and,

WHEREAS, the Eastridge Specific Plan was prepared in accordance with Article 8 of the California Governmental Code (Section 65450 et. seq.) which authorizes cities and counties to prepare, adopt, and administer specific plans for portions of their jurisdictions for the systematic implementation of the General Plan; and,

WHEREAS, The Specific Plan includes a text and diagrams specifying the following:

1. The distribution, location, and extent of the uses of land, including open space, within the area covered by the plan.
2. The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan.
3. Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable.
4. A program of implementation measures including regulations, programs, public works projects, and financing measures necessary to carry out the facilities and programs listed above.

THE CITY COUNCIL FINDS AND DETERMINES AS FOLLOWS:

1. The Final Supplemental Environmental Impact Report prepared for the Eastridge Specific Plan is complete and adequate under the requirements of the California Environmental Quality Act.
2. The Eastridge Specific Plan is complete with regard to the requirements of the California Government Code for preparation of a specific plan.
3. The Eastridge Specific Plan is found to be consistent with the La Mesa General Plan.

NOW, THEREFORE, BE IT FURTHER RESOLVED BY THE CITY COUNCIL OF THE CITY OF LA MESA AS FOLLOWS:

1. The foregoing findings of fact and determinations are true and hereby made a part hereof.
2. The Eastridge Specific Plan has been found to be consistent with the City of La Mesa's General Plan and Article 8 (Sections 65450, et. seq.) of the California Government Code.

3. The City Council hereby adopts the Eastridge Specific Plan as attached as Exhibit A of this Resolution.

4. All interested parties are hereby informed that the time within what judicial review of this decision sought is governed by Section 1094.6 of the California Code of Civil Procedure.

PASSED AND ADOPTED at a regular meeting of the City Council of the City of La Mesa, California, held the 28th day of February, 1989 by the following vote, to wit:

AYES: Councilmen Senechal, Ewin, Madrid, and Mayor Nagel

NOES: None

ABSENT: None

ABSTAIN: Councilwoman Lopez

CERTIFICATE OF THE CITY CLERK

I, ANITA D. UNDERWOOD, the City Clerk of the City of La Mesa, California do hereby certify the foregoing to be a true and exact copy of Resolution No. 15984, duly passed and adopted by the City Council of said City on the date and by the vote therein recited.


ANITA D. UNDERWOOD, City Clerk

RESOLUTION NO. 15978

RESOLUTION APPROVING FINAL SUPPLEMENTAL ENVIRONMENTAL
IMPACT REPORT FOR THE EASTRIDGE SPECIFIC PLAN

WHEREAS, the Planning Commission of the City of La Mesa did hold a duly noticed hearing on April 20, 1988 to consider the adequacy of the Final Supplemental Environmental Impact Report for the Eastridge Specific Plan, a specific plan for residential development on 192 acres in the RIS-H zone generally bounded by Murray Hill Road to the west, State Highway 94 on the south, Spring Street on the east, and existing residential neighborhoods to the north and accepted public testimony regarding this matter; and,

WHEREAS, the Planning Commission did receive and consider a staff report for the Final Supplemental Environmental Impact Report; and,

WHEREAS, the Report discussed potential environmental impacts of the project, possible project alternatives, and mitigation measures for identified significant impacts; and,

WHEREAS, the Draft Supplemental Environmental Impact Report was made available for public review from December 21, 1987 to February 3, 1988; and,

WHEREAS, all written comments received during the review period were incorporated into the document as presented to the Planning Commission; and,

WHEREAS, the Environmental Impact Report did include analyses of the following issues: air quality, biology, drainage, land use, noise, sewer, schools, topographic alteration including blasting, traffic circulation, and water service; and,

WHEREAS, the Planning Commission did adopt Resolution PC-88-13, certifying that the Final Supplemental Impact Report for the Eastridge Specific Plan as adequate and complete under the California Environmental Quality Act; and,

WHEREAS, the City Council did hold duly noticed public hearings on May 24 and 31, and August 2, 1988, and did consider the staff report and recommendation, the record of the Planning Commission meeting and decision, and public testimony in considering the Final Supplemental Environmental Impact Report.

WHEREAS, the City Council did require, at the August 2, 1988 public hearing, additional information regarding the analysis of local circulation affects from the project and an update of the blasting and grading analysis prior to considering the adequacy of the Final EIR; and,

WHEREAS, staff had prepared an additional traffic analysis and an updated blasting and grading plan as presented in the staff report to the City Council at the public hearing held on December 13, 1988; and,

WHEREAS, the City Council did continue the public hearing to January 17, 1989 and subsequently rescheduled said hearing to January 18, 1989, at which time the City Council did consider the Final EIR, review the additional information required regarding traffic and the blasting and grading plan, and take public testimony regarding adequacy of the Final EIR for the Eastridge Specific Plan.

THE CITY COUNCIL FINDS AND DETERMINES AS FOLLOWS:

1. That the Supplemental Environmental Impact Report for the Eastridge Specific Plan was prepared in accordance with the notification and public review procedures required by the California Environmental Quality Act, and the La Mesa guidelines and procedures for environmental review.

2. That all issues identified as having potential to cause significant environmental impacts have been adequately described and analyzed in the document in sufficient detail and clarity for the City Council to determine whether all potentially significant environmental impacts have been identified and to determine that all potentially significant affects of the project can be mitigated below the threshold of significance with the adoption of the proposed Eastridge Specific Plan which includes the mitigation measures as generally outlined in Exhibit A.

3. That the mitigation measures as prescribed in the Final EIR and proposed in the Eastridge Specific Plan will provide for adequate monitoring of the implementation and long-term effectiveness of all mitigation measures required to protect the environment in accordance with the provisions of Final EIR and AB3180 as established in Section 21081.6 of the Public Resources Code and further summarized in Exhibit A.

NOW, THEREFORE, BE IT FURTHER RESOLVED BY THE CITY COUNCIL OF THE CITY OF LA MESA AS FOLLOWS:

1. The foregoing findings of fact and determinations are true and hereby made a part hereof.

2. The Final Supplemental Environmental Impact Report for the Eastridge Specific Plan has been found to be adequate under the provision of the California Environmental Quality Act.

3. All provisions of the EIR and the Specific plan required to mitigate all identified potential environmental impacts as outlined in Exhibit A shall become part of the requirements for adoption of the Eastridge Specific Plan.

4. The applicant is informed that the time within which judicial review of this decision must be sought is governed by Section 1094.6 of the California Code of Civil Procedure.

PASSED AND ADOPTED at a regular meeting of the City Council of the City of La Mesa, California, held the 14th day of February, 1989 by the following vote, to wit:

AYES: Councilmen Senechal, Ewin, Madrid, and Mayor Nagel

NOES: None

ABSENT: None

ABSTAIN: Councilwoman Lopez

CERTIFICATE OF THE CITY CLERK

I, ANITA D. UNDERWOOD, the City Clerk of the City of La Mesa, California do hereby certify the foregoing to be a true and exact copy of Resolution No. 15978, duly passed and adopted by the City Council of said City on the date and by the vote therein recited.

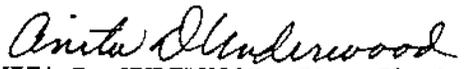

ANITA D. UNDERWOOD, City Clerk

EXHIBIT A

EASTRIDGE SPECIFIC PLAN ENVIRONMENTAL IMPACT REPORT MITIGATION MEASURES

The adoption of the Final Environmental Impact Report and these mitigation measures are applicable to the Eastridge Specific Plan as approved and adopted by the City Council in 1989, and shall be incorporated into said Plan. The approval of the mitigation measures listed below shall be effective only for those future development proposals which are found by the City Council to be in conformance with the Plan.

BIOLOGY

1. A Gnatcatcher Preservation Plan shall be developed for the maintenance of the open space area. The Plan shall provide for the fencing of the perimeter of the habitat area and for the long term maintenance of the area through the formation of an assessment district or other equivalent form of long term financial plan. The Plan shall be developed by a qualified biologist acceptable to the City of La Mesa and include:
 - a. Measures to improve the quality of the habitat in the open space area through appropriate revegetation of disturbed areas within the easement, control of predators, control of nest parasites (brown headed cowbirds), control of off-road vehicle activity, and preclusion of habitat losses from other causes.
 - b. Measures to control potentially detrimental uses, such as fencing key areas (particularly access points), posting as a wildlife conservation area, citing and prosecuting offenders, developing a local constituency interested in the preserve, developing a minimum impact interpretive trail system, and restricting uses disruption to wildlife.
 - c. A program to salvage black-tailed gnatcatchers from the area to be graded and release them in the open space easement or in another area acceptable to the U.S. Fish and Wildlife Service and the Department of Fish and Game.
 - d. A detailed monitoring program to document the response of the population to the initial disturbance and subsequent conditions. The monitoring program should use scientifically valid methods, be for a period of not less than three years, and be reviewed and found scientifically acceptable by the Fish and Wildlife Service and Department of Fish and Game and other appropriate researchers. The monitoring program should be designed to collect data on both basic ecological requirements of the black-tailed gnatcatchers and management aspects of the bird's biology that will be useful in guiding the management of the open space.

2. A plan for the onsite preservation, and replanting to the open space area, of endangered plant species such as the Coast Barrel Cactus and the California Sunflower, shall be developed and implemented by a qualified biological firm acceptable to the City.
3. The Fox Trapping Plan incorporated into the Specific Plan shall be implemented prior to issuance of any grading permits in the Plan area.

TRAFFIC CIRCULATION

4. The following public street improvements shall be fulfilled in accordance with the circulation system shown in the Eastridge Specific Plan:
 - a. Murray Hill Road shall be improved to City Standards along the entire frontage of property within a 60-foot right-of-way.
 - b. A traffic signal shall be installed at the intersection of Murray Hill Road and Eastridge Drive. The Eastridge Drive connection shall align with Oceanview Way.
 - c. Valle Drive shall be fully improved in accordance with Improvement Plan No. 3461 on file in the City Engineering Department.
 - d. Sacramento Drive shall be extended south to the High Street right-of-way.
 - e. A public street access shall be constructed between the western edge of the MTDB right-of-way and the project site, including a bridge under the tracks. MTDB will dedicate right-of-way for the street through its property.

SCHOOL DISTRICTS

5. Prior to obtaining building permits, future developers will be required to submit payment to the appropriate school districts as required by State Law.

SEWER CAPACITY

6. The impacts to the existing sewer lines through the Lemon Grove and Spring Valley sanitation districts shall be mitigated by the payment of normal agreement fees by the developer. If the capacity of the existing sewer lines were to be exceeded by any phase of this development, then additional off-site improvements such as the upgrading of the lines between the project and the main trunk lines would be required, with direct payment of extra improvement fees to the above districts by the developer, as well as to the La Mesa sewage system. These conditions shall be imposed upon approval of future tentative tract map applications.

7. If the City's capacity limit at the Point Loma treatment plant would be exceeded by any portion of this development, additional capacity must be purchased from another Metro user, with the fees for purchases of additional capacity for the City of La Mesa being borne by the developer on a fair share basis as established at the time of tentative subdivision approval and paid for prior to final map recordation.

STORM DRAIN FACILITIES

8. A detention basin shall be constructed in the open space parcel to reduce peak flows to the south.
9. Any upgrading of existing drainage facilities, and the construction of off-site improvements, determined to be necessary by the City Engineer based on future hydrology studies based on detailed grading plans for each phase of development, may require the payment of drainage fees adopted by the City of La Mesa concurrently with the City of Lemon Grove and/or the County of San Diego.
10. In addition, the following flood damage prevention measures shall be incorporated in the detailed construction plans for the project:
 - a. The slope and foundation designs for all structures should be based on detailed soils and engineering studies.
 - b. Revegetation of, and installation of irrigation systems on, graded slopes shall be done within 90 days after the completion of grading operations.
 - c. Implementation of standard grading and construction practices, in conjunction with the grading and blasting mitigation measures incorporated herein, will be sufficient to control erosion and downstream sedimentation.

WATER SERVICES

11. The project shall utilize low-flush toilets, low-flow showers and faucets, and pressure-reducing valves (where necessary). The following mitigation measures shall also be incorporated into the project:
 - a. Mulch shall be used extensively in all landscaped areas.
 - b. Existing trees and shrubs should be preserved and protected wherever possible.
 - c. Slopes should be graded to minimize surface water runoff.
 - d. Cluster developments should be encouraged to reduce the amount of land converted to urban use.
 - e. Natural drainage areas should be preserved where possible.

- f. Temporary irrigation systems should be automated instead of manually operated. The City shall require a bond or other acceptable guarantee of removal of temporary systems.
 - g. Revegetation should incorporate drought-resistant native and like-native species.
12. The existing Helix Water District pump station will require expansion and relocation from its present location on Maple Avenue to the vicinity of the Lemon Grove water tank. Provisions for this relocation shall be completed with the District prior to the recordation of any final subdivision map. The developer will be responsible for the capital costs associated with the relocation of the facilities, with the District reimbursing those costs over a period of time established by the District's Board of Directors.

NOISE

13. Noise studies shall be required with tentative tract submittals for Subareas 3, 4, and 5, based on the detailed grading plans for each subarea. The studies shall list any necessary mitigation measures, including the use of noise barriers (i.e., block walls and/or berms) to attenuate future noise impacts from State Route 94. Any proposed use of rock-crushing shall be identified with grading plans for subdivision approval and evaluated in said detailed noise study.

LAND USE

14. The potential for increased access to the quarry site from subareas 4 and 5 shall be reduced by the installation of a new barrier fence around the quarry.
15. A fire buffer zone, 50 feet in width, shall be constructed along the perimeter of the open space for fire protection purposes. This buffer zone generally should be 50 feet in horizontal width around its northern perimeter. The area bounded by Eastridge Drive, Cinnabar Drive, Tungsten terminus, and Arrieta Circle in the northeastern corner of the open space area at the top of the very steep canyon should have a buffer zone of 100 horizontal feet. Along the southern boundary adjacent to Subarea 5, the buffer zone should have a total width of 50 feet. These buffer zones shall be cleared and replanted with drought-resistant, fire-resistant trees, shrubs and ground cover subject to approval of the Fire Marshall.

TOPOGRAPHIC ALTERATION AND AESTHETICS

16. Grading shall be reduced through the use of split (grade-separated) streets, shared driveway easements, split-level units, uphill/downhill units, and contouring and rounding of manufactured slopes where feasible in the design of individual subdivision phases of the project.

17. The Revegetation Plan shall be implemented with all future project approvals.

GRADING AND BLASTING

18. The following requirements of the 1988 Drilling and Blasting Report, as accepted and amended by the City Council, shall be followed:
 - a. An earthwork package study shall be submitted for approval with each final subdivision map detailing the handling of oversize rock and estimates of import and export material based on the blasting limitations and type of soils.
 - b. Only modern drills and compressors with noise suppression devices shall be used.
 - c. Large diameter drills shall be prohibited (i.e., diameter shall not exceed 3 inches).
 - d. Dust suppression methods shall be employed.
 - e. All drilling and blasting operations shall be conducted by a State- licensed blasting contractor with adequate blasting insurance.
 - f. Peak particle velocity shall not exceed 0.4 inches per second ground vibration measured at the property line of the closest residential structure.
 - g. Airblast overpressure shall not exceed 129 dB for 5-6 Hz high-pass monitoring system located at the property line of the closest residential structure.
 - h. Pre-blast inspections shall be conducted at all residential properties within 300 feet of the perimeter of the project prior to any blasting on the site. Inspections shall include visual inspection and photographic documentation of adjacent street, sidewalk, and gutters as well as foundation, driveway, stucco, drywall, patio and pool conditions, and floor level (manometer) surveys of the residences.
 - i. Post-blasting inspections shall occur within 90 days after the termination of blasting operations. These inspections will include the above-listed items.
 - j. Notices shall be sent to all property owners within 300 feet at least ten days prior to the commencement of blasting activities. These notices shall contain information on the time limits for blasting and the name of the blasting contractor, insurance company, and the name and phone number of the contact person for the job.

- k. All drilling and blasting activities shall be restricted to the hours of 8:00 a.m. and 5:00 p.m., Monday through Friday, excluding federal and state holidays.
- l. The entire perimeter of the blasting area shall be enclosed within a security fence, with warning signs posted no more than 50 feet on center around the site's perimeter.
- m. The blasting site shall be cleaned of all debris associated with the blasting operation (fuses, blasting caps) at the end of each working day.
- n. Protection devices such as trenches and reinforced fencing shall be installed to prevent any runaway boulders from rolling onto adjacent properties.
- o. Protective devices shall be utilized to prevent any occurrence of flyrock (netting and/or charge burial are acceptable).
- p. An independent inspector shall be hired by the City, with the developer of the site posting a deposit to pay for the inspector's fees. The inspector shall be present for all drilling and blasting operations and shall be responsible for the enforcement of these regulations and the monitoring of the blasts. The inspector shall make bi-weekly reports to the Director of Building and Planning on the project's compliance with these regulations.
- q. Prior to issuance of a grading permit for each and every phase of the development, the developer shall provide written verification of the name of the firm responsible for the processing of claims for any damages resulting from blasting, grading and associated construction activities for the subdivision. Completion of this requirement shall include verification by the City's designated Risk Manager that the levels of insurance coverage being provided are adequate.
- r. At the time of pre-blast inspection, the inspection firm shall provide an opportunity for the property owner to review and receive a copy of the inspection report.
- s. The earthwork package study shall include provisions for the monitoring of potential health impacts to the surrounding neighborhoods throughout the grading phases of the project which may result from airborne dust.
- t. The earthwork package study shall incorporate the recommendations for grading as listed in Appendix B of the Drilling and Blasting Report dated received November 1, 1988, including the use of sub-drain systems.

**EASTRIDGE
SPECIFIC PLAN**

City of La Mesa

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EASTRIDGE SPECIFIC PLAN

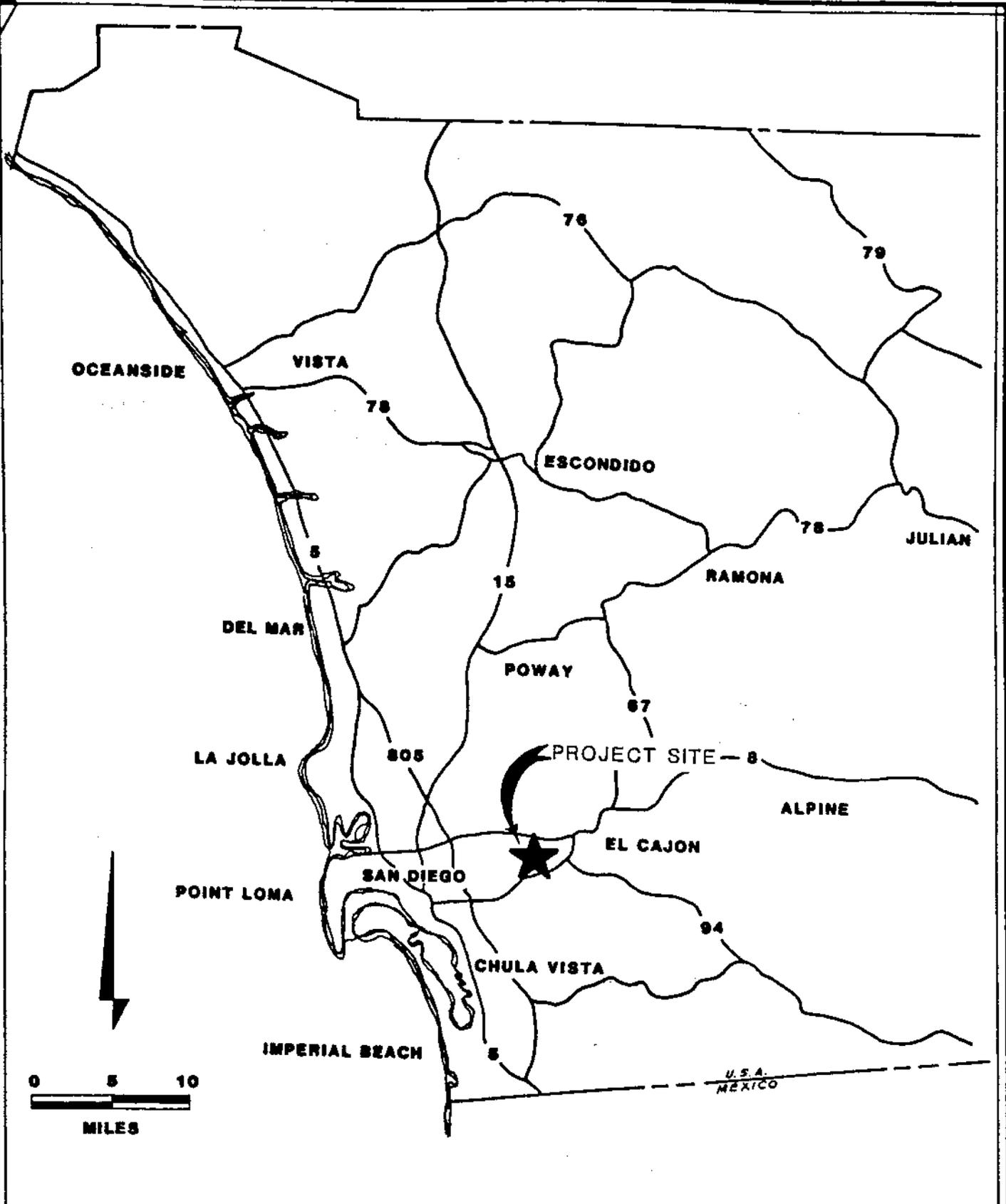
I. INTRODUCTION

A. LOCATION

The Eastridge Specific Plan area consists of 192 acres located in the south central portion of the City of La Mesa. Specifically, it is bounded by State Route 94 on the south, Spring Street on the east, and Murray Hill Road and Waite Street on the west. Existing single family residential development and La Mesa Junior High School border the Specific Plan area on the north. A regional site location map is included as Figure 1.

B. BACKGROUND

The Eastridge project was originally proposed as a Subdivision/Planned Residential Development (PRD) in 1978 and consisted of 478 single family residences. An EIR was prepared and was certified by the La Mesa City Council. The City Council also gave its approval for the Tentative Subdivision Map. During the ensuing years, the approved project was not implemented in the allotted time and the approvals for the project expired in June, 1984. Later in 1984, Wardley Development, Inc. resubmitted an application for the project without making any changes to the original design. Since the project was proposed as a Specific Plan rather than as a Tentative Map, a Specific Plan Report and a Supplemental EIR were prepared. During the hearing on the Specific Plan, the Planning Commission recommended that the Supplemental EIR be certified but that the project be denied because it felt an environmentally superior alternative had been identified in the EIR and implementation of that alternative was feasible. So in 1985, both a new Supplemental EIR and Specific Plan were prepared for this alternative. The Draft Supplemental EIR was circulated for public review. As a result of the comments received during the public review, a new alternative was identified which would mitigate these impacts. That alternative was identified as Alternative F in the second Supplemental EIR. Subsequently, a third supplement to the original 1978 EIR has been prepared, reflecting minor revisions discussed in this Specific Plan as well as issues brought up at the Planning Commission and City Council hearings.



REGIONAL LOCATION OF THE PROJECT SITE

FIGURE
1

C. PURPOSE

State law authorizes cities and counties with complete general plans to prepare and adopt specific plans (Government Code Sections 65450 et seq.). A Specific Plan represents an opportunity for local government to help development projects get underway quicker than usual; reduce the cost of capital facilities and public improvements; protect environmental resources; try out innovative resource conservation and recovery programs; and carry out the general plan for an identified area of the community.

A Specific Plan includes but is not necessarily limited to all detailed regulations, conditions, programs, and proposed legislation necessary for the implementation of each element of the General Plan, including:

1. The location of housing, business, industry, open space, agriculture, recreation facilities, religious facilities, solid and liquid waste disposal facilities, together with development regulations or standards.
2. The location of existing and proposed streets and roads, with development regulations or standards.
3. Standards for population density and building density.
4. Standards for the conservation, development, and utilization of natural resources.
5. The implementation of all applicable provisions of the open space element.
6. Such other measures as may be necessary to ensure execution of the General Plan.

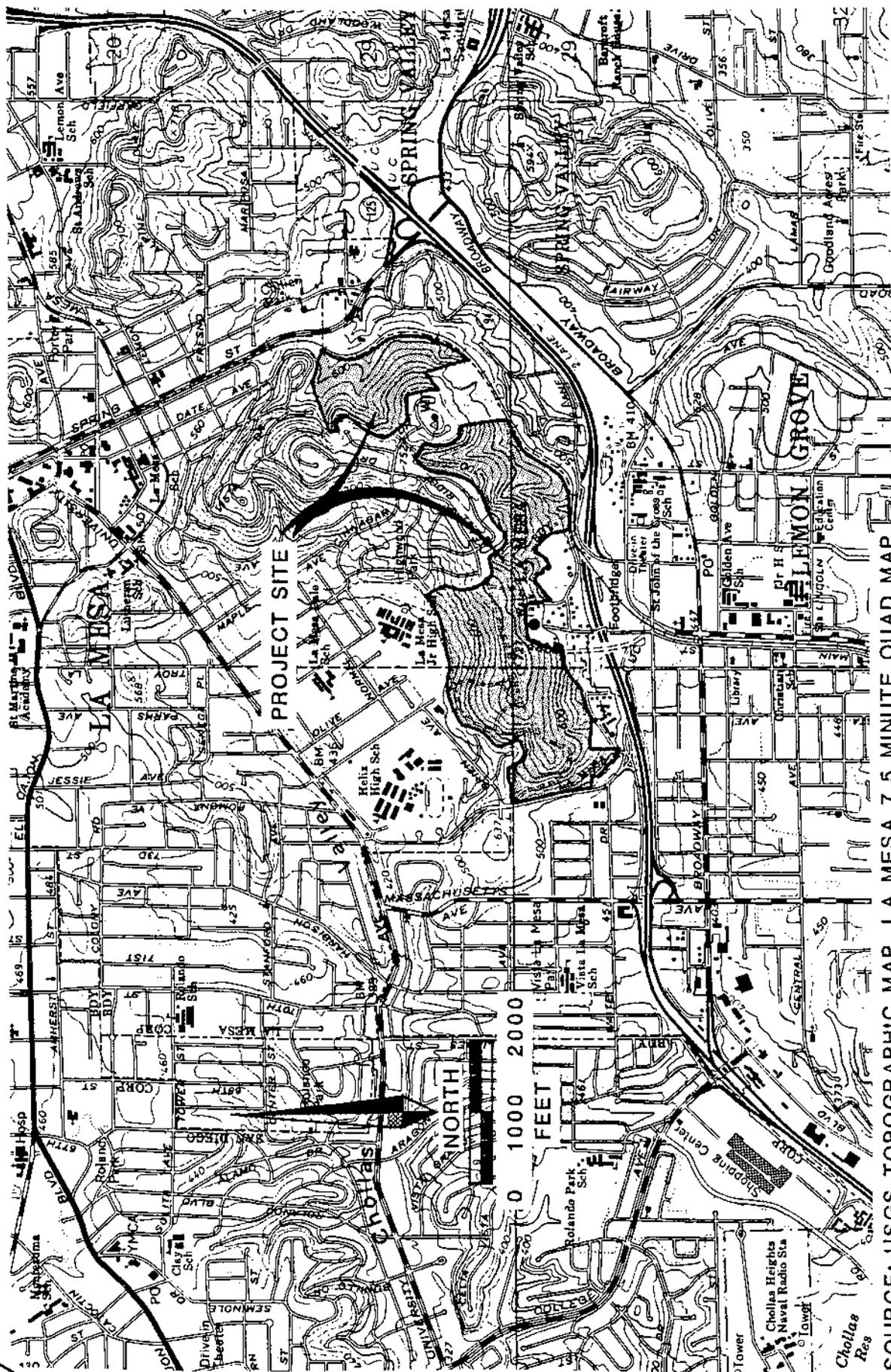
The Eastridge Specific Plan complies with the California Government Code and with the General Plan and Zoning Ordinance of the City of La Mesa.

D. SPECIFIC PLAN SETTING AND SURROUNDING LAND USES

The Specific Plan area consists of 192 acres of vacant land in the south central portion of the City of La Mesa. Figure 2 shows the topography of the project site and vicinity on a U.S.G.S. topographic map. As illustrated by the figure, the site is generally steeply sloping. The site contains portions of an east/west trending ridge

from which land slopes down to the north and south. The site is vegetated with Coastal Sage Scrub and Chaparral, which has been disturbed in some areas by trails, off-road vehicle activity, minor dumping, and fires.

Land uses surrounding the site are primarily residential. To the north and northwest, existing development consists of single family residential units on minimum 10,000 square foot lots. To the west, across Murray Hill Road, the land is vacant, although a portion of this area is being developed into a planned residential development. Land to the south and southwest supports residential development of low density. To the south and southeast, portions of the area are vacant while other areas are developed with custom single family houses. Eastward, across Spring Street, higher density apartment houses and condominiums have been built.



SOURCE: USGS TOPOGRAPHIC MAP, LA MESA 7.5 MINUTE QUAD MAP

FIGURE
2

U.S.G.S. TOPOGRAPHIC MAP SHOWING THE PROJECT SITE AND VICINITY.

II. DEVELOPMENT CONSIDERATIONS

A. PHYSICAL CONSIDERATIONS

1. Topography

Almost all of the project site is steeply sloping. A relatively small flat area is found on the top of the ridge immediately west of the current terminus of Eastridge Drive (elevation about 700-720 feet above mean sea level [msl]). The project site generally slopes down from this ridge to the north and south with an elevation of 486 feet above msl in the southern part of the site.

Due to the steepness of the slopes, a Hillside Overlay Zone has been applied to the site by the City of La Mesa. This Hillside Overlay restricts certain aspects of development on the site such as grading, blasting, the appearance of earth slopes, preservation of endangered species of plants, landscaping, side setbacks, minimum lot area, architectural and site plan review, fire protection, street surface requirements, and roof materials.

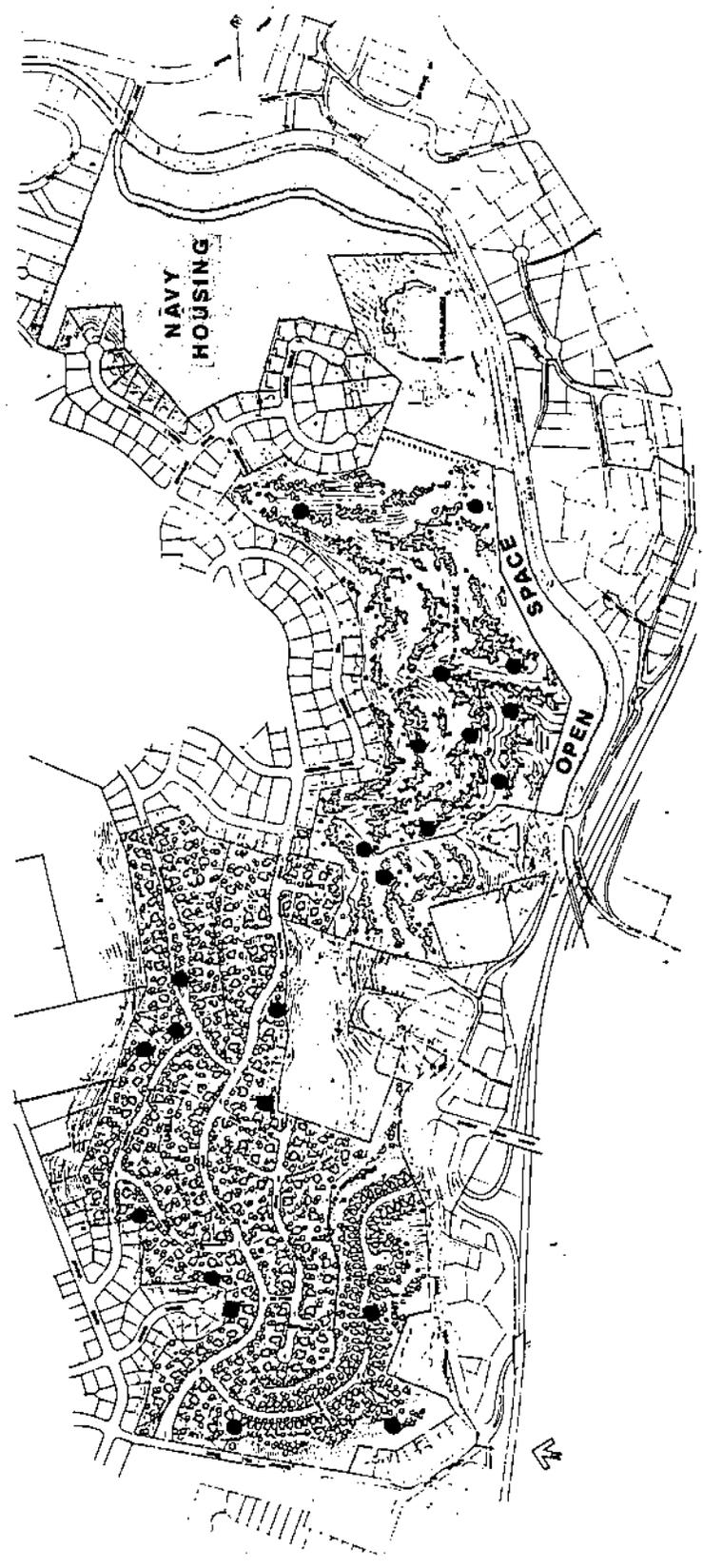
2. Geology

The Eastridge project site consists of hard, dense, slowly weathering metamorphosed volcanic rocks (Santiago Peak Volcanics). The geologic materials found onsite will require drilling and blasting for excavation of fresh, unweathered rock.

3. Drainage

The project site drains naturally to three drainage basins. The northern portion of the site drains northward to Los Chollas Creek (in the vicinity of University Avenue). The southwestern part of the site drains to South Chollas Creek joining Chollas Creek downstream. The western part of the site drains toward Spring Valley Creek and into the Sweetwater River at a point below Sweetwater Dam.

Existing storm drain facilities along Imperial, Broadway, and Sweetwater Road are inadequate to convey the 100-year flood. Flooding often occurs in these areas. Portions of the project site drain to those areas, partly contributing to this condition. However, due to the steep slopes onsite and nearly impervious soils conditions, neither the quantity nor the character of the runoff would be altered from the existing condition as a result of development.



● BLACK-TAILED GNATCATCHER SIGHTINGS (PAIRS OF BIRDS)

NO SCALE

**BIOLOGICAL RESOURCES MAP SHOWING THE LOCATION
OF OBSERVED PAIRS OF BLACK-TAILED GNATCATCHERS**

**FIGURE
3**

Existing culverts along the SD & AE Railroad are completely obscured by soil and sediment, rendering them functionless in transporting storm runoff. Currently, water flows to the westerly (sometimes northwesterly) edge of the railroad, and is collected in a detention basin. The effect of this basin is to limit the rate of the outflow, thereby reducing the peak flow rate downstream. However, the Metropolitan Transit Development Board (MTDB) will be clearing out these culverts and increasing the size of some culverts as part of the Light Rail Transit (LRT) project, currently under construction.

4. Biology

Most of the site is dominated by Coastal Sage Scrub and Chaparral. The western part of the site has suffered some disturbance through fire, trails, firebreaks, and off-road vehicle activity; however, there is much undisturbed habitat in this area of the site.

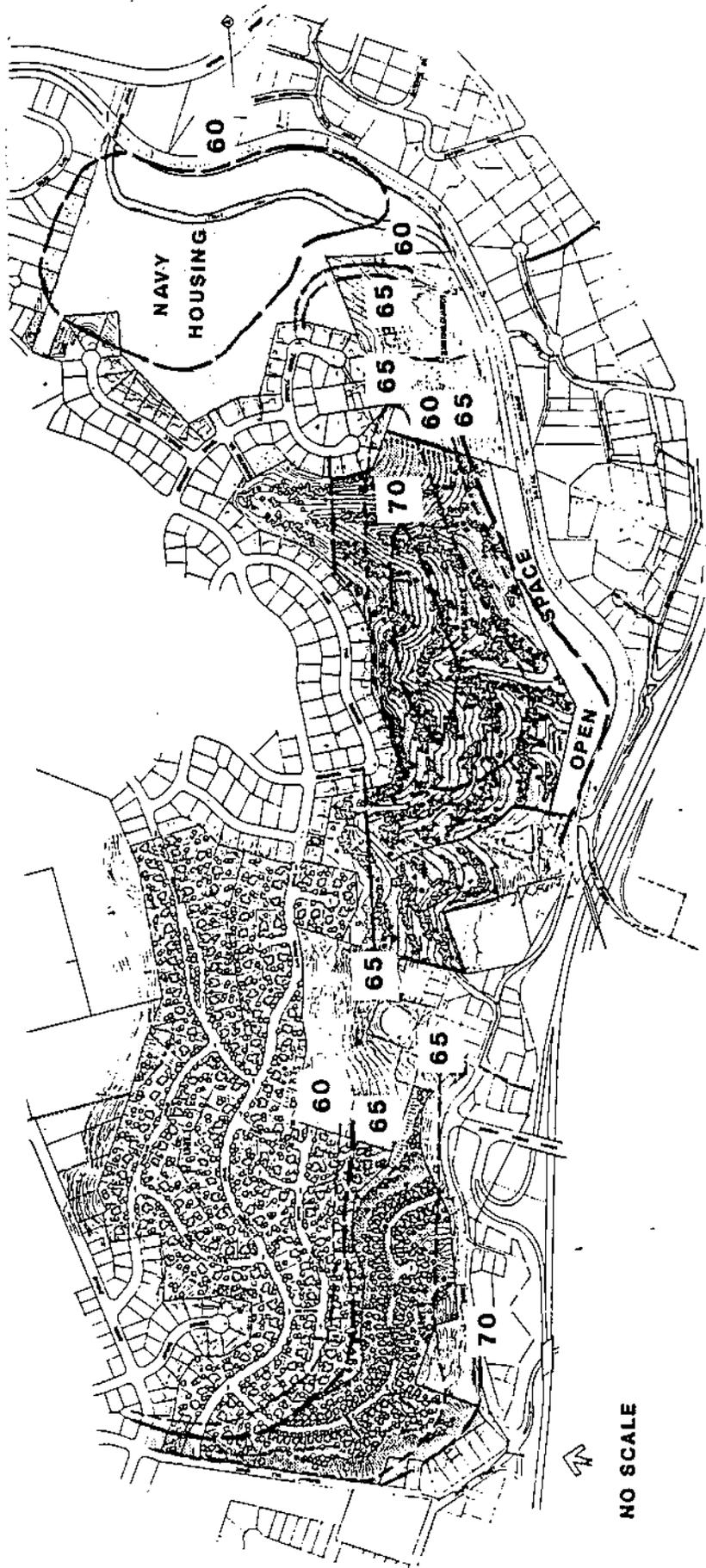
Three sensitive plants occur in good numbers onsite: San Diego Barrel Cactus (Ferocactus viridescens), San Diego Sunflower (Viguiera laciniata), and Mesa Clubmoss (Selaginella cinerascens). None of these are currently considered rare, endangered, or threatened by State or Federal agencies.

The Black-tailed gnatcatcher (Polioptila melanura californica) was found on the site during a 1984 survey; about 22 pairs of the birds are estimated to live onsite (Figure 3). This species is listed as a "species of special concern" by the California Department of Fish and Game and is a candidate (Category 2) for listing as endangered by the U. S. Fish and Wildlife Service.

B. CULTURAL ENVIRONMENT

1. Noise

The site is subjected to noise from vehicle traffic on State Route (SR) 94, immediately south of the project site. In some areas, noise levels on the site are currently greater than 65 decibels (dB), which is considered "normally incompatible" with residential land use by the City of La Mesa's Noise Element. A narrow strip of land in the southwestern corner of the site near Waite Drive and a roughly oval area in the central portion of the site immediately south of Shadow Hill Drive are the two areas which currently experience noise levels of 65 dB or greater (Figure 4).



AREAS POTENTIALLY SUBJECT TO NOISE GREATER THAN 65 CNEL (2005)

EXISTING CONTOURS (1984)

PROJECTED CONTOURS (2005)

SOURCE: SAN DIEGO ACOUSTICS, 1984

NOTE: NOISE LEVELS ARE IN CNEL

**APPROXIMATE CURRENT AND FUTURE NOISE LEVELS
ON THE PROJECT SITE**

**FIGURE
4**

Traffic using SR 94 is expected to more than double within the next two decades. This would result in a greater area of the project site being subjected to noise levels greater than 65 dB. If traffic does increase at the predicted rate, the southern half of the site (that portion closest to SR 94) would experience noise levels greater than 65 dB (Figure 4).

Noise from the operation of the East Urban Trolley Line proposed by Metropolitan Transit Development Board (MTDB) is expected to impact the site. This trolley would utilize the tracks of the SD & AE Railroad which are located adjacent to the site's southern and western boundaries. Trolley noises include those associated with the regular passage of the trolley along the railroad tracks as well as those related to the proposed Spring Street Station to be located east of the project site. Noise from the operation of the trolley is expected to cause an increase of 1 dB(A) to future noise conditions. This is not considered significant by MTDB.

2. Aesthetics

The site is the largest parcel of undeveloped land in the City of La Mesa. Its appearance is of naturally vegetated sloping hillsides, unbroken for the most part by human intrusion. In its current condition, the site provides visual open space and is considered by some " " to be an aesthetic resource of the City. The project area is visible from the existing residential units which border it, from a portion of Spring Street, and from SR 94.

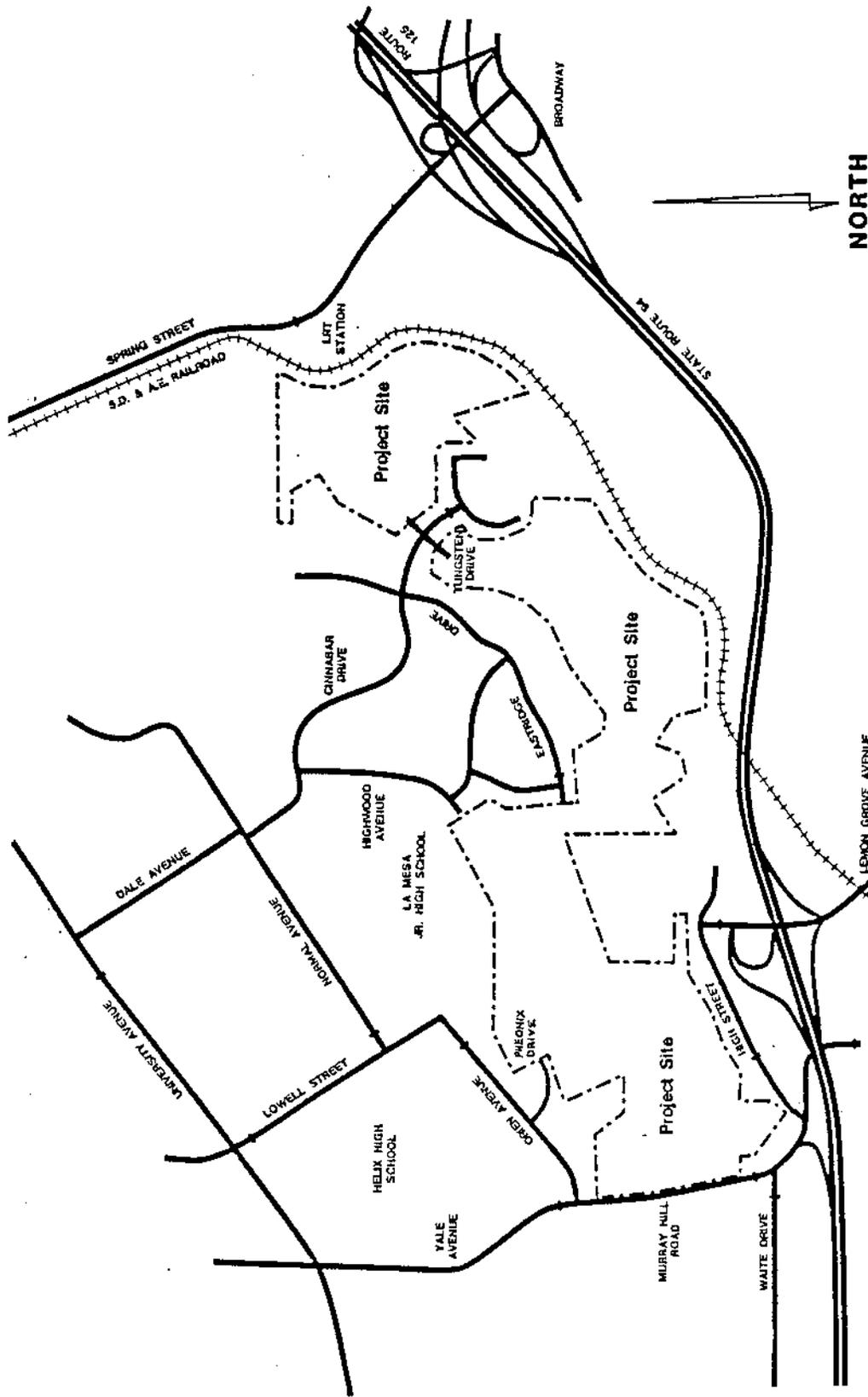
3. Archaeologic and Historic Resources

An archaeologic and historic resources survey conducted by Westec Services in 1978 determined that no cultural resources occur on the project site.

C. PUBLIC FACILITIES

1. Traffic Circulation

Regional access to the project site is provided by SR 94 and Interstate 8, both east/west freeways. Local access is available from Spring Street, La Mesa Boulevard, University Avenue, Massachusetts Avenue, and Normal Avenue. Direct access is achieved via Murray Hill Road, Phoenix Drive, High Street, Highwood Avenue, Eastridge Drive, Spring Street connection, and Costa Bella Drive. These roadways are shown on Figure 5.



SOURCE: ENDO ENGINEERING 1985

FIGURE 5
TRAFFIC CIRCULATION IN THE PROJECT VICINITY.

Planned improvements include the extension of Eastridge Drive westward to Murray Hill Road, the construction of Sacramento Drive to connect this Eastridge Drive extension to High Street, the extension of High Street eastward from Grove Street to Tungsten Drive to Spring Street. Due to problems associated with crossing the railroad tracks for the MTDB East Urban Trolley Line in this area, this connection shall be constructed underneath the tracks between Subarea 4 to Spring Street.

Specific roadway improvements proposed by the Eastridge Specific Plan are detailed in Section VI-A.

2. Recreation Facilities

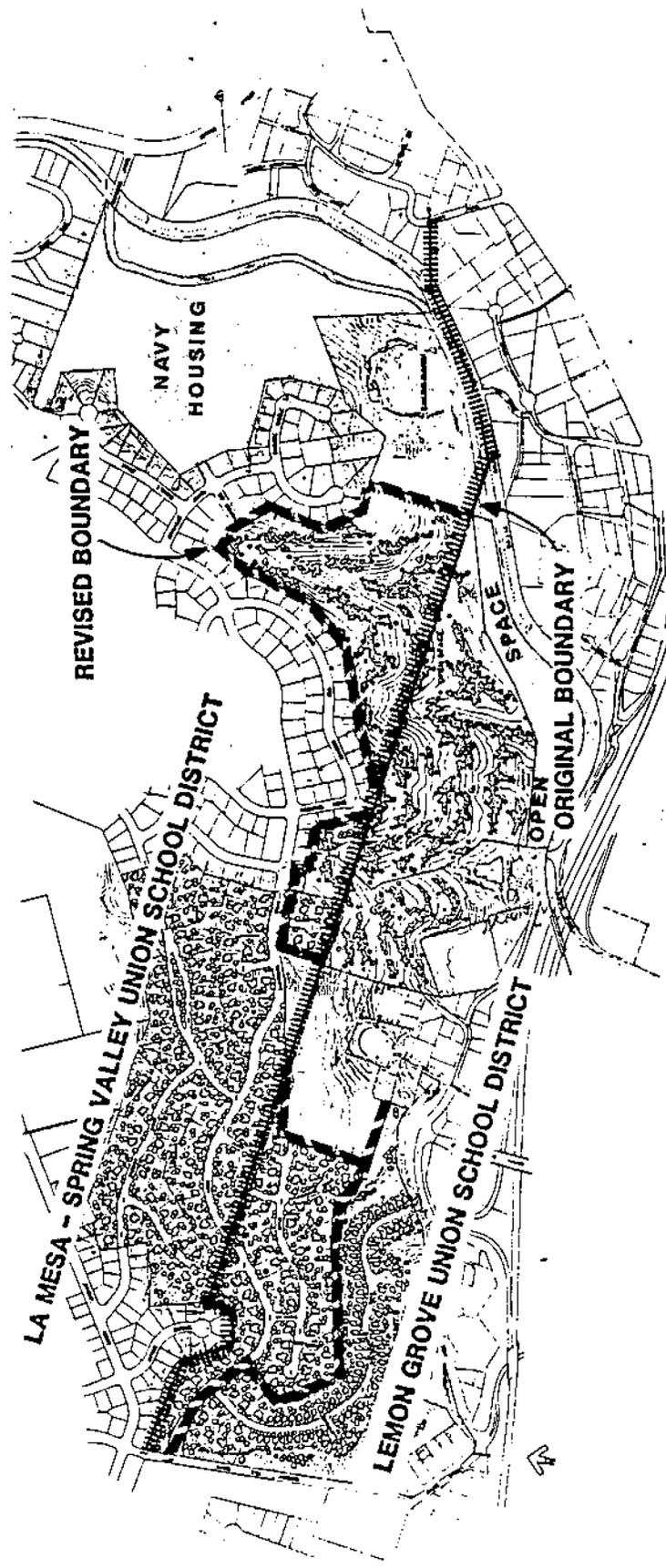
No recreation facilities are currently located on the project site. Highwood Park is located north of the site immediately adjacent to La Mesa Junior High School. The park offers a picnic area, restrooms, and a tot lot. Three tennis courts, maintained by the La Mesa-Spring Valley School District, are adjacent to the park and available for public use after school hours. Collier Neighborhood Park is located approximately one-half mile west of the project site.

3. Schools

The project site is located in two elementary/junior high school districts: the Lemon Grove and the La Mesa-Spring Valley School Districts. The onsite boundary between the districts was adjusted in July 1983, to follow lot lines and streets for the Eastridge project, because the original boundary split some proposed residential lots. Figure 6 shows the original and adjusted school district boundaries. The current school district boundaries were not readjusted to reflect the new development proposal. Readjustment will occur after approvals for the project are obtained. This will enable the school districts to adjust boundaries in accordance with the actual number of dwelling units which will be constructed.

The northern portion of the Eastridge Specific Plan area is in the La Mesa-Spring Valley School District and students will attend La Mesa Dale Elementary School and La Mesa Junior High School. Both of these schools currently have enrollments which are under capacity.

The southern portion of the Specific Plan area is in the Lemon Grove School District and students will attend Golden Avenue Elementary, Vista La Mesa Elementary, and Lemon Grove Junior High Schools. The two elementary schools are currently over capacity; the junior high is under capacity.



NO SCALE

FIGURE
6

SCHOOL DISTRICT BOUNDARIES

High school students from the project will attend Helix High School which is in the Grossmont Union High School District, approximately 1.5 miles from the project. This school is currently under capacity.

4. Water Service

The existing facilities in the project vicinity are operated by the Helix Water District. These facilities include a 10-inch line in Eastridge Drive at Rosarita Drive, 10-inch and 12-inch lines in the Spring Street connection and 8-inch lines in High Street and Highwood Drive.

5. Sewer Service

The Eastridge project site is located in three sewage areas: the City of La Mesa, the Spring Valley Sanitation District, and the Lemon Grove Sanitation District. The main trunk line of the City of La Mesa's system is located in University Avenue and consists of 10, 12, and 15-inch sewer mains. The City also maintains 8-inch sewer lines in Orien Avenue and Phoenix Drive.

Spring Street and Rivera Drive each have 8-inch sewer mains which flow into collect or lines of the Spring Valley Sanitation District. There are also 8-inch mains in Murray Hill Road, at the corner of Waite Drive, in High Street, and in Costa Bella Drive which flow into collector or systems of the Lemon Grove Sanitation District.

6. Police and Fire Protection

The City of La Mesa provides police and fire protection to the Eastridge site. The Fire Department also provides full emergency ambulance service in addition to law enforcement.

III. LAND USE ELEMENT

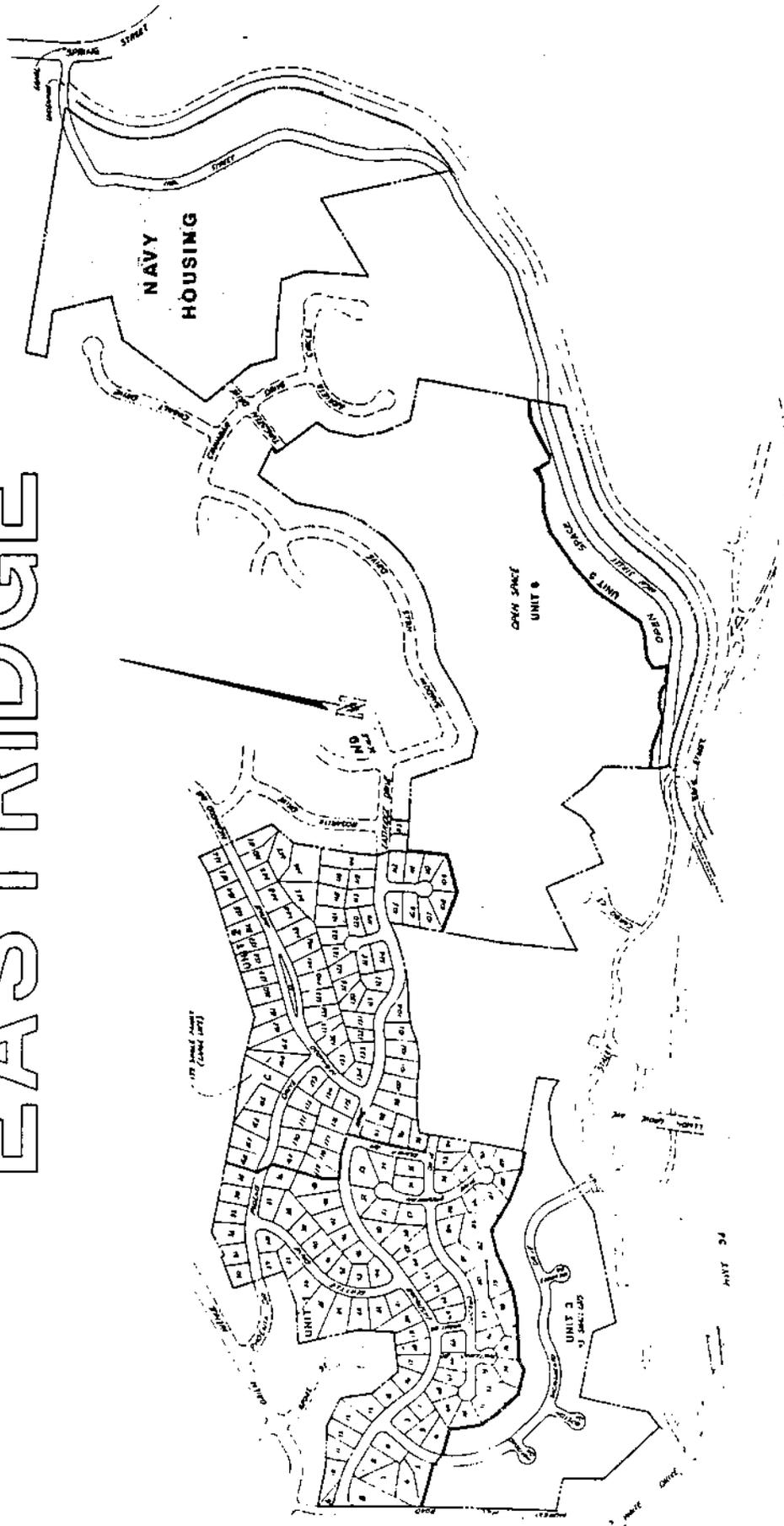
A. GENERAL PROJECT DESCRIPTION

It is the intent of the Eastridge Specific Plan to provide for a variety of housing types in a natural-like setting. Project grading would adhere to the general features of the existing landform with approximately 29% of the site retained as natural open space. Guidelines of the Specific Plan address the implementation of this design concept and should result in a new hillside community which complements the surrounding neighborhoods as well as the City of La Mesa.

The Eastridge Specific Plan would adhere to the La Mesa General Plan land use designation and zoning classification which allow a maximum density of 4.0 du/a for the overall specific plan site. The project would consist of four subareas composed of residential dwellings, a fifth subarea containing the extension of High Street, and a sixth subarea consisting of a natural open space parcel of 56.1 acres. Dwelling unit types would consist of a mixture of single family units on both large (minimum 10,000 square feet [sf]) and small (minimum 2,200 sf) lots in Subareas 1, 2 and 3. The United States Department of Navy plans on constructing attached multiple-family housing units in Subarea 4. The distribution of land uses is shown on Figures 7, 8, 9, and 10 is described in the text below. Table 1 provides a summary of the proposed Eastridge Specific Plan land uses.

Rather than proposing a project which would flatten the existing topography through the use of massive cut and fill operations, the project will consist of units which will conform to existing topographic contours. These dwelling units will be designed with varying floor levels and zero side yard setbacks. In addition, some streets would be "split" to accommodate the existing topography. These aspects of the project are described in the Physical Design Element of the Specific Plan.

SPECIFIC PLAN FOR EASTRIDGE



NASLAND ENGINEERING
 1000 S. GARDEN STREET, SUITE 100
 ANAHEIM, CALIFORNIA 92805
 (714) 771-1111

**EASTRIDGE SPECIFIC PLAN MAP OF THE ENTIRE
 EASTRIDGE PROJECT SITE**

**FIGURE
 7**

TABLE 1

LAND USES PROPOSED BY THE EASTRIDGE SPECIFIC PLAN

<u>SUBAREA</u>	<u>HOUSING TYPE</u>	<u>APPROXIMATE NUMBER OF UNITS</u>	<u>ACREAGE</u>	<u>DENSITY (dua)</u>
1	Single Family (Minimum 10,000 sf lot)	94	36.6	2.6
2	Single Family (Minimum 10,000 sf lot)	85	31.4	2.7
3	Single Family (2,200 sf up to 5,000 sf lot)	93	22.2	4.2
4	Multiple-Family Residential (attached Naval housing)	244	38.5	6.3
5	Open Space (owned by Department of Navy)	0	7.2	0.0
6	Open Space	<u>0</u>	<u>56.1</u>	<u>0.0</u>
TOTAL		516	192.0	2.687

B. UNIT DESCRIPTION

1. Subarea 1

This Subarea will be located in the northwest portion of the Eastridge Specific Plan area and would consist of approximately 94 units on 36.6 acres. The resultant density would be approximately 2.6 du/a. All of the dwellings in Subarea 1 would consist of single family residences on lots of a minimum of 10,000 sf in size. This lot size would allow the construction of large houses typical of traditional suburban residential development. All lot dimensions shall meet the R1S zone development standards and have frontage on, or direct access to, a public street.

2. Subarea 2

Subarea 2 will be located in the northern portion of the project site east of Subarea 1. Like Subarea 1, Subarea 2 would consist of single family residences on large (10,000 sf) lots. This Subarea would consist of approximately 85 dwellings on 31.4 acres with a resultant density of approximately 2.7 du/a. All lot dimensions will meet the R1S zone development standards and have frontage on, or direct access to, a public street.

3. Subarea 3

This Subarea will be located on the southwestern portion of the Eastridge Specific Plan site and would contain approximately 93 single family homes on small lots (2,200 sf to 5,000 sf in size). Subarea 3 would encompass a total of 22.2 acres. Projects within this Subarea will be approved as Planned Residential Developments in accordance with City standards. The resultant density would be approximately 4.2 du/a.

4. Subarea 4

This Subarea will encompass the northeast portion of the planning area and will contain attached multiple-unit housing units to be built by the Department of the Navy. A total of 244 housing units will be constructed in this area. Detailed site development plans will be prepared by the Department of Navy in the future.

5. Subarea 5

Subarea 5 will be located along the south central boundary of the planning area and will consist of a portion of the High Street extension from Grove Street to Spring Street. The

remainder of the Subarea will remain open space and will abut Subarea 6. The Department of the Navy has purchased this Subarea in order to construct the High Street extension and increase the development potential of Subarea 4 to the planned 244 units.

6. Open Space

An open space parcel of 56.1 acres located in the central portion of the planning area will be left in its natural condition. This open space will provide mitigation to help preserve approximately 11 known pairs of Black-tailed gnatcatchers, a sensitive bird species identified as occurring on the project site during the preparation of the Supplemental EIR. This open space will also preserve an area of steep topography and natural vegetation while providing an additional visual amenity. Preservation of this open space will also remove from development that portion of the site which is projected to experience noise levels in excess of 70 dB(A). Keeping this portion of the specific plan area as open space has permitted the clustering of dwelling units within other Subareas, thus keeping the overall density of the Specific Plan within the 4.0 du limitations of the General Plan. The City will change the zoning designation on the property from RLS-H to Open Space.

The Fire Marshal has required that a fire buffer zone, 50 feet in width, be constructed along the perimeter of the open space for fire protection purposes. This buffer zone generally should be 50 feet in horizontal width around its northern perimeter. The area bounded by Eastridge Drive, Cinnabar Drive, Tungsten terminus, and Arrieta Circle in the northeastern corner of the open space area at the top of the very steep canyon should have a buffer zone of 100 horizontal feet. Along the southern boundary adjacent to Subarea 5, the buffer zone should have a total width of 50 feet. These buffer zones shall be cleared and replanted with drought-resistant, fire-resistant trees, shrubs and ground cover subject to approval of the Fire Marshall. Maintenance of the open space parcel will be the responsibility of an Assessment District or equivalent form of long term financial plan as a responsibility of the property owners within the Specific Plan Area. To ensure the proper sequence of development, such assessment district and provision of fire protection landscaping programs shall be required to be established with the initial phases of development for any portion of the Specific Plan.

IV. PHYSICAL DESIGN ELEMENT

It is the intent of the Specific Plan to avoid excessive grading and its associated visual impact while protecting the property's natural amenities and topography. The following design approaches should be implemented to achieve this goal. In addition, during the processing of the previous project plans for the site, a series of guidelines were established to regulate project implementation. These included a Blasting Program, Revegetation Program, and a Fox Trapping Plan (see Appendix A). It is the intent of this Specific Plan to adhere to these guidelines, therefore, in the following discussion the plan from which these guidelines are taken is identified in parenthesis.

A. CIRCULATION

Conventional street alignment on hillside development normally locates roadways parallel to the contour lines. In order to avoid a layered, cut away appearance, the Eastridge project should adhere to the following guidelines:

1. Streets should be "split", where possible, to permit slopes between lanes and to reduce the width of the flat area necessary for street construction.
2. Shared driveway easements should be used to reduce the amount of flat area needed for streets (Figure 11).

B. HOME DESIGN

Excessive earthwork will be reduced through dwelling unit designs which conform to existing topographic contours. This goal will be achieved utilizing the following general design concepts:

1. Homes will be designed with varying floor levels, thereby reducing the amount of grading which would normally be necessary for a conventional single pad one level home. The split-level house also requires a smaller pad depth (Figure 12).
2. The size of the building pad will be reduced by setting residential units into hillsides rather than resting on them and will be designed with several levels (i.e. uphill/downhill and split-level designs). Where possible, units will be designed to take advantage of the topography of each individual lot (Figures 11 and 13).

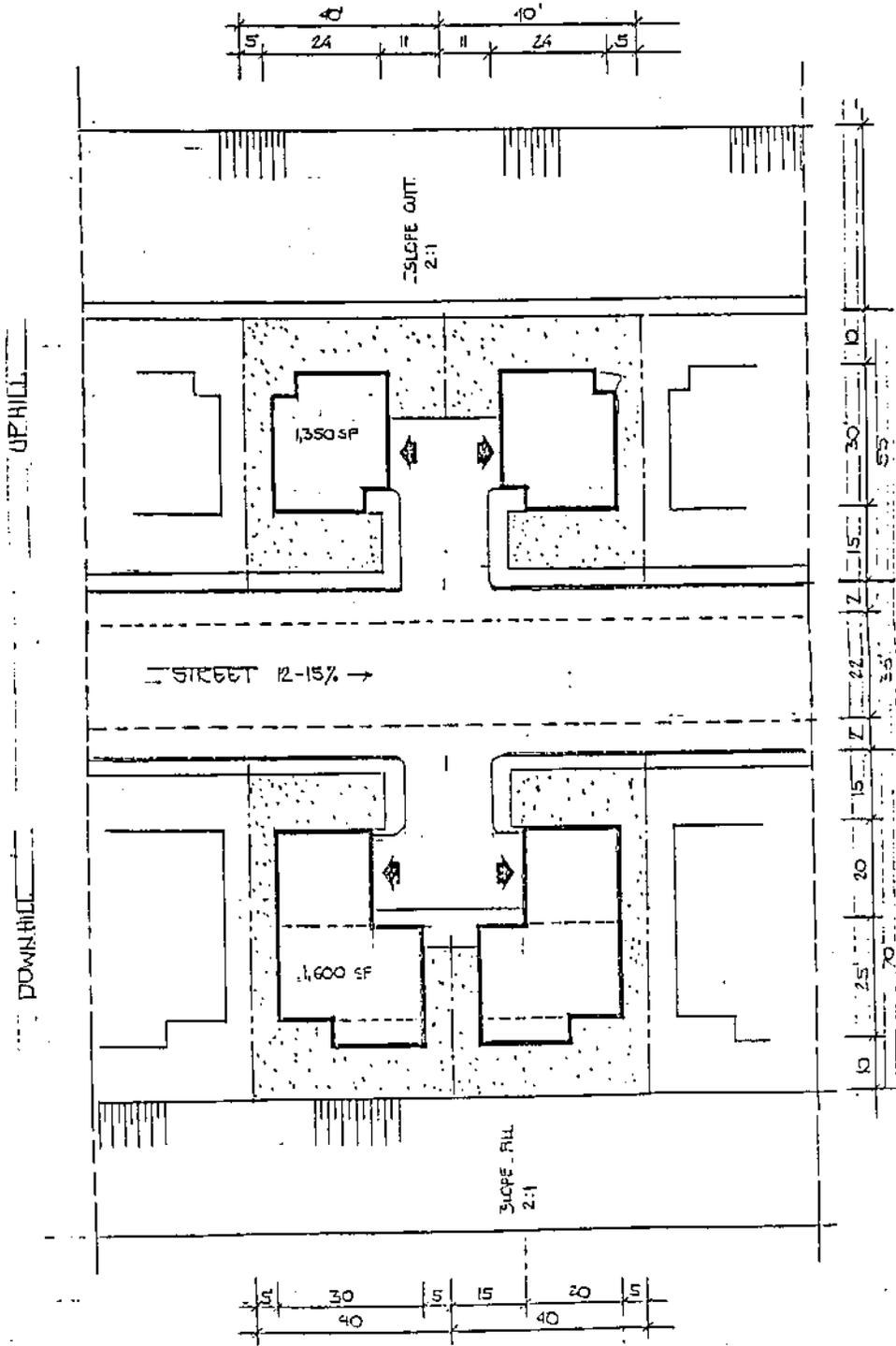


FIGURE 11

DIAGRAM ILLUSTRATING TYPICAL CONSTRUCTION OF RESIDENTIAL UNITS ON STEEPLY SLOPED STREETS (12-15%) AND INDICATING THE SHARED DRIVEWAY CONCEPT.

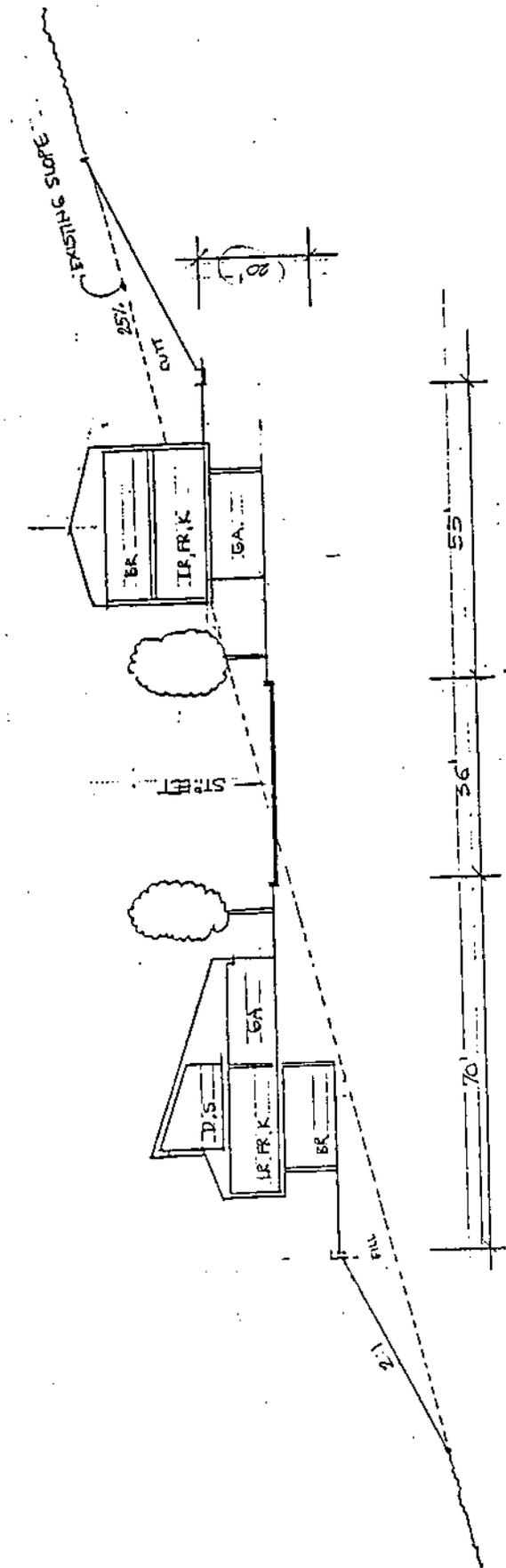
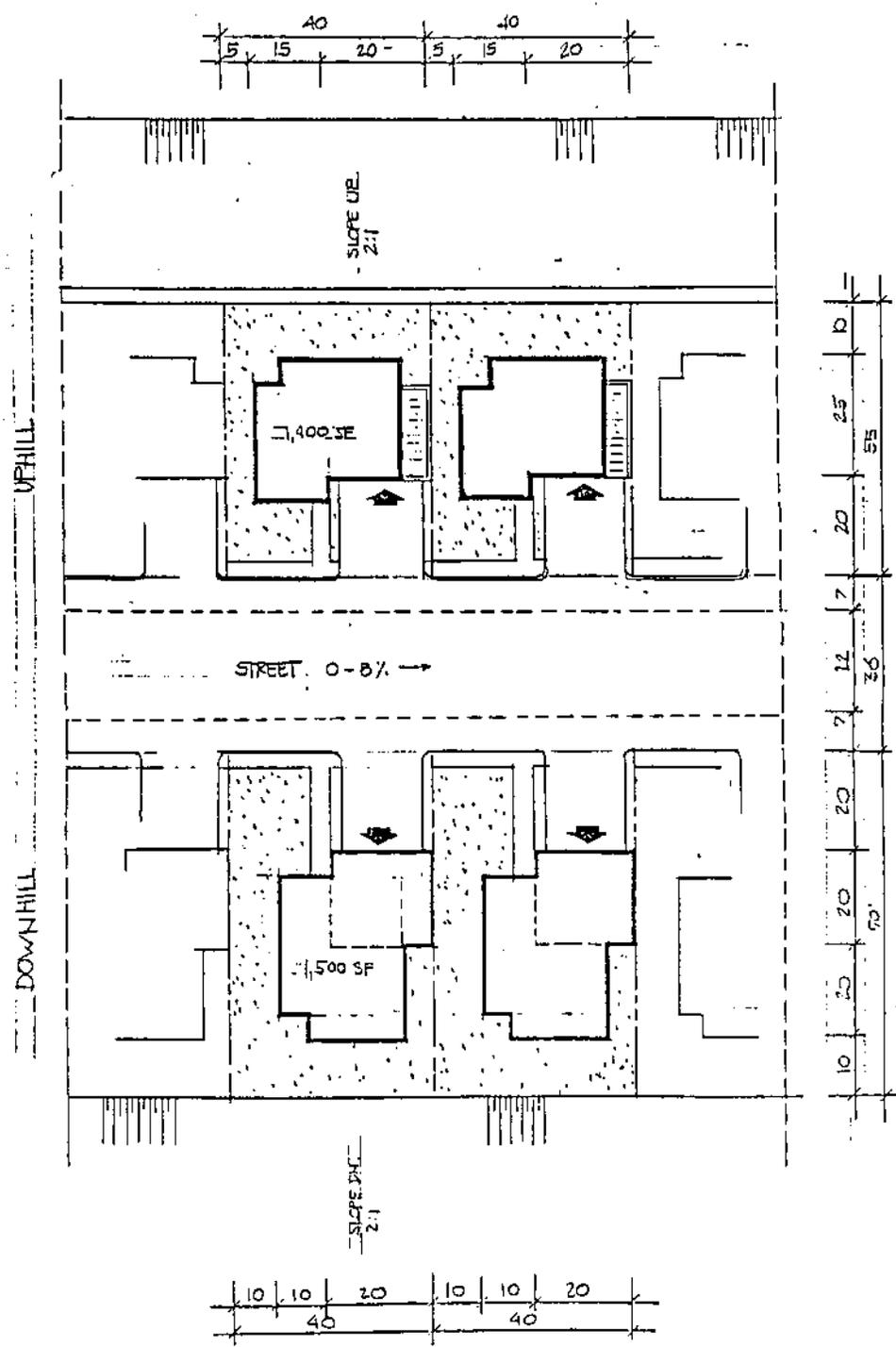


FIGURE 12

POTENTIAL UPHILL/DOWNHILL UNIT DESIGN



**FIGURE
13**

DIAGRAM ILLUSTRATING TYPICAL CONSTRUCTION OF RESIDENTIAL UNITS ON FLAT OR LESS THAN 8% SLOPE.

In order to minimize the pad area, multi-level homes may be proposed which exceed the 20 foot height limit established in the Zoning Ordinance for the R1S zone. The Planning Commission may approve such height exceptions through the PRD site plan review process if the finding is made that such height does not obstruct the views of adjoining properties and is necessary in order to minimize grading.

3. Existing residences located along the perimeter of the western boundary of Subarea 4, specifically those which adjoin the project on Cobalt Drive, Cinnabar Drive and Arrieta Circle (Figure 14), currently enjoy an uninterrupted view of the project site and beyond. The Department of Navy has been encouraged to design the development of Subarea 4 so that these existing views are preserved by not constructing any of the buildings with the height of any architectural appurtenance greater than 748 feet above MSL.
4. Standard local regulations addressing solar access will be followed.

C. REDUCED SIDE YARD SETBACK

The City of La Mesa's Hillside Overlay Zone specifies that the side setback from one interior lot line may be reduced or eliminated for any dwelling provided that a minimum three-foot maintenance area be provided adjacent to the reduced setback. Placing a residence to one side of the lot permits the creation of a private outdoor space on the opposite side of the reduced setback, eliminating the need for additional grading associated with the establishment of a sizable rear yard. Reduced side yard setbacks shall not be utilized adjacent to any existing residential property. In addition, the opposite side yard setback shall be increased by a distance equal to the reduction granted. Specific setback reductions shall be established through the tentative tract map and/or PRD site plan reviews. Reduced setbacks may be permitted in subareas 1 and 2 where standard large lot subdivisions are planned. In subarea 3, where a PRD subdivision is planned to accommodate a range of narrow lot widths, the setbacks may be reduced to zero-lot-line patterns if found to be appropriate with the approval of individual subdivision proposals.

D. COMMON AREAS

In addition to 56.1 acres of natural open space (Subarea 6), a variety of landscaped open space parcels would also be located throughout the Specific Plan area. Common areas located throughout

NAVY HOUSING

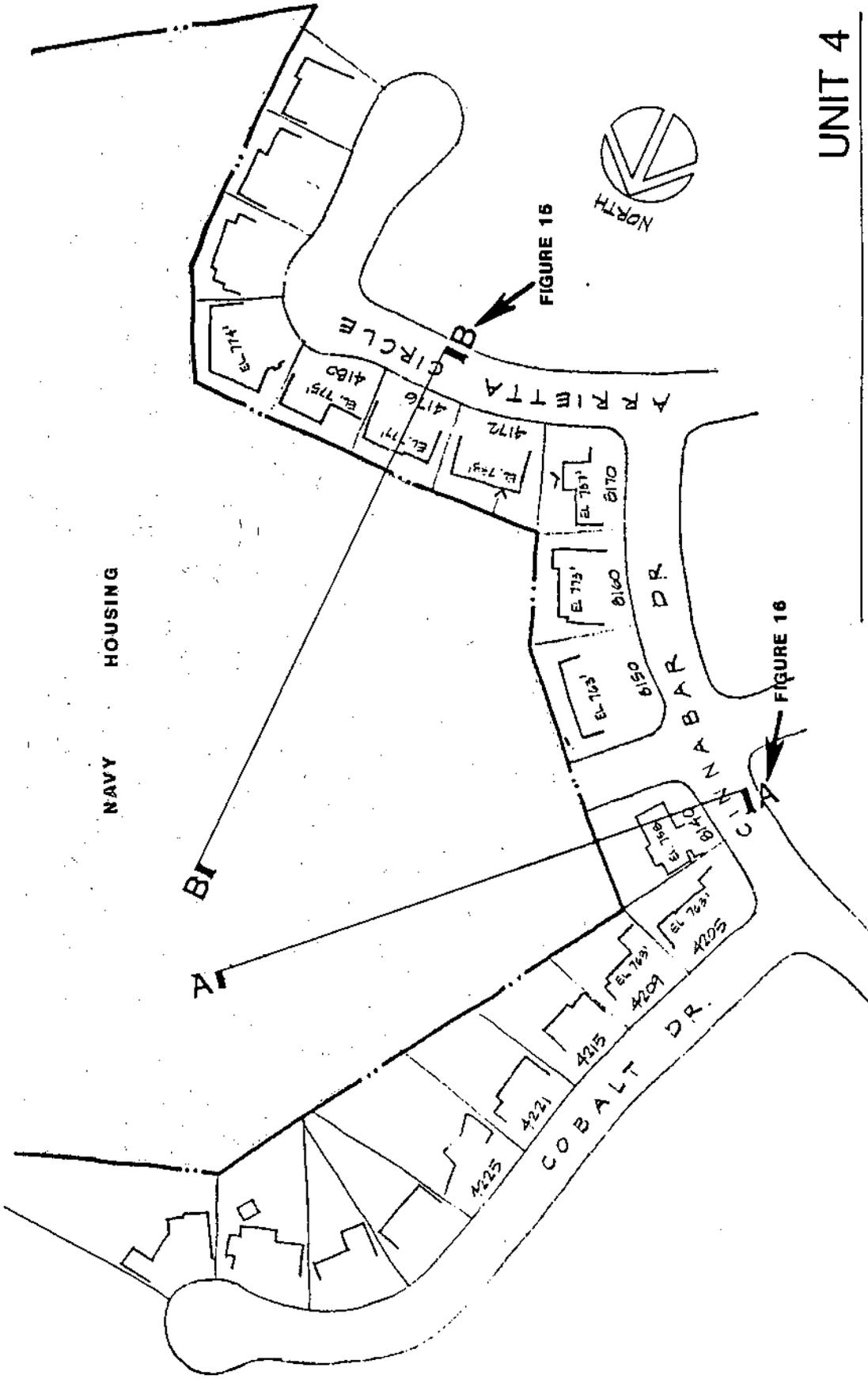


FIGURE 16

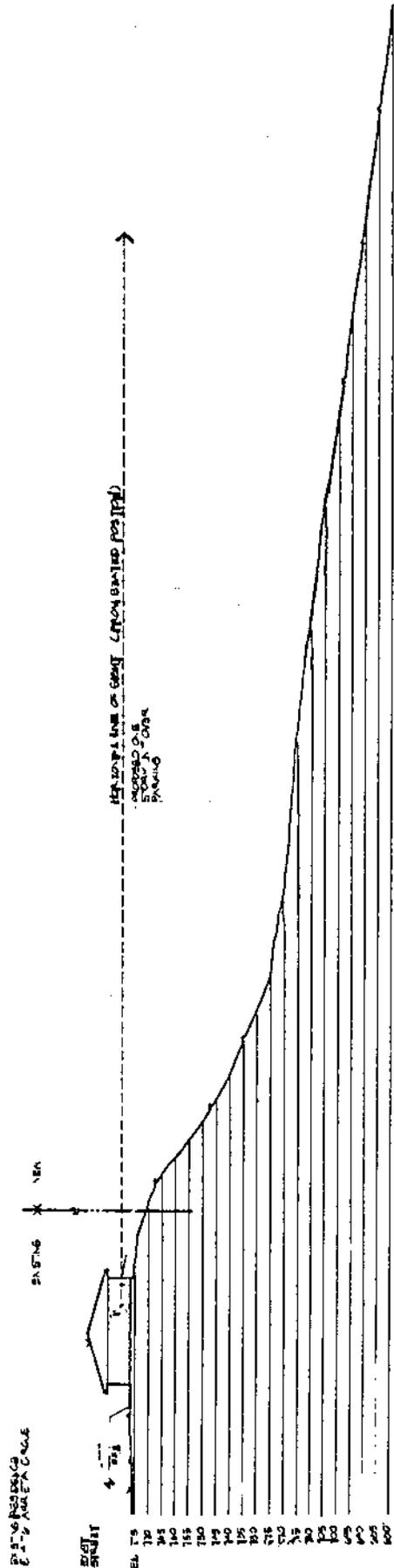
FIGURE 16

UNIT 4

NOTE: NO ROOF OF ANY BUILDING IN UNIT 4 SHALL EXCEED A HEIGHT LIMIT OF ELEVATION + 748.00' M.S.L.

FIGURE 14

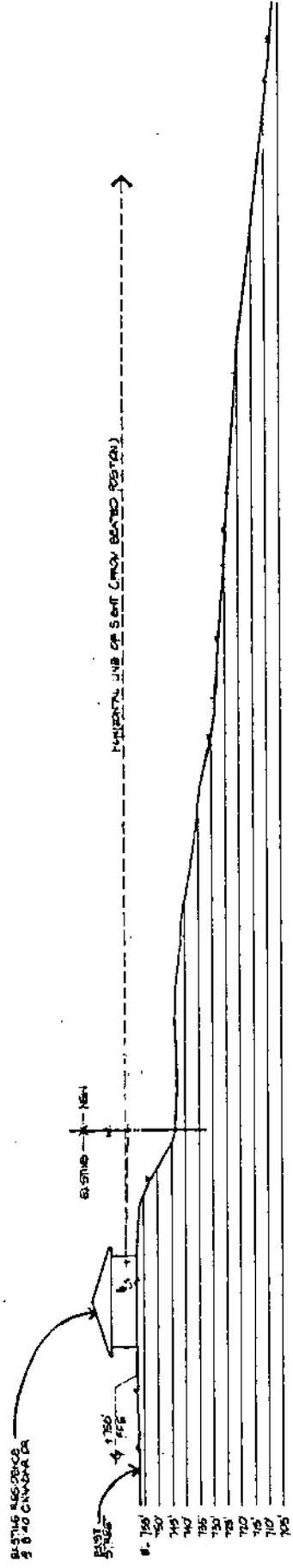
VIEW PROTECTION ANALYSIS



SITE SECTION B-B (VIEW FROM 4176 ARRIETA CIRCLE)

FIGURE
15

CROSS-SECTION FROM AN EXISTING RESIDENCE LOCATED AT 4176 ARRIETA CIRCLE INDICATING THE VIEW THROUGH THE NORTHWEST PORTION OF UNIT 4.



SITE SECTION A-A (VIEW FROM 8140 CINNABAR DR.)

CROSS-SECTION FROM AN EXISTING RESIDENCE LOCATED AT 8140 CINNABAR DRIVE INDICATING THE VIEW THROUGH THE NORTHERN PORTION OF UNIT 4.

FIGURE 16

the project should be for use by the residents and for the preservation of the natural amenities of the site. This objective should be achieved in the following manner:

1. Landscaped open space and homesites should be located where maximum benefits for the residents can be achieved.
2. Landscaped open space should be used to buffer the development from any detrimental aspects of surrounding land uses (i.e., tracks of the SD & AE Railroad located adjacent to the southern project boundary and the quarry located east of Subarea 4).
3. Each landscaped open space area should be maintained consistent with its intended use.
4. The open space mitigation area located in the central portion of the site shall be retained in its natural condition except for a buffer zone. This buffer zone should be a minimum of 50 feet in width around its perimeter (as described in III-B-6), cleared and replanted with fire resistant vegetation.

E. GRADING

In order to ensure a natural appearance of the completed project, the following guidelines will be implemented:

1. Manufactured slopes will be designed with rounded tops and toes, and diversified slope faces. Manufactured slope faces should resemble the existing pre-graded natural slope when possible by providing curving slopes and gully features rather than just engineered geometric pads and slopes.
2. Manufactured slopes will be vegetated with native and like-native materials resulting in a natural appearance (Revegetation Plan).
3. Prior to issuance of grading permits, bonds shall be posted to cover the costs of the installation of landscaping and irrigation systems for all graded slopes. Landscaping shall be installed within 90 days of the completion of grading activities in any area. The Director of Building and Planning shall release the bonds only upon written verification by the project landscape architect that the landscaping and irrigation have been installed in compliance with the Plan and such is established and thriving.
4. All blasting associated with grading shall comply with the approved Blasting Plan and Section IX-I-2.

F. NOISE

Portions of the Specific Plan site are currently subjected to noise levels which exceed 65 dB(A) (see Figure 4). Noise levels in excess of 65 CNEL are considered "normally unacceptable" by the La Mesa General Plan. In addition, a portion of the site is located adjacent to the proposed East Urban Light Rail Trolley Line (LRT) and it is expected that noise from the operation of this LRT may impact the Specific Plan site. Consistent with land use standards, the effects of noise on a project may be reduced through optimum structural orientation, increased setbacks, shielding and sound insulation of buildings.

Noise attenuation in the form of spatial separation or noise walls is needed from both SR 94 and the LRT right-of-way and station. As currently proposed, development would not occur where noise levels are in excess of 70 CNEL (Figure 4). Normal building construction generally provides an interior noise level of 45 CNEL or less, when the exterior noise level is 70 CNEL. Therefore, no mitigation is necessary to reduce interior noise levels. However, since some areas of the site would be exposed to noise levels above 65 CNEL, noise barriers (walls) will be required to reduce exterior noise levels below 65 CNEL. A noise study based on detailed grading plans shall be prepared for each phase of development.

V. LANDSCAPE ELEMENT

The basis of the landscape design is to create and maintain a new hillside community environment which complements the surrounding neighborhoods and the City of La Mesa, and which unifies the project's diverse elements. Groves of trees and large masses of shrubs should be utilized in the overall landscaping design to provide verdant hills and streetscapes. These goals should be achieved in the following manner.

A. RAILROAD BUFFERING

The existing railroad tracks located near the southern boundary of the Specific Plan area should be separated from proposed residences by the construction of High Street and significant landscaping. The landscaping should be placed in long thin strips and should consist of small and large scale screening trees and accent interest trees, with low shrubs and groundcover in between. This landscaping design should visually screen the railroad tracks from the residences. Drought tolerant species shall be used whenever feasible.

B. STREET LANDSCAPING

Public streets will be constructed within the Eastridge Specific Plan site. A landscape plan for associated medians and rights-of-way should be developed and implemented by the applicant prior to subdivision approval. Maintenance of all landscaped areas within street islands dedicated to the public should be guaranteed in perpetuity to the satisfaction of the City Council, such as through the formation of a landscaping and lighting district.

C. LANDSCAPING THROUGHOUT THE PROJECT AREA

A landscaping and irrigation plan must be approved prior to Final Map recordation. Such a plan shall include the following:

1. Final landscaping and irrigation of all landscaped open space parcels.
2. Revegetation of all graded or scraped areas shall be required within 90 days (or as determined by the Director of Building and Planning) after grading or scraping and made a requirement of grading permits approval with bonds posted for installation and to ensure initial establishment of plant materials.

3. Implementation of an endangered plant preservation and replanting plan which should consist of the replanting of site specimens of barrel cactus and revegetating graded slopes with California Sunflower and other native and like-native species.
4. Use of drought-resistant vegetation where appropriate.

Implementation of the landscaping plan should be guaranteed to the satisfaction of the City prior to Final Map recordation.

All newly planted areas and all disturbed soil areas must be irrigated to ensure initial establishment of all plant materials. All plant materials must be properly installed and maintained with replacement of all landscaping which does not thrive. Bonds shall be released only after written verification by the project landscape architect that the landscaping and irrigation have been installed in accordance with approved plans. Complete irrigation coverage should be provided by means of an automatically controlled, underground piped, sprinkler system.

VI. TRANSPORTATION ELEMENT

A. PROPOSED INTERNAL CIRCULATION

The proposed roadway system will satisfy the travel needs of project and community residents. At least two access routes for emergency vehicles will be provided to each part of the site. The internal design should avoid lengthy cul-de-sacs which can be inaccessible should the primary entryway be blocked. The project will provide the following roadways and connections:

1. Extend Eastridge Drive westward to intersect Murray Hill Road.
2. Extend High Street from Grove Street to the Spring Street connection.
3. Fully improve the east half of Murray Hill Road to City of La Mesa standards along the entire frontage of the property.
4. Improve Murray Hill Road (full width) in the vicinity of Eastridge Drive as necessary to correct any sight distance problem.
5. Fully improve Valle Drive in accordance with Improvement Plan No. 3461.
6. The western end of Phoenix Drive within the Specific Plan area will contain a cul-de-sac design to prevent through traffic to the existing Phoenix Drive terminus and Orien Avenue.

B. IMPROVEMENTS TO INTERSECTIONS AND ROADWAYS

Traffic control devices would be provided at the following intersections (see Figures 8, 9, and 10):

1. Eastridge Drive at Murray Hill Road
2. Sacramento Drive at High Street
3. High Street at Grove Street
4. High Street connection at Spring Street.

The type of such control devices shall be determined by the City Engineer and guarantee shall be provided for their installation prior to filing of any Final Map.

C. STANDARDS FOR ROADWAY CONSTRUCTION

All streets within the Specific Plan Area shall be dedicated to the public and improved to public standards with varying right-of-way widths to function within the traffic carrying capacity needed for each street classification. However, streets within Subarea 4, which serve the Navy housing units from High Street, shall be private and will be maintained by the Department of Navy. Exact right-of-way width will be determined by the City Engineer and established with subdivision approval by the Planning Commission. High Street shall be improved to Collector standards, with Eastridge Drive and Sacramento Drive improved to Class II Collector standards. All other streets within the Specific Plan area shall be designed to the City's Local Street standards. Cul-de-sac streets shall meet full City standards. All streets shall provide a five foot sidewalk, except for the south side of High Street from the western boundary of Subarea 5 to the westernmost building in Subarea 4, adjacent to the MTDB trolley right-of-way.

Typically, the right-of-way line is located ten feet behind the face of curb. In an attempt to minimize grading by reducing the twenty foot setback required from the property line to the residential structures, the City Engineer may reduce the required right-of-way dimension by permitting the dedication of a five foot utility easement behind the back of the sidewalk in areas where the sidewalk abuts the street curbing. This will effectively result in a five foot reduction in a typical setback. In areas where the sidewalk is separated from the curb by a parkway, the Planning Commission may approve a five foot reduction in the front setback. However, in no case shall the requirement for a twenty foot driveway be reduced unless approved as part of a PRD subdivision design approved by the Planning Commission.

D. PEDESTRIAN ACCESS

The landscaped open space Parcel "C" (Figure 8) in Subarea 2 of the proposed project shall be developed with landscaping and a Portland Concrete (PCC) walk to provide an attractive access to La Mesa Junior High School and Highwood Park. A plan for this development should be approved by the La Mesa Spring Valley School District and submitted to the City of La Mesa's Parks and Recreation Department prior to recordation of the Final Map.

E. LIGHT RAIL TRANSPORTATION (LRT)

The Metropolitan Transit Development Board (MTDB) is currently constructing the East Urban Trolley Line, which will operate from downtown San Diego to Main and Marshall Streets in El Cajon.

The Spring Street Light Rail Transit (LRT) station has recently been completed directly east of the Eastridge Specific Plan project area, between the SD & AE Railroad line and Spring Street. The entire east line will be operational by 1989. The station will accommodate both trolley service, via the SD & AE track, and municipal transit bus service, via rerouted lines.

A signalized intersection has been constructed adjacent to the Trolley station. This signalized access point coincides with the alignment of the Spring Street connection currently under consideration.

As required by MTDB and the Public Utilities Commission (PUC), the crossing of the railroad by the Spring Street connection must be grade separated to accommodate the LRT. Because of geometric constraints, the only possibility is for the Spring Street connection to pass under the railroad, requiring a bridge for the double track. This grade separation plan is in accordance with MTDB's station plans. Construction of this bridge will be the responsibility of the Department of Navy to provide access to Subarea 4.

VII. PUBLIC FACILITIES AND SERVICES ELEMENT

A. SCHOOLS

The proposed project would add students to the La Mesa-Spring Valley Union School District, the Lemon Grove Union School District and the Grossmont Union High School District. As of January 1, 1987, state law was modified requiring that all new developers finance school construction through fees assessed at the time of project construction. Therefore, this project will be subject by state law to pay fees to all three school districts.

B. WATER

Water service for the proposed project site would be supplied by the Helix Water District (HWD) through their Windsor Hills system. Five existing water lines would be utilized and their location and size have been previously discussed in Section II-C-4.

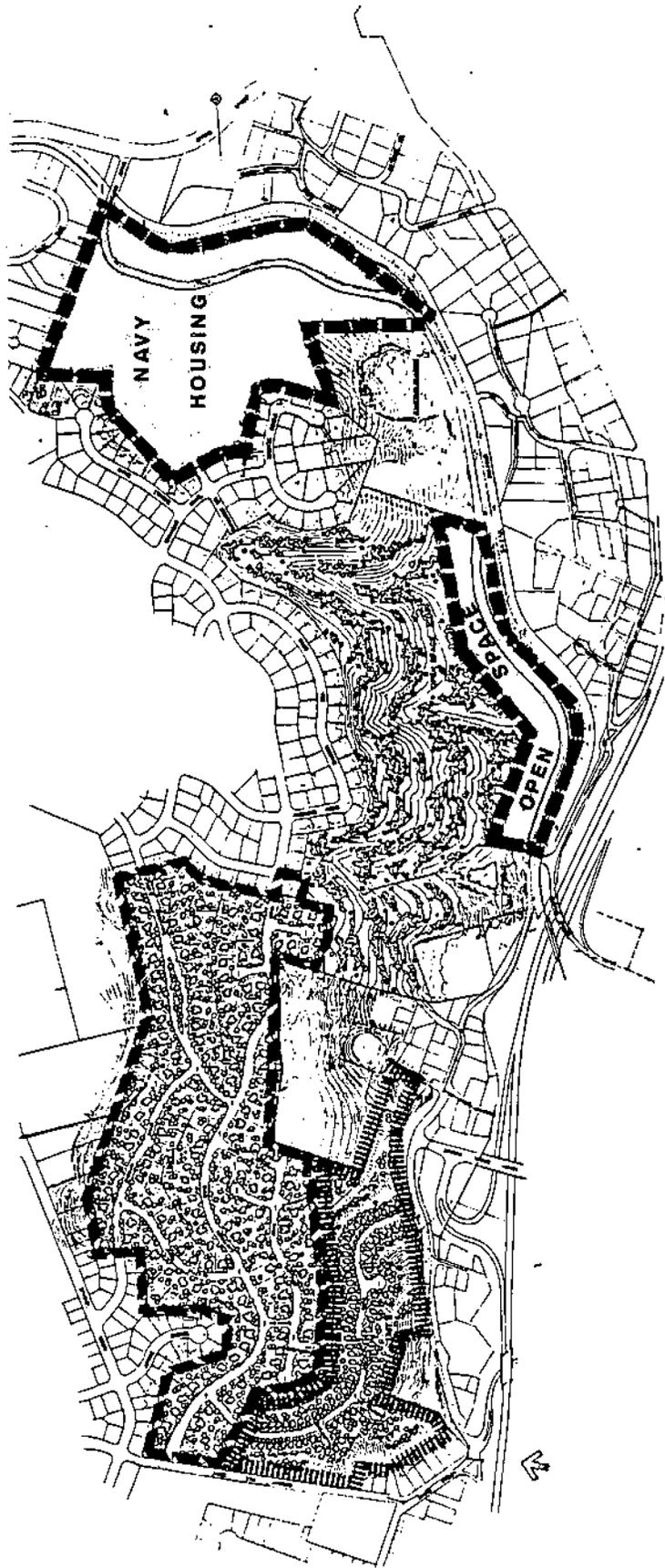
HWD has indicated that their facilities are adequate to handle implementation of the Eastridge Specific Plan with one exception. One pump station would be required at the Lemon Grove tank location at a cost of between \$200,000 and \$400,000, to be absorbed by the developer initially and to be reimbursed by the HWD over a time period to be established by the Helix Water District's Board of Directors.

Fire hydrants will be distributed throughout the project site as necessary to comply with City of La Mesa's Fire Standards and Codes and to the satisfaction of the City's Fire Department.

C. SEWAGE DISPOSAL

The Eastridge Specific Plan area is located in three sewage drainage areas: the County's Spring Valley and Lemon Grove Sanitation Districts and the City of La Mesa. Sewage from the project would initially drain into sewage lines operated by the City of La Mesa. The sewage would then be diverted to one of the three affected sanitation districts as follows: Units 1 and 2 of the proposed Specific Plan would drain into the City of La Mesa's system, Units 4 and 5 would drain into the Spring Valley system, and Unit 3 would drain into the Lemon Grove system (Figure 17).

In order to implement the Specific Plan, the City of La Mesa will need to purchase additional sewage capacity from both the Spring Valley and Lemon Grove Districts or from another Metro user.



SPRING VALLEY

LEMON GROVE

LA MESA

NO SCALE

FIGURE
17

SEWAGE DRAINAGE AREAS

The future developer of any Subarea will pay the necessary fees to the City of La Mesa associated with new construction and acquisition of additional capacity prior to recording of Final Maps for the development resulting in the need for additional capacity.

Sewer extensions will be designed and constructed to the City of La Mesa's sewer lines, and to the Spring Valley and Lemon Grove Sanitation District systems. The sewer lines will meet all system requirements in such a manner as not to exceed peak capacity limitations.

A sewer system improvement plan indicating the type, size, capacity, and general location of sewage facilities must be approved by the City Engineer prior to recordation of any Final Map.

The project will comply with requirements concerning offsite sewer improvements which include improvements in Murray Hill Road, and the construction of an extension through the Spring Street connection to the existing line in Spring Street.

D. DRAINAGE

Lemon Grove and Spring Valley, which are located downstream from the Eastridge Specific Plan site, currently experience flood conditions during the rainy season. A portion of this flooding problem is a result of runoff from the project site.

The construction of offsite storm drains is necessary in Murray Hill Road, Orien Avenue, and Spring Street to connect proposed storm drains to existing facilities. All proposed public storm drains will be designed to accommodate the 100-year flood and constructed by the applicant to meet the City of La Mesa's design criteria.

The project also proposes the construction of a detention basin in Subarea 6 in approximately the same location as the existing basin in order to reduce the peak flow rate generated by a storm.

The Department of Water Resources recommends the following guidelines for project construction:

1. Slope and foundation designs for all structures shall be based on detailed soils and engineering studies, especially for all hillside development.
2. Revegetation of the slopes shall be done.
3. Grading shall be limited to dry months to minimize problems associated with sediment transport during construction.

However, due to the soil conditions present on the site, erosion and sedimentation during construction are not expected to be significant. Therefore, appropriate erosion control measures in conformance with the Uniform Building Code and City of La Mesa standards will be instituted during the construction phase of the project and grading shall not be limited to dry months.

E. SOLID WASTE DISPOSAL, GAS, ELECTRICITY, AND TELEPHONE

Solid waste, gas, electricity, and telephone improvements shall be installed and guaranteed to the satisfaction of the City Engineer, prior to Final Map recordation.

An underground natural gas pipeline traverses the middle of the site from north to south. This line shall be relocated according to the satisfaction and standards of SDG&E and the City of La Mesa.

F. LIGHTING

Street lighting will be installed in such numbers and locations as necessary to satisfy City of La Mesa objectives. All private outdoor lighting shall be designed so as not to shine directly on existing residences.

A landscaping and lighting maintenance district or similar plan for funding and maintenance be established for the maintenance of all lighting and landscaping within the public rights-of-way prior to the recording of a Final Map for any unit of the project.

VIII. CONSERVATION OF NATURAL RESOURCES AND BIOLOGY ELEMENT

A. HILLSIDE OVERLAY ZONE

The Hillside Overlay Zone requires that a plan for the preservation of endangered plant species and the revegetation of graded slopes be approved by the Planning Commission along with a grading plan for the project. Based on the natural resources identified on the Specific Plan site, this plan will contain the following elements as approved with the subdivision of each Subarea within the Specific Plan:

1. Site specimens of Barrel Cactus less than 6 inches in diameter should be replanted onto graded slopes of southern aspect.
2. Graded slopes should be revegetated using a seed mix, including the California Sunflower (Viguiera laciniata) and other appropriate drought tolerant species.
3. Revegetation should incorporate exclusively drought-resistant, native, and like-native species, wherever possible.
4. Revegetation will occur within 90 days after grading and be required as a part of any grading permit issued for a project in the Specific Plan area.
5. Temporary irrigation systems should be mechanically operated instead of manually operated. A bond or other acceptable guarantee of removal of temporary systems will be required.
6. The project landscape architect will certify to the Director of Building and Housing Inspection upon completion of grading that these specifications have been complied with.

B. PRESERVATION OF NATURAL OPEN SPACE

An important biological resource occurring on the site is the California Black-tailed Gnatcatcher (Polioptila melanura californica). This species is listed as a "species of special concern" by the California Department of Fish and Game, and is a candidate (Category 2) for listing as an endangered species by U.S. Fish and Wildlife Service. The Black-tailed Gnatcatcher inhabits Coastal Sage Scrub habitat in a relatively small area in southern California and Baja California. During a biological survey of the Specific Plan site, 22 pairs of gnatcatchers were observed over 151 acres. The Specific Plan will preserve 56.1 acres of Coastal Sage Scrub habitat located in the south central portion of the site which should preserve 11 pairs of the observed gnatcatchers.

The first developer of any of subareas 1, 2 and 3 will be responsible for the development and implementation of a Black-tailed Gnatcatcher Preservation Plan. This plan should be reviewed by a qualified biologist at the expense of the developer and prepared to the satisfaction of the City Planning Department prior to approval of a Final Map within the Specific Plan area. At a minimum, this plan should include the following:

1. A fence should be constructed around the entire perimeter of the natural open space area to prohibit off-road vehicle activity and discourage pedestrian use.
2. The open space area, including the fencing and perimeter landscaping, shall be maintained in good condition in perpetuity by an Assessment District with costs equitably distributed throughout subareas 1, 2 and 3.
3. A "green belt" should be established along the perimeter of the open space parcel and inside the fence adjacent to existing homes to provide fire protection. This belt should be 50 feet in horizontal width around its northern perimeter. The area bounded by Eastridge Drive, Cinnabar Drive, Tungsten terminus, and Arrieta Circle in the northeastern corner of the open space area at the top of the very steep canyon should have a buffer zone of 100 horizontal feet. Along the southern boundary adjacent to Subarea 5, the buffer zone should have a total width of 50 feet. These buffer zones shall be cleared and replanted with drought-resistant, fire-resistant trees, shrubs and ground cover subject to approval of the Fire Marshall.
4. Organizations, such as the Audubon Society, shall be notified by the developer that a Gnatcatcher Plan has been implemented. If such an organization wishes to, it should be encouraged to monitor the preserved population of gnatcatchers.
5. Measures to improve the quality of the habitat in the open space area through appropriate revegetation of disturbed areas within the easement, control of predators, control of nest parasites (brown headed cowbirds), control of off-road vehicle activity, and preclusion of habitat losses from other causes.
6. Measures to control potentially detrimental uses, such as fencing key areas (particularly access points), posting as a wildlife conservation area, citing and prosecuting offenders, developing a local constituency interested in the preserve, developing a minimum impact interpretive trail system, and restricting uses disruption to wildlife.
7. A program to salvage black-tailed gnatcatchers from the area to be graded and release them in the open space easement or in another area acceptable to the U.S. Fish and Wildlife Service and the Department of Fish and Game.

8. A detailed monitoring program to document the response of the population to the initial disturbance and subsequent conditions. The monitoring program should use scientifically valid methods, be for a period of not less than three years, and be reviewed and found scientifically acceptable by the Fish and Wildlife Service and Department of Fish and Game and other appropriate researchers. The monitoring program should be designed to collect data on both basic ecological requirements of the black-tailed gnatcatchers and management aspects of the bird's biology that will be useful in guiding the management of the open space.

C. FOX TRAPPING PLAN

Residents located in the vicinity of the Eastridge Specific Plan area report that foxes inhabit the proposed project site. During the processing of previous project plans, a Fox Trapping Plan for the live capture and relocation within all units of the project was developed (see Appendix A). This approved plan should be implemented as part of the Specific Plan.

D. SOIL EROSION AND SEDIMENTATION

The proposed project would be in conformance with standards set by the City of La Mesa concerning erosion and sedimentation. Any impacts would be mitigated by a revegetation program. Native and like-native species of plants should be used for a "natural" appearance on graded or scraped areas.

Irrigation should ensure establishment of plants. All landscaping should be coordinated with the grading, using drought-resistant plants to minimize erosion. As mentioned previously, the California Sunflower should be included in the seed mixture for replanting to provide quick germination for erosion control.

E. ENERGY CONSERVATION

Energy conservation measures to be incorporated into the project design are as follows:

1. Natural gas heating, because of its higher conversion efficiency over electric heating.
2. All doors and windows provided with weatherstripping and caulking for insulation purposes.

3. Optimum insulation, as per State standards, including insulated heating ducts, hot water pipes, and hot water tanks.
4. Siting of homes providing maximum utilization of natural ventilation and heating, and potential use of solar heating for homes and swimming pools.
5. Energy-efficient appliances, within reason, should be selected by the developer.
6. Time-controlled thermostats to automatically regulate heat.
7. The option for installation and use of solar energy systems should be available to future homeowners in the project.

F. WATER CONSERVATION

The following water conservation measures are required by law and should be incorporated into the project to reduce total water demand for the proposed project:

1. Low flush toilets.
2. Low flow shower heads.
3. Pressure-reducing valves where necessary, which can result in unit water savings from 0-10%, and which operate most effectively when flow controls have been installed.
4. Automatic sprinklers with soil moisture override should be used where practicable.

The following water conservation measures should be included in the Revegetation Plan.

5. Temporary irrigation systems should be mechanically operated instead of manually operated. A bond or other acceptable guarantee of removal of temporary systems should be provided.
6. Revegetation should incorporate exclusively drought-resistant, native, and like-native species except in the green belt which will be established along the perimeter of the open space parcel. In order to ensure fire protection, vegetation in this area will be fire-resistant, as recommended by the project landscape architect and acceptable to the City Fire Marshal.

IX. IMPLEMENTATION ELEMENT

The future development of the Specific Plan may occur in phases, allowing the construction of the project in five Subareas, shown on Figures 8, 9, and 10. If phasing is to be used, the following conditions shall be met by the developer through a phasing plan which should be approved by the City Council prior to recordation of the Final Map.

The City shall review the Specific Plan after a period of five years if a tentative tract map for any subarea of the Specific Plan area has not been approved within this time period. This condition shall in no way preclude the City from other review or analysis of the Specific Plan by the City if deemed appropriate.

If any subarea of the Specific Plan is sold or otherwise transferred to a public agency or other nontaxable agency for development purposes in accordance with the Specific Plan, the City may require an amendment to the Specific Plan. The purpose of such an amendment would be to reassess the provisions of the plan for providing services, public improvements and to evaluate the long term fiscal impact of public development which would not provide comparable property tax revenues to the City for maintenance of public facilities within the Specific Plan area as contained in the approved Plan based on the assumption that private development patterns and discretionary approval procedures would be approved throughout the Specific Plan area.

Subareas need not be constructed in the order listed herein; however, the conditions listed below should be met when the corresponding area of the site is developed. If the project is to be developed in one single phase, then all conditions for all subareas listed below should be met prior to recordation of the Final Map. In addition, the conditions which must be met prior to recordation of any Final Map are specified below.

With the submittal of any future tentative subdivision proposal for any Subarea, an additional environmental review shall be prepared. If determined to be needed, an addendum to the Final Environmental Impact Report shall be prepared. The following information shall be included in such updates to the environmental documentation for development within the Specific Plan Area:

- 1) A detailed, updated hydrology study prepared to the satisfaction of the City Engineer analyzing specific drainage impacts and needs for storm drain improvements; and
- 2) A noise study based on detailed grading plans to determine if any noise barrier, i.e., noise attenuation walls, shall be required to attenuate future noise impacts from SR 94. Any proposed use of rock crushing identified with the earthwork package study for each phase shall be identified and evaluated in this noise study.

A. CONDITIONS TO BE MET PRIOR TO RECORDATION OF ANY SUBAREA FINAL MAP

1. A complete soils/geological report for Subareas 1, 2, and 3 shall be submitted for acceptance by the City Engineer.
2. Simultaneous to the approval of the grading plan, there shall be submitted for Planning Commission approval, a plan for the onsite preservation and onsite replanting of identified endangered plant species including the barrel cactus and California Sunflower, as per the Hillside Overlay Zone requirements. Such plan shall cover the areas of all six subareas.
3. Provision of funds for additional pumping facilities for Helix Water District at the Lemon Grove tank location.
4. A plan shall be submitted for approval for the live capture and relocation of foxes within Subareas 1, 2 and 3. Such plan shall be approved prior to any onsite grading or construction and shall meet the requirements of the City Council.
5. A landscape concept plan for Subareas 1, 2, and 3 shall be developed and be subject to the approval of the City of La Mesa to ensure that landscaping proposed for each subarea is consistent with the overall design.
6. A Gnatcatcher Preservation Plan and fencing of the natural open space area shall be developed and implemented prior to any Final Map. Maintenance of the open space parcel will be the responsibility of an Assessment District or equivalent form of long term financial plan as a responsibility of the property owners within Subareas 1, 2, and 3. To ensure the proper sequence of development, such assessment district and provision of fire protection landscaping programs shall be required to be established prior to recordation of any Final Map.
7. The construction of the detention basin in Subarea 6 shall be completed to the satisfaction of the City Engineer.
8. Subarea 6 shall be rezoned from R1S-H to Open Space.

B. STANDARD CONDITIONS TO BE MET PRIOR TO RECORDATION OF EACH FINAL MAP

1. Based on an accepted soils/geological report, a complete grading and earthwork plan shall be submitted for approval by the City Planning Commission. Such plan shall include a blasting plan. Such grading and blasting plans shall meet the requirements and limitations of the Hillside Overlay Zone (please see Section IX-H-2 of this Specific Plan for a discussion of the Blasting Plan) and contain the provisions as listed in Section IX-I2.

2. Design of the Final Map shall be consistent with the requirements of the City of La Mesa and the Grading and Blasting Plans.
3. The installation of landscaping per an approved landscaping plan shall be completed or guaranteed to the satisfaction of the City Engineer. The landscaping plan shall incorporate the revegetation plan of the Specific Plan.
4. Any development fees adopted by the City for the Lemon Grove Sanitation District or for drainage impact on Lemon Grove or Spring Valley areas, shall be paid for any lots in a unit served by those systems.
5. Provision of sewer capacity, including any required acquisition of metro capacity or transportation capacity in adjoining sewer service districts. The impacts to the existing sewer lines through the Lemon Grove and Spring Valley sanitation districts shall be mitigated by the payment of normal agreement fees by the developer. If the capacity of the existing sewer lines were to be exceeded by any phase of this development, then additional off-site improvements such as the upgrading of the lines between the project and the main trunk lines would be required, with direct payment of extra improvement fees to the above districts by the developer, as well as to the La Mesa sewage system. If the City's capacity limit at the Point Loma treatment plant would be exceeded by any portion of this development, additional capacity must be purchased from another Metro user, with the fees for purchases of additional capacity for the City of La Mesa being borne by the developer on a fair share basis as established at the time of tentative subdivision approval and paid for prior to final map recordation.
6. A landscaping and lighting maintenance district or equivalent public facilities financing method may be required for the maintenance of all lighting and landscaping within the public rights-of-way. (If such a district has already been formed in conjunction with any other prior unit, the unit shall be incorporated into that district).
7. Upgrading of existing drainage facilities, and the construction of off-site improvements may be determined to be necessary by the City Engineer based on future hydrology studies associated with detailed grading plans for each phase of development. The payment of drainage fees adopted by the City of La Mesa concurrently with the City of Lemon Grove and/or the County of San Diego may be required to mitigate any identified impacts.

C. CONDITIONS TO BE MET WITH SUBAREA 1 FINAL MAP

1. A storm drain improvement plan including Subareas 1, 2, and 3 indicating 100-year drainage flows and the type, size, capacity, and general location of onsite and offsite drainage facilities to accommodate such flows, shall be approved by the City Engineer prior to recordation of the Final Map.
2. A sewer system improvement plan including Subareas 1, 2, and 3 indicating the type, size, capacity and general location of sewage facilities shall be approved by the City Engineer prior to recordation of the Subarea 1 Final Map.
3. Complete improvement plans for all streets and utilities (paving, curbs, gutter, sidewalk, sewer, water, fire hydrants, gas, electricity, drainage, and street lights) serving Subarea 1 shall be approved by the City Engineer prior to Final Map recordation. Sewer and storm drain facilities shall additionally be consistent with the approved storm drain and sewer system improvement plans for Subareas 1, 2, and 3.
4. Subarea 1 street improvement plans should include:
 - a. Dedication of right-of-way and full improvement of Eastridge Drive from Murray Hill Road through Subarea 1, with full dedication of Eastridge Drive through Subarea 2 and the posting of a ten-year bond to cover the construction of full width paving and curbing for the roadway within this right-of-way to the existing Eastridge Drive. Eastridge Drive shall align with Oceanview Way.
 - b. Dedication of right of way and improvement of Murray Hill Road to correct sight distance problems and improve east half of street along project frontage.
 - c. Traffic control devices approved by the City Traffic Engineer at the Murray Hill Road/Eastridge Drive and Sacramento Drive/High Street intersections. (Offsite dedication of right-of-way shall be accomplished as may be necessary to complete the extension of Sacramento Drive to High Street.)
 - d. Phoenix Drive shall utilize a cul-de-sac design at its western end within Subarea 1 (preventing project through traffic to Orien Avenue).
 - e. Offsite storm drain and sewer improvements as determined by the City Engineer based on approved grading, drainage, and sewer plans.

6. A landscaping/irrigation plan shall be approved for Unit 1 prior to Final Map recordation. Such plan shall include the following:
 - a. Final landscaping and irrigation of open space parcels "A" and "B".
 - b. Revegetation of all other graded or scraped areas within 90 days of completion of grading activities.
 - c. Implementation of the approved endangered plant preservation and replanting plan.
 - d. Use of drought-resistant vegetation in all landscaping.

D. CONDITIONS TO BE MET WITH SUBAREA 2 FINAL MAP

1. Complete improvement plans for all streets and utilities (paving, curb, gutter, sidewalk, sewer, water, fire hydrants, gas, electricity, drainage, and street lights) serving Subarea 2 shall be approved by the City Engineer prior to Final Map recordation.
2. Sewer and storm drain facilities shall be consistent with the approved storm drain and sewer system improvement plans for Subareas 1, 2, and 3.
3. Subarea 2 street improvement plans shall include:
 - a. Offsite storm drain and sewer improvements as determined by the City Engineer based on the approved grading, drainage, and sewer plans.
 - b. Dedication of right-of-way and full improvement of Eastridge Drive through Subarea 2 and full dedication and installation of full width paving and curbing through Subarea 1 to Murray Hill Road.
4. Complete street and utility improvements per the approved improvement plans shall be installed, or guaranteed to the satisfaction of the City Engineer, prior to Final Map recordation.
5. A detailed landscaping/irrigation plan shall be approved for Subarea 2 prior to Final Map recordation. This plan shall include the following:

- a. Final landscaping and irrigation of open space parcels "C" and "D". Parcel "C" shall be developed with landscaping, PCC walks, etc., to provide an attractive access to La Mesa Junior High School and Highwood Park. In connection therewith, with approval of the La Mesa-Spring Valley School District, a system of walkways to serve such facilities shall be improved. A plan for this development shall be submitted for approval by the City Parks and Recreation Department.
- b. Revegetation of all other graded or scraped areas within 90 days of the completion of grading activities.
- c. Implementation of the approved endangered plant preservation and replanting plan.

E. CONDITIONS TO BE MET WITH SUBAREA 3 FINAL MAP

- 1. Complete improvement plans for all streets and utilities (paving, curb, gutter, sidewalk, sewer, water, fire hydrants, gas, electricity, drainage, and street lights) serving Subarea 3 shall be approved by the City Engineer prior to Final Map recordation.
- 2. Sewer and storm drain facilities shall be consistent with the approved storm drain and sewer system improvement plans for Subareas 1,2, and 3.
- 3. Subarea 3 street improvement plans shall include:
 - a. Offsite storm drain and sewer improvements as determined by the City Engineer based on approved grading, drainage, and sewer plans.
- 4. Complete street and utility improvements per the approved improvement plans shall be installed, or guaranteed to the satisfaction of the City Engineer, prior to Final Map recordation.
- 5. A detailed landscaping/irrigation plan shall be approved for Subarea 3 prior to Final Map recordation. This plan shall include the following:
 - a. Revegetation of all other graded or scraped areas within 90 days of the completion of grading activities.
 - b. Implementation of the approved endangered plant preservation and replanting plan.

F. CONDITIONS RECOMMENDED TO THE UNITED STATES DEPARTMENT OF THE NAVY
FOR CONSTRUCTION WITHIN SUBAREAS 4 AND 5

1. Complete improvement plans for all streets and utilities (paving, curb, gutter, sidewalk, sewer, water, fire hydrants, gas, electricity, drainage, and street lights) serving Subarea 4 shall be approved by the City Engineer prior to Final Map recordation.
2. Street plans shall include:
 - a. Dedication of right-of-way and improvement of Valle Drive, per Improvement Plan No. 3461 on file in the office of the City Engineer.
 - b. Offsite storm drain and sewer improvements as determined by the City Engineer.
 - c. The dedication and full installation of High Street from Grove Street to Tungsten Drive.
 - d. Traffic control devices at the intersection of High Street and Grove Street as approved by the City Engineer.
 - e. Complete improvement plans for access to the east as approved by the City Engineer to be compatible with MTDB and State Public Utility Commission requirements for the SD & AE Railroad.
3. The construction of the approved Spring Street connection and all associated utilities through the project site to Spring Street shall be completed to the satisfaction of the City Engineer.
4. Complete street and utility improvements per the approved improvement plans shall be installed to the satisfaction of the City Engineer.
5. A detailed landscaping/irrigation plan shall be implemented which should include the following:
 - a. Revegetation of all other graded or scraped areas within 90 days of the completion of grading activities.
 - b. Implementation of the approved endangered plant preservation and replanting plan.
 - c. Use of drought-resistant vegetation in all landscaping.

6. A prorated share for enlarging offsite sewer lines in the Spring Valley Sanitation District for any lots in this unit served by this district as approved by the City Engineer shall be paid to the City of La Mesa for this purpose prior to Final Map recordation.
7. The installation of security fencing alongside the quarry site along the western border of the Subarea.

G. FACILITIES FINANCING PLAN

A financing plan identifies the public improvements necessary to complete the project and the financing mechanisms which may be used to construct these improvements. The following public improvements would be necessary for the implementation of the Eastridge Specific Plan. The applicant shall bear the cost of these public improvements and they shall be guaranteed as a development condition of the tentative maps to ensure their construction.

1. Sewage Disposal

The City of La Mesa will have to purchase additional sewage disposal capacity from both the Lemon Grove and Spring Valley Sanitation Districts. The developer will be assessed the required fees for this additional sewage capacity purchase as part of the approval of any subdivision within the Specific Plan.

2. Water

The HWD has indicated that implementation of the Specific Plan would require additional pumping facilities in order to adequately serve the project residents. The pump station would be required at the Lemon Grove tank location, the cost of which will be required as a condition of approval for any subdivision within the Specific Plan.

3. Traffic Circulation

The Specific Plan includes the extension of a street through to Spring Street as a public road. This extension may require the procurement of public right-of-way from a property owner located adjacent to the project site's northeast boundary. In addition, a bridge which would allow the passage of vehicles under the trolley tracks would also need to be constructed.

Additional offsite traffic circulation improvements to be constructed by the project applicant shall include:

- a. The improvement of the easterly half of Murray Hill Road to City of La Mesa standards along the entire frontage of the property.
- b. The installation of a traffic control device at Murray Hill Road and Eastridge Drive. The Eastridge Drive connection shall align with Oceanview Way. In addition, this intersection may impact sight distance. The applicant shall submit a sight distance analysis to the City Traffic Engineer in order to resolve this issue. This may require the lowering of a portion of Murray Hill Drive near the intersection of Orien Drive. A similar condition has been placed on the Murray Hill Development (TTM 85-1, DAB 85-6). If the Murray Hill Development is constructed before the Eastridge Specific Plan Development the sight distance issue may have already been addressed.
- c. Full improvement of Valle Drive in accordance with Improvement Plan No. 3461 on file with the City Engineer.
- d. The extension of Sacramento Drive south to High Street and the installation of a traffic control device at the intersection.
- e. Construction of High Street between Subareas 4 and 5 and connection to existing segment to the west.
- f. Striping two lanes at each of the three major approaches to the intersection of Murray Hill Road and Orien Avenue.

4. Schools

The developer will be assessed fees for the La Mesa-Spring Valley, Lemon Grove, and Grossmont Union High School Districts. Letters of agreement between the applicant and the school districts will be required prior to recordation of the final maps.

5. Drainage

The developer will pay any development fees adopted by the City of La Mesa and/or the County of San Diego designed to mitigate offsite drainage impacts.

H. CONSTRUCTION PRACTICES

1. Uniform Building Code

The proposed project shall comply with the construction regulations of the City of La Mesa's Uniform Building Code.

2. Blasting Guidelines

Due to the nature of the underlying rock, blasting would generally be required at depths below 7 feet and may be required at or near the ground surface in some locations. In order to regulate blasting, a Blasting Plan shall be prepared and approved by the City of La Mesa prior to the approval of any subdivisions and issuance of any grading permits for the Specific Plan area. This plan shall require that the developer conform to certain safety precautions which shall minimize risk and impacts associated with blasting.

Specific provisions of the plan shall incorporate the Drilling and Blasting Report prepared by Owen Consultants and adopted as part of the Final Environmental Impact Report for the Eastridge Specific Plan and include the following measures:

- a. An earthwork package study shall be submitted for approval with each final subdivision map detailing the handling of oversize rock and estimates of import and export material based on the blasting limitations and type of soils.
- b. Only modern drills and compressors with noise suppression devices shall be used.
- c. Large diameter drills shall be prohibited (i.e., diameter shall not exceed 3 inches).
- d. Dust suppression methods shall be employed.
- e. All drilling and blasting operations shall be conducted by a State-licensed blasting contractor with adequate blasting insurance.
- f. Peak particle velocity shall not exceed 0.4 inches per second ground vibration measured at the property line of the closest residential structure.
- g. Airblast overpressure shall not exceed 129 dB for 5-6 Hz high-pass monitoring system located at the property line of the closest residential structure.
- h. Pre-blast inspections shall be conducted at all residential properties within 300 feet of the perimeter of the project prior to any blasting on the site. Inspections shall include visual inspection and photographic documentation of adjacent street, sidewalk, and gutters as well as foundation, driveway, stucco, drywall, patio and pool conditions, and floor level (manometer) surveys of the residences.

- i. Post-blasting inspections shall occur within 90 days after the termination of blasting operations. These inspections will include the above-listed items.
- j. Notices shall be sent to all property owners within 300 feet at least ten days prior to the commencement of blasting activities. These notices shall contain information on the time limits for blasting and the name of the blasting contractor, insurance company, and the name and phone number of the contact person for the job.
- k. All drilling and blasting activities shall be restricted to the hours of 9:00 a.m. to 12:00 p.m. and 1:00 p.m. to 4:00 p.m., Monday through Friday, excluding federal and state holidays.
- l. The entire perimeter of the blasting area shall be enclosed within a security fence, with warning signs posted no more than 50 feet on center around the site's perimeter.
- m. The blasting site shall be cleaned of all debris associated with the blasting operation (fuses, blasting caps) at the end of each working day.
- n. Protection devices such as trenches and reinforced fencing shall be installed to prevent any runaway boulders from rolling onto adjacent properties.
- o. Protective devices shall be utilized to prevent any occurrence of flyrock (netting and/or charge burial are acceptable).
- p. An independent inspector shall be hired by the City, with the developer of the site posting a deposit to pay for the inspector's fees. The inspector shall be present for all drilling and blasting operations and shall be responsible for the enforcement of these regulations and the monitoring of the blasts. The inspector shall make bi-weekly reports to the Director of Building and Planning on the project's compliance with these regulations.
- q. Prior to issuance of a grading permit for each and every phase of the development, the developer shall provide written verification of the name of the firm responsible for the processing of claims for any damages resulting from blasting, grading and associated construction activities for the subdivision. Completion of this requirement shall include verification by the City's designated Risk Manager that the levels of insurance coverage being provided are adequate.

- r. At the time of pre-blast inspection, the inspection firm shall provide an opportunity for the property owner to review and receive a copy of the inspection report.
- s. The earthwork package study shall include provisions for the monitoring of potential health impacts to the surrounding neighborhoods throughout the grading phases of the project which may result from airborne dust.
- t. The earthwork package study shall incorporate the recommendations for grading as listed in Appendix B of the Drilling and Blasting Report dated received November 1, 1988, including the use of sub-drain systems.

3. Construction Vehicles

The following requirements shall be incorporated into the proposed project in order to mitigate any impacts that may be caused by construction vehicles traveling on dirt roads.

- a. Streets within the development shall be paved as soon as heavy equipment operations are completed.
- b. Streets (both paved and unpaved) within the development shall be washed to minimize soil pulverizing by traffic.
- c. All roads used in connection with construction shall be surfaced with all weather surfacing material prior to the framing state of buildings under construction (City of La Mesa Hillside Overlay Zone - H Section 24.13.05 E).

X. GOALS OF THE LA MESA GENERAL PLAN AND PROJECT IMPLEMENTATION

A. OPEN SPACE

The purpose of the Open Space Element is to identify open space resources in the community and to establish policies for preservation and development of these resources.

Applicable Goals

Relationship of Project to Goal

Park facilities should be located within approximately 1/2 mile of each residence in the City of La Mesa.

Highwood Park is located next to La Mesa Junior High School and is within 1/2 to 1 mile away from the residences of the proposed project. Collier Neighborhood Park is located approximately 1/2 mile west of the project site (Section II-B-2).

Park facilities should be provided in the ratio of one neighborhood park of 3 to 7 acres; and one community park of 15 to 30 acres for approximately each 5,000 residents and 20,000 residents, respectively.

The proposed project could generate a maximum of 1,920 residents given a generation rate of 2.5 persons per dwelling unit. Existing park facilities should be adequate to serve the needs of the new residents (Section II-B-2).

Density of development on steep slopes should be reduced.

The project proposes to group units more closely in some of the flatter areas of the site and will retain 56.1 acres of steeper topography in its natural condition (Section III).

Applicable Goals

Open space in planned residential unit development projects should be usable and manufactured landforms should be minimized.

Relationship of Project to Goal

Manufactured landforms will be minimized as much as possible by the grading plan. (Section III-B-4).

B. SEISMIC SAFETY

Applicable Goals

A city-wide inspection program will be initiated to determine the significant structural hazard problems of the City of La Mesa including those posed by structurally unsound residences.

Relationship of Project to Goal

The proposed project shall comply with the City of La Mesa's regulations concerning structurally sound residences.

A committee should be formed to determine what studies should be undertaken in La Mesa to identify seismic and other geologic hazards.

A soils and seismic study was completed by a registered geologist for the proposed project and no seismic hazards or problems were identified on the site.

C. SCENIC HIGHWAYS

The purpose of the Scenic Highways Element is to set forth the community's goal and establish its policies regarding the region's scenic highway system. The goal is to protect and improve the scenic quality of the environment through attention to the aesthetic aspects associated with the design, construction, and surroundings of streets and highways.

Applicable Goals

Relationship of Project to Goal

Grading scars should be minimized.

A Revegetation Plan would be developed in accordance with the Hillside Overlay Zone in order to mitigate visual impacts (Section VIII-A). Manufactured slopes would be designed with rounded tops and toes, and with diversified slope faces (Section IV-E).

Graded slopes should be patterned or contoured where they cannot be eliminated.

Guidelines of the Specific Plan which are designed to minimize grading impacts, include split streets; split-level units, uphill/downhill units, and the contouring and rounding of manufactured slopes (Section IV).

Utility systems should be placed underground whenever feasible.

All utilities on the Specific Plan will be underground.

Applicable Goals

Relationship of Project to Goal

Traffic islands, median stripes and excess rights of way should be landscaped whenever feasible.

Landscaping within street islands would be provided to the satisfaction of the City Council. A landscaping district would be established for the maintenance of all lighting and landscaping within the public rights of way prior to the recording of a Final Map (Section V-B).

Vegetational screens may be employed to hide objectionable views.

The perimeter of the project will be landscaped to provide a visually pleasing transition from existing residences to the new project. In addition, existing railroad tracks will be screened from the proposed residences by landscaping (Section V-A).

D. NOISE

The purpose of the Noise Element is to set forth the community's goal and establish its policies with respect to one of the most prominent nuisances faced by urban society. The goal is to reduce the effective level of noise in the community so that its human stress and health affects become negligible and its interference with activities such as sleep, work, play, and thought are minimized.

Applicable Goals

Optimization of noise compatibility among contiguous land uses.

Isolation of noise-sensitive land uses from major noise sources by spatial separation or noise attenuating barriers.

Relationship of Project to Goal

The project proposes the same type of land use (residential) which already exists adjacent to the site (Section III).

Some residential areas have been separated from the SD & AE Railroad and SR 94 by High Street. Others would be horizontally and vertically separated. Development would not occur on that portion of the site which would experience the highest noise levels. This area would be designated as natural open space (Section IV-F).

E. SAFETY

The purpose of the Safety Element is to introduce safety considerations in the planning process in order to minimize the impact on the community of any disaster or emergency.

Applicable Goals

The peak load water supply shall be required to meet the National Fire Protection Association standards and the needs of the City of La Mesa.

Relationship of Project to Goal

Implementation of the project shall require the construction of additional water storage and pumping facilities (Section VII-B). This measure shall satisfy the standard set by the National Fire Protection Association and the needs of the City of La Mesa.

Applicable Goals

Relationship of Project to Goal

The Planning Agency, Fire Department, Housing Department and Engineering Department shall ensure that all public and private development proposals are compatible with safety objectives.

The proposed project shall comply with the safety objectives of the City of La Mesa.

F. HOUSING

A housing element should consist of standards and plans for the improvement of housing and for provision of adequate sites for housing. This element of the plan shall make adequate provision for the housing needs of all economic segments of the community.

Applicable Goals

Relationship of Project to Goal

To promote and support the provisions of adequate housing for all persons regardless of income, age, race, or ethnic background.

The project proposes a variety of housing types: both large and small lot single family units. (Section III).

To promote and support the provision of housing selection by location, type, price, and tenure.

Implementation of the project would provide dwelling units varying in type and prices (Section III).

G. LAND USE

The land use element designates the distribution, location, and extent of the uses of land for public and private purposes.

Applicable Goals

All projects should have built-in attractiveness through design excellence of both structures and landscaping.

Maintenance of structures, open spaces, recreation areas, and landscaping must be made the responsibility of the resident and owner of each property.

The placement of buildings and structures should be regulated to avoid conflicts with adjoining properties.

Relationship of Project to Goal

The Specific Plan has been designed to provide an attractive site plan and landscaping design that should be appropriate for the hillside topography (Sections III, IV, V and VIII-A).

The maintenance of all landscaped areas within street islands not dedicated to the public should be guaranteed in perpetuity to the satisfaction of the City Council (Section V).

The proposed residential development will be compatible with the existing residential development. The use of zero setback guidelines and building height guidelines would preclude conflicts with adjoining properties. All lots abutting adjoining properties will be a minimum of 10,000 sf (Section IV).

Applicable Goals

Grading regulations are to be retained to provide that all earth banks and slopes created will have a natural appearance and any grading will not impact adjoining properties.

Relationship of Project to Goal

Grading shall provide for the optimum siting of each dwelling unit in terms of protecting existing views. Graded slopes should be contoured and all graded areas should be revegetated with native or like-native species to give a more natural appearance (Sections IV-F, V-B and VIII-A).

H. CONSERVATION

This element addresses the conservation of the City of La Mesa's landform and natural growth.

Applicable Goals

Conserve the natural terrain of the land insofar as practical for the perpetual enjoyment of present and future inhabitants. Where grading can be justified, such grading shall be designed to create a natural appearance through varying of slopes, contours, mounding, etc. and all earth slopes, whether natural or disturbed, shall be planted to minimize the effects of soil erosion and for general beautification.

Relationship of Project to Goal

The project would preserve 56.1 acres in their natural condition as undisturbed open space. The grading plan would minimize manufactured landforms and grading scars. Manufactured slopes would be designed with rounded tops and toes, and diversified slope faces. Manufactured slopes would be vegetated with native and like-native materials (Sections IV-F, VIII-A and B).

Applicable Goals

Preserve the appearance of the City of La Mesa through both conservation of trees and the planting of new trees, and replacement of trees.

Relationship of Project to Goal

A landscaping plan would be designed to include groves of trees and large masses of shrubs to provide verdant hillsides and streetscapes thereby complimenting the surrounding neighborhoods as well as the City of La Mesa (Section V).

I. CIRCULATION

The principal objective of the circulation plan is to serve the land use elements with a comprehensive system designed to move persons and goods with maximum efficiency and convenience and with minimum danger and delay.

Applicable Goals

The standards (for subdivisions) be appropriate to permit the reasonable development of land, but that they not be so reduced in hill areas that life and property may be endangered during emergency conditions.

Relationship of Project to Goal

All streets constructed within the project would meet the corresponding standards of the City of La Mesa. At least two access routes for emergency vehicles would be provided to each part of the site (Section VI-A).

Applicable Goals

Sidewalks are essential in all areas, including the hillside areas where they may be placed on one side of the street as topography dictates.

That all properties other than those in acreage holdings should be provided with sidewalks.

That sidewalks be required on all streets, in a uniform location. These sidewalks to be 4 feet wide when located near the property line (not more than 1 foot therefrom) and 6 feet in width when located next to the curb.

That where possible, utility lines be placed underground in accordance with recommendations of the General Plan (see page 92) and that conduits or cables be placed within easements or dedicated public ways; further that all transformer boxes, if above ground, be located so as not to be unsightly or hazardous to the public.

Relationship of Project to Goal

Sidewalks should be an integral part of the physical design of the Specific Plan (Section VI-C).

All of the proposed residences should be provided with sidewalks (Section VI-C).

Sidewalks constructed within the proposed project should conform to the standards set by the City of La Mesa (Section VI-C).

All utility lines proposed on the project site should be constructed underground. The project should conform to all requirements of the City of La Mesa for the placement of conduits, cables and transformers.

XI. CONSULTANT IDENTIFICATION

This Specific Plan was prepared by the City of La Mesa Planning Department based on a report submitted by Nasland Engineering. The following members of the Nasland Engineering staff contributed to the original report:

Catherine J. Presmyk	M.S. Forest Ecology
	B.A. Geography/Environmental Studies
Carol E. Metzger	B.S. Political Economy of Natural Resources
Martha B. Wiley	M.A. Geography
Roberta A. Herdes	B.S. Botany
	B.A. Anthropology
Marina Riley Brand	M.S. Biology
William A. Moser	B.S. Mechanical Engineering
Curt Noland	B.S. Civil Engineering
James Leathers	Graphic Artist

The following consultants contributed to the report:

Endo Engineering	Traffic Circulation Report
San Diego Acoustics	Acoustic Analysis
Wier Biological	Biological Survey

The following staff of the City of La Mesa's Planning Department were primarily responsible for preparing the Final Specific Plan:

David N. Wear, AICP	Director of Planning and Building
David E. Witt, AICP	Assistant Planning Director
Brad S. Richter	Associate Planner

APPENDIX A
FOX TRAPPING PLAN

FOX TRAPPING PLAN
FOR THE EASTRIDGE DEVELOPMENT, LA MESA

Background

The Eastridge Planned Residential Development is located just north of State Route 94 in the southern portion of the City of La Mesa. At present, the 192 acre site is vacant wildlife habitat surrounded by urban development. The proposed Eastridge development will fill in this area with 447 single-family residential units, which will eliminate the existing open space.

During the public review period for the Eastridge EIR, several local residents addressed the project impact on the foxes that are known to occur in the area. After consulting with local biologists, the City of La Mesa determined that a trapping plan for the relocation of resident foxes be submitted prior to recording the final map (Resolution 13928).

The following trapping plan is a summary of consultations with Mike Lembeck and other local biologists. Mr. Lembeck has studied the gray fox in San Diego County under contract with the California Department of Fish and Game, and has live-trapped over 120 foxes during the last four years. His experience and expertise would be beneficial to any trapping program that is ultimately implemented on the Eastridge site.

Natural History

The gray fox (*Urocyon cinereoargenteus*) is a highly adaptable animal and occurs in most of the habitat types of North America. In coastal California they are found chiefly in foothill chaparral areas. They are small nocturnal canids, and though often abundant, are secretive and rarely encountered. The gray fox is an omnivorous species, often eating considerable amounts of vegetable material in addition to many species of small mammals and birds.

Dens are usually found under large rocks or crevices in embankments. The young are born in early spring with four pups being the average litter size.

This species, like most predators, is highly territorial. The size of individual territories will vary depending upon the population density and available food resources, but is generally thought to be about four foxes per square mile of suitable habitat.

Trapping

The gray fox is a valuable fur bearer that is frequently captured by commercial trappers. Commercial trapping occurs during the winter months when the pelts are prime; however, live-trapping for research or relocation can be accomplished during any time of the year with no specific season being the optimum. Trapping and relocating adult foxes during the early spring; however, should be avoided in the event that they are rearing pups at an unknown den site. Therefore, the trapping program on Eastridge can occur at any time during the summer, fall, or winter months.

Two types of trap mechanisms could potentially be used in this program. The first is a trapdoor wire-mesh cage that traps the animal after it is lured inside. This type of trap is manufactured by a number of different companies (e.g. Hav-a-hart and National) and is available in a variety of sizes. The dimensions of a gray fox trap should be at least 15x15x42 inches. Baiting this trap should utilize either fresh fish or a live pigeon secured inside. Once a fox is captured, it can be transported to a release site while remaining inside the trap.

The drawbacks of this method are its usually low success rate, and the trap theft and vandalism that often occurs in urban areas. If this type of trap is used at the Eastridge site, a small sign stating that it is part of a fox relocation effort by the City of La Mesa should be placed near each trap. The number of traps used during each night of trapping should be at least six.

The second, and most effective, live-trapping technique is a leg snare developed by Mike Lembeck for his fox research in the Laguna Mountains. This snare is a padded wire that attaches to the leg of the fox without causing serious injury. When set, it is buried in the soil and is inconspicuous. The foxes are lured into the vicinity of the snare with bobcat urine, with which Mr. Lembeck claims a high rate of success. When captured, the fox is placed in a cage and transferred to the release site. Captured nontarget animals (domestic dogs and cats) can be returned unharmed to their owners or turned over to animal control authorities.

Trapping Schedule

The earliest implementation date for phase 1 of the Eastridge development has been tentatively set for spring of 1983. A total of four phases are involved in the project, each of which will be developed sequentially in an east to west fashion.

There will be approximately a one year lag time between the initiation of each phase.

Ideally, trapping efforts should begin during the fall and early winter of 1982 to allow flexibility in the program. If after a reasonable effort all the foxes are not captured in the first attempt, further efforts can be postponed until the first two phases of the development are graded. This will confine any remaining animals into a smaller area where food resources are limited and they can be more easily baited into traps. This option will probably not be necessary if the leg snare technique is used in the initial effort. If the inefficient cage trap method is utilized, a phased schedule of trapping will likely be necessary.

Relocation Sites

A common misconception in the translocation of territorial predators such as gray foxes is that they can be released and survive in any suitable habitat. Most wild predator populations are naturally maintained at or near the carrying capacity of the habitat. Surplus individuals introduced by forced immigration will either occupy marginal habitat or establish territories to the detriment of individuals already residing in the area. Therefore, a release site for the Eastridge foxes should have the characteristics of being optimal gray fox habitat with a below carrying capacity population of resident foxes.

This can be accomplished by releasing the foxes into areas accessed by commercial fur trappers. Specific localities include the chaparral covered slopes around El Capitan Reservoir or the rocky hillsides of the Laguna Mountains. Relocated foxes will have a better chance of establishing optimal territories in these areas than if released into protected areas such as Ansa-Borrogo or Cuyamaca State Parks. These habitats will also include many of the same food items utilized by the foxes on the Eastridge site.

Upon release of the captured foxes, their movements and survival should be monitored to determine the success or failure of the relocation effort as a mitigation. This could be accomplished by fitting each animal with a radio telemetry collar so they can be regularly located by Mr. Lembeck during his normal research in this county. The information obtained from these animals will be vital in determining the feasibility of future mitigations of this nature.

Participants

In the November 1979 hearing for the Eastridge project, the La Mesa City Council identified Project Wildlife as the organization that should carry out and supervise this trapping program. This volunteer organization, however, has since discontinued their trapping and relocation programs because these efforts are labor intensive and rarely successful. Their activities are now confined to the rehabilitation of injured or orphaned wild animals.

To date, the California Department of Fish and Game has expressed no interest in actually participating in this trapping program. Therefore, the only remaining alternative is to hire a professional trapper to relocate the Eastridge foxes. The CDF&G have recommended Mike Lembeck as the person with the necessary expertise, equipment, and permits to successfully carry out this trapping plan.

Suggested Personnel

Mike Lembeck
P.O. Box 118
Alpine, CA 92001
(714) 445-2963

Robert Sivinski 6/10/82
Robert Sivinski Date
Staff Biologist
NASLAND ENGINEERING

APPENDIX B
REVEGETATION PROGRAM

Revegetation

The following procedures and specifications shall be satisfied for the revegetation of all graded or brushed areas of any unit of development of the Specific Plan area. This specification establishes the acceptable standard for materials and construction of slope restoration without an irrigation system as specified in Municipal Code Sections 62.0401 through 62.0420.

The slope restoration process shall commence as part of the first unit of the land development work by mulching the native shrubs and ground cover, and by stockpiling of the native topsoil and mulch.

Restored slopes shall be maintained by the Permittee until final approval by the City Engineer. The maintenance period shall normally last until the following April 1st, but in no case less than 90 days.

Watering is intended to be unnecessary after planting is completed. However, the restored slope shall be irrigated within the term of the permit when directed by the Engineer. Water shall be applied in such a manner that no runoff results and all water applied penetrates the soil. Any erosion or slippage of the soil caused by watering shall be repaired by the Permittee at his expense.

1. Removal, Stockpiling and Preparation of Topsoil-Plant Growth Mulch

The plant growth mulch shall contain no less than 15 but no more than 30% bulk measurement of broken, crushed, or chipped (as specified) plant growth obtained from the working area.

Mulching of Plant Growth

All vegetation designated for removal from the working areas as plant growth mulch shall be processed as follows:

- At least 80% of the existing plant cover shall be chipped, shredded or otherwise reduced to an average particle size of 2 inches (minimum 1 inch, maximum 3 inches).
- The remaining plant growth material shall be chipped, shredded, or otherwise reduced to a nominal average size of 12 inches in length and 1 inch in diameter. The intent of this provision is to allow the use of small branches which will be broken in the clearing process. Such plant growth particles may be used only in the topsoil plant growth mixture, and not as a top dressing mulch.
- All plant growth material to be used in the topsoil mixture may be removed for processing or prepared and left on the surface and mixed as the topsoil is removed and stored.

Removal of Topsoil

Topsoil shall be stripped and stockpiled in sufficient amounts to adequately cover all constructed slopes in accordance with these specifications.

The topsoil shall be normally removed to a depth of 6 inches. Removal to between 6 inches and 12 inches may be approved or required to secure the required volume, providing the additional soil is of suitable quality.

Stockpiling

The stockpiling of topsoil, topsoil-plant growth mixture or plant growth mulch, separately or together, shall be accomplished in a manner suitable to the Engineer and applicable law. The Permittee shall be completely responsible for such stored material and for any consequences arising from or related to such storage. The Permittee shall protect these materials and ensure their use in essentially the same condition and quantity at such time as they are utilized in accordance with these specifications.

Topsoil-plant growth mixture or plant growth mulch shall be kept moist.

2. Preparation of Slopes

Consistent with reasonable physical stability, slopes shall be left rough in texture to facilitate bonding and mixing of the topsoil-plant growth mulch with the slope subgrade.

Cuts - Excavation

All cut slopes, if not already rough, shall be grooved 6 feet apart lateral to the slope face. The grooves shall measure about 6 inches in depth 90° to the slope face angle on the downslope side.

If certain soil types, such as a conglomerate, are encountered, the groove interval may be increased or eliminated if so directed by the Engineer. If not grooved, slopes will be roughened or scarified with smaller teeth on the slope blade.

Fills - Embankment

During fill construction, particular care shall be taken to ensure that the edges of the embankments (3 to 6 feet) are heavily watered, to facilitate successful application and restoration of plant cover.

3. Restoration of Plant Cover

In order to ensure the successful restoration of plant cover on the earth surfaces, the Permittee will plan and carry out the work in the following sequence:

- Application of water to the slope surface as directed by the Engineer.
- Application of fertilizer.
- Placement of stockpiled topsoil-plant growth mulch.

- Application of seed mix.
- Compaction of the topsoil.
- Application of soil stabilizer.
- Irrigation as directed by the Engineer.

Permittee shall plan his operations to ensure that no more than 8 hours shall transpire between the application of water to the fill surface and the placement of the topsoil.

Application of Water to Slope Surface

All slope surfaces to be planted shall receive uniform applications of water before the placement of topsoil to ensure a minimum moisture content of 80% of field capacity at a depth of 12 inches below the surface. Water shall be applied in such a manner that minimal runoff results. Field capacity of the soil shall be determined by the Engineer.

Fertilizer

Fertilizer shall be applied to all fill slopes to be planted prior to placing the topsoil. The fertilizer shall be a 24-24-8+ iron, slow-release type, commercial fertilizer (or equivalent), pelleted or chip-type uniform in composition. Fertilizer shall be applied at a minimum rate of 100 pounds per acre.

Topsoil (Topsoil-Plant Growth Mulch)

The topsoil-plant growth mulch shall be uniformly placed at optimum moisture content to an average depth of 4 inches measured in place after compaction. During the placement of the topsoil mulch, any plant growth material, rocks, or other materials that cannot be securely stabilized on

the slopes by ordinary compaction shall be removed and disposed of at the direction of the Engineer. Any such materials which do not stay in place on the slope during the application process or later, shall likewise be removed.

Seeding

Immediately prior to compaction of the topsoil mulch, the following seed mixture shall be applied evenly at the rate specified below. It is extremely important that this rate be adhered to as closely as possible. No significant increase or decrease in the quantity of seed applied will be permitted. Table 1 shows a list of the types of trees and ground cover that shall be used.

In order to achieve even application, seeds may be mixed with sand or any other suitable carrier.

All seeds must be certified and tested for germination to conform to the following minimum requirements: 90% pure and 85% germination.

Seeding rates given in the Table 1 are for 100% germination and must be adjusted accordingly.

Compaction of Topsoil-Plant Growth Mulch

The topsoil-plant growth mulch shall be incorporated, firmly compacted at optimum moisture content, and bonded with the subgrade with a sheepfoot roller. Compaction tests will not be required, but compaction must be adequate to ensure a firm, stable, and uniform surface. The provisions for earthwork in La Mesa's City Standard Specifications will generally apply.

Application of Soil Stabilizer

After the topsoil-plant growth mulch has been compacted, the slopes shall receive an application of approved soil-stabilizing and moisture-retaining agents. These agents shall be commercially manufactured for this express

purpose and shall be of the property which, when applied in solution to soils, will penetrate into the surface and, upon drying, shall form a porous, water-permeable film which consolidates the soil particles from the erosion effects of wind or rain. These agents must be compatible with standard "hydroseeding" equipment and shall be non-injurious to plant life in any way. Permittee shall verify acceptability with the Engineer.

Soil-stabilizing and moisture-retaining agents must be fully effective for the purpose intended when mixed solely with water. Wood-fiber mulch, manufactured especially for hydromulching applications, and dyed green, shall be applied with the soil-stabilizing agent at the rate of 1,500 pounds per acre.

* Inoculation with nitrogen-fixing bacteria is required in accordance with manufacture's directions.

The soil-stabilizing and moisture-retaining agents shall be used exactly in accordance with the manufacturer's written recommendation for this particular project, with particular attention to accurate mixing with water and quantity of material applied evenly over all disturbed areas.

.. TABLE 1

LANDSCAPING MATERIALS

Hydroseed Mix

1. Strawberry Clover	<u>Trifolium fragiferum</u> (var. <u>salina</u>)*
2. Deerweed	<u>Lotus scoparius</u> *
3. California Poppy	<u>Eschscholzia californica</u>
4. California Buckwheat	<u>Eriogonum fasciculatum</u>
5. Annual Bluegrass	<u>Poa annua</u>
6. Wormwood	<u>Artemisia californica</u>
7. Ruby Grass	<u>Rhynchelytrum roseum</u>
8. Prostrate Salt Bush	<u>Atriplex semibaccata</u>
9. Golden Yarrow	<u>Eriophyllum confertiflorum</u>
10. Monkey Flower	<u>Mimulus longiflorus</u>
11. Monkey Flower	<u>Mimulus linearis</u>
12. Giant Buckwheat	<u>Eriogonum giganteum</u>
13. Encelia	<u>Encelia californica</u>
14. San Diego Sunflower	<u>Viguiera laciniata</u>

Plant Materials

1. Red Gum Eucalyptus	<u>Eucalyptus camaldulensis</u>
2. California Sycamore	<u>Platanus racemosa</u>
3. Sugar Gum Eucalyptus	<u>Eucalyptus cladocalyx</u>
4. Evergreen Pear	<u>Pyrus kawakamii</u>
5. White Alder	<u>Alnus rhombifolia</u>
6. Camphor Tree	<u>Cinnamomum camphora</u>
7. Canary Island Pine	<u>Pinus canariensis</u>
8. Aleppo Pine	<u>Pinus halepensis</u>
9. Victorian Box	<u>Pittosporum undulatum</u>
10. Weeping Willow	<u>Salix babylonica</u>
11. Palo Alto	<u>Liquidambar styraciflua</u>
12. Gageput	<u>Melaleuca leucadendron</u>
13. Sydney Golden Wattle	<u>Acacia latifolia</u>
14. Toyon	<u>Heteromeles arbutifolia</u>
15. Strawberry Tree	<u>Arbutus unedo</u>
16. Lemonade Berry	<u>Rhus integrifolia</u>
17. California Lilac	<u>Ceanothus sp.</u>
18. Photinia	<u>Photina fraseri</u>
19. Twin Peaks	<u>Baccharis pilularis</u>
20. Ongerup Acacia	<u>Acacia redolens</u>

* Inoculation with nitrogen-fixing bacteria is required in accordance with manufacture's directions.

