



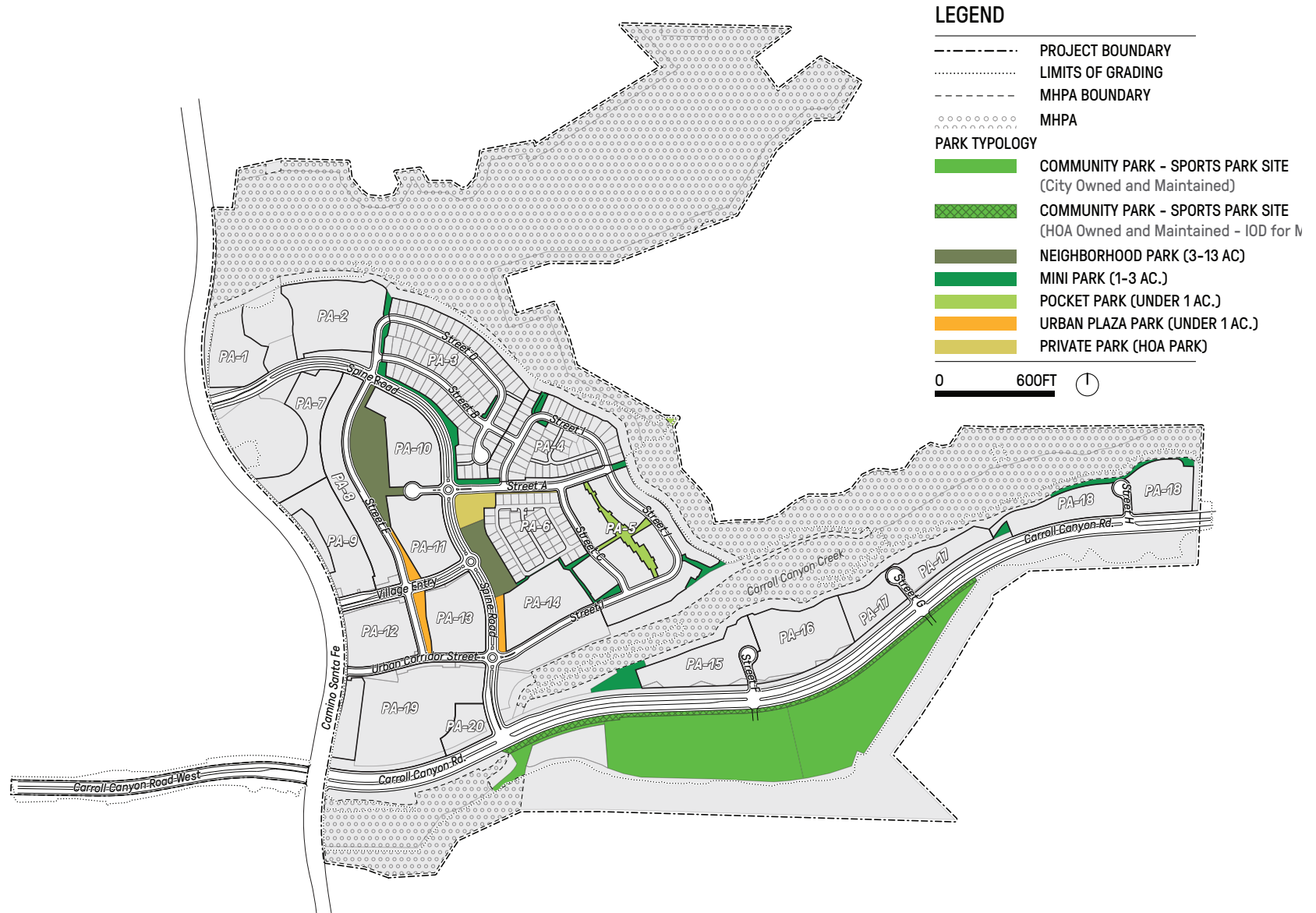
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Source: Bassenian-Lagoni 4/2019

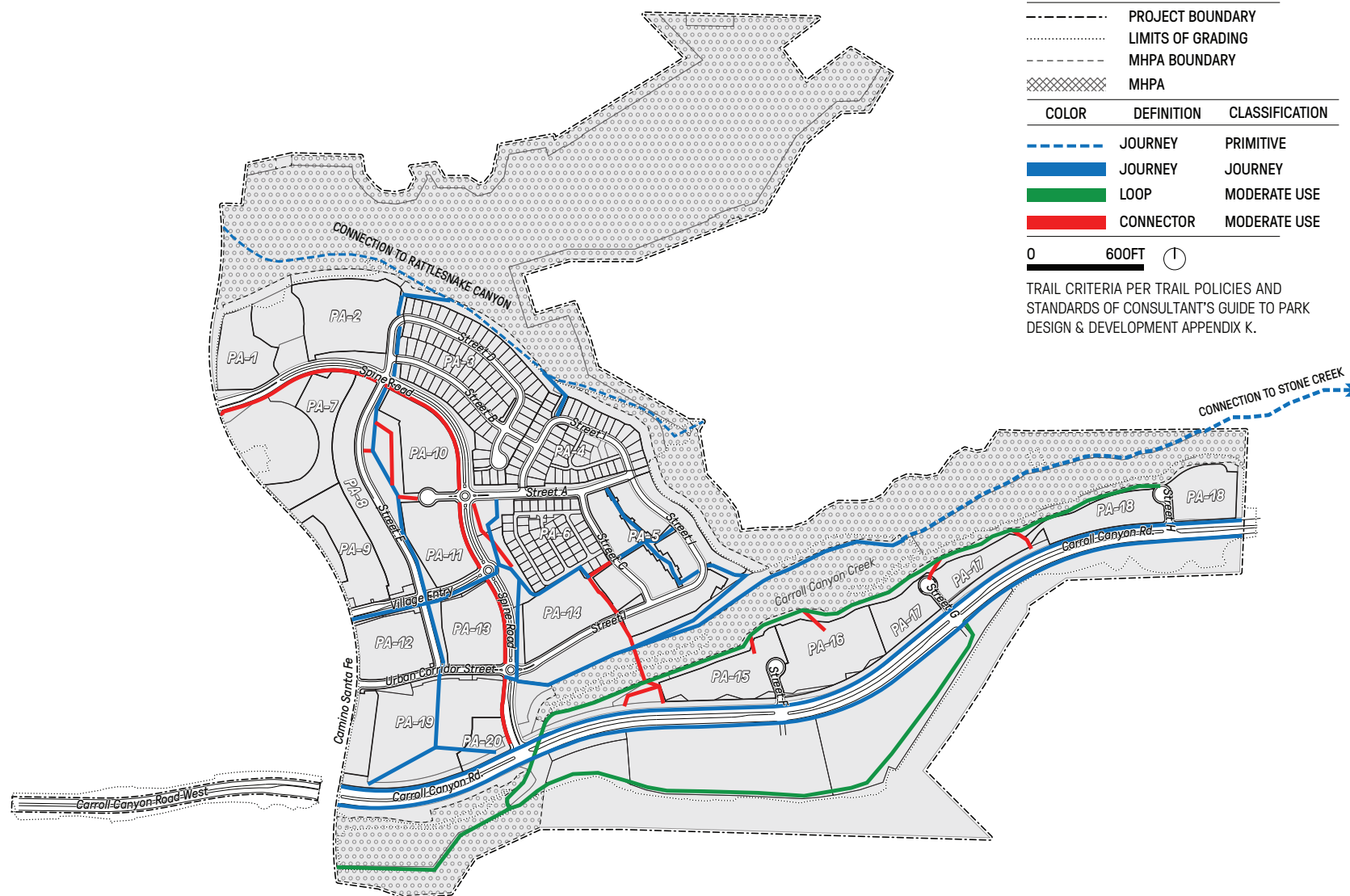
08 POP-UP RETAIL



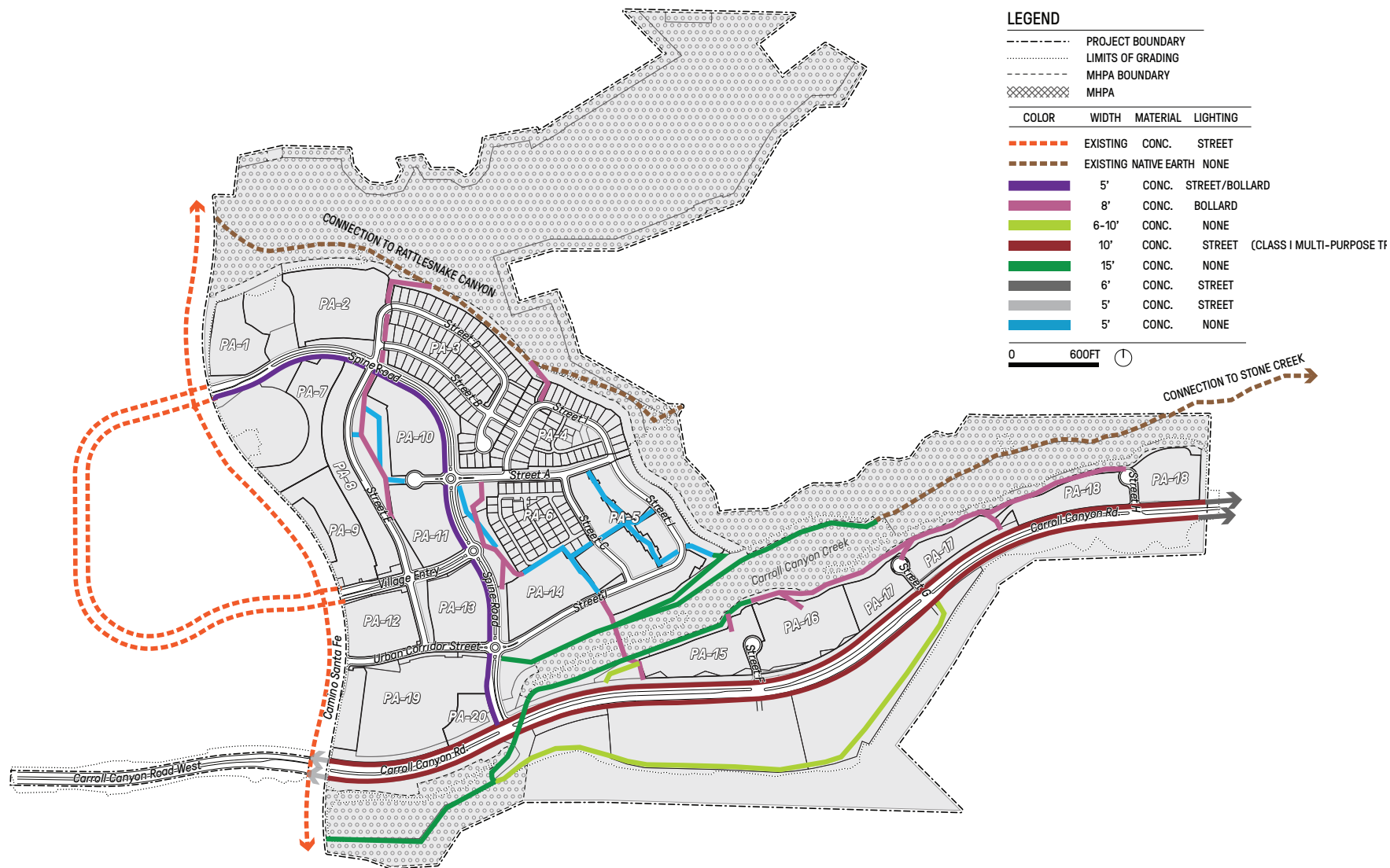
I:\PROJECTS\HAW\HAW-34_Contra\Map\Fig 3-12_ProposedParks.indd CAH-02.01 4/12/19 - S48



Source: Placemarks 4/2019



Source: Placemarks 4/2019

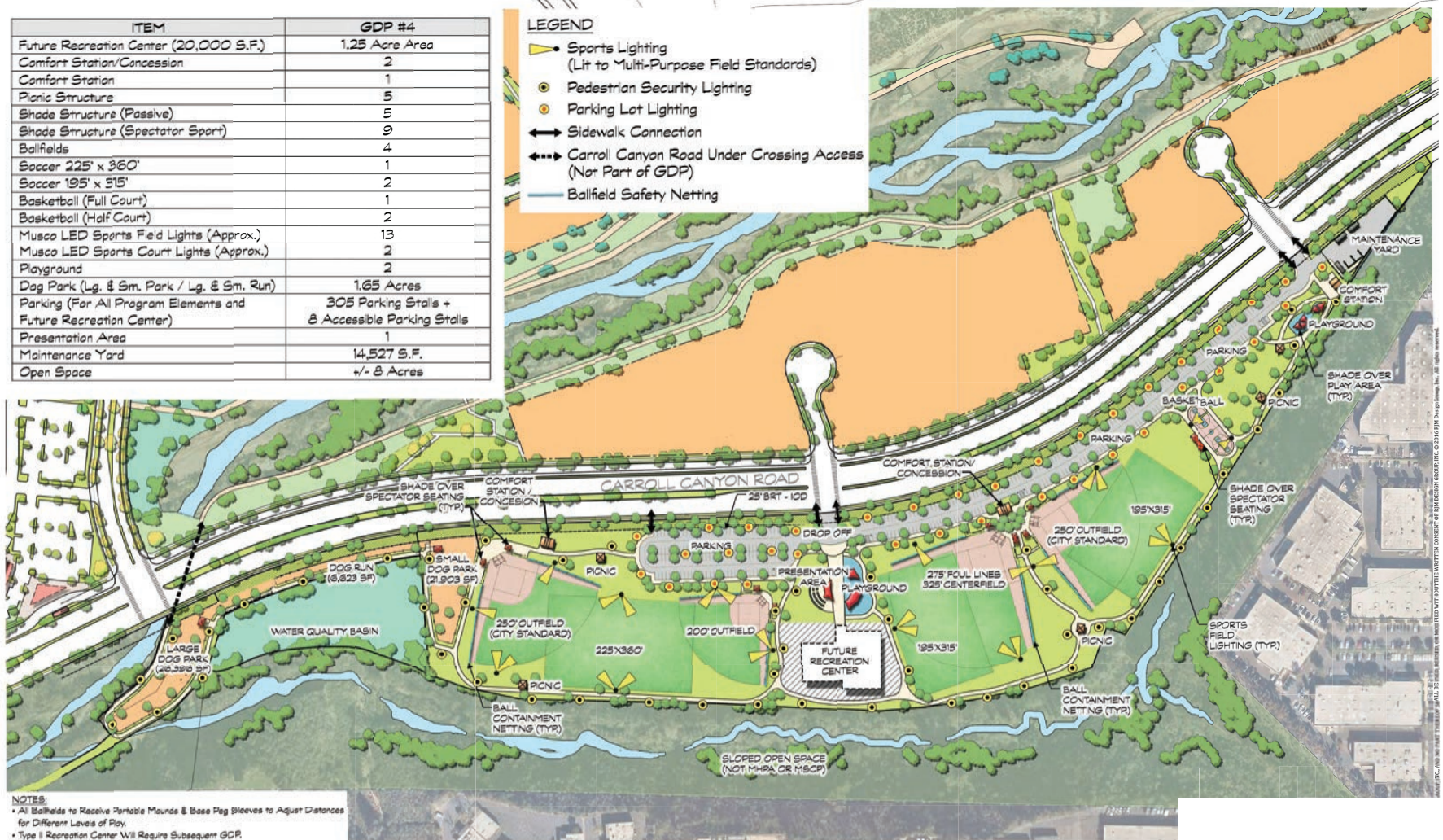


Source: Placemarks 4/2019

ITEM	GDP #4
Future Recreation Center (20,000 S.F.)	1.25 Acre Area
Comfort Station/Concession	2
Comfort Station	1
Picnic Structure	5
Shade Structure (Passive)	5
Shade Structure (Spectator Sport)	9
Ballfields	4
Soccer 225' x 360'	1
Soccer 195' x 315'	2
Basketball (Full Court)	1
Basketball (Half Court)	2
Musco LED Sports Field Lights (Approx.)	13
Musco LED Sports Court Lights (Approx.)	2
Playground	2
Dog Park (Lg. & Sm. Park / Lg. & Sm. Run)	1.65 Acres
Parking (For All Program Elements and Future Recreation Center)	305 Parking Stalls + 8 Accessible Parking Stalls
Presentation Area	1
Maintenance Yard	14,527 S.F.
Open Space	+/- 8 Acres

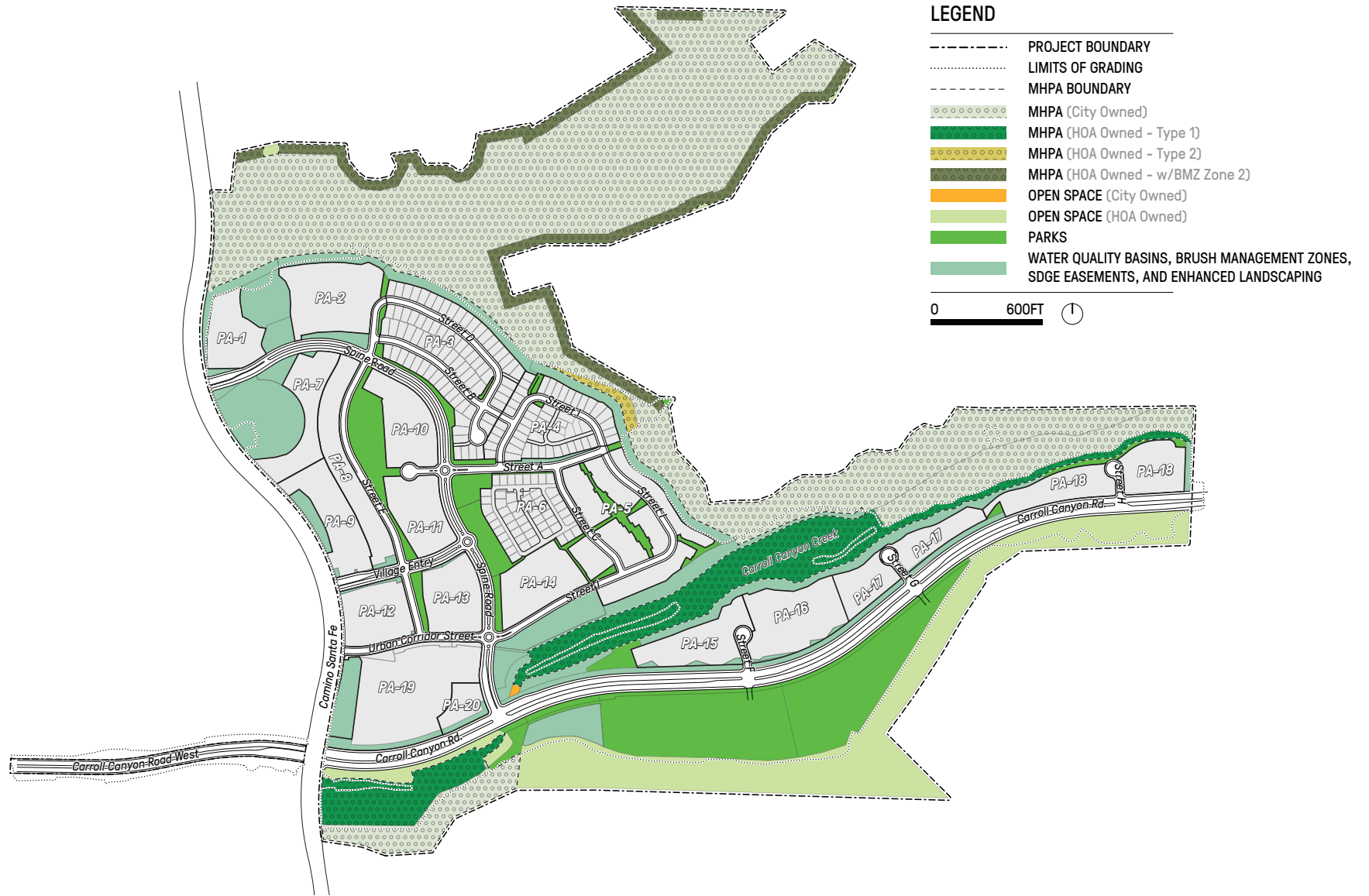
LEGEND

- ▶ Sports Lighting (Lit to Multi-Purpose Field Standards)
- Pedestrian Security Lighting
- Parking Lot Lighting
- ↔ Sidewalk Connection
- ↔ Carroll Canyon Road Under Crossing Access (Not Part of GDP)
- Ballfield Safety Netting



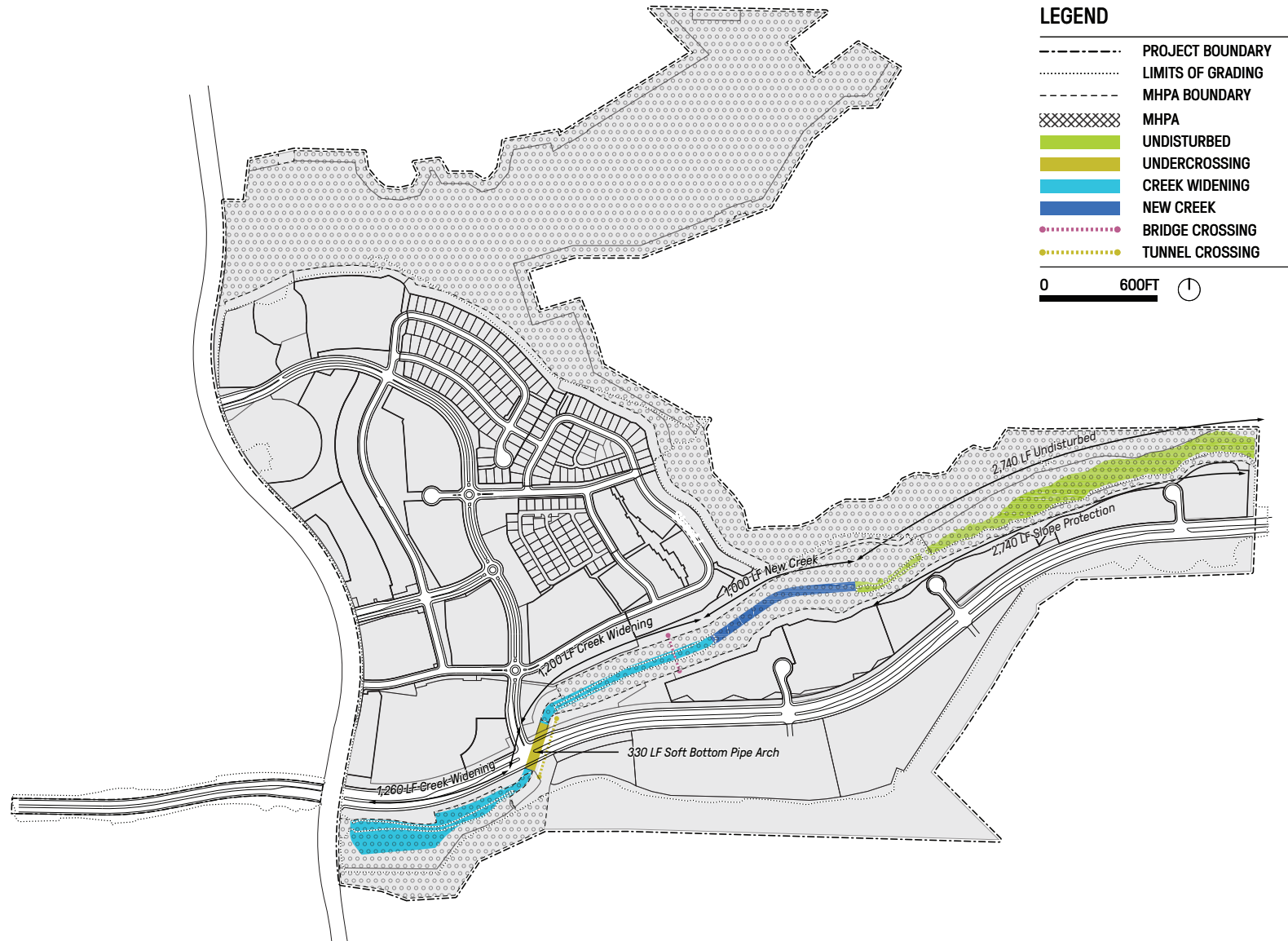
Source: RJM Design Group 4/2019

I:\PROJECTS\HAW\HAW-34_Conterra\Map\Map\Fig 3-15_OpenSpace.indd CAH-02.01 4/12/19 - SAB



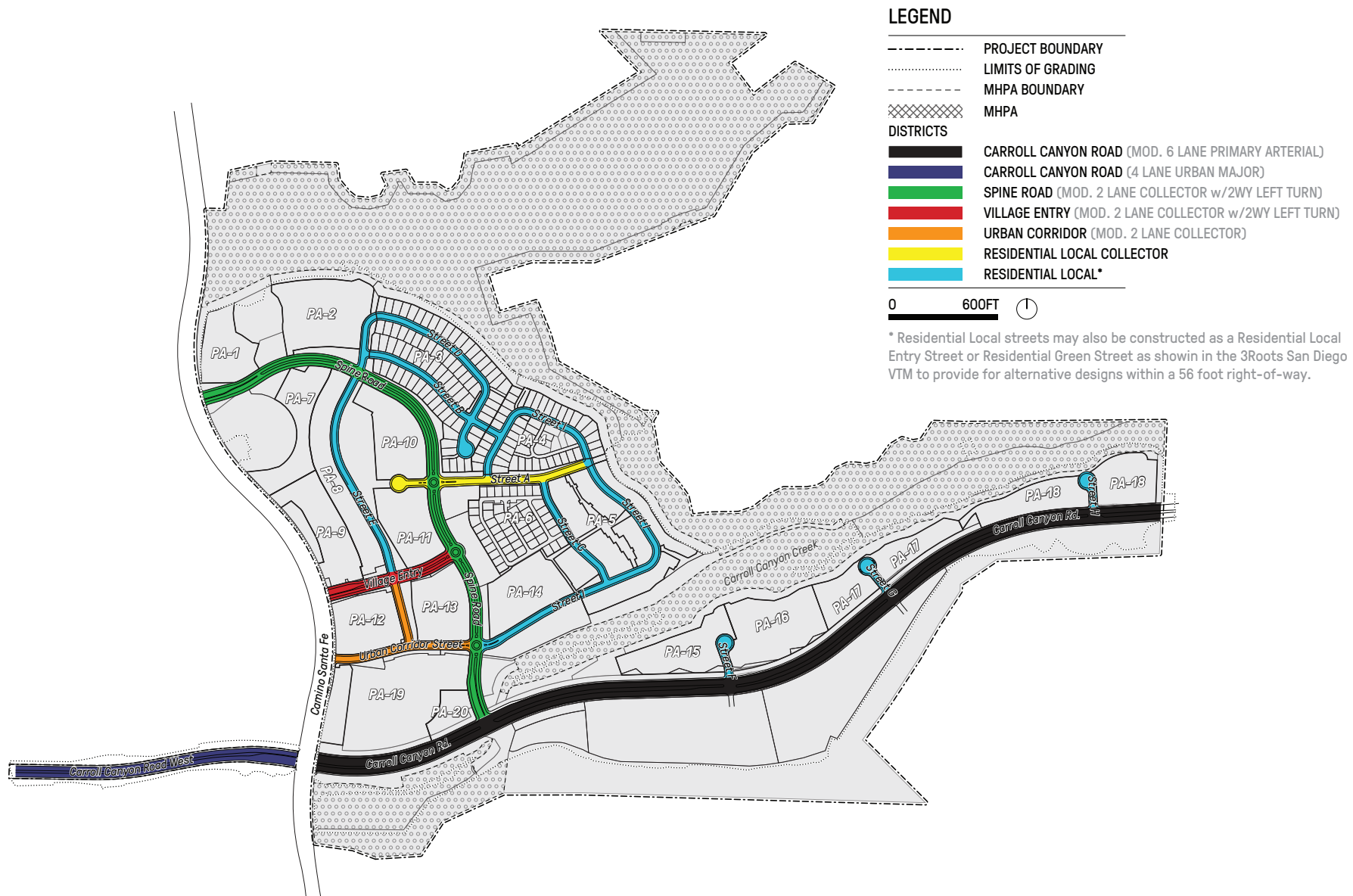
Source: Placemarks 4/2019

I:\PROJECTS\HAW\HAW-34_Conterra\Map\Map\Fig 3-16_CarrollCanyonCreekEnhancements.indd CAH-02.01 4/12/19 - SAB



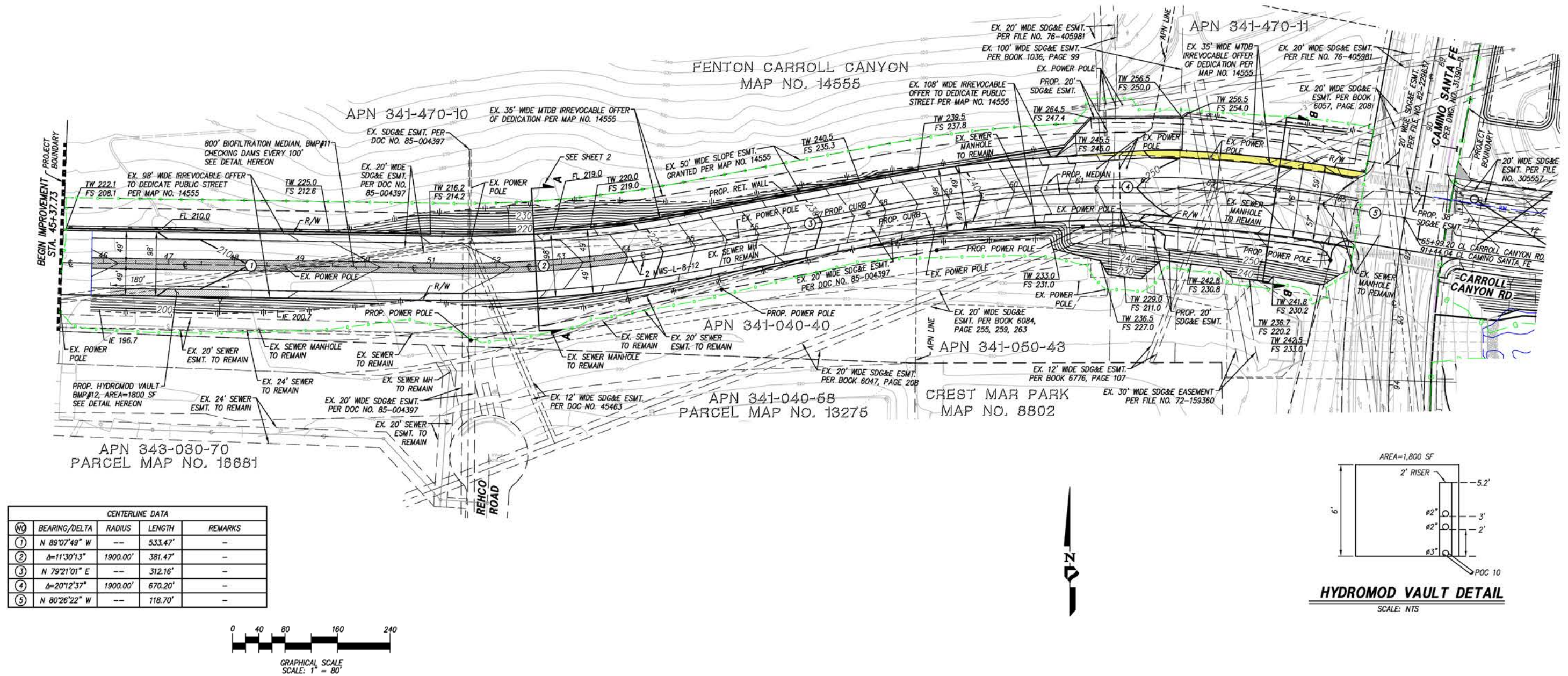
Source: Placemarks 4/2019

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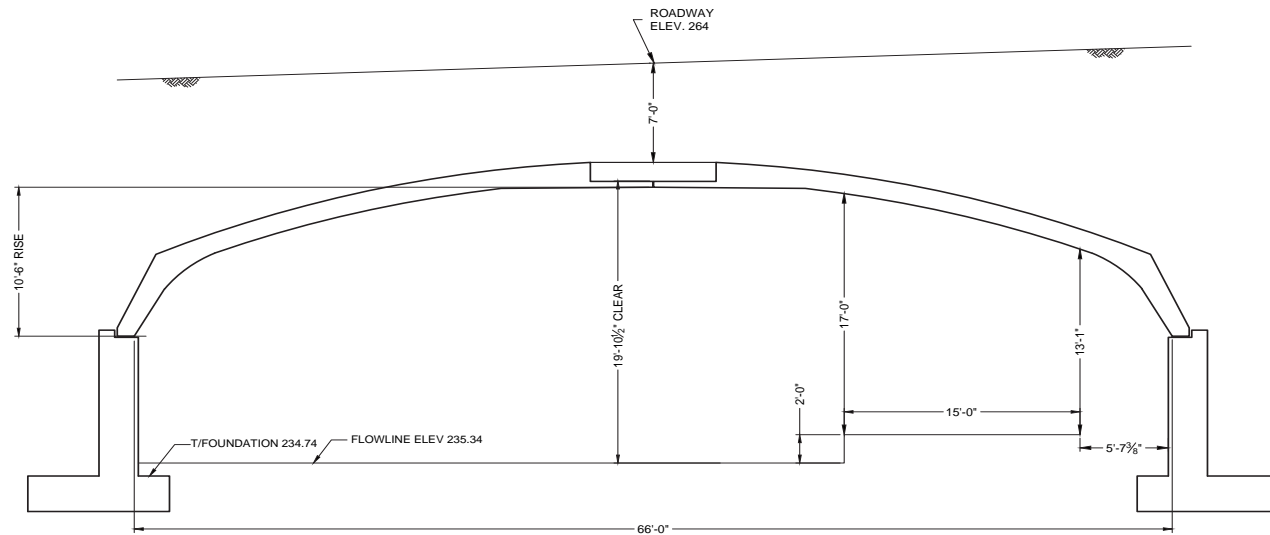
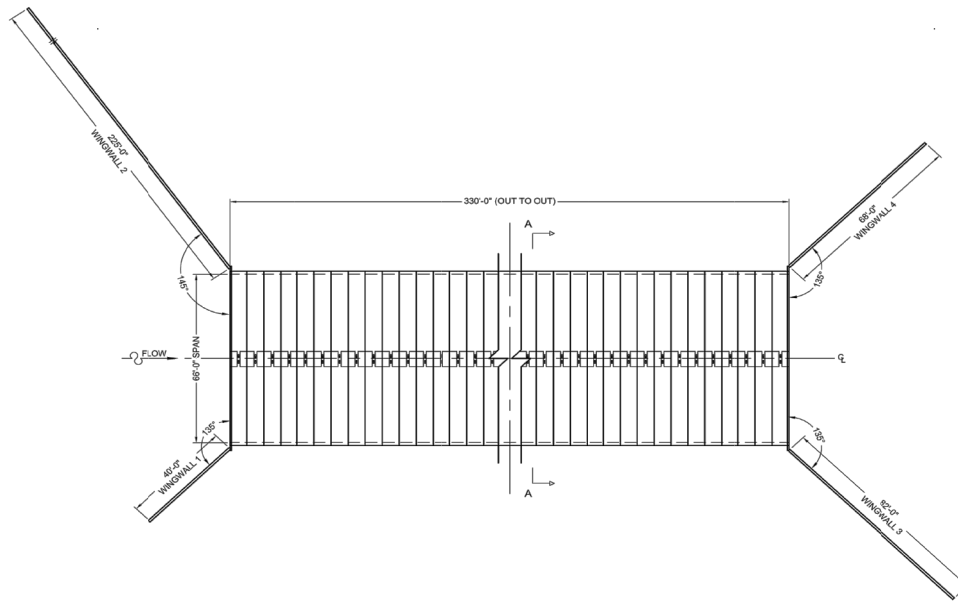


Source: Placemarks 4/2019

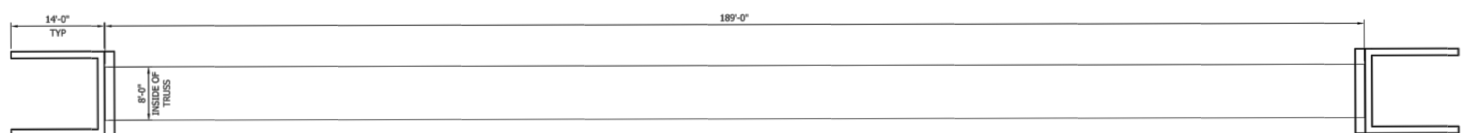
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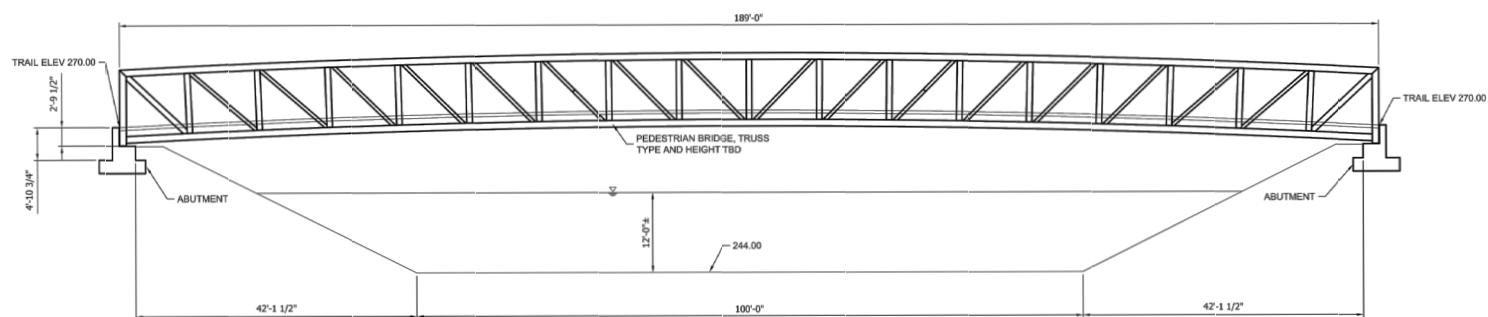
I:\PROJECTS\HAW\HAW-34_Contra\Map\ER\Fig 3-19a_CCRUndercrossing_2019.indd CAH-02.01 4/10/2019 - SAB



Source: Contech Engineering Solutions LLC 4/2019



STRUCTURE PLAN



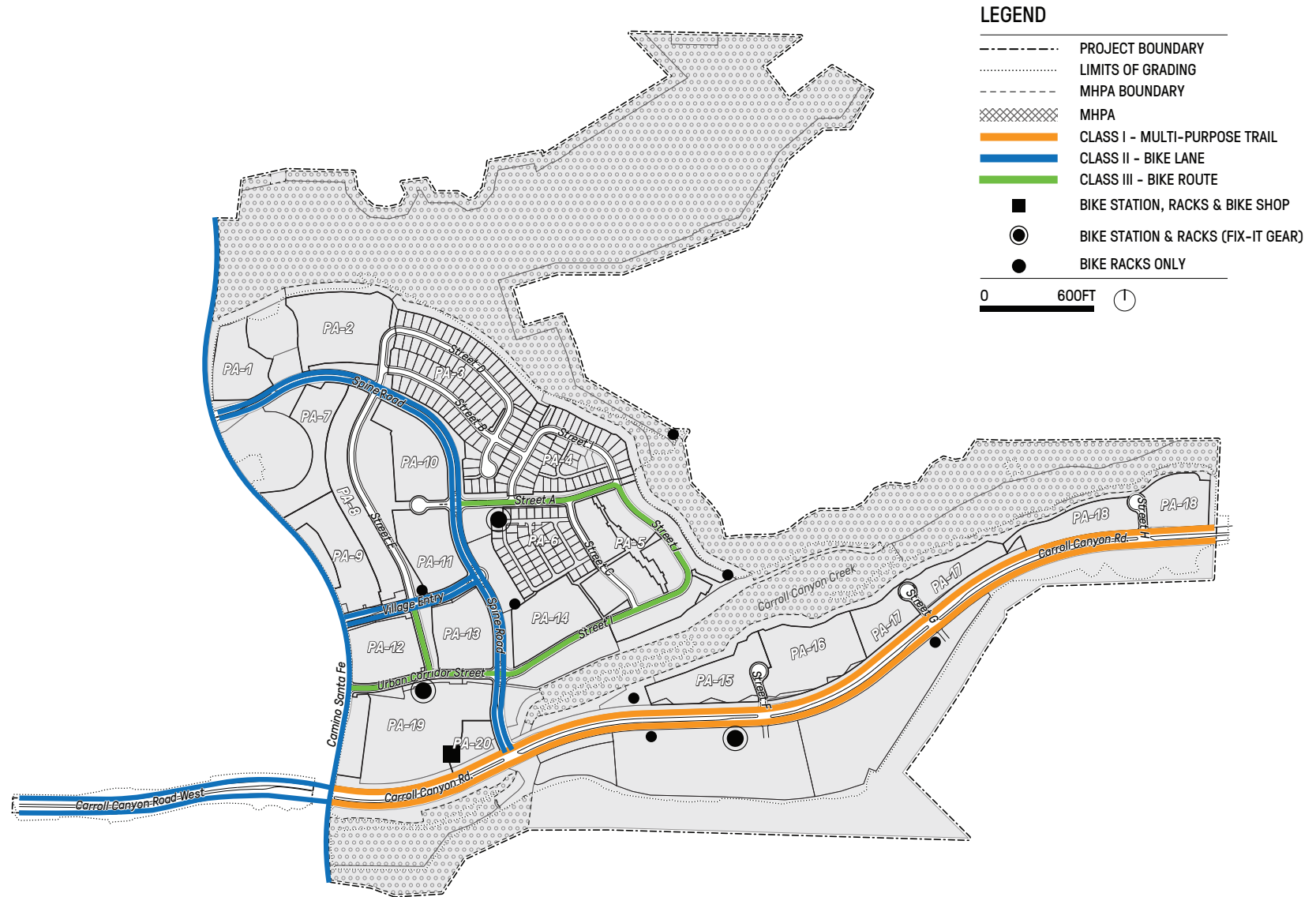
TYPICAL END ELEVATION

NOTES:

1. PEDESTRIAN BRIDGE DECKING TO BE IPE WOOD
2. PEDESTRIAN BRIDGE ABUTMENT FOOTINGS TO BEAR ON COMPACTED FILL OR NATIVE BEDROCK, PER GEOTECHNICAL ENGINEER (GECOON INC.)

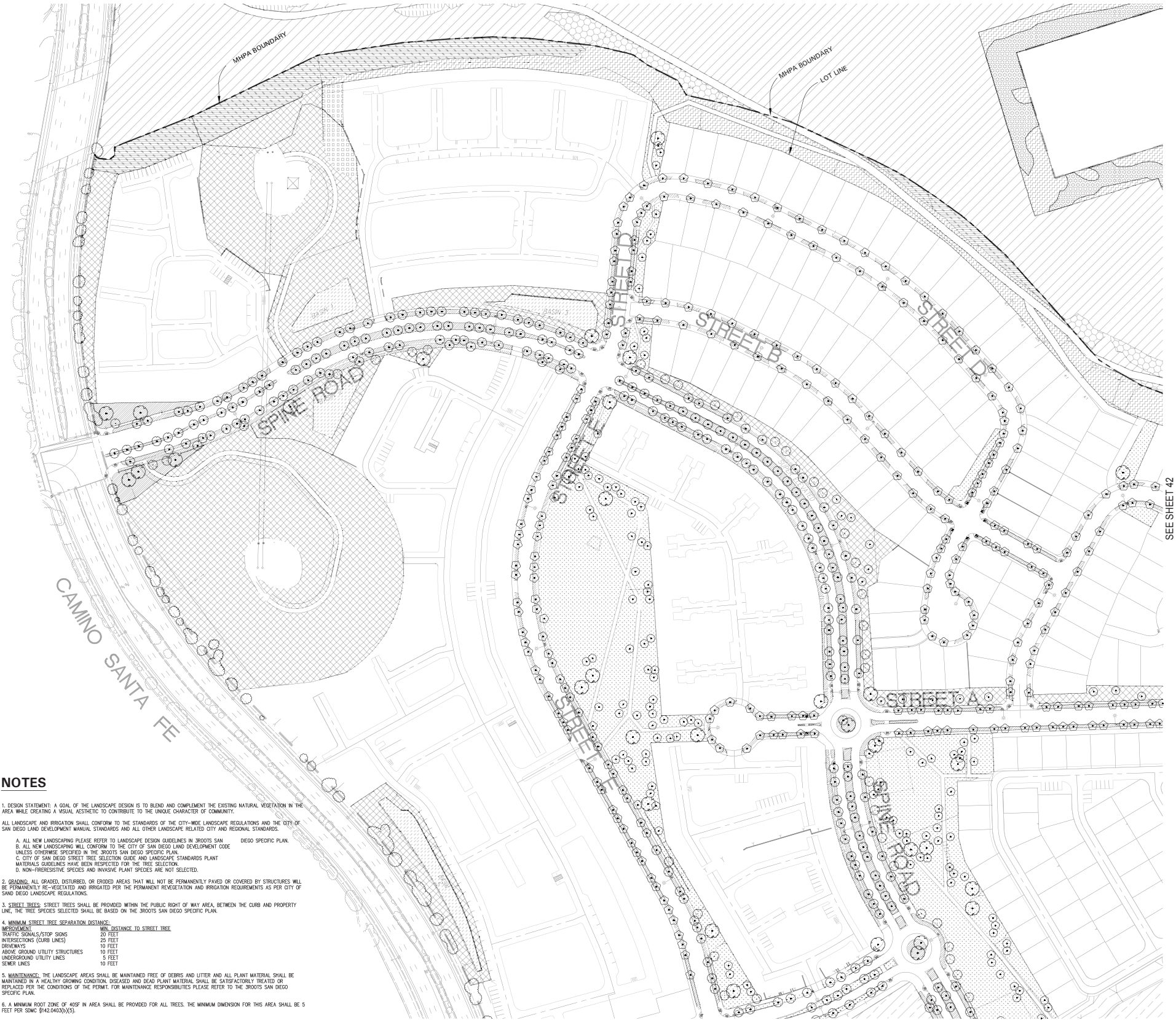
Source: Placemarks 2/2019

I:\PROJECTS\HAW\HAW-34_Conterra\Map\Fig 3-20_BicycleCirculationPlan.indd CAH-02.01 4/12/19 - SAB



Source: Placemarks 4/2019

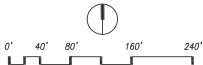
I:\PROJECTS\HAW\HAW-34_ContraMap\Noise 1\PROJECTS\HAW\HAW-34_ContraMap\Noise 1\Fig 3-21a_LandscapePlan.indd CAH-02.01 4/12/19 SAB



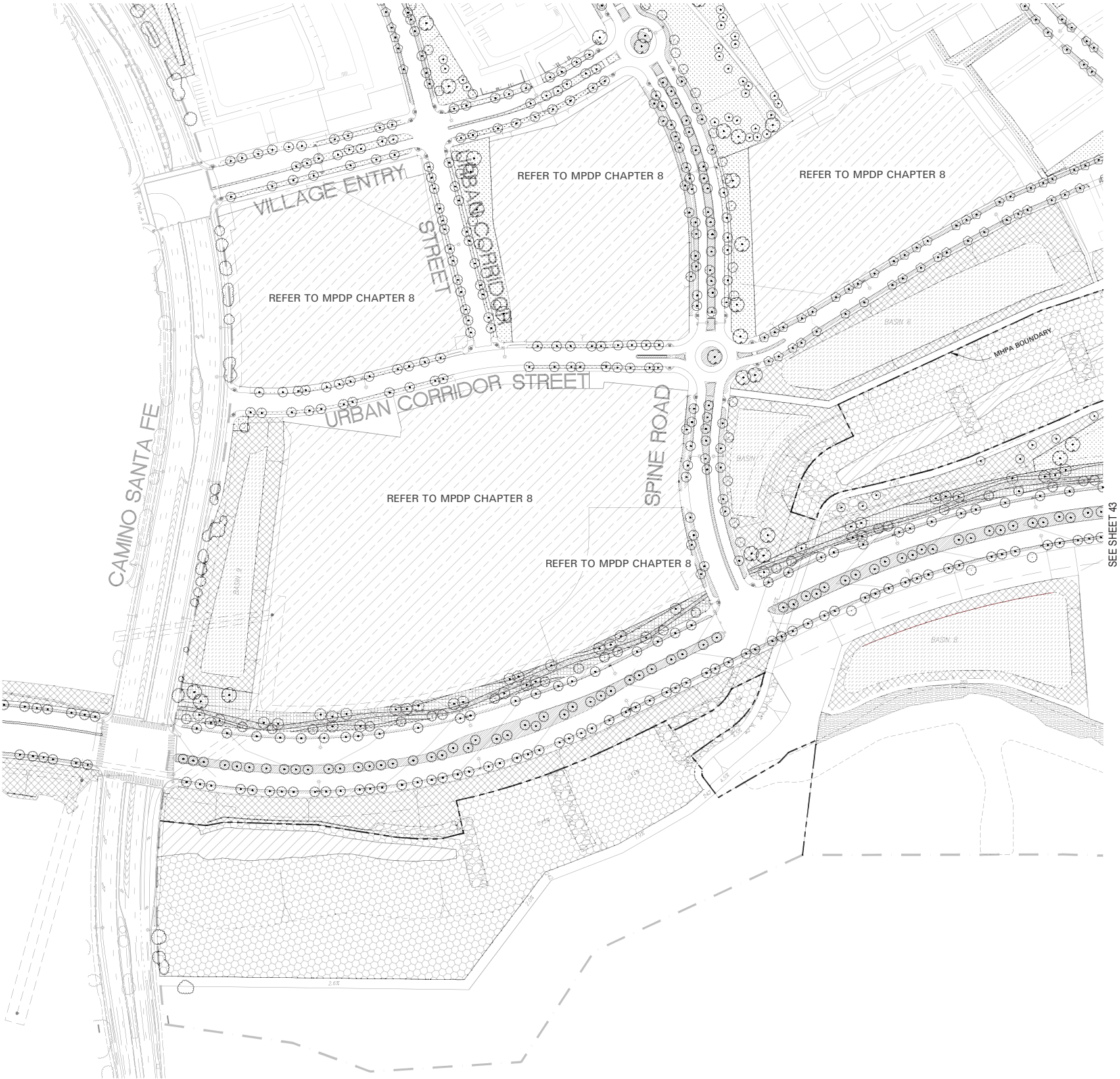
NOTES

- DESIGN STATEMENT: A GOAL OF THE LANDSCAPE DESIGN IS TO BLEND AND COMPLEMENT THE EXISTING NATURAL VEGETATION IN THE AREA WHILE CREATING A VISUAL AESTHETIC TO CONTRIBUTE TO THE UNIQUE CHARACTER OF COMMUNITY.
ALL LANDSCAPE AND IRRIGATION SHALL CONFORM TO THE STANDARDS OF THE CITY-WIDE LANDSCAPE REGULATIONS AND THE CITY OF SAN DIEGO LAND DEVELOPMENT MANUAL, STANDARDS AND ALL OTHER LANDSCAPE-RELATED CITY AND REGIONAL STANDARDS.
A. ALL NEW LANDSCAPING PLEASE REFER TO LANDSCAPE DESIGN GUIDELINES IN 3ROOTS SAN DIEGO SPECIFIC PLAN.
B. ALL NEW LANDSCAPING WILL CONFORM TO THE CITY OF SAN DIEGO LAND DEVELOPMENT CODE UNLESS OTHERWISE SPECIFIED IN THE 3ROOTS SAN DIEGO SPECIFIC PLAN.
C. CITY OF SAN DIEGO STREET TREE SELECTION GUIDE AND LANDSCAPE STANDARDS PLANT MATERIALS GUIDELINES HAVE BEEN RESPECTED FOR THE TREE SELECTION.
D. NON-INDIGENOUS SPECIES AND INVASIVE PLANT SPECIES ARE NOT SELECTED.
- GRADING: ALL GRADED, DISTURBED, OR ERODED AREAS THAT WILL NOT BE PERMANENTLY PAVED OR COVERED BY STRUCTURES WILL BE PERMANENTLY RE-VEGETATED AND IRRIGATED PER THE PERMANENT REVEGETATION AND IRRIGATION REQUIREMENTS AS PER CITY OF SAN DIEGO LANDSCAPE REGULATIONS.
- STREET TREES: STREET TREES SHALL BE PROVIDED WITHIN THE PUBLIC RIGHT OF WAY AREA, BETWEEN THE CURB AND PROPERTY LINE. THE TREE SPECIES SELECTED SHALL BE BASED ON THE 3ROOTS SAN DIEGO SPECIFIC PLAN.
- MINIMUM STREET TREE SEPARATION DISTANCE:
IMPROVEMENT MIN. DISTANCE TO STREET TREE
TRAFFIC SIGNALS/STOP SIGNS 20 FEET
INTERSECTIONS (CURB LINES) 25 FEET
DRIVEWAYS 10 FEET
ABOVE GROUND UTILITY STRUCTURES 10 FEET
UNDERGROUND UTILITY LINES 5 FEET
SEWER LINES 10 FEET
- MAINTENANCE: THE LANDSCAPE AREAS SHALL BE MAINTAINED FREE OF DEBRIS AND LITTER AND ALL PLANT MATERIAL SHALL BE MAINTAINED IN A HEALTHY GROWING CONDITION. DISEASED AND DEAD PLANT MATERIAL SHALL BE SATISFACTORILY TREATED OR REPLACED PER THE CONDITIONS OF THE PERMIT. FOR MAINTENANCE RESPONSIBILITIES PLEASE REFER TO THE 3ROOTS SAN DIEGO SPECIFIC PLAN.
- A MINIMUM ROOT ZONE OF 40SF IN AREA SHALL BE PROVIDED FOR ALL TREES. THE MINIMUM DIMENSION FOR THIS AREA SHALL BE 5 FEET PER SDCM §(42.0433)(X)(5).

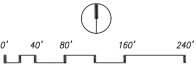
FRAMEWORK PLANTING SCHEDULE	
SYMBOL	CATEGORY
	CARROLL CANYON ROAD STREET TREE
	CARROLL CANYON ROAD STREET TREE - OUTSIDE R.O.W.
	FRAMEWORK STREET TREE
	FRAMEWORK STREET TREE-OUTSIDE R.O.W.
	RESIDENTIAL LOCAL STREET TREE
	ARROYO ACCENT STREET TREE
	HERITAGE TREES
	SLOPE TREES
	SLOPE TREES
	EXISTING TREE
	BIOFILTRATION PLANTING
	SLOPE PLANTING
	URBAN PLANTING AREA
	BMZ ZONE 1 PLANTING
	BMZ ZONE 2 PLANTING
	MHPA REVEGETATION ZONE
	MHPA ENHANCEMENT ZONE
	MHPA ENHANCEMENT WITHIN BMZ ZONE 2
	BMZ THINNING ZONE 2
	MHPA (EXISTING PLANTING TO REMAIN)
	ARROYO CREEK BED
	ARROYO CREEK EDGE
	ARROYO PERIMETER EDGE
	PARK UNDERSTORY PLANTING
	ROAD R.O.W. UNDERSTORY STREETSCAPE
	MHPA ADJACENT PLANTING
	PARCEL LINE



I:\PROJECTS\HAW\HAW-34_Conterra\Map\Noise 1:\PROJECTS\HAW\HAW-34_Conterra\Map\ER\Fig 3-21b_LandscapePlan.indd CAH-02.01 4/12/19 SAB

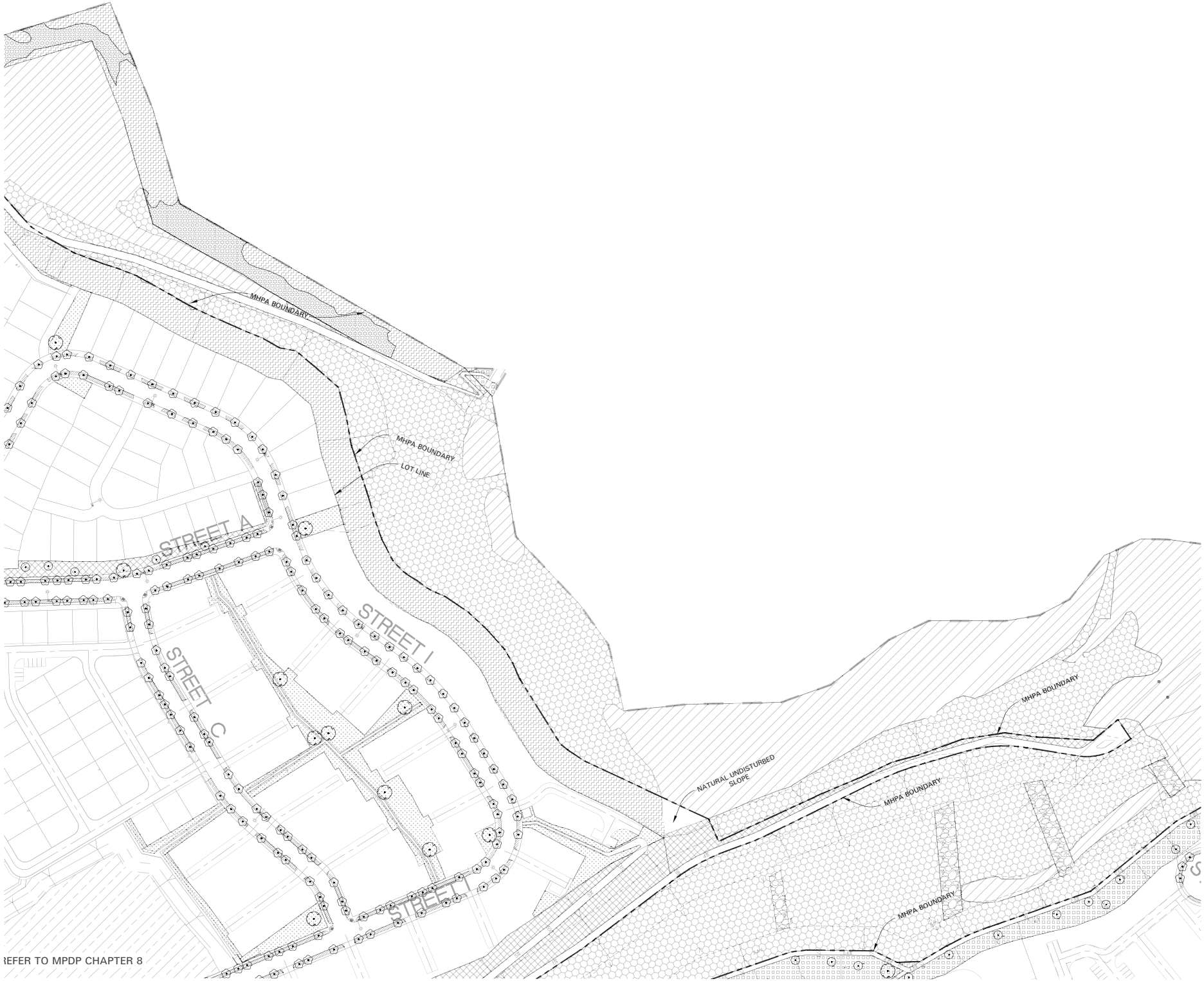


FRAMEWORK PLANTING SCHEDULE	
SYMBOL	CATEGORY
	CARROLL CANYON ROAD STREET TREE
	CARROLL CANYON ROAD STREET TREE - OUTSIDE R.O.W.
	FRAMEWORK STREET TREE
	FRAMEWORK STREET TREE-OUTSIDE R.O.W.
	RESIDENTIAL LOCAL STREET TREE
	ARROYO ACCENT STREET TREE
	HERITAGE TREES
	SLOPE TREES
	SLOPE TREES
	EXISTING TREE
	BIOFILTRATION PLANTING
	SLOPE PLANTING
	URBAN PLANTING AREA
	BMZ ZONE 1 PLANTING
	BMZ ZONE 2 PLANTING
	MHPA REVEGETATION ZONE
	MHPA ENHANCEMENT ZONE
	MHPA ENHANCEMENT WITHIN BMZ ZONE 2
	BMZ THINNING ZONE 2
	MHPA (EXISTING PLANTING TO REMAIN)
	ARROYO CREEK BED
	ARROYO CREEK EDGE
	ARROYO PERIMETER EDGE
	PARK UNDERSTORY PLANTING
	ROAD R.O.W. UNDERSTORY STREETScape
	MHPA ADJACENT PLANTING
	PARCEL LINE

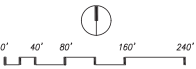


Source: SWA 4/2019

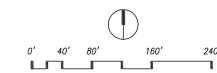
I:\PROJECTS\HAW\HAW-34_Contra\Map\Noise 1\PROJECTS\HAW\HAW-34_Contra\Map\ER\Fig 3-21c_LandscapePlan.indd CAH02.01 4/12/19 SAB



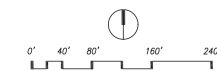
FRAMEWORK PLANTING SCHEDULE	
SYMBOL	CATEGORY
	CARROLL CANYON ROAD STREET TREE
	CARROLL CANYON ROAD STREET TREE - OUTSIDE R.O.W.
	FRAMEWORK STREET TREE
	FRAMEWORK STREET TREE - OUTSIDE R.O.W.
	RESIDENTIAL LOCAL STREET TREE
	ARROYO ACCENT STREET TREE
	HERITAGE TREES
	SLOPE TREES
	SLOPE TREES
	EXISTING TREE
	BIOFILTRATION PLANTING
	SLOPE PLANTING
	URBAN PLANTING AREA
	BMZ ZONE 1 PLANTING
	BMZ ZONE 2 PLANTING
	MHPA REVEGETATION ZONE
	MHPA ENHANCEMENT ZONE
	MHPA ENHANCEMENT WITHIN BMZ ZONE 2
	BMZ THINNING ZONE 2
	MHPA (EXISTING PLANTING TO REMAIN)
	ARROYO CREEK BED
	ARROYO CREEK EDGE
	ARROYO PERIMETER EDGE
	PARK UNDERSTORY PLANTING
	ROAD R.O.W. UNDERSTORY STREETSCAPE
	MHPA ADJACENT PLANTING
	PARCEL LINE



Source: SWA 4/2019



FRAMEWORK PLANTING SCHEDULE	
SYMBOL	CATEGORY
	CARROLL CANYON ROAD STREET TREE
	CARROLL CANYON ROAD STREET TREE - OUTSIDE R.O.W.
	FRAMEWORK STREET TREE
	FRAMEWORK STREET TREE - OUTSIDE R.O.W.
	RESIDENTIAL LOCAL STREET TREE
	ARROYO ACCENT STREET TREE
	HERITAGE TREES
	SLOPE TREES
	SLOPE TREES
	EXISTING TREE
	BIOFILTRATION PLANTING
	SLOPE PLANTING
	URBAN PLANTING AREA
	BMZ ZONE 1 PLANTING
	BMZ ZONE 2 PLANTING
	MHPA REVEGETATION ZONE
	MHPA ENHANCEMENT ZONE
	MHPA ENHANCEMENT WITHIN BMZ ZONE 2
	BMZ THINNING ZONE 2
	MHPA (EXISTING PLANTING TO REMAIN)
	ARROYO CREEK BED
	ARROYO CREEK EDGE
	ARROYO PERIMETER EDGE
	PARK UNDERSTORY PLANTING
	ROAD R.O.W. UNDERSTORY STREETSCAPE
	MHPA ADJACENT PLANTING
	PARCEL LINE



FRAMEWORK PLANTING SCHEDULE	
SYMBOL	CATEGORY
	CARROLL CANYON ROAD STREET TREE
	CARROLL CANYON ROAD STREET TREE - OUTSIDE R.O.W.
	FRAMEWORK STREET TREE
	FRAMEWORK STREET TREE - OUTSIDE R.O.W.
	RESIDENTIAL LOCAL STREET TREE
	ARROYO ACCENT STREET TREE
	HERITAGE TREES
	SLOPE TREES
	SLOPE TREES
	EXISTING TREE
	BIOFILTRATION PLANTING
	SLOPE PLANTING
	URBAN PLANTING AREA
	BMZ ZONE 1 PLANTING
	BMZ ZONE 2 PLANTING
	MHPA REVEGETATION ZONE
	MHPA ENHANCEMENT ZONE
	MHPA ENHANCEMENT WITHIN BMZ ZONE 2
	BMZ THINNING ZONE 2
	MHPA (EXISTING PLANTING TO REMAIN)
	ARROYO CREEK BED
	ARROYO CREEK EDGE
	ARROYO PERIMETER EDGE
	PARK UNDERSTORY PLANTING
	ROAD R.O.W. UNDERSTORY STREET ESCAPE
	MHPA ADJACENT PLANTING
	PARCEL LINE



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CARROLL CANYON ROAD STREET TREES

ARBUSUS 'MARINA' – MARINA STRAWBERRY TREE
ALNUS RHOMBIFOLIA – WHITE ALDER
CHILOPSIS LINEARIS – DESERT WILLOW
PLATANUS ACERIFOLIA 'COLUMBIA' – LONDON PLANE
PLATANUS RACEMOSA – CALIFORNIA SYCAMORE
POPULUS FREMONTII – FREMONT'S COTTONWOOD
PROSOPHIS GLANDULOSA – HONEY MESQUITE
PARKINSONIA 'DESERT MUSEUM' – DESERT MUSEUM PALO VERDE
QUERCUS VIRGINIANA – SOUTHERN LIVE OAK
SAMBUCUS NIGRA SSP. CAERULEA – ELDERBERRY

FRAMEWORK STREET TREES

FRAXINUS OXYCARPA 'RAYWOOD' – RAYWOOD ASH
JACARANDA MINOSFOLIA – JACARANDA
KOELREUTERIA BIPINNATA – CHINESE FLAME TREE
PLATANUS SPP. – SYCAMORE
QUERCUS SPP. – OAK
TABEBUIA SPP. – TRUMPET TREE
TIPIANA TIPU – TIPU TREE
ULMUS PARVIFOLIA – CHINESE EVERGREEN ELM

RESIDENTIAL LOCAL STREET TREES

CASSIA LEPTOPHYLLA – GOLD MEDALLION TREE
CERCIDIUM 'DESERT MUSEUM' – PALO VERDE
GEIJERA PARVIFLORA – AUSTRALIAN WILLOW
JACARANDA MINOSFOLIA – JACARANDA
LAGERSTROEMIA INDICA – GRAPE MYRTLE
LOPHOSTEMON CONFERTUS – BRISBANE BOX
OLEA EUROPAEA 'SWAN HILL' – OLIVE TREE
PISTACIA CHINENSIS – CHINESE PISTACHE
PITTIOSPORUM UNDULATUM – VICTORIAN BOX
PLATANUS ACERIFOLIA 'COLUMBIA' – LONDON PLANE
PROSOPIS 'MAVERICK' – THORNLESS MESQUITE
QUERCUS ILEX – HOLLY OAK
QUERCUS SUBER – CORK OAK
QUERCUS AGRIFOLIA – COAST LIVE OAK
TIPIANA TIPU – TIPU TREE
ULMUS PARVIFOLIA – EVERGREEN ELM

ARROYO ACCENT TREES

ARBUSUS 'MARINA' – MARINA STRAWBERRY TREE
CERCIS OCCIDENTALIS – WESTERN REDBUD
GEIJERA PARVIFLORA – AUSTRALIAN WILLOW
PROSOPHIS GLANDULOSA – HONEY MESQUITE
PARKINSONIA 'DESERT MUSEUM' – DESERT MUSEUM PALO VERDE

HERITAGE TREES

ERYTHRINA CAFFRA – AFRICAN CORAL TREE
FICUS MACROPHYLLA – MORETON BAY FIG
FICUS RUBIGINOSA – PORT JACKSON FIG
JACARANDA MINOSFOLIA – JACARANDA
KOELREUTERIA BIPINNATA – CHINESE FLAME TREE
MAGNOLIA GRANDIFLORA – SOUTHERN MAGNOLIA
OLEA EUROPAEA 'SWAN HILL' – SWAN HILL OLIVE
PLATANUS SPP. – SYCAMORE
QUERCUS SPP. – OAK
TABEBUIA IMPETIGINOSA – PINK TRUMPET TREE
TIPIANA TIPU – TIPU TREE
ULMUS PARVIFOLIA – CHINESE ELM
UMBELLULARIA CALIFORNICA – CALIFORNIA BAY

SLOPE TREES

ARBUSUS MARINA – MARINA STRAWBERRY TREE
ARCTOSTAPHYLOS SPP – MANZANITA
CERCOCARPUS BETULOIDES – MOUNTAIN MAHOGANY
CHILOPSIS LINEARIS – DESERT WILLOW
GEIJERA PARVIFLORA – AUSTRALIAN WILLOW
KOELREUTERIA BIPINNATA – CHINESE FLAME TREE
OLEA EUROPAEA 'SWAN HILL' – SWAN HILL OLIVE
PARKINSONIA MICROPHYLLA – PALO VERDE
PLATANUS SPP. – SYCAMORE
QUERCUS SPP. – OAK
RHUS LANCEA – AFRICAN SUMAC

COMMON PARK TREE

ALBIZIA JULIBRISSIN – PERSIAN SILK TREE
ARBUSUS UNEDO 'MARINIA' – STRAWBERRY TREE
HYMENOSPORUM FLAVUM – SWEET SHADE
JACARANDA MINOSFOLIA – JACARANDA
KOELREUTERIA BIPINNATA – CHINESE FLAME TREE
LAGERSTROEMIA INDICA – GRAPE MYRTLE
LIRIODENDRON TULIPIFERA – TULIP TREE
METROSIDEROS EXCELSA – NEW ZEALAND CHRISTMAS TREE
OLEA EUROPAEA 'SWAN HILL' – SWAN HILL OLIVE
PARKINSONIA SPP. – PALOVERDE
PLATANUS OCCIDENTALIS – AMERICAN SYCAMORE
QUERCUS SPP. – OAK
TABEBUIA IMPETIGINOSA – PINK TRUMPET TREE
TIPIANA TIPU – TIPU TREE
ULMUS PARVIFOLIA – CHINESE EVERGREEN ELM

EXISTING TREES TO REMAIN
SPECIES, HEIGHT, AND SPREAD VARY

BRUSH MANAGEMENT ZONE 1 PLANTING

AGAVE SPP. – CENTURY PLANT
BACCHARIS PILULARIS – COYOTE BRUSH
BOUGAINVILLEA SPP. – BOUGAINVILLEA
BOUTELOUIA GRAELIS 'BLONDE AMBITION' – B.A. GRASS
DALEA CAPITATA – LEMON DALEA
DALEA GREGGII – TRAILING INDIGO BUSH
EPILOBIUM CANUM – CALIFORNIA FUCHSIA
EPILOBIUM CANUM 'ROUTE 66' – 'ROUTE 66' CALIFORNIA FUCHSIA
ESCHSCHOLZIA CALIFORNICUM – CAL. POPPY
FESTUCA MICROSTACHYS – SMALL FESCUE
HETEROMELES ARBUTIFOLIA – TOYON
HESPERALOE PARVIFLORA – RED YUCCA
IVA HAYESIANA – SAN DIEGO MARSH ELDER
LASTHENIA CALIFORNICA SSP. CALIFORNICA
OENOTHERA STUBBEI – STALTILO EVENING PRIMROSE
OPUNTIA SPP. – PRICKLY PEAR
STIPA PULCHRA – PURPLE NEEDLE GRASS
VERBENA 'DE LA MINA' – PURPLE CEDROS ISLAND VERBENA
YUCCA SCHIDIGERA – YUCCA
TREES – PER PLANTING PLAN, CONFORMING TO LAYOUT/SPACING REQUIREMENTS.

**BRUSH MANAGEMENT ZONE 2 PLANTING -
TEMPORARY IRRIGATION**

ADENOSTOMA FASCICULATUM – CHAMISE
BACCHARIS PILULARIS – COYOTE BRUSH
ENCELIA CALIFORNICA – COAST SUNFLOWER
EPILOBIUM CANUM 'ROUTE 66' – 'ROUTE 66' CALIFORNIA FUCHSIA
ERIOPHYLLUM CONFERTUM – GOLD YARROW
ESCHSCHOLZIA CALIFORNICUM – CAL. POPPY
FESTUCA MICROSTACHYS – SMALL FESCUE
HETEROMELES ARBUTIFOLIA – TOYON
QUERCUS BERBERIDIFOLIA – SCRUB OAK
RHUS INTEGRIFOLIA – LEMONADE BERRY
LASTHENIA CALIFORNICA SSP. CALIFORNICA
LUPINUS SUCCULENTUS – CALIFORNIA GOLDFIELDS
MALOSMA LAURINA – LAUREL SUMAC
MIMULUS AURANTIACUS – MONKEYFLOWER
PLANTAGO ERECTA – DOTSSEED PLANTAIN
OENOTHERA STUBBEI – STALTILO EVENING PRIMROSE
OPUNTIA LITTORALIS – COASTAL PRICKLYPEAR
STIPA PULCHRA – PURPLE NEEDLE GRASS
YUCCA SCHIDIGERA – YUCCA
TREES – NONE.

ARROYO ADJACENT PLANTING

ARROYO CREEK BED
CAREX PANSA – CALIFORNIA MEADOW SEDGE
CAREX PRAEGRACILIS – CLUSTERED FIELD SEDGE
JUNCUS TEXTILIS – INDIAN RUSH
JUNCUS PATENS – COMMON RUSH

ARROYO CREEK EDGE
FESTUCA MAIREI – MAIRE'S FESCUE
FESTUCA RUBRA – CREEPING RED FESCUE
MUHLENBERGIA EMERSLEY 'EL TORO' – EL TORO MUHLY GRASS
MUHLENBERGIA DUBIA – PINE MUHLY
PENNISETUM SPATHIOLATUM – SLENDER VELD'T GRASS

ARROYO PERIMETER EDGE
ACACIA REDOLENS – DESERT CARPET
BOUTELOUIA GRAELIS 'BLONDE AMBITION' – B.A. GRASS
OSTUS SPP. – ROCKROSE
DALEA GREGGII – TRAILING INDIGO BUSH
DUDLEYA SPP. – ECHEVERIA
EPILOBIUM SPP. – WILLOWHERB
HESPERALOE PARVIFLORA – RED YUCCA
HETEROMELES ARBUTIFOLIA – TOYON
LANTANA SPP. – LANTANA
LEYMUS TRITICOIDES 'LAGUNITA' – LAGUNITA WILD RYE
MELAMPodium LEUCANTHUM – BLACKFOOT DAISY
MUHLENBERGIA DUBIA – PINE MUHLY
MUHLENBERGIA RIGENS – DEERGRASS
MYOPORUM PARVIFOLIUM – PROSTRATE MYOPORUM
OLEA EUROPAEA 'LITTLE OLLIE' – LITTLE OLLIE DWARF OLIVE
VERBENA LILACINA 'DE LA MINA' – DE LA MINA VERBENA

BIOFILTRATION PLANTING

BACCHARIS PILULARIS 'TWIN PEAKS' – COYOTE BRUSH
CAREX PRAEGRACILIS – CLUSTERED FIELD SEDGE
CAREX SPISSA – SAN DIEGO RUSH
CEROS OCCIDENTALIS – WESTERN REDBUD
CHILOPSIS LINEARIS – DESERT WILLOW
HETEROMELES ARBUTIFOLIA – TOYON
IVA HAYESIANA – MARSH ELDER
JUNCUS PATENS – CALIFORNIA GREY RUSH
MIMULUS SPP. – MONKEYFLOWER
MUHLENBERGIA RIGENS – DEER GRASS
JUGLANS CALIFORNICA – CALIFORNIA BLACK WALNUT
PLATANUS RACEMOSA – CALIFORNIA SYCAMORE
POPULUS FREMONTII – WESTERN COTTONWOOD
RIBES VIBURNIFOLIUM – EVERGREEN CURRANT
SAMBUCUS MEXICANA – WESTERN ELDERBERRY
SISYRINCHIUM BELLUM – BLUE-EYED GRASS

PARK UNDERSTORY PLANTING

ACACIA REDOLENS – DESERT CARPET
ACCA SELLOWIANA – PINEAPPLE GUAVA
ALOE BARBARAE – TREE ALOE
ALOE VERA – ALOE VERA
AGAVE SPP. – AGAVE
AGAVE ATTENUATA 'VARIEGATA' – VARIEGATED FOXTAIL AGAVE
ANIGOZANTHOS SPP. – KANGAROO PAW
ARBUSUS UNEDO 'COMPACTA' – COMPACT STRAWBERRY TREE
ARCTOSTAPHYLOS MANZANITA SPP. – MANZANITA
BACCHARIS PILULARIS SPP. – COYOTE BUSH
BOUGAINVILLEA SPP. – BOUGAINVILLEA
BOUTELOUIA GRAELIS 'BLONDE AMBITION' – B.A. GRASS
BULBINE FRUTESCENS – STALKED BULBINE
CALLISTEMON 'LITTLE JOHN' – LITTLE JOHN DWARF BOTTLEBRUSH
CEANOETHUS SPP. – SOUTHERN CALIFORNIA LILACS
CEANOETHUS 'CONCHA' – CONCHA CEANOETHUS
CEANOETHUS T. GRISDES 'YANKEE POINT' – CARMEL CREEPER
CONVOLVULUS ONEORUM – SILVERBUSH
DALEA GREGGII – TRAILING INDIGO BUSH
DIANELLA SPP. – FLAX LILY
DIETES BICOLOR – FORTNIGHT LILY
DISTICTIS SPP. – TRUMPET VINE
DUDLEYA SPP. – DUDLEYA
ELAEAGNUS PUNGENS – THORNY OLIVE
EREMOPHILA SPP. – EMU BUSH
EUPHORBIA INGENS – CANDELABRA TREE
FICUS MICROCARPA 'GREEN GEM' – INDIAN LAUREL FIG 'GREEN GEM'
FEROCACTUS SPP. – BARREL CACTUS
FESTUCA RUBRA – CREEPING RED FESCUE
FURCRAEA FOETIDA – MAURITIUS HEMP
GALVEZIA SPP. – SNAPDRAGON
HEUCHERA SPP. – CORAL BELLS
KNIPHOFIA SPP. – RED HOT POKER
LAVANDULA SOECHAS – CVS – SPANISH LAVENDER
HYPERICIUM CALYCINUM – AARON'S BEARD
HESPERALOE PARVIFOLIA – TEXAS RED YUCCA
HETEROMELES ARBUTIFOLIA – TOYON
IVA HAYESIANA – SAN DIEGO MARSH ELDER
LANTANA SPP. – LANTANA
LAVANDULA SPP. – LAVENDER
LIRIOPE SPIGATA – CREEPING LILY TURF
MUHLENBERGIA DUBIA – PINE MUHLY
MUHLENBERGIA RIGENS – DEER GRASS
MYOPORUM PARVIFOLIUM – CREEPING MYOPORUM
NOLINA SPP. – BEARGRASS
OLEA EUROPAEA 'LITTLE OLLIE' – LITTLE OLLIE DWARF OLIVE
OPUNTIA SPP. – PRICKLY PEAR
PACHYGEREUS MARGINATUS – MEXICAN FENCE POST CACTUS
PENNISETUM SPATHIOLATUM – SLENDER VELD'T GRASS
PLUMBAGO AURICULATA – CAPE PLUMBAGO
PRUNUS CAROLINIANA – CAROLINA CHERRY LAUREL
RHAMNUS ALATERNUS – INDIAN BUCKTHORN
RHAMNUS CALIFORNICA – COFFEEBERRY
RHUS INTEGRIFOLIA – LEMONADEBERRY
RHUS OVATA – 'SUGAR BUSH'
SALVIA CLEVELANDII SPP. – CLEVELAND SAGE
SALVIA LEUCANTHA – MEXICAN BUSH SAGE
SANTOLINA SPP. – CHAMOMILE
SENECIO SPP. – SENECIO
TECOMA STANS – YELLOW ELDERS
TECOMARIA CAPEENSIS – ORANGE CAPE HONEYSUCKLE
TEUCRIUM FRUTICANS – AZURE BUSH GERMANDER
VINCA MINOR – DWARF PERIWINKLE
WESTRINGIA FRUTICOSA – COASTAL ROSEMARY
YUCCA SPP. – YUCCA

ROAD R.O.W. UNDERSTORY STREETSCAPE

AGAVE SPP. – AGAVE
ALOE SPP. – ALOE VERA
ANIGOZANTHOS SPP. – KANGAROO PAW
BOUTELOUIA GRAELIS 'BLONDE AMBITION' – B.A. GRASS
BOUGAINVILLEA SPP. – BOUGAINVILLEA
BULBINE FRUTESCENS – STALKED BULBINE
CAREX PRAEGRACILIS – CALIFORNIA FIELD SEDGE
DALEA CAPITATA 'SIERRA GOLD' – LEMON DALEA
DIANELLA SPP. – FLAX LILY
DIETES BICOLOR – FORTNIGHT LILY
FESTUCA ARUNDINACEA MARATHON – TALL FESCUE
FESTUCA MAIREI – ATLAS FESCUE
FESTUCA RUBRA – CREEPING RED FESCUE
FURCRAEA FOETIDA – MAURITIUS HEMP
GALVEZIA SPECIOSA – ISLAND SNAPDRAGON
KNIPHOFIA UVARIA – RED HOT POKER
LANTANA SPP. – LANTANA
LAVANDULA SPP. – COMMON LAVENDER
LEYMUS TRITICOIDES 'LAGUNITA' – LAGUNITA WILD RYE
HESPERALOE PARVIFLORA SPP. – FALSE YUCCA
MELAMPodium LEUCANTHUM – BLACKFOOT DAISY
MUHLENBERGIA DUBIA – PINE MUHLY
MUHLENBERGIA CAPILLARIS – PINK MUHLYGRASS
MUHLENBERGIA RIGENS – DEER GRASS
NOLINA SPP. – BEARGRASS
OLEA EUROPAEA 'LITTLE OLLIE' – LITTLE OLLIE DWARF OLIVE
PLUMBAGO AURICULATA – CAPE PLUMBAGO
SALVIA LEUCANTHA – MEXICAN BUSH SAGE
SANTOLINA SPP. – LAVENDER COTTON
SENECIO SPP. – SENECIO
TECOMA STANS – YELLOW ELDER
TEUCRIUM FRUTICANS – BUSH GERMANDER
WESTRINGIA FRUTICOSA – COASTAL ROSEMARY
YUCCA SPP. – YUCCA

SLOPE PLANTING

ACACIA REDOLENS – DESERT CARPET
ARCTOSTAPHYLOS SPP. – MANZANITA
BACCHARIS PILULARIS SPP. – COYOTE BUSH
BOUGAINVILLEA SPP. – BOUGAINVILLEA
BOUTELOUIA GRAELIS 'BLONDE AMBITION' – BLUE GRAMA
CEANOETHUS SPP. – CALIFORNIA LILAC
CONVOLVULUS ONEORUM – SILVERBUSH
DALEA CAPITATA SIERRA GOLD – LEMON DALEA
ENCELIA CALIFORNICA – COAST SUNFLOWER
EPILOBIUM CANUM 'RT. 66' – RT. 66 FUCHSIA
FREMONTODENDRON SPP. – FLANNEL BUSH
GALVEZIA SPP. – ISLAND SNAPDRAGON
HESPERALOE SPP. – FALSE YUCCA
HETEROMELES ARBUTIFOLIA – TOYON
IVA HAYESIANA – MARSH ELDER
LANTANA SPP. – LANTANA
LUPINUS SUCCULENTUS – ARROYO LUPINE
MUHLENBERGIA SPP. – DEER GRASS
MYOPORUM PARVIFOLIUM – CREEPING MYOPORUM
OPUNTIA SPP. – PRICKLY PEAR
PLUMBAGO AURICULATA – CAPE PLUMBAGO
RHAPHIOLEPIS INDICA – INDIA HAWTHORN
RHAMNUS CALIFORNICA – COFFEEBERRY
RHUS INTEGRIFOLIA – LEMONADEBERRY
SALVIA CLEVELANDII SPP. – CLEVELAND SAGE
SAMBUCUS NIGRA SPP. CAERULEA – WESTERN ELDERBERRY
SENECIO SPP. – SENECIO
SIMMONDISIA CHINENSIS – JOJOBA
TECOMARIA CAPEENSIS – CAPE HONEYSUCKLE
VERBENA LILACINA 'DE LA MINA' – DE LA MINA VERBENA

URBAN PLANTING

ACCA SELLOWIANA – PINEAPPLE GUAVA
AGAVE SPP. – AGAVE
ALOE SPP. – ALOE
ANIGOZANTHOS – KANGAROO PAW
BACCHARIS PILULARIS – COYOTE BRUSH
BOUGAINVILLEA SPP. – BOUGAINVILLEA
BOUTELOUIA GRAELIS 'BLONDE AMBITION' – B.A. GRASS
BULBINE FRUTESCENS – ORANGE STALKED BULBINE
CALLISTEMON 'LITTLE JOHN' – LITTLE JOHN DWARF BOTTLEBRUSH
COPROSMA X KIRKII – COPROSMA
DIANELLA SPP. – FLAX LILY
DIETES BICOLOR – FORTNIGHT LILY
DISTICTIS BUCCINATORIA – RED TRUMPET VINE
DUDLEYA SPP. – DUDLEYA
ELAEAGNUS PUNGENS – FRUITLAND SILVERBERRY
ESCALLONICA SPP. – ESCALLONICA
EUPHORBIA INGENS – CANDELABRA TREE
FEROCACTUS – BARREL CACTUS
FURCRAEA FOETIDA – MAURITIUS HEMP
HESPERALOE PARVIFOLIA – RED YUCCA
HEUCHERA SPP. – ALUM ROOT
HETEROMELES ARBUTIFOLIA – TOYON
KNIPHOFIA UVARIA – RED HOT POKER
LANTANA SPP. – LANTANA
LAVANDULA SPP. – LAVENDER
MUHLENBERGIA DUBIA – PINE MUHLY
MUHLENBERGIA RIGENS – DEER GRASS
NOLINA SPP. – BEARGRASS
OLEA EUROPAEA 'LITTLE OLLIE' – LITTLE OLLIE DWARF OLIVE
OPUNTIA SPP. – PRICKLY PEAR
PACHYGEREUS MARGINATUS – MEXICAN FENCE POST CACTUS
PENNISETUM SPATHIOLATUM – SLENDER VELD'T GRASS
PLUMBAGO AURICULATA – CAPE PLUMBAGO
PRUNUS CAROLINIANA – CAROLINA CHERRY LAUREL
SANTOLINA ROSMARINFOLIA – GREEN SANTOLINA
SALVIA LEUCANTHA – MEXICAN BUSH SAGE
SEDUM SPP. – SEDUM
SENECIO SPP. – DAISY
TECOMA STANS – YELLOW ELDER
TEUCRIUM FRUTICANS – AZURE BUSH GERMANDER
WESTRINGIA FRUTICOSA – COASTAL ROSEMARY
YUCCA SPP. – YUCCA

**MHPA ENHANCEMENT WITHIN BRUSH
MANAGEMENT ZONE 2 - NON-IRRIGATED**
HAND SEEDING OF BRUSH MANAGEMENT ZONE

BMZ THINNING ZONE 2

MHPA
EXISTING PLANTING TO REMAIN.

MHPA REVEGETATION

COASTAL SAGE SCRUB MIX:
ACMISPON GLABER – DEERWEED
ARTEMISIA CALIFORNICA – CALIFORNIA SAGEBRUSH
CHAEENACTIS GLABRIUSCULA – YELLOW PINCUSHION
ONCIDIUM DUMOSUM – BUSH RUE
DEINANDRA FASCICULATA – CLUSTERED TARWEED
ENCELIA CALIFORNICA – BUSH SUNFLOWER
ERIOGONUM FASCICULATUM – CALIFORNIA BUCKWHEAT
ERIOPHYLLUM CONFERTIFLORUM – GOLDEN YARROW
ESCHSCHOLZIA CALIFORNICA – CALIFORNIA POPPY
FEROCACTUS VIRIDESCENS – SAN DIEGO BARRELCACTUS
LAYIA PLATYGLOSSA – TIDY TIPS
MALOSMA LAURINA – SUGARBUSH
MUHLENBERGIA MICROSPERMA – LITTLESEED MUHLY
SALVIA MELLIFERA – BLACK SAGE
STEPHANOMERIA VIRGATA – ROD WIRELITTEUCE
STIPA PULCHRA – PURPLE NEEDLEGRASS
RHUS INTEGRIFOLIA – LEMONADEBERRY

SOUTHERN MIXED CHAPARRAL MIX:
ACMISPON GLABER – DEERWEED
ADENOSTOMA FASCICULATUM – CHAMISE
CERCOCARPUS BETULOIDES – MOUNTAIN MAHOGANY
CHAEENACTIS GLABRIUSCULA – YELLOW PINCUSHION
COMAROSTAPHYLOS DIVERSIFOLIA – SUMMER HOLLY
DEINANDRA FASCICULATA – CLUSTERED TARWEED
ERODICTYON CRASSIFOLIUM – T. LEAVED YERBA SANTA
ERIOGONUM FASCICULATUM – CALIFORNIA BUCKWHEAT
ERIOPHYLLUM CONFERTIFLORUM – GOLDEN YARROW
HAZARDIA SQUARROSUM – SAWTOOTHED GOLDENBRUSH
HETEROMELES ARBUTIFOLIA – TOYON
MALOSMA LAURINA – SUGARBUSH
PRUNUS LUCIFOLIA – CATALINA CHERRY
QUERCUS AGRIFOLIA – COAST LIVE OAK
QUERCUS DUMOSA – COASTAL SAGE SCRUB OAK
RHUS INTEGRIFOLIA – LEMONADEBERRY
RIBES INDECORUM – WHITE FLOWERING CURRANT
SALVIA APIANA – WHITE SAGE
STEPHANOMERIA VIRGATA – ROD WIRELITTEUCE
STIPA PULCHRA – PURPLE NEEDLEGRASS
XYLOCCOCCUS BICOLOR – MISSION MANZANITA

COASTAL SAGE CHAPARRAL SCRUB MIX:
ACMISPON GLABER – DEERWEED
ADENOSTOMA FASCICULATUM – CHAMISE
CHAEENACTIS GLABRIUSCULA – YELLOW PINCUSHION
DEINANDRA FASCICULATA – CLUSTERED TARWEED
ENCELIA CALIFORNICA – BUSH SUNFLOWER
ERODICTYON CRASSIFOLIUM – THICK LEAVED YERBA SANTA
ERIOGONUM FASCICULATUM – CALIFORNIA BUCKWHEAT
ERIOPHYLLUM CONFERTIFLORUM – GOLDEN YARROW
ESCHSCHOLZIA CALIFORNICA – CALIFORNIA POPPY
HAZARDIA SQUARROSUM – SAWTOOTHED GOLDENBRUSH
HETEROMELES ARBUTIFOLIA – TOYON
MALOSMA LAURINA – SUGARBUSH
RHUS INTEGRIFOLIA – LEMONADEBERRY
SALVIA APIANA – WHITE SAGE
SALVIA MELLIFERA – BLACK SAGE
STEPHANOMERIA VIRGATA – ROD WIRELITTEUCE
STIPA PULCHRA – PURPLE NEEDLEGRASS

RIPARIAN SCRUB MIX:
AMBROSIA PSILOSTACHYA – WESTERN RAGWEED
ARTEMISIA DOUGLASIANA – CALIFORNIA MUGWORT
ARTEMISIA PALMERI – SAN DIEGO SAGEWORT
BACCHARIS SALICIFOLIA – MULE FAT
BACCHARIS SAROTHIROIDES – DESERT BROOM
DATURA WRIGHTII – SACRED DATURA
ISOCOMA MENZIESII – COASTAL GOLDENBUSH
IVA HAYESIANA – SAN DIEGO POVERTYWEED
JUNCUS MEXICANA – MEXICAN RUSH
MUHLENBERGIA RIGENS – DEERGRASS
PLATANUS RACEMOSA – WESTERN SYCAMORE
POPULUS FREMONTII – FREMONT COTTONWOOD
RUMEX SALICIFOLIUS – WILLOW DOCK
SALIX EXIGUA – NARROWLEAF WILLOW
SALIX GOODINGII – BLACK WILLOW
SALIX LASIOLEPIS – ARROYO WILLOW

*OR OTHER NATIVE PLANT SPECIES RECOMMENDED BY BIOLOGIST.

MHPA ADJACENT PLANTING

SEE BRUSH MANAGEMENT ZONE 1 MHPA ADJACENT
PLANTING LIST–THIS PAGE.

MHPA ENHANCEMENT

**RIPARIAN SCRUB
SEED MIXTURE**

AMBROSIA PSILOSTACHYA– WESTERN RAGWEED
ARTEMISIA DOUGLASIANA– DOUGLAS' MUGWORT
DATURA WRIGHTII– JIMSON WEED
ISOCOMA MENZIESII– GOLDENBUSH
JUNCUS MEXICANA– MEXICAN RUSH
MUHLENBERGIA RIGENS– DEERGRASS
RUMEX SALICIFOLIUS– WILLOW LEAVED DOCK

CONTAINER (1–GALLON) STOCK AND CUTTINGS

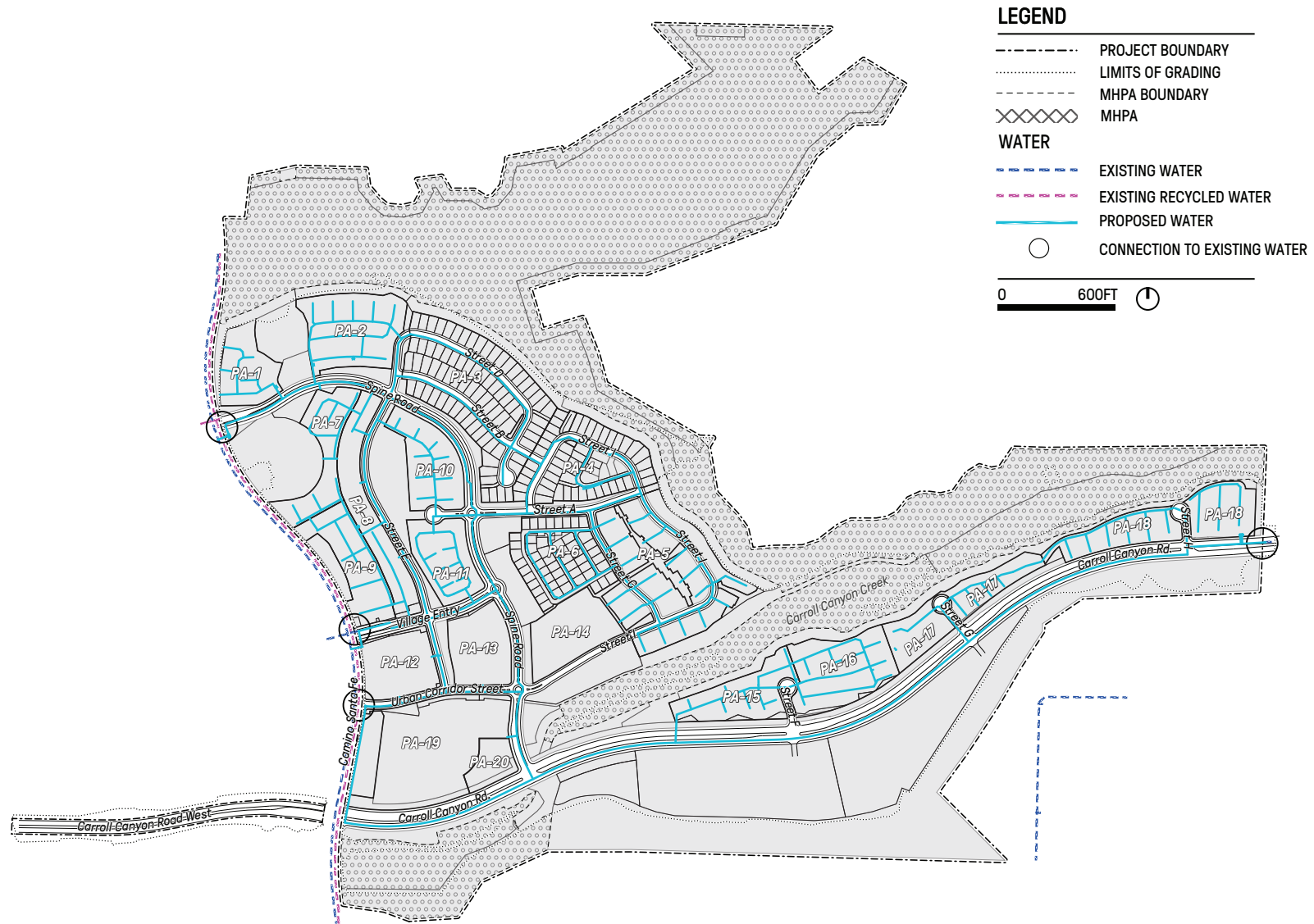
ARTEMISIA PALMERI– PALMER'S SAGEBRUSH
BACCHARIS SALICIFOLIA– MULE FAT
BACCHARIS SAROTHIROIDES– BROOM BACCHARIS
IVA HAYESIANA– SAN DIEGO MARSH–ELDER
PLATANUS RACEMOSE– CALIFORNIA SYCAMORE
POPULUS FREMONTII– FREMONT COTTONWOOD
SALIX EXIGUA– SLENDER WILLOW
SALIX GOODINGII– BLACK WILLOW
SALIX LASIOLEPIS– ARROYO WILLOW

I:\PROJECTS\HAW\HAW-34_Conterra\Map\Map\Fig 3-22_Gateways.indd CAH-02.01 4/12/19 -SAB

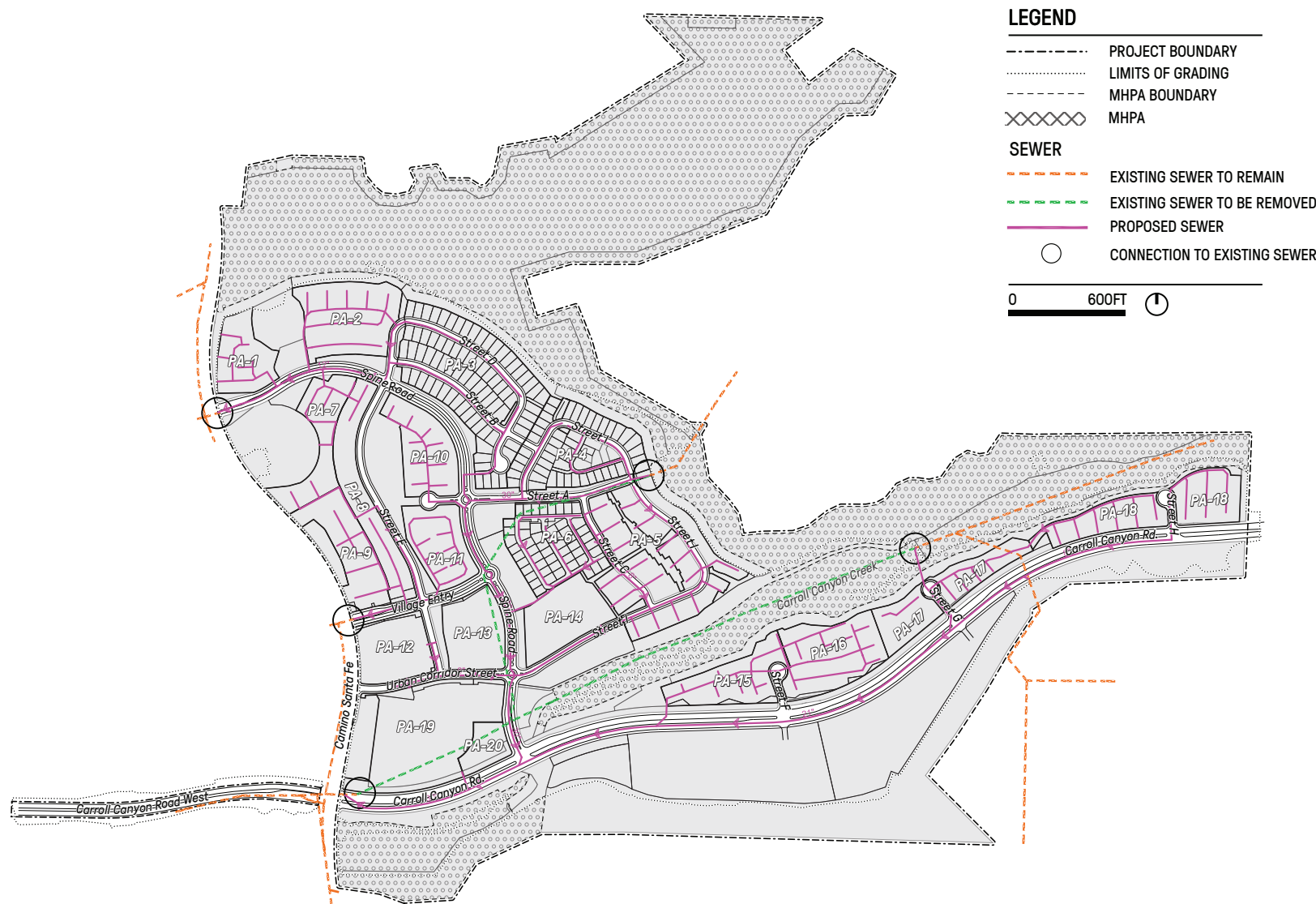


Source: Placemarks 4/2019

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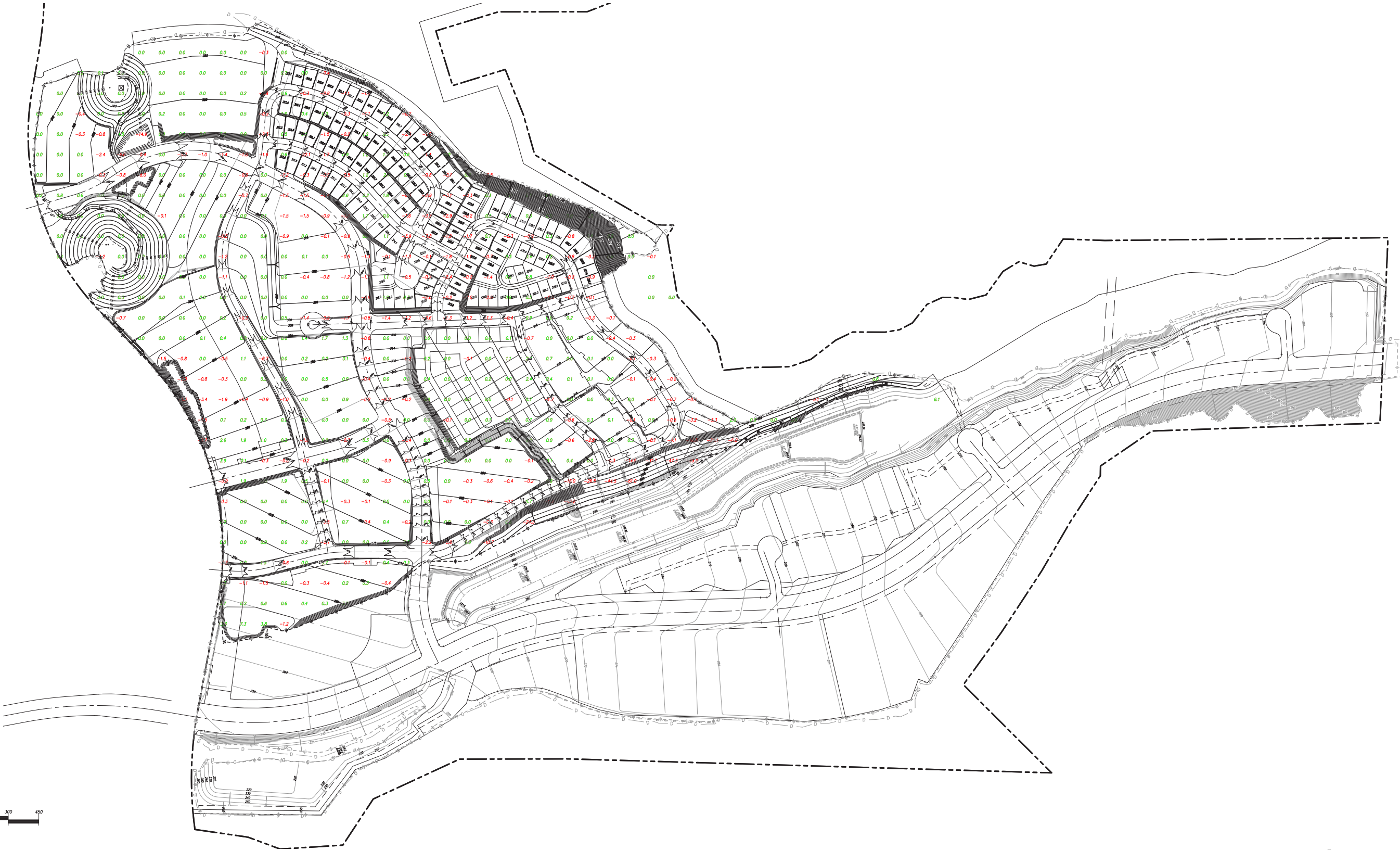


Source: Placemarks 4/2019



Source: Placemarks 4/2019

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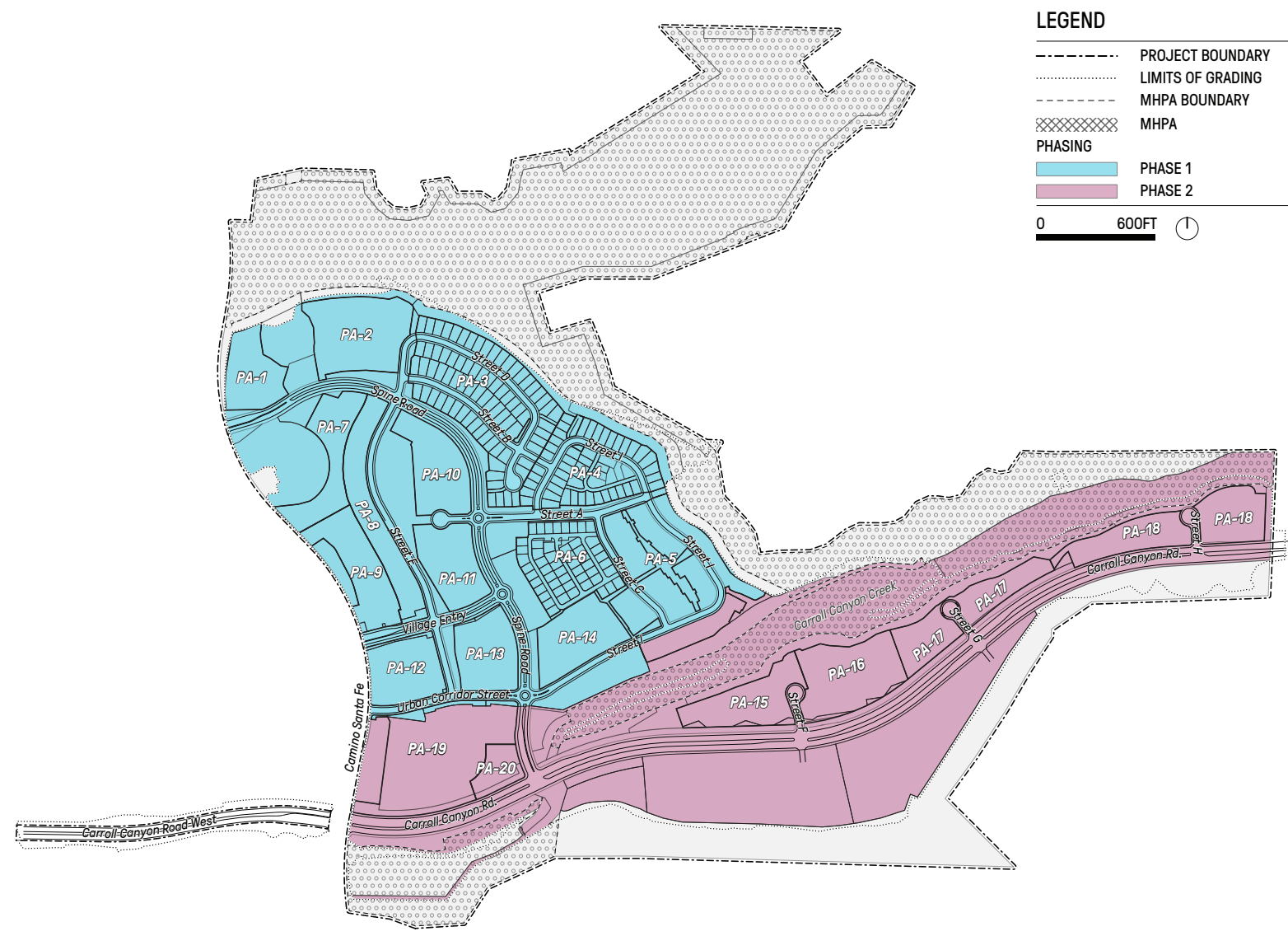
Source: PDC 11/2018

I:\PROJECTS\HAW\HAW-34_Contra\Map\ER\Fig 3-26_PhaseII Grading.mxd CAH-02.01 11/07/18-CL



Source: PDC 11/2018

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Source: Placemarks 4/2019



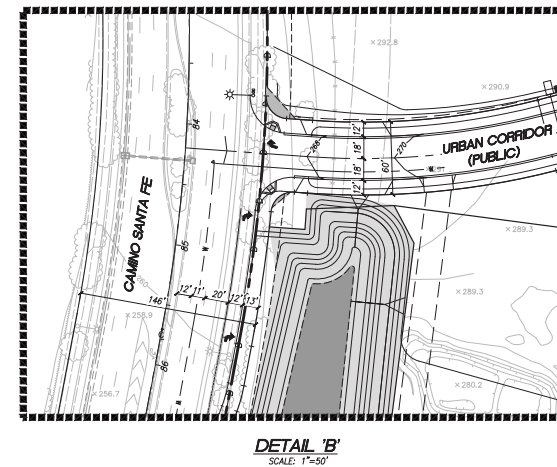
HELIX
Environmental Planning

Figure 3-28

I:\PROJECTS\HAW\HAW-34_ContraMap\Noise 1\PROJECTS\HAW\HAW-34_ContraMap\Noise 1\Fig 3-29a_VestingTentative.mxd CAH-02.01 6/26/2019 -SAB



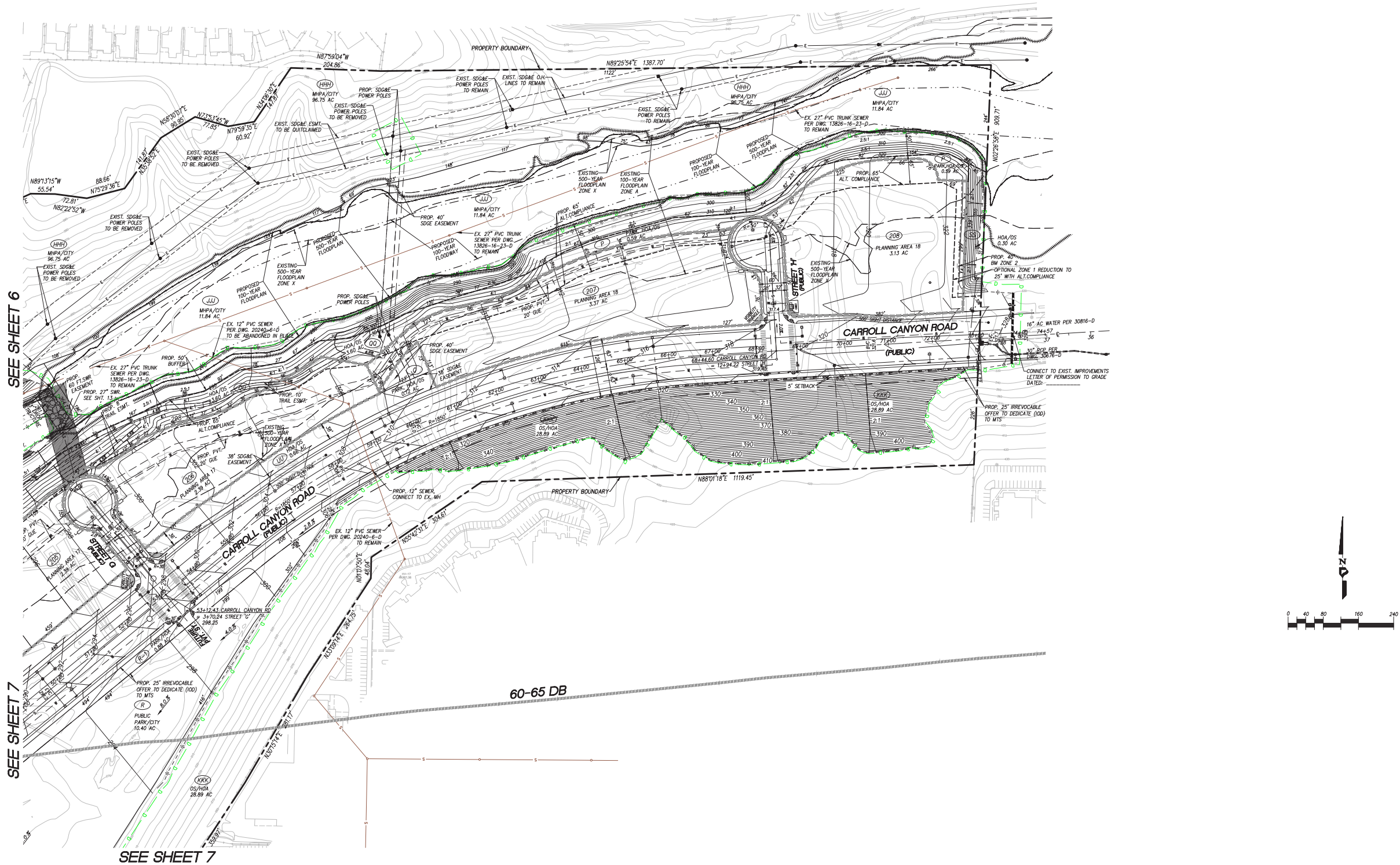
Source: PDC 6/2019



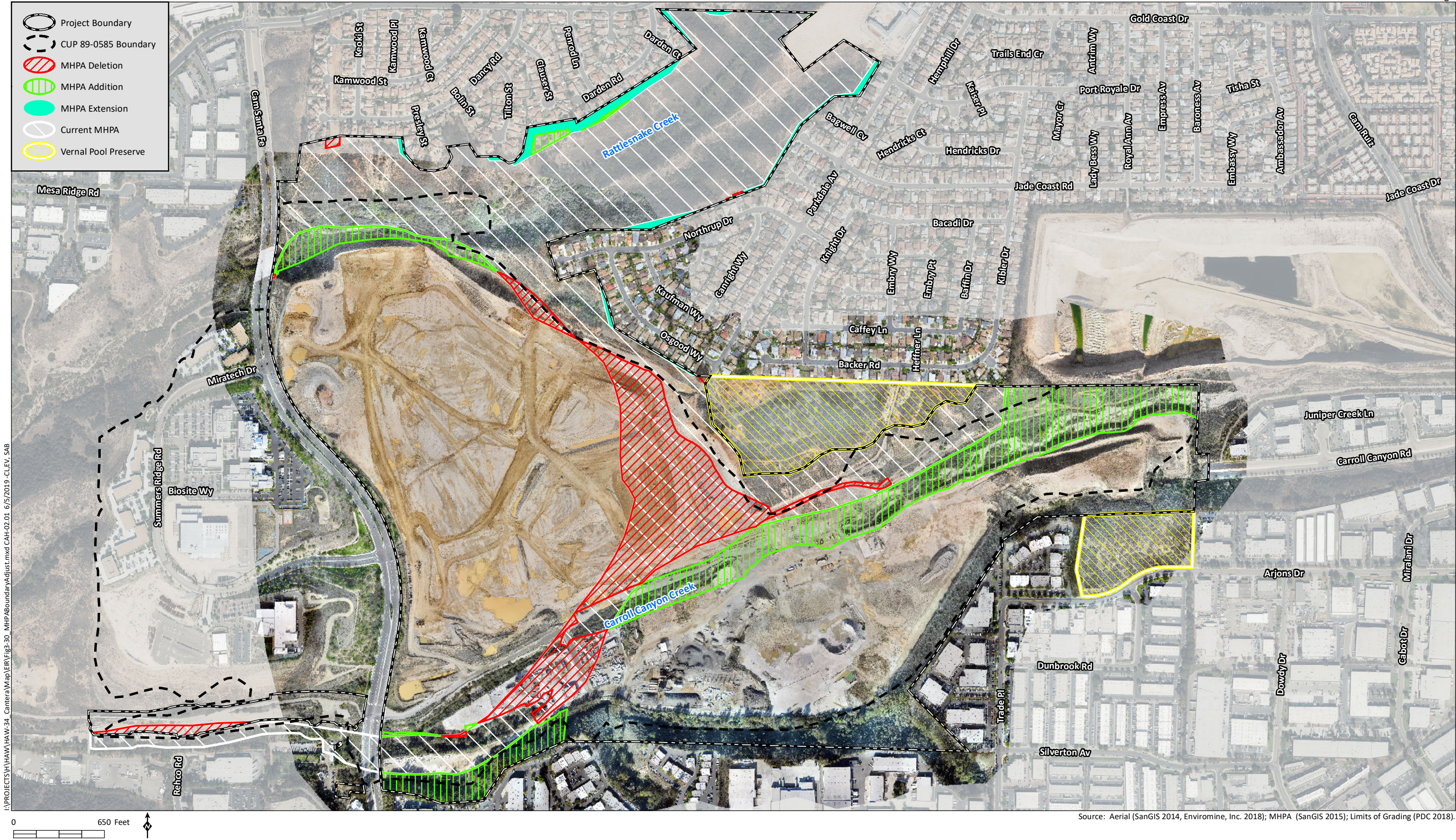




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Source: PDC 6/2019



4.0 HISTORY OF PROJECT CHANGES

4.1 Comparison to 1994 CCMP

As noted in Section 3.3.1.2, *Comparison to 1994 Carroll Canyon Master Plan*, the Project would be similar to the uses envisioned under the CCMP, with some variations (Table 3-3, *Comparison of 1994 CCMP and Project Land Uses*). While a mix of uses is still proposed, refinements have occurred. The refinements not only allow a cohesive, integrated project, but in some instances, are also specifically responsive to realigned planning goals and standards since the CCMP was approved 25 years ago, as described below.

A transit stop/station (variously shown as 1.3 or 1.5 acres) on Figure 2-7, *Carroll Canyon Master Plan*, off future Carroll Canyon Road is now envisioned as a Mobility Hub, designed to provide a centralized space for on-demand, regularly scheduled, and multi-modal transportation services near to the intersection of Camino Santa Fe and Carroll Canyon Road. As described in Section 3.3.4.2, it is intended to provide centralized pick-up and drop-off staging areas for both public transportation systems as well as private multimodal transportation options such as employer shuttles and rideshare services. Alternatively, future public transit could be immediately adjacent for easy access. A bike repair, rental, and maintenance shop would also be included. Solar and non-solar electric vehicle (EV) charging stations would be provided in the Mobility Hub.

Located in a mixed-use area and abutting Carroll Canyon Road in the CCMP, the Mobility Hub (PA-20) would be located abutting two primary 3Roots roads (Carroll Canyon Road and Spine Road), and would abut the commercial-retail and office PA-19 area on its other two sides (see Figure 3-1). As noted on Table 1 of the CCMP, the mixed-use category was intended to accommodate a mix of industrial/commercial/business park/residential uses, as appropriate. PA-19 would include retail and office uses, with the retail component including such uses as fast casual restaurants, quality dining, breweries, cafes, and on-site craft foods. Health and wellness components may include such options as pharmacy, on-site medical clinic, sports performance training, and boutique fitness studios. The office component may include a co-working concept and offer services such as shipping, printing, conference rooms, and tele-meeting options. Pop-up retail also is included. While the 1994 transit uses are retained, the potential employer ride-share/shuttle rendezvous points, support of private bicycle use/repair opportunities for residents using this alternative transportation mode, EV charging stations available to the public, etc., provide a consistent, but updated, approach to the transit stop.

The CCMP assumed approximately 71 acres of residential uses (see Table 3-3). The Project would increase residentially related acreages, but would provide the same maximum number of dwelling units (1,800), and would provide an expanded range of housing. Residential uses proposed in the CCMP were limited to medium and medium-high density units. The Project would include more apartment and town-home style units in the mixed-use area and place medium-low density single-family detached units along the periphery of the development area, adjacent to existing off-site uses. On-site housing options would include both market rate and affordable units, serving a broad segment of the City's residents.

The locations of residential uses within the project area have also been revised to reflect changes in the regulations of the Airport Land Use Compatibility Plan (ALUCP) for Marine Corps Air Station (MCAS) Miramar.

The Project also would replace the City-identified non-prime industrial areas (see Figure 5.1-1, *City Prime Industrial Lands in the Vicinity of 3Roots*) planned in the CCMP for the southern portion of the project site with some of those noted residential uses. The increase in residential acres coupled with the retention of CCMP unit counts would allow for 3Roots housing to support diverse demographics (income and life stages).

A number of changes are related to parks. As depicted on Figure 2-7, the CCMP identified a total of 20 acres of parks, provided in three areas. Originally, a public 10-acre active sports facilities neighborhood park site was proposed for the north end of the Project south of Rattlesnake Canyon, east of Camino Santa Fe, and divided into 2.7- and 7.3-acre sections (due to bisection by the northernmost on-site pedestal for the SDG&E 230kV transmission tower). Two 5-acre neighborhood park sites also were proposed, one on the north side of Carroll Canyon Creek southwest of the slopes separating 3Roots development from the mesa top and vernal pool preserve, and one at the terminus of Parkdale Avenue, adjacent to the off-site vernal pool habitat. Use of the neighborhood sports park, as well as the Parkdale neighborhood park (a total of 15 acres), by members of the surrounding community was anticipated. The 5-acre park north of Carroll Canyon Creek was noted as being a “private facility.”

The 3Roots development would approximately double identified park space within the Project. Some of the non-prime industrial use area depicted in the CCMP has been reassigned to a 25.8-acre public community sports park. This single recreational area would exceed the total park space requested in the CCMP. An additional 12.8 acres also would be provided, consisting of two smaller neighborhood parks, as well as mini parks, pocket parks, urban plaza area, etc. Excluding approximately 1.1 acres (containing a HOA building and associated amenities), all of this space would be publicly accessible while being owned and maintained by the HOA, or would be a public facility owned and operated by the City, such as the sports park. This is a substantial increase over park acreage identified in the CCMP.

Overall, locations of these park facilities are considered to be improved over the schematic locations indicated in the CCMP. The expanded sports park would still be accessible to the existing neighborhood by trails, as originally intended, but also would be easily accessed from future Carroll Canyon Road, allowing for increased use of an area not sited within the furthest extent of a residential area. Mini and pocket park facilities would be located between the northern site boundary and the heart of the Project, along Carroll Canyon Road, improving the walking or biking experience for visitors (both existing neighborhood residents, as well as 3Roots residents) to larger facilities as they move through the Project. In the general vicinity of the CCMP Parkdale neighborhood park, a new proposed overlook/trailhead would provide bike storage, seating, and connection to improved trail segments at the terminus of Parkdale Avenue. This facility is addressed in the discussion below as the modification from the CCMP location and facility type was made in response to environmental concerns.

Finally, architecture for “for sale” planning areas, as well as for rental affordable housing, has been designed as part of the current project proposal. This includes floor plans, materials, and elevations,

which supports necessary detail for land use and visual consistency analyses relative to massing and design.

4.2 Changes to the Project Design

The changes discussed in this section were made to the Project during the design phase in response to environmental concerns raised during the City's review.

4.2.1 Parkdale Park

Parkdale Park was removed along the eastern boundary just westerly of the vernal pool preserve based on feedback from the wildlife agencies and the City. As shown on Figure 2-7, the park was originally mapped to extend roughly north-south, immediately abutting the vernal pool preserve and to extend along the southern boundary of three homes just west of the terminus of Parkdale Avenue. Following approval of the 1994 CCMP, the City completed and approved the Multiple Species Conservation Program (MSCP), with the final document completed in 1998. The MSCP is a comprehensive habitat conservation planning program addressing habitat needs of multiple species as well as the preservation of native vegetation communities within the City. Following identification of the MSCP, it became apparent that access to native vegetation areas south of the vernal pool preserve and north of Carroll Canyon Creek is already constrained.

In July 2017, and again in January 2018, the resource agencies and City MSCP wildlife resource agency staff requested that the proposed "Parkdale Park" be removed completely due to its adjacency to the existing vernal pools and the narrow sliver of mesa top available within MHPA. The area in question is a critical corridor to provide connection between the open space of Rattlesnake Canyon and Carroll Canyon. Ultimately, no new passive uses would be allowed/approved in this dedicated MHPA open space area of the site.

It is acknowledged that City MHPA areas do not strictly exclude passive trail uses. In some cases (e.g., the Peñasquitos Canyon trails) there is a notable difference in the overall size of the open space preserve and its level of constraint. It is also acknowledged that the existing configuration and uses within the Los Peñasquitos Canyon Preserve would not be allowed and/or would be different if proposed under today's City/wildlife agency requirements. Regardless, the narrow width of MHPA at the terminus of Parkdale Avenue does not allow for any use but open space between the vernal pool preserve and 3Roots uses.

As a result, the Project proposes an overlook/trailhead, to be located at the terminus of Parkdale Avenue, outside of proposed MHPA. Location of this use southward and into the MHPA would not be acceptable to the City/wildlife agencies, as indicated above. Such relocation would further constrict the open space corridor in this area (which is already narrow) and pose additional substantial constraints on potential wildlife movement through the MHPA.

It is also noted that the MHPA in the area has been a topic of extensive discussions with City MSCP and wildlife agency staff. The Boundary Line Adjustment proposed by the Project has been a focus of project planning over approximately two years. Based on those discussions and concurrences, modifications minimizing proposed MHPA in this area would not be acceptable.

The overlook/trailhead as designed maximizes use of area outside both MHPA and Parkdale Avenue paved area, as well as pulling the area away from directly edging the full back yard fence lines of three existing homes. A path would connect to the trailhead. Off-trail hiking in the MHPA is not allowed, and new trail in this location of the MHPA would be limited to connecting the trailhead to the existing trail between the northeast boundary of the 3Roots development and the existing homes. This would be fenced and signed to keep people on the trail and out of the preserved habitats.

4.2.2 Carroll Canyon Creek Design

The existing Carroll Canyon Creek has been substantially modified as a result of the past mining. Habitat was removed and encroached upon, and part of the flow line was placed into a pipe, without surface flow. Improvement of this degraded feature is part of the approved CUP/Reclamation Plan, and ultimately, provides part of the baseline for impacts assessed as part of this Project. Because resource agency permits were not required to be obtained as part of the adopted CUP/Reclamation Plan, final design was not completed and is now ongoing.

It is noted that the creek alignment shown in the CCMP did not contemplate adoption of the MSCP, nor did it anticipate having to connect on-site Carroll Canyon Road to current abutting termini. Where the creek turns southerly to cross Carroll Canyon Road in the western part of the site, the initial proposed material during the planning process was to use a traversable metal pipe. Engineering concerns about strength of the metal to withstand flow and related maintenance requirements led to a change in material. The undercrossing is now proposed to be precast concrete. The dimensions (including widths) and scheme for the restored Carroll Canyon Creek undercrossing of Carroll Canyon Road have been designed in coordination with City DSD EAS and MSCP staff, along with the resource agencies. It is of a width and height that meets resource agency criteria relative to wildlife use (see Section 5.9, *Biological Resources*, for detail), would continue connection to the project pedestrian trail system without crossing the road, and would adequately convey creek flow.

4.2.3 SDG&E Facilities

As noted in Chapter 2.0 of this EIR, there are several transmission line ROWs, as well as an existing substation, on site. Through coordination with SDG&E staff, it was determined that the Project would include undergrounding of a portion of the on-site east-west transmission lines and removal of the on-site substation. This will reduce visual effects associated with the lines, and reduce visual “noise” in the developed portion of the Project. In addition, the undergrounded facilities would be sited outside City ROW, and would not affect the ability to site a future bus rapid transit lane within Carroll Canyon Road.

4.2.4 Village Entry Road

The proposed Village Entry Road was extended to the Spine Road in order to provide a stronger east-west connection with the existing loop road to the west (Summers Ridge Road).

5.0 ENVIRONMENTAL ANALYSIS

5.1 Land Use

This section evaluates potential land use impacts associated with the 3Roots Project in relation to land uses, policies, and regulations applicable to the Project.

5.1.1 Existing Conditions

5.1.1.1 On-site Land Uses

Approximately 218 acres of the 412.9-acre project site were previously part of an active mining operation, the Hanson Aggregates Carroll Canyon mine. Previous mining activities resulted in substantial alteration of natural landforms on site and created dirt roads to accommodate the associated equipment. Mining activities have discontinued and the site is currently undergoing reclamation grading required as part of CUP 89-0585. The portion of the site which has not been historically mined or disturbed by mining operations is comprised primarily of natural vegetation. These include wetland habitats along the length of Rattlesnake Creek and Carroll Canyon Creek, as well as upland habitats including various chaparral, woodland, and coastal sage scrub communities.

5.1.1.2 Surrounding Land Uses

The project site is located in the Mira Mesa community of the City. Surrounding uses include light industrial and business park land uses to the south and west. Phase I of the Carroll Canyon Master Plan (CCMP), the Fenton Technology Park, is immediately adjacent to the west. Beyond this, approximately 0.6 mile to the west, is El Camino Memorial Park cemetery. Directly to the east is the 270-acre Vulcan Materials aggregate mining operation, which is similarly undergoing transition from an active mining operation to reclamation. To the north and northeast are single-family and apartment homes within the Mira Mesa community's existing residential neighborhoods.

Nearby institutional uses are generally located north or northeast of the site, including Salk Elementary School, Challenger Elementary School, Hickman Elementary School, Mira Mesa High School, and the Mira Mesa Library. Additionally, multiple religious institutions and community centers are located in the area. The closest park to the project site is Maddox Neighborhood Park, located adjacent to northeastern portion of the project site. This 4-acre neighborhood park contains a children's playground, gazebo, and an off-leash dog park with picnic tables. Other parks in the surrounding area include the 6-acre Mesa Verde Neighborhood Park (0.6 mile west of the northern portion of the project site), the 6-acre Winterwood Lane Community Park (0.6 mile north of the project site), and the 17-acre Mira Mesa Community Park (1.1 miles northeast of the project site).

A San Diego Police Department (SDPD) substation is located at 13396 Salmon River Road, approximately 4.3 miles northeast of the project site. San Diego Fire-Rescue Department (SDFD) Station 38 and the Mira Mesa Branch of the San Diego Public Library are located approximately 1.0 mile northeast of the site, and SDFD Station 41 is located approximately 2.0 miles west of the site.

The MCAS Miramar airfield is located approximately 1.0 mile south of the project site.

5.1.1.3 Regulatory Framework

Land use plans and other plans and regulations applicable to the Project are: the City's General Plan, Climate Action Plan (CAP), MMCP, CCMP, Land Development Code (LDC), and Multiple Species Conservation Program (MSCP) Subarea Plan; as well as other agency regional plans such as MCAS Miramar Airport Land Use Compatibility Plan (ALUCP), Regional Air Quality Strategy (RAQS), Basin Plan, and SANDAG's San Diego Forward: The Regional Plan. The applicable policies and recommendations of these plans, ordinances, and regulations are described below. The Project also is subject to compliance with all other applicable local, state, and federal regulations (e.g., California Building Code; SB 18 and AB 52); some of these are also specifically addressed in other sections of this EIR.

Federal Regulations

Federal Aviation Administration Noticing Requirements

The FAA, under Code of Federal Regulations (CFR) Title 14, Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace, requires submittal of a Notice of Construction or Alteration for applicable projects within identified airport Noticing Surface Areas. Specific requirements for such notices include structures more than 200 feet above the ground surface, construction or alteration that extends within identified (theoretical) slopes projecting from airport runways (or other applicable locations), all airport projects, and certain other transportation projects. After submittal of the required notice, the FAA conducts an aeronautical review prepared under the provisions of 49 U.S. Code Section 44718 and, if applicable, Title 14 of CFR, Part 77. Objects determined to be an obstruction or hazard by Part 77 or Terminal Instruction Procedures, or create change to flight operations, approach minimums, or departure routes would be considered incompatible.

Proposed developments may be incompatible and would require evaluation if they would generate other obstructions, such as release of any substance that would impair visibility (e.g., dust, smoke, or steam); emit or reflect light that could interfere with air crew vision; produce emissions that would interfere with aircraft communication systems, navigation systems, or other electrical systems; or attract birds or waterfowl. Upon completion of the aeronautical review, the FAA issues either a Determination of Hazard to Navigation (i.e., if a project would exceed an obstruction standard and result in a "substantial aeronautical impact") or a Determination of No Hazard to Navigation. In the latter case, the FAA may include site-specific conditions or limitations to ensure that potential hazards are avoided (e.g., noticing requirements or lighting restrictions).

State Regulations

California Building Code

Title 24 of the CCR requires that residential structures be designed to prevent the intrusion of exterior noise on the interior, so that any habitable room with windows closed does not exceed 45 A-weighted decibels (dBA) CNEL attributable to exterior sources. The California Building Code

(CBC) Section 1208A.8.2 implements this standard by stating that “interior noise levels attributable to exterior sources shall not exceed 45 dBA CNEL in any habitable room.”

Native American Coordination

Native American involvement in the development review process is addressed by several state laws. Senate Bill (SB) 18 includes detailed requirements for local agencies to consult with identified California Native American Tribes early in the planning and/or development process. The California Native American Graves Protection and Repatriation Act (2001) ensures that Native American human remains, and cultural items are treated with respect and dignity during all phases of the archaeological evaluation process in accordance with CEQA and any applicable local regulations.

Assembly Bill (AB) 52 (Chapter 532, Statutes of 2014) applies to all projects that file notices to approve or adopt a negative declaration, mitigated negative declaration, or EIR. The bill requires that a lead agency begin consultation with a California Native American Tribe if it has requested, in writing, to be kept informed of projects by the lead agency, prior to the determination whether a negative declaration, mitigated negative declaration, or EIR will be prepared. The bill also specifies mitigation measures that may be considered to avoid or minimize impacts on Tribal cultural resources (TCRs).

Regional Plans

San Diego Forward: The Regional Plan

San Diego Forward: The Regional Plan (SANDAG 2015) is an update of the Regional Comprehensive Plan (RCP) for the San Diego Region and the 2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), combined into one document. The Regional Plan provides a blueprint for San Diego's regional transportation system in order to effectively serve existing and projected workers and residents within the San Diego region. In addition to long-term projections, the Regional Plan includes an SCS, in compliance with SB 375. The SCS aims to create sustainable, mixed-use communities conducive to public transit, walking, and biking by focusing future growth in the previously developed, western portion of the region along the major existing transit and transportation corridors. The purpose of the SCS is to help the San Diego region meet the GHG emissions reductions targets set by the CARB. The Regional Plan has a horizon year of 2050, and projects regional growth and the construction of transportation projects over this time period. The project site and vicinity are in proximity to a potential route for bus rapid transit (BRT) along Carroll Canyon Road from I-805 through the project site to Camino Ruiz and then northward to connect with Mira Mesa Boulevard and lower frequency bus routes. Although the exact alignment is not identified in currently approved SANDAG documents, SANDAG has indicated that it is under evaluation as part of the current update and that the preferred alignment of the future BRT would be along the center of Carroll Canyon Road. The reader is referred to Section 3.3.4.7 of this EIR, as well as further discussion in Section 5.1.2.2, below.

Multiple Species Conservation Program

The MSCP is a comprehensive habitat-conservation planning program for southwestern San Diego County, including City, other cities, and County jurisdiction. A primary goal of the MSCP is to preserve a network of habitat and open space to protect biodiversity. The MSCP identifies the

MHPA, intended to link all core biological areas into a planned regional wildlife preserve. Local jurisdictions, including the City, implement their portions of the MSCP through subarea plans, which describe specific implementing mechanisms.

The MSCP identifies a 56,831-acre MHPA in the City for preservation of core biological resource areas and corridors targeted for preservation. The MHPA is defined in many areas by mapped boundaries and is defined by quantitative targets for conservation of vegetation communities, as well as goals and criteria for preserve design. Approximately 90 percent of the MHPA lands (52,712 acres) within the City's subarea will be preserved for biological purposes as the ultimate MSCP Preserve. The MSCP also identifies a series of guidelines which affect development in areas adjacent areas designated as MHPA. The City's Subarea Plan is additionally described below, under the heading "*Local Regulations.*"

MCAS Miramar Airport Land Use Compatibility Plan

The Airport Land Use Commission (ALUC) is an agency that is required by state law to operate in counties in which there is a commercial and/or a general aviation airport. The purpose of the ALUC is to protect public health, safety, and welfare by ensuring the orderly development of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports, to the extent that these areas are not already devoted to incompatible uses. The San Diego County Regional Airport Authority (SDCRAA) serves as the ALUC for MCAS Miramar, the aviation facility nearest the project site (approximately 1.0 mile to the south). The ALUC is responsible for preparation of ALUCPs for each airport in the region. With limited exception, California law requires preparation of a compatibility plan for each public use and military airport in the state.

In addition to establishing land use compatibility policies, the ALUCPs establish criteria for new development within the AIAs to protect the airports from incompatible land uses and provide the City with development criteria to support orderly growth surrounding the airports. The policies and criteria contained in the ALUCPs are addressed in the General Plan (Land Use and Community Planning Element and Noise Element) and implemented by the supplemental development regulations in the Airport Land Use Compatibility Overlay Zone within Chapter 13 of the SDMC.

The MCAS Miramar ALUCP is the fundamental tool used by the SDCRAA to promote land use compatibility between the air station and the surrounding land uses in the vicinity. The MCAS Miramar ALUCP is intended to: (1) provide for the orderly growth of the airport and area surrounding the airport; and (2) safeguard the general welfare of the inhabitants within the vicinity of the airport and the public in general. The ALUCP contains compatibility criteria, maps, and other policies to carry out these objectives (County of San Diego 2008).

As shown on Figure 2-9, the project site is within the AIA for MCAS Miramar. The AIA is defined as "the area in which current or future airport-related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restrictions on those uses as determined by an airport land use commission" (County of San Diego 2008). Therefore, the Project would be subject to FAA aeronautical study under the provisions of 49 U.S. Code Section 44718 and Title 14 Part 77.

Airport Land Use Compatibility Overlay Zone

The purpose of the Airport Land Use Compatibility Overlay Zone (ALUCOZ; per Chapter 13, Article 2, Division 15 of the SDMC) is to implement adopted ALUCPs, in accordance with state law, as applicable to property within the City. The intent of these supplemental regulations is to ensure that new development or expansion of existing development located within an AIA is compatible with respect to airport-related noise, public safety, airspace protection, and aircraft overflight areas. This overlay zone applies to properties (such as the project site) that are located within an AIA identified in an adopted ALUCP for a public use or military airport.

Regional Air Quality Strategy (RAQS)

The SDAPCD and SANDAG are responsible for developing and implementing the clean air plan for attainment and maintenance of the ambient air quality standards in the SDAB. The San Diego County RAQS was updated most recently in 2016. The RAQS outlines SDAPCD's plans and control measures designed to attain the state air quality standards for ozone. The SDAPCD has also developed the air basin's input to the State Implementation Plan (SIP), which is required under the federal Clean Air Act (CAA) for areas that are out of attainment of air quality standards. The SIP, approved by the USEPA in 1996, includes the SDAPCD's plans and control measures for attaining the ozone national standard.

The RAQS relies on information from CARB and SANDAG, including mobile and area source emissions, as well as information regarding projected growth in the County, to project future emissions and then determine from that the strategies necessary for the reduction of emissions through regulatory controls. The SIP relies on the same information from SANDAG to develop emission inventories and emission reduction strategies that are included in the attainment demonstration for the air basin. The SIP also includes rules and regulations that have been adopted by the SDAPCD to control emissions from stationary sources. These SIP-approved rules may be used as a guideline to determine whether a project's emissions would have the potential to conflict with the SIP and thereby hinder attainment of the national air quality standard for ozone.

Water Quality Control Plan for the San Diego Basin

The RWQCB adopted the Basin Plan in 1994 (updated in 2016) that recognizes and reflects regional differences in existing water quality, the beneficial uses of the region's ground and surface waters, and local water quality conditions and problems (RWQCB 1994). The Basin Plan is designed to preserve and enhance water quality and protect the beneficial uses of all regional waters.

Local Regulations

City of San Diego General Plan

The City approved its General Plan on March 10, 2008, after a comprehensive update. The General Plan is a comprehensive, long-term document that sets out a long-range vision and policy framework for how the City could grow and develop, provide public services, and maintain the qualities that define San Diego. Accordingly, the General Plan "provides policy guidance to balance the needs of a growing city while enhancing quality of life for current and future San Diegans" (City 2008a). The General Plan comprises a Strategic Framework section and the following

10 elements, each with its own Citywide policies: Land Use and Community Planning; Mobility; Urban Design; Economic Prosperity; Public Facilities, Services and Safety; Recreation; Conservation; Historic Preservation; Noise; and Housing, which was most recently updated in 2013. The plan's elements each contain a variety of goals and policies that address numerous environmental issues, including goals and policies that apply primarily to City government. The following discussion summarizes each element that is relevant to the Project and highlights the key goals and policies of relevance to private applicants.

Strategic Framework

The Strategic Framework section of the General Plan provides the overarching strategy for how the City will grow while maintaining the qualities that best define San Diego. Over the last two centuries, San Diego has grown by expanding outward onto land still in its natural state. The General Plan is the first in the City's history that addresses most future growth with limited expansion onto the City's remaining open spaces. It does this by directing new development away from undeveloped lands and toward existing urbanized areas and/or areas with conditions that allow the integration of housing, employment, civic uses, and transit uses. Since there is little remaining developable vacant land in the City, General Plan policies represent a shift in focus from how to develop vacant land to how to reinvest in existing communities through infill development and redevelopment. The strategy's smart growth principles promote mixed-use development areas and focus development in areas that already contain the necessary infrastructure to support such development. Therefore, General Plan policies support changes in development patterns to emphasize combining housing, shopping, employment uses, schools, and civic uses, at different scales, in village centers. By directing growth primarily toward village centers served by transit, the strategy is intended to preserve established residential neighborhoods and manage the City's continued growth over time.

The General Plan incorporates the City of Villages strategy to focus growth into mixed-use activity centers that are pedestrian-friendly districts linked to an improved regional transit system. A "village" is defined as the mixed-use heart of a community where residential, commercial, employment, and civic uses are all present and integrated. All villages are to be pedestrian-friendly and characterized by inviting, accessible, and attractive streets and public spaces. Public spaces will vary from village to village, consisting of well-designed public parks or plazas that bring people together. Implementation of the City of Villages strategy relies upon the designation and development of village sites, with the strategy identifying several village types and their characteristics. As identified in Figure LU-1 in the General Plan, the westernmost portion of the project site is located in an area with a medium village propensity (the remainder of the site is identified as being of low village propensity).

Land Use and Community Planning Element

The purpose of the Land Use and Community Planning Element (Land Use Element) is "to guide future growth and development into a sustainable citywide development pattern, while maintaining or enhancing quality of life in our communities" (City 2008a). The Land Use Element addresses land use issues that apply to the City as a whole and identifies the community planning program as the mechanism to designate land uses, identify site-specific recommendations, and refine citywide policies, as needed. The Land Use Element establishes a structure that respects the diversity of each community and includes policies that govern the preparation of community plans. The Land Use Element addresses zoning and policy consistency, the plan amendment process, airport-land use

planning, annexation policies, balanced communities, equitable development, and environmental justice. Portions of the project site are identified as “Residential,” “Multiple Use,” and “Park, Open Space, & Recreation” in the General Plan (City 2016b). General Plan policies and land uses are also implemented through community plan recommendations.

Land Use Element policies that are relevant to the proposed Project follow.

City of Villages Strategy

- Policy LU-A.7.b: Achieve transit-supportive density and design, where such density can be adequately served by public facilities and services.
- Policy LU-A.9: Integrate public gathering spaces and civic uses into village design.
- Policy LU-A.11: Design and evaluate mixed-use village projects based on the design goals and policies contained in the Urban Design Element.

General Plan Land Use Categories

- Policy LU-B.3: Plan for and develop mixed-use projects where a site or sites are developed in an integrated, compatible, and comprehensively planned manner involving two or more land uses.

Community Planning

- Policy LU-C.4: Ensure efficient use of remaining land available for residential development and redevelopment by requiring that new development meet the density minimums of applicable plan designations.

Plan Amendment Process

- Policy LU-D.1: Require a General Plan and community plan amendment for proposals that involve: a change in community plan adopted land use or density/intensity range; a change in the adopted community plan development phasing schedule; or a change in plan policies, maps, and diagrams. (Note: state law mandates that General Plan and community plan amendments are not to be required for projects utilizing state mandated housing density bonuses.)
- Policy LU-D.2: Require an amendment to the public facilities financing plan concurrently with an amendment to the General Plan and community plan when a proposal results in a demand for public facilities that is different from the adopted community plan and public facilities financing plan.
- Policy LU-D.12: Evaluate specific issues that were identified through the initiation process, whether the proposed amendment helps achieve long term community goals, as well as any additional community-specific amendment evaluation factors.
- Policy LU-D.13: Address the following standard plan amendment issues prior to the Planning Commission decision at a public hearing related to: level and diversity of

community support; appropriate size and boundary for the amendment site; provision of additional benefit to the community; implementation of major General Plan and community plan goals, especially as related to the vision, values and City of Villages strategy; and provision of public facilities.

Consistency

- Policy LU-F.2: Review public and private projects to ensure that they do not adversely affect the General Plan and community plans. Evaluate whether proposed projects implement specified land use, density/intensity, design guidelines, and other General Plan and community plan policies including open space preservation, community identity, mobility, and the timing, phasing, and provision of public facilities.

Balanced Communities and Equitable Development

- Policy LU-H.1: Promote development of balanced communities that take into account community-wide involvement, participation, and needs.
- Policy LU-H.1.e: Provide affordable housing opportunities within the community to help offset the displacement of the existing population.
- Policy LU-H.3: Provide a variety of housing types and sizes with varying levels of affordability in residential and village developments.
- Policy LU-H.4: Strive for balanced commercial development.
- Policy LU-H.4.d: Encourage local employment within new developments and provide entrepreneurial opportunities for local residents.
- Policy LU-H.6: Provide linkages among employment sites, housing, and villages via an integrated transit system and a well-defined pedestrian and bicycle network.
- Policy LU-H.7: Provide a variety of different types of land uses within a community in order to offer opportunities for a diverse mix of uses and to help create a balance of land uses within a community.

Other relevant goals of the Land Use Element include the following:

Airport Land Use Compatibility

- Protect the health, safety, and welfare of persons within an airport influence area by minimizing the public's exposure to high levels of noise and risk of aircraft accidents.
- Protection of public use airports and military air installations from the encroachment of incompatible land uses within an airport influence area that could unduly constrain airport operations.

Environmental Justice

- Ensure a just and equitable society by increasing public outreach and participation in the planning process.
- Equitable distribution of public facilities, infrastructure, and services throughout all communities.
- Improve mobility options and accessibility in every community.

Mobility Element

The purpose of the Mobility Element is “to improve mobility through development of a balanced, multi-modal transportation network” (City 2008a). The element identifies the proposed transportation network and strategies needed to support the anticipated General Plan land uses. The Mobility Element’s policies promote a balanced, multimodal transportation network that gets people where they want to go while minimizing environmental and neighborhood impacts. The Mobility Element contains policies that address walking, streets, transit, regional collaboration, bicycling, parking, the movement of goods, and other components of a transportation system. Together, these policies advance a strategy for relieving congestion and increasing transportation choices.

Goals of the Mobility Element of relevant to the Project include the need to develop walkable communities, improve the bicycle network, increase transit use, improve performance and efficiency of the street and freeway system, and provide sufficient parking facilities.

Applicable policies include:

Walkable Communities

- Policy ME-A.1: Design and operate sidewalks, streets, and intersections to emphasize pedestrian safety and comfort through a variety of street design and traffic management solutions, including but not limited to those described in the Pedestrian Improvements Toolbox.
- Policy ME-A.2.f: Provide adequate levels of lighting for pedestrian safety and comfort.
- Policy ME-A.4: Make sidewalks and street crossings accessible to pedestrians of all abilities.
- Policy ME-A.6: Work toward achieving a complete, functional and interconnected pedestrian network.
- Policy ME-A.6.a.3: Design grading plans to provide convenient and accessible pedestrian connections from new development to adjacent uses and streets.
- Policy ME-A.7.a: Enhance streets and other public ROWs with amenities such as street trees, benches, plazas, public art or other measures including, but not limited to those described in the Pedestrian Improvement Toolbox.

- Policy ME-A.7.b: Design site plans and structures with pedestrian-oriented features.
- Policy ME-A.7.c: Encourage the use of non-contiguous sidewalk design where appropriate to help separate pedestrians from auto traffic. In some areas, contiguous sidewalks with trees planted in grates adjacent to the street may be a preferable design.
- Policy ME-A.8: Encourage a mix of uses in villages, commercial centers, transit corridors, employment centers and other areas as identified in community plans so that it is possible for a greater number of short trips to be made by walking.

Transit First

- Policy ME-B.9.b: Plan for transit-supportive villages, transit corridors, and other higher-intensity uses in areas that are served by existing or planned higher-quality transit services.

Bicycling

- Policy ME-F.4: Provide safe, convenient, and adequate short- and long-term bicycle parking facilities and other bicycle amenities for employment, retail, multifamily housing, schools and colleges, and transit facility uses.

Parking Management

- Policy ME-G.1: Provide and manage parking so that it is reasonably available when and where it is needed.
- Policy ME-G.2: Implement innovative and up-to-date parking regulations that address the vehicular and bicycle parking needs generated by development.

Urban Design Element

The purpose of the Urban Design Element is “to guide physical development toward a desired image that is consistent with the social, economic and aesthetic values of the City” (City 2008a). The Urban Design Element policies capitalize on San Diego’s natural beauty and unique neighborhoods by calling for development that respects the natural setting, enhances the distinctiveness of its neighborhoods, strengthens the natural and built linkages, and creates mixed-use, walkable villages throughout the City. Urban Design Element policies help support and implement land use and transportation decisions, encourage economic revitalization, and improve the quality of life in San Diego. Ultimately, the Urban Design Element influences the implementation of all of the General Plan’s elements and community plans. It sets goals and policies for the pattern and scale of development as well as the character of the built environment.

Relevant goals of the Urban Design Element include the need for infill housing, roadways, and new construction that are sensitive to the character and quality of existing neighborhoods; and the development of neighborhood commercial shopping areas that serve as walkable centers of activity.

Applicable policies include:

General Urban Design

- Policy UD-A.3: Design development adjacent to natural features in a sensitive manner to highlight and complement the natural environment in areas designated for development.
- Policy UD-A.5: Design buildings that contribute to a positive neighborhood character and relate to neighborhood and community context.
- Policy UD-A.5.j: Provide convenient, safe, well-marked, and attractive pedestrian connections from the public street to building entrances.
- Policy UD-A.6: Create street frontages with architectural and landscape interest to provide visual appeal to the streetscape and enhance the pedestrian experience.
- Policy UD-A.6.a: Locate buildings on the site so that they reinforce street frontages.
- Policy UD-A.6.c: Ensure that building entries are prominent, visible, and well-located.
- Policy UD-A.8: Landscape materials and design should enhance structures, create and define public and private spaces, and provide shade, aesthetic appeal, and environmental benefits.
- Policy UD-A.8.b: Use water conservation through the use of drought-tolerant landscape, porous materials, and reclaimed water where available.
- Policy UD-A.8.c: Use landscape to support storm water management goals for filtration, percolation and erosion control.
- Policy UD-A.11: Encourage the use of underground or above-ground parking structures, rather than surface parking lots, to reduce land area devoted to parking.
- Policy UD-A.11.d: Provide well-defined, dedicated pedestrian entrances.
- Policy UD-A.12: Reduce the amount and visual impact of surface parking lots.
- Policy UD-A.13: Provide lighting from a variety of sources at appropriate intensities and qualities for safety.

Distinctive Neighborhoods and Residential Design

- Policy UD-B.2.a: Incorporate a variety of unit types in multifamily projects.
- Policy UD-B.2.c: Provide transitions of scale between higher-density development and lower-density neighborhoods.
- Policy UD-B.4.a: Locate buildings on the site so that they reinforce street frontages.

Mixed-Use Villages and Commercial Areas

- Policy UD-C.1.a: Encourage both vertical (stacked) and horizontal (side-by-side) mixed-use development.
- Policy UD-C.3: Develop and apply building design guidelines and regulations that create diversity rather than homogeneity, and improve the quality of infill development.
- Policy UD-C.4.b: Design or redesign buildings to include pedestrian-friendly entrances, outdoor dining areas, plazas, transparent windows, public art, and a variety of other elements to encourage pedestrian activity and interest at the ground floor level.
- Policy UD-C.7: Enhance the public streetscape for greater walkability and neighborhood aesthetics.

Economic Prosperity Element

The purpose of the Economic Prosperity Element is “to increase wealth and the standard of living of all San Diegans with policies that support a diverse, innovative, competitive, entrepreneurial, and sustainable local economy” (City 2008a). The element links economic prosperity goals with land use distribution and employment land use policies. The Economic Prosperity Element includes economic development policies that have an indirect effect on land use. These policies are intended to support existing and new businesses that reflect the changing nature of industry, create the types of jobs most beneficial to the local economy, and prepare the workforce to compete for these jobs in the global marketplace. Additional policies encourage community revitalization through improving access to regional and national sources of public and private investment, target infrastructure development to support economic prosperity, and encourage using the leverage offered by the redevelopment process in certain communities.

The capacity for the City's basic industrial, commercial, and service export industries is particularly important for bringing income to the City and building wealth for its citizens. To retain an adequate supply of land appropriate for future base sector industries, the Economic Prosperity Element aims to designate these employment uses in key areas throughout the City.

The Economic Prosperity Element identifies “Prime Industrial Lands,” with the aim of protecting significant industrial lands from encroachment of uses that could affect industries’ ability to operate, while allowing for future conversion of some industrial land to other uses. Approximately half of the industrially designated lands in the City qualify as Prime Industrial Lands. The proposed project site is not identified as Prime Industrial Lands, as shown on General Plan Figure EP-1, Industrial and Prime Industrial Land Identification (see Figure 5.1-1, *City Prime Industrial Lands in the Vicinity of 3Roots*). Prime Industrial Lands are located adjacent to the project site west of Camino Santa Fe, including the Fenton Technology Center, as well as nearby to the south.

Relevant Economic Prosperity Element goals include the development of economically healthy neighborhood and community commercial areas that are easily accessible to residents, as well the promotion of new commercial development that contributes positively to the economic vitality of the community.

Specific Economic Prosperity Element policies are:

Commercial Land Use

- Policy EP-B.3: Concentrate commercial development in Neighborhood, Community, and Urban Villages, and in Transit Corridors.
- Policy EP-B.8: Retain the City's existing neighborhood commercial activities and develop new commercial activities within walking distance of residential areas, unless proven infeasible.
- Policy EP-B.9: Design new community commercial centers with consideration for: traffic patterns; compatibility with surrounding land uses; site planning that reinforces pedestrian movement to and through the site; superior architecture and landscape design; and sustainable design.
- Policy EP-B.12: Determine the appropriate mix and form of residential and commercial uses along Transit Corridors based on the unique character of the community, considering: the types and mix of uses that will complement adjacent neighborhoods, parcel size and depth, and the need to revitalize economically obsolete uses.

Public Facilities, Services, and Safety Element

The purpose of the Public Facilities, Services, and Safety Element (Public Facilities Element) is "to provide the public facilities and services needed to serve the existing population and new growth" (City 2008a). This element contains policies that address public financing strategies, public and developer financing responsibilities, prioritization, and the provision of specific facilities and services that must accompany growth. The policies within the Public Facilities Element also apply to transportation, as well as park and recreation facilities and services. The element provides policies to guide the provision of a wide range of public facilities and services, including fire-rescue, police, wastewater, stormwater infrastructure, water infrastructure, waste management, libraries, schools, information infrastructure, public utilities, regional facilities, healthcare services and facilities, disaster preparedness, and seismic safety.

Strategic Framework Element direction has been further developed in the Public Facilities Element through inclusion of a financing strategy, prioritization guidelines, and policies for new growth to pay its fair share. Other sections of the Public Facilities Element provide updated guidelines and policies for specific facilities and services to guide land use development and guard public safety.

Relevant goals of the Public Facilities, Services and Safety Element for the Project include ensuring the availability of adequate public facilities at the time of need; exacting public facilities to mitigate the impacts of new development; and improving quality of life in communities through the evaluation of private development and the determination of fair shares.

Specific policies of relevance to the Project are:

- Policy PF-C.1: Require development proposals to fully address impacts to public facilities and services.
- Policy PF-I.2: Maximize water reduction and diversion.

Recreation Element

The Recreation Element contains policies that “preserve, protect, acquire, develop, operate, maintain, and enhance public recreation opportunities and facilities throughout the City for all users” (City 2008a). The Recreation Element provides policies to guide the City’s vision and goals for park and recreation facilities citywide and within individual communities. These goals and policies have been developed to take advantage of the City’s natural environment and resources, to build upon existing recreation facilities and services, to help achieve an equitable balance of recreational resources, and to adapt to future recreation needs.

The Recreation Element provides guidelines for the provision of population-based, resource-based, and open space parks and calls for the preparation of a comprehensive Parks Master Plan. Recreation Element policies also support joint use and cooperative agreements, protection and enjoyment of the City’s canyon lands, creative methods of providing “equivalent” recreation facilities and infrastructure in constrained areas, and implementation of a financing strategy to better fund park facility development and maintenance.

Relevant goals of the Recreation Element for the Project include the provision of park and recreation facilities and services that are designed to accommodate the needs of a growing and diverse population while respecting the City’s natural landforms; and a diverse range of active and passive recreational opportunities that meet the needs of each neighborhood/community and reinforce the City’s natural beauty and resources.

Specific relevant Recreation Element policies are:

- Policy RE-A.6: Pursue opportunities to develop population-based parks.
- Policy RE-A.6.a: Pursue acquisition of lands, as they become available, that may be developed as mini-parks, pocket parks or plazas.
- Policy RE-A.7: Establish a policy for park design and development which encourages the use of sustainable methods and techniques to address water and energy conservation, green buildings, low maintenance plantings and local environmental conditions, such as soil and climate.
- Policy RE-A.8: Provide population-based parks at a minimum ratio of 2.8 useable acres per 1,000 residents.
- Policy RE-A.10: Encourage private development to include recreation facilities, such as children’s play areas, rooftop parks and courts, useable public plazas, and mini-parks to supplement population-based parks.
- Policy RE-B.1: Provide access to a diversity of recreation facilities and programs that meet the demographically changing needs of the community while ensuring no net-loss of overall citywide population-based park acreage.

- Policy RE-D.1: Provide new and upgraded park and recreation facilities that employ barrier-free design principles that make them accessible to San Diegans regardless of age or physical ability, giving priority to economically disadvantaged communities.
- Policy RE-D.2: Provide barrier-free trails and outdoor experiences and opportunities for persons with disabilities where feasible.
- Policy RE-D.6: Provide safe and convenient linkages to, and within, park and recreation facilities and open space areas.
- Policy RE-D.7: Provide public access to open space for recreational purposes.
- Policy RE-D.7.a: Provide public access into MSCP open space for only those recreational purposes deemed compatible with the preservation goals of the MSCP Subarea Plan.
- Policy RE-D.7.b: Provide public access at locations consistent with the goals and policies of the Conservation Element.
- Policy RE-D.9: Maximize natural sunlight and shade opportunities in park areas to provide relief and a range of recreational experiences throughout the year for all users.
- Policy RE-F.1: Protect and enhance park lands from adjacent incompatible uses and encroachments.
- Policy RE-F.2: Provide for sensitive development of recreation uses within and adjacent to City-owned open space lands.
- Policy RE-F.4: Balance passive recreation needs of trail use with environmental preservation.
- Policy RE-F.5: Utilize open space lands for outdoor recreation purposes, when doing so is compatible with cultural, historic preservation and MSCP conservation goals and surrounding land use.
- Policy RE-F.6: Encourage the planning and coordination of river parks to provide public recreational opportunities, protect natural resources, and enhance community character.
- Policy RE-F.7: Create or enhance open space multi-use trails to accommodate, where appropriate, pedestrians/hikers, bicyclists, and equestrians.

Historic Preservation Element

The purpose of this element is to guide the preservation, protection, restoration, and rehabilitation of historical and cultural resources and maintain a sense of the City, improve the quality of the built environment, encourage appreciation for the City's history and culture, maintain the character and identity of communities, and contribute to the City's economic vitality through historic preservation.

Relevant goals of the Historic Preservation Element for the Project include: the identification the historical resources of the City, and the preservation of the City's important historical resources.

Specific relevant Historic Preservation Element policies are:

- Policy HP-A.2: Fully integrate the consideration of historical and cultural resources in the larger land use planning process.
- Policy HP-A.4.b: Include Native American monitors during all phases of the investigation of archaeological resources including survey, testing, evaluation, data recovery, and construction monitoring.
- Policy HP-A.4.c: Treat with respect and dignity any human remains discovered during implementation of public and private projects within the City and fully comply with the California Native American Graves Protection and Repatriation Act and other appropriate laws.

Conservation Element

The purpose of the Conservation Element is for the City “to become an international model of sustainable development and conservation and to provide for the long-term conservation and sustainable management of the rich and natural resources that help define the City’s identity, contribute to its economy, and improve its quality of life” (City 2008a). The Conservation Element contains policies to guide the conservation of resources that are fundamental components of San Diego’s environment, that help define the City’s identity, and that are relied upon for continued economic prosperity. San Diego’s resources include, but are not limited to, water, land, air, biodiversity, minerals, natural materials, recyclables, topography, viewsheds, and energy. The Conservation Element contains policies for sustainable development; preservation of open space and wildlife; management of resources; and other initiatives to protect the public health, safety, and welfare.

The City of Villages strategy to direct compact growth in limited areas that are served by transit is, in itself, a conservation strategy. Compact, transit-served growth is an efficient use of urban land that reduces the need to develop outlying areas and creates an urban form where transit, walking, and bicycling are more realistic alternatives to automobile travel. Reducing dependence on automobiles reduces vehicle miles traveled, which, in turn, lowers greenhouse gas emissions.

The Conservation Element includes a reference to the City’s CAP (see additional discussion below); the CAP addresses both the GHG emissions from the community (residential, commercial, and industrial sectors) and the GHG emissions specifically from the operations provided by City government.

Relevant goals of the Conservation Element for the Project include: reduction of the City’s overall carbon dioxide; preservation and long-term management of the natural landforms and open spaces that help make San Diego unique; protection and restoration of water bodies, including reservoirs, coastal waters, creeks, bays, and wetlands; regional air quality which meets state and federal standards; reduction in GHG emissions affecting climate change; an increase in local energy independence; preservation of healthy biologically diverse regional ecosystems; conservation of endangered, threatened, and key sensitive species and their habitats; protection and restoration of wetland resources, including preservation of all existing wetland habitat in San Diego through

impact avoidance and a “no net loss” approach to mitigation; and protection and expansion of a sustainable urban forest.

Conservation Element policies relevant to the Project call for the following:

- Policy CE-A.5: Employ sustainable or “green” building techniques for the construction and operation of buildings.
- Policy CE-A.7: Construct and operate buildings using materials, methods and mechanical and electrical systems that ensure a healthful indoor air quality. Avoid contamination by carcinogens, volatile organic compounds, fungi, molds, bacteria and other known toxins.
- Policy CE-A.9: Reuse building materials, use materials that have recycled content, or use materials that are derived from sustainable or rapidly renewable sources to the extent possible.
- Policy CE-A.10: Include features in building to facilitate recycling of waste generated by building occupants and associated refuse storage areas.
- Policy CE-A.11: Implement sustainable landscape design and maintenance.
- Policy CE-B.4: Limit and control runoff, sedimentation, and erosion both during and after construction activity.
- Policy CE-B.6: Provide an appropriate defensible space between open space and urban areas through the management of brush, the use of transitional landscaping, and the design of structures.
- Policy CE-E.2: Apply water quality protection measures to land development projects early in the process – during project design, permitting, construction, and operations – in order to minimize the quantity of runoff generated on-site, the disruption of natural water flows and the contamination of storm water runoff.
- Policy CE-E.3: Require contractors to comply with accepted storm water pollution prevention planning practices for all projects.
- Policy CE-F.4: Preserve and plant trees, and vegetation that are consistent with habitat and water conservation policies and that absorb carbon dioxide and pollutants.
- Policy CE-G.1: Preserve natural habitats pursuant to the MSCP, preserve rare plants and animals to the maximum extent practicable.
- Policy CE-H.7: Encourage site planning that maximizes the potential biological, historic, hydrological and land use benefits of wetlands.
- Policy CE-H.8: Implement a “no net loss” approach to wetlands conservation in accordance with all city, state, and federal regulations.

- Policy CE-I.5.b: Promote the use and installation of renewable energy alternatives in new and existing development.
- Policy CE-J.4: Continue to require the planting of trees through the development permit process.

Noise Element

The Noise Element provides goals and policies to guide compatible land uses and the incorporation of noise attenuation measures for new uses to protect people living and working in the City from an excessive noise environment. It also establishes noise land use compatibility guidelines, as shown in Table 5.1-1, *City of San Diego Land Use Noise Compatibility Guidelines*. The conditionally compatible noise levels for project land uses include maximum values of 65 CNEL for single-family residential, 70 CNEL for multi-family residential, and 75 CNEL for parks and commercial-retail. For outdoor uses at a conditionally compatible land use, feasible noise mitigation techniques should be analyzed and incorporated into a project to reduce noise levels to make the outdoor activities acceptable. For indoor uses at a conditionally compatible land use, interior noise must be attenuated to 45 CNEL for single- and multi-family residential and 50 CNEL for commercial-retail to be considered a compatible land use.

Table 5.1-1 CITY OF SAN DIEGO LAND USE NOISE COMPATIBILITY GUIDELINES¹					
Land Use Category	Exterior Noise Exposure (dBA CNEL)				
	<60	60-65	65-70	70-75	75+
Parks and Recreational					
Parks, Active and Passive Recreation					
Outdoor Spectator Sports, Golf Courses; Water Recreational Facilities; Indoor Recreation Facilities					
Agricultural					
Crop Raising & Farming; Community Gardens, Aquaculture, Dairies; Horticulture Nurseries & Greenhouses; Animal Raising, Maintain & Keeping; Commercial Stables					
Residential					
Single Dwelling Units; Mobile Homes		45			
Multiple Dwelling Units		45	45		
Institutional					
Hospitals; Nursing Facilities; Intermediate Care Facilities; K-12 Educational Facilities; Libraries; Museums; Child Care Facilities		45			
Other Educational Facilities including Vocational/Trade Schools and Colleges, and Universities)		45	45		
Cemeteries					
Retail Sales					
Building Supplies/Equipment; Groceries; Pets & Pet Supplies; Sundries, Pharmaceutical, & Convenience Sales; Apparel & Accessories			50	50	

Table 5.1-1 (cont.) CITY OF SAN DIEGO LAND USE NOISE COMPATIBILITY GUIDELINES ¹							
Land Use Category			Exterior Noise Exposure (dBA CNEL)				
			<60	60-65	65-70	70-75	75+
Commercial Services							
Building Services; Business Support; Eating & Drinking; Financial Institutions; Maintenance & Repair; Personal Services; Assembly & Entertainment (includes public and religious assembly); Radio & Television Studios; Golf Course Support					50	50	
Visitor Accommodations				45	45	45	
Offices							
Business & Professional; Government; Medical, Dental & Health Practitioner; Regional & Corporate Headquarters					50	50	
Vehicle and Vehicular Equipment Sales and Services Use							
Vehicle Repair & Maintenance; Vehicle Sales & Rentals; Vehicle Equipment & Supplies Sales & Rentals; Vehicle Parking							
Wholesale, Distribution, Storage Use Category							
Equipment & Materials Storage Yards; Moving & Storage Facilities; Warehouse; Wholesale Distribution							
Industrial							
Heavy Manufacturing; Light Manufacturing; Marine Industry; Trucking & Transportation Terminals; Mining & Extractive Industries							
Research & Development						50	
	Compatible	Indoor Uses	Standard construction methods should attenuate exterior noise to an acceptable indoor noise level.				
		Outdoor Uses	Activities associated with the land use may be carried out.				
	Conditionally Compatible	Indoor Uses	Building structure must attenuate exterior noise to the indoor noise level indicated by the number (45 or 50) for occupied areas. Conditionally indicated by the number for occupied areas.				
		Outdoor Uses	Feasible noise mitigation techniques should be analyzed and incorporated to make the outdoor activities acceptable				
	Incompatible	Indoor Uses	New construction should not be undertaken.				
		Outdoor Uses	Severe noise interference makes outdoor activities unacceptable.				

Source: City of San Diego General Plan Noise Element 2008a (as amended in 2015)

¹ Compatible noise levels and land use definitions reflect amendments to the City's General Plan approved in 2015.

Relevant goals of the Noise Element include the requirement for land use planning decisions to consider existing and future noise levels to minimize people's exposure to excessive noise; and to minimize exposure of residential and other noise-sensitive land uses to excessive traffic noise, excessive commercial and mixed-use related noise, excessive public noise, and excessive noise related to construction refuse vehicles and parking lot sweepers.

Specific relevant Noise Element policies are:

- Policy NE-A.2: Ensure the appropriateness of proposed development relative to existing and future noise levels by consulting the guidelines for noise-compatible land use to minimize the effects on noise-sensitive land uses.
- Policy NE-A.4: Require an acoustical study consistent with Acoustical Study Guidelines for proposed developments in areas where the existing or future noise level exceeds or would exceed the “compatible” noise level thresholds as indicated on the Land Use – Noise Compatibility Guidelines (Table NE-3 of the General Plan), so that noise mitigation measures can be included in the project design to meet the noise guidelines.
- Policy NE-B.4: Require new development to provide facilities which support the use of alternative transportation modes such as walking, bicycling, carpooling and, where applicable, transit to reduce peak-hour traffic.
- Policy NE-E.1: Encourage the design and construction of commercial and mixed-use structures with noise attenuation methods to minimize excessive noise to residential and other noise-sensitive land use.
- Policy NE-E.2: Encourage mixed-use developments to locate loading areas, parking lots, driveways, trash enclosures, mechanical equipment, and other high-noise components away from the residential component of the development.
- Policy NE-G.1: Implement limits on the hours of operation for non-emergency construction and refuse vehicle and parking lot sweeper activity in residential area and areas abutting residential areas.

Housing Element

The Housing Element serves as a policy guide to address the comprehensive needs of the City and guide the City's commitment to provide for the housing needs of all economic segments of the community. The purpose of the Housing Element is “to create a comprehensive plan with specific measurable goals, policies, and programs to address the City's critical housing needs and foster the development of sustainable communities in support of the State's Greenhouse Gas Emission reduction targets, consistent with the region's sustainable communities strategy” (City 2013). As with other elements of the General Plan, the Housing Element provides the policy framework for future planning decisions, and identifies a series of implementation steps to meet the City's goals, objectives, and policies.

A relevant goal within the Housing Element pertains to the availability of adequate sites for the development of a variety of housing affordable for all income levels, consistent with a land use pattern that promotes infill development and socioeconomic equity and creates more transit-oriented, compact, and walkable communities. Furthermore, the Housing Element incorporates the City of Villages strategy as a key component of the City's housing strategy, with both strategies being key components in the City's efforts to reduce local GHG emissions by making it possible for larger numbers of people to make fewer and shorter automobile trips.

Specific Housing Element policies of relevance to the Project are as follows.

- Policy HE-A.5: Ensure efficient use of remaining land available for residential development and redevelopment by requiring that new development meet the density minimums, as well as maximums, of applicable zone and plan designations.
- Policy HE-B.4: Ensure that the development of low-income housing meets applicable standards of health, safety and decency.
- Policy HE-B.5: Emphasize the provision of affordable housing in proximity to emerging job opportunities throughout the City of San Diego.
- Policy HE-B.16: Foster a housing stock that meets the needs of all residents across lifecycles.
- Policy HE-I.5: Encourage new housing that relies on transit use and environmentally sustainable patterns of movement.
- Policy HE-I.6: Encourage location of affordable housing opportunities throughout all sections of the City by encouraging mixed-income developments through a variety of programs and by encouraging the dispersal of rental subsidies.
- Policy HE-I.8: Ensure that new housing fosters a sense of community through architectural design using features that promote community interaction. This will enable growth to be accommodated throughout the City without adversely impacting existing neighborhood character.
- Policy HE-J.1: Utilize the planning and review processes to promote economically viable, environmentally sound, and socially equitable land use designations and development patterns which conserve non-renewable energy sources such as fossil fuels, water, and natural gas.
- Policy HE-J.3: Seek to locate higher-density housing principally along transit corridors, near employment opportunities, and in proximity to village areas identified elsewhere in community plans.
- Policy HE-J.12: Support and encourage high performance design standards in new construction and redevelopment to promote increased energy conservation.

City of San Diego Climate Action Plan

The City adopted its CAP in December 2015. It outlines the actions to be taken by the City to achieve its proportional share of state GHG emission reductions (City 2015a). The CAP serves as mitigation for the City's 2008 General Plan (City 2015a). The General Plan calls for the City to reduce its carbon footprint through actions including adopting new or amended regulations, programs, and incentives. General Plan Policy CE-A.13 specifically identifies the need for an update of the City's 2005 Climate Protection Action Plan that identifies actions and programs to reduce GHG emissions of the community-at-large, and City operations. Additionally, the CAP serves as a "Qualified GHG Reduction Plan" for purposes of tiering under CEQA. The CAP quantifies baseline GHG emissions for 2010; provides emissions forecasts for 2020 and 2035; establishes reduction targets for 2020 and

2035; identifies strategies and measures to reduce GHG levels; and provides guidance for monitoring progress on an annual basis. The CAP specifically includes strategies and actions that encourage water and energy efficient buildings; clean and renewable energy; bicycling, walking, transit, and land use; zero waste; and climate resiliency. Implementation of the CAP relies on compliance with various policies within the General Plan and consistency with the underlying land use assumptions in the CAP. In 2016, the City adopted a CAP Consistency Checklist to be contained within, and used in conjunction with, the CAP (City 2016c). The purpose of the checklist is “to provide a streamlined review process for proposed new development projects that are subject to discretionary review and trigger environmental review pursuant to the CEQA” (City 2016c).

The CAP Consistency Checklist contains measures to be implemented on a project-by-project basis to ensure that the CAP-specified emissions targets are achieved, thus simplifying project-level analysis within a CEQA document. Implementation of the identified measures would ensure that new development is consistent with the relevant CAP strategies meant to achieve identified GHG reduction targets. Projects that are consistent with the CAP as determined through the use of the CAP Consistency Checklist may rely on the CAP to analyze the cumulative impacts associated with the project’s GHG emissions. Conversely, projects that are found not to be consistent with the CAP must prepare a comprehensive project-specific analysis of GHG emissions, including quantification of existing and projected GHG emissions and incorporation of the measures in the CAP Consistency Checklist to the extent feasible. Finally, any project that is not consistent with the CAP would result in cumulatively significant GHG impacts.

Mira Mesa Community Plan

The Mira Mesa Community Plan (MMCP) is the City’s statement of policy regarding growth and development of the Mira Mesa planning area. The plan identifies goals, policies, and strategies for land uses and public facilities. It also designates areas for residential, commercial, industrial, business park, and public uses, as well as areas that are to remain undeveloped. The community plan, including an element addressing the Carroll Canyon Master Plan Area (the entire 1,100-acre area), was originally adopted in 1992 but has been amended several times over the years, most recently to add policy language for the MCAS Miramar ALUCP in 2011. The Carroll Canyon Master Plan (CCMP; of which the project site is a part) was adopted as an amendment to the MMCP in 1994. The CCMP addresses 573 acres of the Carroll Canyon Master Plan Area along, and largely east of, Camino Santa Fe.

The MMCP area encompasses approximately 10,500 acres. The area is bounded on the north by Los Peñasquitos Canyon, on the west by I-805, on the east by I-15, and on the south by Miramar Road. The MMCP indicates that the CCMP area should be developed with a mix of uses that are predominantly industrial or business park in nature—in the alternative—an intensive, transit-oriented mix of land uses that rely on the future light rail transit to reduce automobile use.

The Land Use Map contained in the MMCP designates the project site as “Mixed-use (Carroll Canyon Master Plan Area).”

The MMCP is comprised of nine Elements: Sensitive Resources and Open Space System (SROSS); Transportation System (TS); Park and Recreation Facilities (PRF); Community Facilities (CF); Residential Land Use (RLU); Industrial Land Use (ILU); Commercial Land Use (CLU); Carroll Canyon

Master Plan Area (CCMPA); and Development Criteria (DC). MMCP goals/policies/proposals relevant to the Project follow.

Sensitive Resources and Open Space System Element

The MMCP's relevant Sensitive Resources and Open Space System Element goals are to develop a community-wide open space system that preserves sensitive resources, including plant and animal habitats and wildlife linkages; preserves natural drainage systems; protects the public health and safety by restricting development in areas subject to flooding or high fire risk; provides opportunities for outdoor recreation; guides the form of development by defining boundaries for urban expansion; and provides linkages in the regional open space system of interconnected canyons and hillsides. Relevant policies and proposals include:

- Policy 1.a Open Space Preservation: Sensitive resource areas of community-wide and regional significance shall be preserved as open space.
- Policy 4.i Resource Management: Vernal Pools: The remaining vernal pool habitat in the community shall be preserved and shall be protected from vehicular or other human-caused damage, encroachment in their watershed areas and urban runoff.
- Proposal 2 Open Space Restoration: Restore Carroll Canyon Creek to function as a linear open space park, between El Camino Memorial Park and Black Mountain Road, as sand and gravel extraction in Carroll Canyon is phased out.
- Policy 2.a Trails: Provide a system of pathways or trails throughout Mira Mesa's open space canyons to increase access to open space and provide alternate means of reaching recreational facilities.
- Policy 3 Wildlife Corridors: Construction or improvements of roadways in sensitive habitat or designated wildlife corridors shall be designed to impact the least amount of sensitive area feasible. Bridges, elevated causeways or other mechanisms determined to be appropriate for the safe passage of wildlife by the Planning Director shall be used in place of culverts and fill in order to maintain wildlife crossings and open space connections.

Transportation System Element

The MMCP's relevant Transportation System Element goals include: a transportation system that provides convenient linkages to the community's activity centers and to the rest of the metropolitan region, and maximizes the opportunities for transit use; and a system of bikeways and pedestrian facilities that will encourage bicycling and walking as means of transportation. Relevant policies include:

- Policy 1: Transportation facilities shall be regarded as an integral part of the landscape in which they are sited.
- Policy 2: New development should be based on a pattern of through streets. Multiple, direct routes allow traffic to be dispersed along many parallel routes, so a single street is not overburdened by excessive traffic.

- Policy 3: New development along transit routes shall be required to provide turnouts for buses and passenger waiting areas in accordance with MTDB and City policies.
- Policy 4: Pedestrian overpasses should be provided where significant pedestrian/automobile conflicts are expected to occur.
- Policy 5: Bicycle parking facilities shall be required at all commercial sites. Bicycle lockers shall be provided at all employment sites. Signs shall be posted to indicate the availability of these facilities.
- Policy 6: Bikeways, pedestrian paths and pedestrian facilities should be provided with all new development projects and street improvement projects.

Park and Recreation Facilities Element

The MMCP's relevant Park and Recreation Facilities Element goals include: provision of community and neighborhood park facilities in accordance with General Plan standards and concurrent with community growth. Specific relevant proposals include:

- Policy 5: Carroll Canyon and Carroll Center Park Sites. These two neighborhood parks should be tied into the planned Carroll Canyon/Rattlesnake Canyon open space system. Appropriate locations will be determined during the master plan process for future development of the 900 acres that are now in sand and gravel extraction. Because it is located away from residential uses that could be negatively affected by field lighting, the Carroll Canyon site may be suitable for an enlarged neighborhood park to meet the demand for additional athletic fields. However, such an active recreation facility should also be located away from any sensitive plant species or habitat for sensitive animal species.
- Policy 10: Develop a 5-acre passive use park at the southern terminus of Parkdale Avenue. The park should provide a buffer to protect the adjacent vernal pool site.

Community Facilities Element

The MMCP's relevant Community Facilities Element goals include: provision of school facilities, libraries, police and fire protection services and utilities concurrent with need; and provision of safe, direct access to community schools.

Residential Land Use Element

The MMCP's relevant Residential Land Use Element goals include: a range of housing opportunities for all economic levels; and compliance with the Comprehensive Land Use Plan for NAS Miramar (now MCAS). These include:

- Policy 1.a: Determination of Permitted Density: In determining the permitted density and lot size for specific projects, the City shall take into account the following factors:
 1. Compatibility with the policies established in this Plan;
 2. Compatibility with the density and pattern of adjacent land uses;

3. Consideration of the topography of the project site and assurance that the site design minimizes impacts on areas with slopes in excess of 25 percent and sensitive biology.
- Policy 3: Compliance with the MCAS Miramar Airport Land Use Compatibility Plan: Future proposals to allow residential development in areas within the Airport Influence Area shall be reviewed for compliance with the Airport Land Use Compatibility Plan for MCAS Miramar.

Industrial Land Use Element

The MMCP's relevant Industrial Land Use Element goals include preservation of an adequate supply of industrial land.

- Policy 1: The City shall preserve an adequate supply of industrial land for manufacturing uses.

In the Carroll Canyon Master Plan area, redevelopment when mining has been completed is governed by the Carroll Canyon Master Plan Element of the MMCP.

Commercial Land Use Element

The MMCP's relevant Commercial Land Use Element goals include: conveniently located and well-designed commercial development that also serves as centers for community activity; a reduction in car trips associated with commercial services; and neighborhood commercial services that are easily accessible to pedestrians and bicyclists. Specific policies include:

- Policy 3: The City shall ensure that all projects within the Airport Influence Area are reviewed for conformance with the Airport Land Use Compatibility Plan for MCAS Miramar.
- Policy 6: Additional commercial development should be permitted only in areas that are served, or are proposed to be served in the future, by transit. Provision of sheltered passenger waiting areas should be requirements of all new commercial development.

Carroll Canyon Master Plan Area Element

The MMCP's Carroll Canyon Master Plan Area (CCMP Area) Element defines the master plan process required to establish the ultimate reclamation and redevelopment of the approximately 800-acre mining operation site in the Carroll Canyon Master Plan area, as well as the 200-acre El Camino Memorial Park site, and an adjacent undeveloped 60-acre site. The CCMP Area Element defined restoration plans for Carroll Canyon Creek, suitable land uses, development intensity, development standards, and a phasing and implementation program. Based on the MMCP's requirements, the CCMP was developed and approved in 1994; it is analyzed later in this EIR section as a separate land use plan.

The CCMP Area Element designated approximately 1,100 acres in Carroll Canyon for future development under a master plan process. It stated that the majority of the properties in the Area should be developed with a mix of uses in one of two forms: a Transit-Oriented Development (TOD) scenario with an intensive mix of land uses relying heavily on the LRT or other transit forms to reduce automobile use (consistent with the General Plan City of Villages Strategy); or a more

conventional development scenario with the predominant use being industrial/business parks. Commercial uses that provide convenience services to employees and residents within the community service area would also be provided.

The CCMP Area Element states the following:

Under the TOD scenario, the intensity of land uses should be greatest where they occur near an LRT station or transit center. Intensities should decrease as the distance from transit stations increases. Additionally, the intensity of use may be greater than that allowed with conventional development due to a realized reduction in traffic associated with an increase in transportation options.

Residential development should be provided to encourage housing opportunities near employment centers. Accordingly, higher density residential development should be permitted to support the intensity of uses envisioned in the TOD and to create a viable neighborhood within Carroll Canyon.

The CCMP Area Element Master Plan Development Criteria also required: provision of adequate park facilities on site; detailed phasing plans and the provision of adequate public facilities; accommodation for a future LRT alignment; restoration and enhancement of Carroll Canyon Creek and Rattlesnake Canyon, with detailed requirements regarding features of these open spaces, including an open space/wildlife corridor between them; street design and landscaping requirements; and minimization of visual impacts.

As previously mentioned, the CCMP was adopted as an independent land use plan through an amendment to the MMCP in 1994 and was developed according to the process and criteria defined in the CCMP Area Element of the MMCP. The CCMP is discussed in more detail following this MMCP discussion.

Design Criteria Element

In addition to the above goals, the MMCP contains specific development criteria for all commercial and industrial development in the MMCP area, as well as for portions of the community in the Coastal Zone, the Hillside Review Overlay Zone, or abutting any of the major canyons that form the framework for the open space system in Mira Mesa, including Carroll Canyon. Specifically, relevant to the category of commercial development are the following policies:

- Policy 3: All new commercial development shall provide bicycle parking facilities.
- Policy 5: Signs shall be posted indicating the availability of bicycle parking facilities.
- Policy 6: All outdoor storage areas, refuse collection areas, and loading areas should be located in interior side or rear yards only and should be screened with a similar material and color as the primary building.
- Policy 7: Roof-mounted equipment should be avoided. If roof mounted equipment must be provided, all equipment and appurtenances shall be designed so that they appear to be an integral part of the overall architectural design of the building.

- Policy 8: The rear elevations of buildings should be as well detailed and visually interesting as the front elevations if they will be visible from a public street or from any of the five major canyon systems that form the core of the open space system for the community.
- Policy 9: No single treatment of a building wall or fence bordering the pedestrian network should exceed 50 linear feet without some form of architectural variation.
- Policy 10: All buildings should have shadow relief, where pop-outs, offsetting planes, overhangs and recessed doorways are used to provide visual interest at the street level.
- Policy 11: Multi-building developments should provide a coordinated sign program that limits signs to two or three colors. Monument signs with surrounding landscaping and wall signs should be used instead of pole signs in industrial areas.

Carroll Canyon Master Plan

The CCMP is an independent land use plan that fulfills the objectives of the Carroll Canyon Master Plan Area and Development Criteria Elements of the MMCP for the CCMP Area. The CCMP defined suitable land uses, design guidelines, development standards, and an implementation program for the development of the project site following completion of mining operations (refer to Figure 2-7, *Carroll Canyon Master Plan*). It established a framework which the City and property owners could use to anticipate subsequent industrial, commercial, and residential uses and capacities for the CCMP Area.

The project site addresses final phases of the CCMP multi-phased plan to convert reclaimed quarry land to planned mixed-use development; Phase 1, the Fenton-Carroll Canyon Technology Center, included the development of office/industrial uses on 130.9 acres west of Camino Santa Fe. Approximately 600,000 SF of the 900,000 SF approved for that project has been completed and occupied.

The CCMP envisioned the project site would be developed with 52 acres of office industrial; up to 1,800 medium-low to medium-high density residential units; a 40-acre mixed use core area encompassing some of the noted residential uses as well as a 1.5-acre TOD area; 20 acres of parks; and a comprehensive open space system including Carroll Canyon Creek, Rattlesnake Canyon, vegetated slopes, and landscaped areas.

MSCP Subarea Plan

As described above, the City participates in the regional MSCP. Specific to the City, the City's MSCP Subarea Plan (City 1997) contains a plan and process for the issuance of permits under the Federal Endangered Species Act, California Endangered Species Act, and the California Natural Communities Conservation Planning Act of 1991. The Implementing Agreement associated with the MSCP allows the City to issue Incidental Take Authorizations under the provisions of the MSCP. Applicable state and federal permits are still required for wetlands, Waters of the U.S., and listed species that are not covered by the MSCP. The City has adopted Biology Guidelines that, together with the ESL Regulations and MSCP Subarea Plan, are used to evaluate project impacts and required mitigation. The Biology Guidelines provide for variable mitigation ratios for project impacts for different habitats and the location of the impacted area and proposed mitigation lands relative the MHPA.

Portions of the project site lie within the MHPA, including MHPA portions that currently consist only of denuded and barren mined lands.

Vernal Pool Habitat Conservation Plan

The City Vernal Pool Habitat Conservation Plan (VPHCP) provides a framework to protect, enhance, and restore vernal pool resources within the City, while improving and streamlining the environmental permitting process for impacts to threatened and endangered species associated with vernal pools. The VPHCP provides coverage for threatened and endangered vernal pool species that do not currently have federal coverage under the City's MSCP Subarea Plan and expands upon the City's existing MHPA to conserve additional lands with vernal pool resources. VPHCP covered species include five plant and two invertebrate species not otherwise covered. Two areas adjacent to project boundaries contain resources covered by the VPHCP.

San Diego Municipal Code

Zoning

The underlying base zoning for the majority of the project site is AR-1-1 (refer to Figure 2-8, *Zoning Classifications*), which is an agricultural zone that allows single-family dwelling units at a very low density (10-acre minimum lots). A small area in the southwestern corner of the site is designated IL-2-1 "Industrial." The AR-1-1 zoning designation was intended to preserve land for open space or future development at urban intensities deemed appropriate. The project site is located in the MCAS Miramar Airport Land Use Compatibility Overlay Zone (as discussed above in the Regional Regulation subsection, under MCAS Miramar ALUCP), and a Residential Tandem Parking Overlay Zone.

Environmentally Sensitive Lands Regulations

Chapter 14, Article 3, Division 1 of the SDMC contains Environmentally Sensitive Lands (ESL) Regulations. The purpose of the regulations is to "protect, preserve and, where damaged, restore the environmentally sensitive lands of San Diego and the viability of the species supported by those lands."

Environmentally sensitive lands are defined to include Sensitive Biological Resources, Steep Hillside, Coastal Beaches, Sensitive Coastal Bluffs, and 100-year Floodplains. Special Flood Hazard Areas within the City are established in accordance with Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM).

- Any development that requires encroachment into environmentally sensitive land types identified in the ESL Regulations is required to obtain either a Neighborhood Development Permit (NDP) or a Site Development Permit (SDP).

Portions of the site contain sensitive biological resources, steep hillsides, and floodplains.

Site Development Permit

The purpose of the SDP procedures is to establish a review process for proposed development that may have significant impacts on resources or on the surrounding area. An SDP may be required

even if development is in conformance with all regulations. As stated in Section 126.0501 of the SDMC, "The intent of these procedures is to apply site-specific conditions as necessary to assure that the development does not adversely affect the applicable land use plan and to help ensure that all regulations are met." An SDP is required for the Project because it proposes development within ESL areas, per Section 143.0110 of the SDMC.

In general, an SDP can be approved only if the following findings can be made:

- The proposed development will not adversely affect the applicable land use plan;
- The proposed development will not be detrimental to the public health, safety and welfare; and
- The proposed development will comply with the applicable regulations of the LDC (Chapter 14, Section 126.0504a).

In addition, where environmentally sensitive lands are affected, the following deviation findings (SDMC 126.0504(b)) must be made along with those listed above:

- The site is physically suitable for the design and siting of the proposed development, and the development will result in minimum disturbance to the environmentally sensitive lands;
- The proposed development will minimize the alteration of natural landforms, and will not result in undue risk from geologic and erosional forces, flood hazards or fire hazards;
- The proposed development will be sited, and designed to prevent adverse impacts on any adjacent environmentally sensitive lands;
- The proposed development will be consistent with the City's MSCP Subarea Plan;
- The proposed development will not contribute to the erosion of public beaches or adversely impact local shoreline sand supply; and
- The nature and extent of mitigation required as a condition of the permit is reasonably related to, and calculated to, alleviate negative impact created by the proposed development.

When a project cannot meet the conditions set forth in the ESL Regulations, and the project requires a deviation, the proposed project must also present these additional findings (SDMC 126.0504(c)):

- There are no feasible measures that can further minimize the potential adverse effects on ESL resources; and
- The proposed deviation is the minimum necessary to afford relief from special circumstances or conditions of the land, not of the applicant's making.

Pursuant to SDMC 143.0150(d), deviations to the wetland regulations shall not be granted unless the development is located outside of the Coastal Overlay Zone and qualifies to be processed as one of the following three options:

- **Biologically Superior Option:** The Biologically Superior Option (BSO) provides a net increase in quality and viability (functions and value) relative to existing conditions or the project originally proposed by the applicant, and long term biological benefit. Additionally, wetland resources that would be impacted by the project should be of low biological quality.
- **Essential Public Projects Option:** This option allows for a public project identified in an adopted land use plan or implementing document and identified on the Essential Public Projects List adopted by Resolution No. R-307377, linear infrastructure, maintenance of existing public infrastructure, or state and federally mandated projects. A deviation may only be requested for an Essential Public Project where no feasible alternative exists that would avoid impacts to wetlands.
- **Economic Viability Option:** A deviation may be requested to preserve economically viable use of a property that would otherwise be deprived by a strict application of the regulations. Such a deviation shall be the minimum necessary to achieve economically viable use of the property and shall avoid wetland resources to the maximum extent practicable.

5.1.2 Impact 1: Potential Conflicts with General or Community Plans

Issue 1: Would the Project result in an inconsistency/conflict with the environmental goals, objectives, or guidelines of the General/Community Plan in which it is located?

5.1.2.1 Impact Thresholds

According to the City's Significance Determination Thresholds (City 2016a), an inconsistency with a plan is not by itself a significant impact; the inconsistency would have to relate to an environmental issue (i.e., cause a direct or indirect physical change in the environment) to be considered significant under CEQA. Land use policy impacts may be significant if a project would be:

- Inconsistent or conflict with an adopted land use designation or intensity and result in indirect or secondary environmental impacts;
- Inconsistent or conflict with the environmental goals and/or objectives of a community or general plan; or
- Substantially incompatible with an adopted plan.

5.1.2.2 Impact Analysis

MPDP Development

This section addresses adopted plans with goals, objectives, and/or guidelines used to make land use decisions in the City. For that reason, it addresses City land use planning documents, as well as relevant regional plans addressing focused environmental issues (e.g., regional transit planning, or regional air quality planning) that affect the Project. This discussion does not address project revisions to the existing Reclamation Plan, a state-adopted document. Similarly, it generally does not

address the physical changes to SDG&E facilities occurring during project implementation, which are unrelated to land use planning document policies.¹ Changes to the CUP/Reclamation Plan and SDG&E facilities modifications are described in Chapter 3.0, *Project Description*, as well as throughout the remainder of Chapter 5.0 relevant to footprint impacts. The remainder of this discussion focuses on planning elements.

As described in Section 5.1.1, the Project is subject to the City General Plan, the MMCP, and the CCMP. The Project is intended to implement over-arching General Plan policies in the project area through site-specific implementation of city-wide goals and policies, as additionally detailed in the MMCP and specified within the incorporated CCMP. As documented below, the Project would not be “substantially incompatible” with any of the adopted plans discussed herein. The remainder of this discussion discusses the largely consistent, and *less than substantial* incompatibilities, between the Project and the noted planning documents. Issues having to do with zoning and code compliance are addressed in Section 5.1.3, *Impact 2: Potential Need for a Deviation or Variance*.

Consistency with Carroll Canyon Master Plan Designated Land Uses

The project includes a CPA that would address any land use consistency with adopted planning documents. The CPA would reconfigure land uses designated by the CCMP and add these land uses to the MMCP through rescission of the CCMP. Boundaries between land uses would be refined due to a reconfigured street system and more precise project-level mapping. Relevant companion policies would also be incorporated into the MMCP.

The CPA would redesignate the Office-Industrial land use within the CCMP to Medium density residential and Community Park within the MMCP. The CPA would also redesignate a portion of the CCMP Mixed-Use area to Medium-High and High density residential in the Community Plan. The remainder of the Mixed-Use land use would be redesignated to Community Commercial. The Transit Station would be redesignated to Community Commercial and implemented by the proposed MPDP's Mobility Hub and would be 1.35 acres in size.

The CPA is responsive to goals and objectives of the CCMP (and by extension the MMCP) including provision of:

- A mix of residential and commercial land uses located within walking distance of a future transit stop.
- A range of residential densities (from low to high density) intended to accommodate a range of housing types comparable to housing types within the existing Mira Mesa community.
- Commercial uses to support the proposed residential and nearby employee-based land uses.
- Housing opportunities for employees of the existing business/industrial parks, thereby improving the community's jobs/housing balance and facilitating alternative forms of transportation intended to reduce work commutes via automobile.

¹ Some focused discussion is provided below under the heading *MSCP General Planning Policies and Design Guidelines*

- A revegetated Carroll Canyon Creek as a major amenity and component of an east-west link for pedestrian use and bicycle travel.
- Natural undisturbed slopes for additional open space and habitat preservation proximate to the off-site vernal pool preserves.
- An integrated system of pedestrian/bicycle trails that link land uses within the CCMP area and provision of a connection to off-site pedestrian/bicycle facilities.
- A comprehensive tree-lined and fully landscaped street scene for the entire Master Plan area.
- Design of Carroll Canyon Road to include a landscaped median, and non-contiguous sidewalks.

The CPA will be implemented by the MPDP and is consistent with General Plan and MMCP land uses as discussed below.

Consistency with General Plan and Mira Mesa Community Plan Designated Land Uses

The City General Plan Land Use Map identifies the project site as Residential, Mixed Use and Industrial with some areas of interwoven Open Space. The project site does not appear on General Plan (Economic Prosperity) Figure EP-1 as Prime Industrial or Other Industrial land. The Land Use Map contained in the MMCP designates the project site as "Mixed-use (Carroll Canyon Master Plan Area)."

The MMCP recommends the development of a mixed-use community through a master plan process. Specifically, the MMCP states:

The Carroll Canyon master plan area shall be developed with a mix of uses. The predominant use shall be industrial/business parks oriented around Carroll Canyon Creek, which shall be revegetated and enhanced as an east-west link in the community's open space system. Commercial uses that provide convenience services to area employees shall also be provided. In an effort to reduce traffic congestion related to home-to-work trips, residential uses may be provided if located and designed to promote walking, bicycling or transit ridership to work. An analysis of the public facilities needed to support residential development, particularly schools, parks and libraries must be conducted by the developer if residential uses are proposed. If existing public facilities are not able to support residential development, the needed facilities must be provided on-site in order for residential development to proceed.

The CCMP shows mixed-use commercial, medium-density and medium high-density residential, open space, park, and in the southeast portion of the site, industrial park uses. The Project would revise and implement the CCMP and, by extension, the MMCP, by providing specific design for the mixed-use development envisioned to replace (then ongoing) mining over the past approximately 25 years.

As discussed in more detail below, the Project proposes residential; park, open space and recreation uses; as well as mixed-use (retail/commercial/residential) uses. It specifically provides a mix of uses that would both complement the existing community needs through provision of recreational opportunities as well as commercial (retail, dining, etc.) opportunities near a large residential neighborhood to the north. It also would provide residential options adjacent to existing employment opportunities in the industrial parks located to the south and west. The Project also would provide a Mobility Hub serving alternative transportation modes, provide Irrevocable Offers of Dedication (IODs) for a future BRT, and provide substantial trail and bike lane connections through the Project, thereby supporting City goals for transit-oriented improvements and extension of alternative transportation modes into additional City neighborhoods. It is therefore consistent with General Plan land use and mobility strategies.

To implement the MMCP, the Project proposes an MPDP that provides a detailed discussion on how the Project would turn the Hanson Aggregates prior Carroll Canyon mine into a new community. The MPDP updates the CCMP slightly due to the age of the document (1994); however, the MPDP is generally consistent with the CCMP. As shown in Table 3-3, *Comparison of 1994 CCMP and Project Land Use*, the Project would maintain the following elements anticipated in the 1994 CCMP: a maximum of 1,800 residential units, a transit/mobility component, local-serving retail and office uses, parks and trails, and over 200 acres of combined open space categories. It would change specific open space acreage totals, and modify the adopted CCMP by replacing 52 acres of Industrial Park land use (a mixture of research and development, office, and manufacturing uses) with a community park and residential uses, as well as incorporating lower residential densities toward the periphery of the project site.

The Project would reduce the City's stock of industrial-designated land and increase residential and population-based park lands. As noted above, and shown on Figure 5.1-1, while many of the areas surrounding the project site are designated Prime Industrial lands, the project site does not contain Prime Industrial lands intended to be protected for location of base-sector employment uses. Other uses may therefore be considered at the City's discretion without significantly affecting General Plan Economic Prosperity Element goals and priorities.

The Project proposes to convert the industrial area in the CCMP to a community park. This is responsive to the discussion in the MMCP which identifies a shortage of parks (particularly those with permanent sports fields) and open space in the Mira Mesa Community. The Project proposes development of sufficient park acreage to meet City standards for a community park, and has actively engaged with the community to identify needed and requested park amenities as part of the General Development Plan (GDP) process. Therefore, the primary difference between the proposed Project and the CCMP is that approximately half of the CCMP's designated industrial area would be replaced with a community park (the remainder would be replaced with residential uses). The Project would alleviate a shortage of recreational facilities identified in the MMCP.

The MMCP states that the project site should be developed with a mix of uses. The mix of uses was intended to take one of two forms: (1) a conventional development scenario of industrial/business parks with supporting commercial and residential uses; or (2) a TOD scenario with intensive mix of land uses relying heavily on the LRT or other transit forms to reduce automobile use. The CCMP identified the TOD scenario. The proposed MPDP would also be consistent with this approach of developing an intensive mix of residential uses, supporting commercial, and a Mobility Hub adjacent to transit service provided by MTS. The Mobility Hub would be consistent with the CCMP's goal of

implementing a TOD as it would incorporate access to alternative forms of transit, including car share, vanpool, and carpooling. The Project would also implement bike paths, a bike station within the Mobility Hub, bike racks and fix-it stations throughout the site, and opportunities for bike sharing, all managed by a TDM Coordinator (see Section 3.3.4.14, *Sustainable Design Features*).

In conclusion, the Project is consistent with or would implement General Plan, MMCP, and associated CCMP adopted land use designations and intensities. Although (as described throughout this and the remaining sections of Chapter 5.0 in this EIR), a number of environmental effects would be associated with project implementation, they are not expected to vary from the environmental impacts associated with development as envisioned in the General Plan or MMCP for the project site. Significant indirect or secondary impacts would not occur as a result of the Project's focused and limited proposed changes to the General Plan and MMCP. This includes traffic and air quality effects, for which the reader is also referred to the discussion of the RAQS, below. In fact, as shown in Table 5.4-4, *Maximum Daily Operational Emissions Comparison*, due to the elimination of 52 acres of industrial uses, even in an unmitigated condition, land uses planned under the Project would result in criteria pollutant emissions that are substantially lower than the land uses allowed under the approved 1994 CCMP.

As described in Section 5.9, *Biological Resources*, of this EIR, some disturbed and non-native areas in Rattlesnake Canyon would be revegetated (an improvement over the existing condition rather than an impact), and natural areas would be preserved via Covenants of Easement. Also as summarized in Section 5.1.7, *Impact 6: Consistency with City's Multiple Species Conservation Program Subarea Plan or Other State Habitat Conservation Plan*, and detailed in Section 5.9, the City requires projects adjacent to MHPA areas to complete an adjacency review of indirect impacts under Land Use Adjacency Guidelines (LUAGs). For this Project, issues of potential indirect impacts related to drainage, toxics, lighting, pet predation, and invasive plant species were specifically found to be less than significant.

The following discussion looks at the environmental goals and objectives of the General Plan and MMCP in more detail.

Consistency with the Environmental Goals and/or Objectives of the General Plan and MMCP

The General Plan's (GP's) City of Villages strategy is to focus growth into mixed-use activity centers that are pedestrian-friendly, centers of community, and linked to the regional transit system. Consistent with the City of Villages Strategy, the MMCP, and the CCMP, the Project would develop a site that is vacant and underutilized due to the termination of mining activities to include a mixed-use Community Collective² (GP Policy LU-B.3) and varied housing types (GP policies UD-B.2.a and UD-B.2.c), including transitioning between higher density and lower density neighborhoods. Residences would include 180 units of on-site affordable housing (i.e., 10 percent of total proposed units) to meet the City's Inclusionary Affordable Housing Regulations requirements and Environmental Justice goals (GP policies LU-C.4, LU-H.1.e, LU-H.2, LU-H.3, HE-A.5, HE-B.4, HE-B.5, HE-B.16, and HE-I.6). Housing density would follow all plan guidelines and would be generally consistent with the MMCP and CCMP (GP policies UD-B.2.c, HE-A.5, HE-J.3; MMCP policy RLU-1.a). The Root Collective area on site would include public gathering spaces (GP policy LU-A.9), and appropriately designed office and commercial uses that would serve the local community and provide

² Community Collective is the planning term used to address mixed use areas integrating urban and suburban styles. This area is generally referred to as the "Root Collective" specific to the Project.

employment opportunities (GP policies LU-H.4, LU-H.4.d, LU-H.6, LU-H.7, EP-B.3, EP-B.8, EP-B.9, and EP-B.12; MMCP policy CLU-5), as well as a Mobility Hub to allow for local and regional transit options (GP Policy LU-A.7.b; MMCP policy CLU-6).

The mixed-use development would complement and be compatible with the character of the surrounding area, specifically the business uses to the west, south, and east of the project site, as well as the residential uses to the north of the project site. In addition, the existing quarry to the east of the project site is currently proposed and undergoing review for development as a mixed-use community.

Project components are designed to respect remaining elements of the natural setting (including enhancements to the Carroll Canyon Creek drainage), enhance the distinctiveness of project neighborhoods, strengthen the natural and built linkages, and create a mixed-use, walkable village of an appropriate pattern, design, and scale (GP policies UD-A.3, UD-A.5, UD-A.5.j, UD-A.6, UD-A.6a, UD-A.6c, UD-A.8, UD-A.8.a, UD-A.8.c, UD-A.11.d, UD-A.13, UD-B.2.a, UD-C.1.a, UD-C.3, UD-C.4.b, and UD-C.7; MMCP policies TS-1, TS-2, TS-3, TS-4, TS-5, DC-6, DC-7, DC-8, DC-9, DC-10, and DC-11). The Project would be built in accordance with Title 24 energy efficiency standards, and would use recycled construction materials where feasible, with a minimum target of 5 percent (GP policy CE-A.9). The Project would implement a water conservation strategy that would reduce water consumption by 20 percent, and would implement waste diversion programs (GP policy CE-I.4). Recycling facilities and bins would be provided throughout the building and parking areas in compliance with the City's Storage Ordinance (GP policy CE-A.10).

The Project concept, in its provision of residential uses integrated with public spaces and recreational uses in close proximity to commercial/retail uses and a Mobility Hub, promotes walkability by facilitating access to a variety of nearby destinations with connectivity to the surrounding area (GP policies ME-A.8). Additionally, the Project includes a pedestrian network of sidewalks and walkways linking to surrounding areas, and public spaces and landscaping to promote pedestrian activity. In providing a diversity of uses in a localized area, the Project would allow opportunities for pedestrians to reach multiple destinations within walking distance. It also would improve pedestrian connectivity to transit for longer trips (GP policies ME-A.6, ME-A.6.a.3, and ME-A.8).

Walkways, parks, and common spaces would be attractively designed, landscaped and lighted, and would include seating areas to create safe, comfortable, and accessible pedestrian spaces (GP policies ME-A.1, ME-A.2.f, ME-A.4, ME-A.6, ME-A.6, ME-A.6.a., UD-C.4.b, and UD-C.7). Several of the pedestrian improvements in Table ME-1 would be provided by the Project where appropriate, such as curb extensions, crosswalks, sidewalks, landscaping, canopy trees, and traffic controls (GP policies ME-A.1, ME-1.7.a, CE-A.12, and CE-J.4). Landscape design would be in accordance with sustainable landscaping practices and techniques promoting water conservation and energy efficiency. The Project would use an appropriate drought-tolerant plant palette and landscaping would be hydrozoned and irrigated with weather-based irrigation systems (GP policies CE-A.11, CE-B.4, CE-E.2, and CE-E.3).

Energy efficiency is incorporated into the Project design through design features such as: installation of electrical vehicle charging stations; location within walking or bicycling distance of retail, restaurants, and other services; bicycle, pedestrian and transit-friendly design; ride share opportunities; tree-lined, shaded streets, all to reduce the carbon footprint of the site; use of

cool/green roofs; inclusion of a comprehensive recycling plan; and use of energy-efficient lighting fixtures and building systems (GP policies CE-A.5, CE-A.7, CE-A.9, CE-A.10, CE-F.4, CE-I.5.b, HE-J.1, HE-J.3, and HE-J.12).

Structures, roadways, and pedestrian walkways within the Project, would be designed and constructed in compliance with MMCP and CCMP design criteria, as well as current ADA requirements, and therefore would be accessible to pedestrians of all abilities (MMCP policies DC-6, DC-7, DC-8, DC-9, DC-10, and DC-11). Building entrances also would be designed with pedestrian access in mind (GP policies UD-A.5.j, UD-A.6, UD-A.11.d, and UD-C.4.b).

The Project would design and construct Carroll Canyon Road through and to the west of the project site such that it would have the ability to accommodate the future location of a BRT corridor. A Mobility Hub would be provided adjacent to Carroll Canyon Road, which would serve as a centralized multi-modal node that would provide a variety of transit options (GP policies HE-I.5, HE-J.1, HE-J.3, and ME-B.9.b; MMCP policies TS-1, TS-2, and TS-3). The Mobility Hub would place future public transit and private mobility options in an accessible area for project residents. The majority of the project development would be located within 0.5 mile of the Mobility Hub, making future public transit and private mobility options accessible for project residents. The project location and site design, which would place residential and commercial uses near existing jobs, would reduce VMT and emissions associated with fuel consumption (GP policy CE-A.2). The VMT reductions are listed in Table 12-1, Forecast VMT Reductions Based on CAPCOA Mitigation Measures, of the project TIA, which details reductions in VMT anticipated for specified CAPCOA-identified elements associated with the Mobility Hub, commercial proximity and site design features such as integrated trails and bike lanes.

The Mobility Hub would include a public bike station, a facility with bike repair services; bike sales; secure, covered, publicly accessible bike storage, and a space for a bicycle sharing facility (GP policy ME-F.4; MMCP policies TS-5, DC-3, DC-5, and DC-6). Figure 3-20, *Bicycle Circulation Plan*, illustrates proposed bicycle circulation for the Project, which includes Class I, II, and III bike lanes, as well as bike stations, racks, and other facilities. The Carroll Canyon Road connection through the project site would include an under-crossing designed to allow pedestrians and bicyclists to cross under Carroll Canyon Road along the creek-side trail (MMCP policies TS-4 and TS-6). Homes would be situated on the site to maximize opportunities to walk and bike through the trail system.

The Project would meet or exceed all City vehicle parking requirements for the commercial uses through a combination of surface and structured parking (GP policies ME-G.1, ME-G.2, UD-A.11, and UD-A.12), as well as residential vehicle parking requirements.

As discussed in Section 5.13, *Public Utilities*, the Project would also include all appropriate utilities infrastructure for water, wastewater and solid waste needs, and would be consistent with all supply and conservation requirements (GP policies CE-I.5.b, PF-C.1, and PF-I.2). Furthermore, per Section 5.14, *Public Services and Facilities*, public facilities and services (schools, libraries, and police and fire protection services) would be adequate to serve the Project (MMCP policy CF-2), and would be available commensurate with need as ensured through Development Impact Fees.

As discussed in Section 5.15, *Hydrology and Water Quality*, storm water conveyance systems, structures, and maintenance practices would be consistent with the Clean Water Act and California

Regional Water Quality Control Board NPDES Permit standards and all other regulatory mandates to protect water quality (GP policies CE-B.4, CE-E.2, and CE-E.3).

The MMCP identifies two future neighborhood parks in the vicinity of the Project that would require future planning for precise location (Carroll Canyon and Parkdale), and the total Project demand for parkland would be approximately 16.8 acres. Specific to the previously identified Parkdale Park, as described in Section 5.1.1.1, the MMCP identifies a 5-acre passive use park. As shown on Figure 2-7, the park was originally mapped to extend roughly north-south, immediately abutting the vernal pool preserve and to extend along the southern boundary of three homes just west of the terminus of Parkdale Avenue. The MMCP also noted that it should contain a buffer to protect the adjacent vernal pool site, and the map notes "Exact location to be determined through the master plan or discretionary permit process."

Following approval of the 1994 CCMP, the City completed and approved the comprehensive 1997 MSCP (as described in Section 5.1.1), with the final document completed in 1998. Following identification of the MSCP, it became apparent that access to native vegetation areas south of the vernal pool preserve and north of Carroll Canyon Creek is already constrained. In July 2017, and again in January 2018, the resource agencies and City MSCP wildlife resource agency staff requested that the proposed park be removed completely due to its adjacency to the existing vernal pools and the narrow sliver of mesa top available within MHPA. The area is a critical corridor to provide connection between the open space of Rattlesnake Canyon and Carroll Canyon. It is acknowledged that City MHPA areas do not strictly exclude passive trail uses. The narrow width of MHPA west of the vernal pool preserve, however, does not allow for any use but open space between the vernal pool preserve and 3Roots uses.

The Project proposes two neighborhood parks accessible by walkways which would be open to use by existing neighborhood residents. Although these parks would be accessible and available for use, coordination with the Community Planning Group has resulted in a requested view overlook in the vicinity. In response, an overlook is proposed at the terminus of Parkdale Avenue.

The overlook/trailhead as designed maximizes use of area outside both MHPA and Parkdale Avenue paved area, as well as pulling the area away from directly edging the original park location along the full back yard fence lines of three existing homes. A path from the overlook would be limited to connecting the trailhead to the existing trail leading toward Rattlesnake Canyon, as well as accessing the northeast boundary of the 3Roots development. This would be fenced and signed to keep people on the trail and out of the preserved habitats.

In addition to being consistent with biological goals, the proposed overlook locale would foster views over the project to the southern mesa. This would provide expansive views in southerly directions, encompassing native vegetation, the canyon rim across the canyon, and city views in the distance. It is noted that an alternative location sited at the edge of mesa was reviewed along the rim of, and overlooking, the development. This would result in an additional trail cutting through MHPA, adjacent to the switchback required for access to the existing mesa-top trail.

As noted, at the Parkdale adjacent location, 3Roots development generally would be shielded from sight, and the viewer would not feel that development is immediately encroaching on the visual experience of the expansive view. Pushing the viewing locale several hundred feet further to the south, and closer to 3Roots development, would result in views of immediately abutting downslope

development, including roofs, streets, etc. The visual experience would become more urban in nature. In terms of land use compatibility, placement of staging/seating where people might convene along the project northern boundary, would result in viewers looking directly down into backyards, potentially peering into private outside space or into residential windows. Noise also could follow line of sight. This could affect viewers looking for a quiet moment at top of slope (depending on back yard/street noise/3Roots activities). Conversely, mesa-edge conversation could affect 3Roots residents down slope, depending of numbers of individuals convening at the overlook. For each of these reasons, the overlook at the terminus of Parkdale Avenue, incorporating a seating area, bike parking, access to the trails, and screening from the vernal pool preserve, is proposed.

In conclusion, the Project would include parks and trails, as well as recreational and open space that would variously limit private uses (for project residents) or be open to project residents as well as to the surrounding community (public park or private facilities with a recreational easement). The Project would include a 25.8-acre (less the BRT IOD) community park, which has undergone the City GDP process for identification of proposed sports, community, and passive uses; as well as a collection of urban plaza (2), neighborhood (2), and mini (12), or pocket (1) parks, totaling over 11 acres. Additional urban plaza area would add 1.2 acres. A series of trails connecting the neighborhoods to the recreational amenities, on- and off-site open space, and the mixed-use Root Collective also would be provided. These facilities would total 38.3 acres of parks overall (less the community park BRT IOD), with additional trail linkages, as shown in Figure 3-12, *Proposed Parks* (MMCP Proposal PRF-5). The required 16.8 acres of parks, therefore would be exceeded (more than doubled) by the parks, trails, and other recreational/open space amenities that would be provided on site, so the Project would provide a sufficient amount of parkland to accommodate the increase in residents (GP policies RE-A.6, RE-A.6.a, RE-A.8, RE-A.10, RE-B.1, RE-D.1, RE-D.2, RE-D.6, and RE-D.9), as well as address some of the short-fall of parks in the larger community. The restoration and enhancements of Carroll Canyon Creek would support a passive linear open space park along the eastern portion of the creek on site, and would allow for a trail for its entire on-site length.

No vernal pools exist on site, but two complexes are located in the vicinity. The off-site northern preserve (up slope from the proposed residential and other structural development) and the southern complex (on mesa top north of Arjons Drive and south of the Project) would be variously precluded from significant impacts. This is the result of existing setbacks, fencing, enhanced landscaping, and signs; as well as project BMPs, MSCP LUAGs, and avoidance/minimization measures prescribed by the City's VPHCP, as additionally detailed in discussions of ESL lands, VPHCP, and MSCP compliance below (see Impacts 2 and 6, respectively). Approximately 44 percent of the project site would be retained as natural open space (refer to Figure 3-15, *Proposed Open Space*). Based on proposed acres deleted (areas without beneficial resources) combined with areas proposed for retention and added (as a result of re-mapping to match the improved stretch of Carroll Canyon Creek), 146.44 acres within the project site (approximately 150 acres overall, including some existing Rattlesnake Canyon brush management area), are proposed to be included in the City's amended MHPA, which establishes the preserve system of the MSCP (GP policies RE-D.2, RE-D.6, RE-D.7, RE-D.7.a, RE-D.7.b, RE-D.9, RE-F.1, RE-F.2, RE-F., RE-F.5, RE-F.7, CE-B.6, CE-F.4, CE-G.1, CE-H.7, CE-H.8, and CE-J.4; MMCP policies SROSS-1.a, SROSS-4.i, SROSS-2.a, SROSS-3, and MMCP Proposal SROSS-2; MMCP Proposal PRF-5). This results in more MHPA acreage post-project than is currently mapped, and also improves the resources within it. Full details are provided in Section 5.9 of this EIR.

As shown in Figure 3-16, *Carroll Canyon Creek Enhancements*, the Project would restore, widen, and enhance the riparian areas and waterways along the entire length of Carroll Canyon Creek within the site, including the pedestrian/bicyclist under-crossing, trails along the creek that connect to trails within the Project site, and a pedestrian-only bridge. Buffers would be provided between new development and trails to protect surrounding habitat (GP policies RE-F.1, RE-F.2, RE-F., RE-F.5, RE-F.6, and RE-F.7; and MMCP Proposal SROSS-2; MMCP Proposal PRF-5). The Project's proposed natural open space and Carroll Canyon Creek enhancements are discussed in more detail in Section 5.9.

As discussed in Section 5.12, *Health and Safety*, the Project would provide appropriate defensible space between open space and urban areas through brush management, transitional landscaping, and structure design (GP policy CE-B.6). Adequate emergency access and evacuation routes would be provided, and the Project would not impair implementation of, or physically interfere with, the San Diego Emergency Plan.

Because there is the potential for unanticipated disturbance of surface or subsurface cultural resources during ground-disturbing activities, the Project includes requirements for monitoring measures and consultation with Native American groups and other stakeholders (GP policies, HP-A.2, HP-A.4.b, and HP-A.4.c). The reader is referred to Sections 5.10, *Historic Resources*, and 5.11, *Tribal Cultural Resources*, respectively.

As explained below under Section 5.1.5, *Impact 4: Compatibility with Adopted Airport Comprehensive Land Use Plan*, the Project would comply with the GP Land Use Element's requirements regarding FAA notification and other airport-related issues (GP policy LU-G.5), as well as MMCP requirements regarding review of residential and commercial projects in the MCAS Miramar AIA (MMCP policies RLU-3 and CLU-3).

As discussed below in Section 5.1.6, *Impact 5: Potential Exposure to Excessive Noise Levels*, no conflicts with the City's GP Noise Element would occur (GP policies NE-A.2, NE-A.4, NE-B.4, NE-E.1, NE-E.2, and NE-G.1).

As described in Section 5.5, *Greenhouse Gas Emissions*, the Project has been evaluated with respect to the City's CAP Consistency Checklist, and found to be consistent with the assumptions used in the development of the CAP. The Project would not conflict with the CAP.

Environmentally Sensitive Lands Regulations

As described in Section 5.1.1, the City also promotes the preservation of ESL through its ESL Regulations. Because some project effects would be located within sensitive biological, steep hillside, and floodplain areas, impacts would occur to ESL-protected resources, and deviations would be required. These are addressed in Section 5.1.3, below.

As detailed above, the Project is either directly or generally compatible with existing adopted plans. Upon approval of an MMCP/GPA Amendment, and MPDP, the Project would be uniformly consistent with these planning documents.

Compatibility with Adopted Regional Plans with Specific Focus

San Diego Forward: The Regional Plan

This plan is completed by SANDAG, the regional agency with responsibility for intra-jurisdictional transit planning based on land use planning data provided to them by the cities and County of San Diego. As such, land uses are not evaluated for consistency with the plan, but the issue of whether the project would be supportive of regional transit efforts identified in The Regional Plan is relevant.

The site is approximately 3.2 miles east of the existing Sorrento Valley Coaster station. MTS currently runs a commuter shuttle service (Route 973, the Carroll Canyon Coaster Connection) that connects the community and businesses west of Camino Santa Fe to the Sorrento Valley Coaster Station via Carroll Road. The Project is working with MTS to identify ways to extend the existing shuttle service to the project site once Carroll Canyon Road is constructed from Camino Ruiz to Camino Santa Fe. The Project's Mobility Hub would be located near the intersection of Carroll Canyon Road and Camino Santa Fe, and a route connection could occur via the ultimate Carroll Canyon Road extension west of Camino Santa Fe, or via a connection on Carroll Road by traveling from the Mobility Hub south along Camino Santa Fe. In addition, a future trolley station (with service anticipated to begin in 2021) is planned for Executive Drive and Genesee Avenue, approximately 2.9 miles from the project site. MTS also has a BRT route that extends along Mira Mesa Boulevard, north of the Project. As noted in Chapter 3.0, and discussed here, evaluation is ongoing regarding the potential to bring that route along Carroll Canyon Road from the east, across the Project, extending along future Carroll Canyon Road West, and then northerly to reconnect with Mira Mesa Boulevard.

ROW for a future BRT route within the on-site portion of future Carroll Canyon Road (to be constructed by the Project) has been reserved with an IOD on the south side of the road. The road would be six lanes in width with a 26-foot raised, landscaped, median inclusive of left turn lanes at signalized intersections and both east- and west-bound Class I bike paths. The Project would also provide IODs location to accommodate a future transit stop on the west side of the future signalized intersection of Carroll Canyon Road/Spine Road that would serve both east- and west-bound buses. The exact alignment of this future route has not been identified in the approved SANDAG planning documents. As noted in Section 5.1.1, based on guidance from SANDAG, the preferred alignment would be in the center of Carroll Canyon Road within the raised median area. SANDAG also has indicated that there is currently no funding identified for this or any other potential transit (such as BRT) along Carroll Canyon Road; nor is there any funding to relocate the Mira Mesa Boulevard bus route southward to Carroll Canyon Road. When proof of anticipated high ridership is obtained by SANDAG, funding would be obtained, and specific location of the alignment would be confirmed. In the meantime, the future Carroll Canyon Road IODs would accommodate such an alignment/station and would not preclude either of these future actions.

The Mobility Hub would serve as the gathering place for residents and employees who plan to use shared or public transportation. Park and Ride parking spaces would be provided at the Mobility Hub along with bicycle lockers and bicycle racks.

The Project would provide enhanced pedestrian and bicycle connectivity with the Mobility Hub, as well as with off-site pedestrian/bicycle facilities (e.g., the paved sidewalks and identified bike lanes

along Camino Santa Fe), to nearby commercial/retail and office centers, thus providing access to these facilities without sole reliance upon the automobile. This would be consistent with the intent of the SCS to create sustainable, mixed-use communities conducive to public transit, walking, and biking by focusing future growth in the previously developed, western portion of the region along the major existing transit and transportation corridors.

Regional Air Quality Strategy

The SDAB is in non-attainment with the federal standard for ozone (CO) and the state standards for ozone and particulate matter (PM₁₀). Project emissions would exceed APCD significance criteria for these two categories, as demonstrated in calculations completed for the Project contained in the Air Quality Technical Report (AQTR; HELIX 2019b), provided in Appendix C (e.g., see also Table 5.4-10, *Maximum Daily Operational Emissions*). Even unmitigated, however, the Project would result in fewer emissions than would be expected to occur under the approved MMCP development plan when taking into account retention of 1,800 residential units, deletion of industrial uses, and addition of community park uses (see Table 5.4-4). The MMCP, as an adopted land use plan, provided the basis for site emissions assumptions in the RAQS. Because the Project would generate fewer criteria pollutants than the assumed MMCP build scenario, the Project would not affect the SDAB's ability to attain and maintain ambient air quality standards. Refer to Section 5.4, *Air Quality*.

Water Quality Control Plan for the San Diego Basin

The Project would comply with all applicable City and related water quality standards and Hydromodification Management requirements. Conformance would be demonstrated through implementation of construction-related BMPs, as required by applicable NPDES permits, and the use of appropriate low impact development (LID) site design, source control, and Priority Development Project storm water control BMPs. Refer to Section 5.15.

MCAS Miramar ALUCP

The Project would be consistent with City regulations regarding the ALUCP (see Section 5.1.5 for further discussion on the Project's compatibility with MCAS Miramar ALUCP policies).

Multiple Species Conservation Program Subarea Plan

The Project would be consistent with City regulations regarding the MSCP (see Section 5.1.7 for further discussion on the Project's compatibility with MSCP policies).

Land Development Code

As previously noted, the underlying base zoning for the majority of the MPDP portion of the project site is AR-1-1 (an Agricultural-Residential zone that allows residential uses at low density with agricultural uses of low intensity) with a small area in the southwestern corner of the site designated IL-2-1 (Industrial). The AR-1-1 zoning designation was intended to preserve land for open space or for future development at urban intensities as the City builds out.

The Project proposes to rezone property in the Project from the AR-1-1 and IL-2-1 zones to RX-1-2, RM-2-6, RM-3-9, CC-2-4, OP-1-1, OR-1-1, and OC-1-1 to match land use designations in the MMCP and CCMP.

- The purpose of RX zones is to provide for both attached and detached single-family dwelling units on smaller lots than are required in RS zones. The RX-1-2 zone requires a minimum of 3,000-SF lots.
- The purpose of the RM zones is to provide for multiple dwelling unit development at varying densities. RM-2-6 allows for 6,000-SF minimum lot sizes and a maximum of up to 34.8 units/acre while the RM-3-9 zone allows up to 72.6 units/acre.
- The purpose of the CC zones is to accommodate community-serving commercial services, retail uses, and limited industrial uses of moderate intensity and small to medium scale. The CC-2-4 zone is intended to accommodate development with a pedestrian orientation.
- The purpose of the open space zones is to protect lands for outdoor recreation, education, and scenic and visual enjoyment; to control urban form and design; and to facilitate the preservation of environmentally sensitive lands.

The zones have been selected to provide the uses and development regulations appropriate to implement the MMCP and CCMP, and therefore, no impact related to zoning modifications is identified.

Community Plan Implementation Overlay Zone ("CPIOZ"):

The Project proposes a CPIOZ B to require the implementation of Community Plan policies and regulations. Application of a CPIOZ to the site would ensure that any future development of the site (not analyzed herein) is consistent with the MMCP, the adopted Community Plan. Per SDMC Chapter 13, Article 2, Division 14, Section 132.1401, a CPIOZ B ensures that development proposals are reviewed for consistency with the use and development criteria that have been adopted for specific sites as part of the community plan update process. They therefore require discretionary review under CEQA for what otherwise might proceed as purely ministerial actions under approved zoning.

5.1.2.3 Significance of Impacts

The Project would be similar to the uses envisioned under the General Plan, MMCP, and CCMP, and would provide 1,800 residential units (including affordable housing units), commercial/retail, office, a mobility hub, approximately 181 acres of open space, and publicly accessible park acreage that exceeds double the population-based requirement for the Project. These proposed uses would be consistent with the intention of the General Plan, MMCP, and the Regional Plan to focus growth into sustainable, mixed-use activity centers linked to the regional transit system concurrent with provision of needed infrastructure and services. The Project would not result in an inconsistency or conflict with the environmental goals, objectives, or guidelines of the General Plan, MMCP, CCMP, or other applicable plans. The Project also would conform to the most applicable policies and standards of the General Plan, MMCP (as amended), CCMP, and SDMC. No substantial incompatibility with an adopted plan would occur. Upon approval of a CUP/Reclamation Plan

Amendment, GPA, CCMP/MMCP Amendments, and MPDP, the Project would be entirely consistent with the cited plans. Therefore, impacts would be less than significant.

5.1.2.4 Mitigation, Monitoring and Reporting

Mitigation measures would not be required.

5.1.3 Impact 2: Potential Need for a Deviation or Variance

Issue 2: Would the Project require a deviation or variance, and the deviation or variance would in turn result in a physical impact on the environment?

5.1.3.1 Impact Thresholds

According to the City's Significance Determination Thresholds (2016a), land use policy impacts may be significant if a project would result in:

- Conflict with an adopted land use designation or intensity and indirect or secondary environmental impacts could occur.

5.1.3.2 Impact Analysis

This section focuses on deviations or variances from applicable City code sections that are proposed in order to deliver the most efficiently designed project to the community. Implementation of the Project would require the following deviations or variances from LDC regulations related to zoning and ESL-protected resources.

CUP/Reclamation Plan Amendment

The project site contains limited natural gradient in two locations immediately adjacent to/associated with the development footprint—east of Camino Santa Fe and in the southeast portion of the Project—as well as large areas along the steep Rattlesnake Canyon slopes to the north of the development footprint. Implementation of the CUP/Reclamation Plan Amendment would encroach into a small area of steep hillside at the southeastern extent of the site just south of the future Carroll Canyon Road alignment. In this area, there is a relatively sharp drop from mesa top to the canyon below.

Carroll Canyon Road grading under the adopted CUP/Reclamation Plan assumed connection with off-site Carroll Canyon Road would occur north of the current connection. Since the original approval, however, the portion of Carroll Canyon Road from the eastern site boundary to Camino Ruiz has been built and is in use. In order to connect to the existing road, the on-site portion of the road needs to be located slightly south of its original anticipated alignment. This requires cut into the hillside in order to complete the base grading required under the CUP.

Although the tops and bottoms of slopes along the southeastern canyon wall have been previously modified—by industrial development at top of slope and past mining activities at toe of slope—one small area of additional encroachment into natural slope between these two areas would occur. This would be on the north-facing southern canyon slope. In this area, the canyon face would be

modified to pull the slope edge southerly from the grading completed for the approved Reclamation Plan. Additional grading would be required slightly up this canyon face in order to accommodate a 2:1 slope within the Project.

Section 143.0111 of the SDMC notes that outside the MHPA and Coastal Overlay Zone, mining and extractive industries may exceed the maximum allowable development area described in Section 143.0142(a). In these instances, a CUP is required, as is restoration of the on-site landform to a natural-appearing condition. The CUP is required in accordance with Section 141.1006. Per Section 141.1006(a)(6), and subject to applicable conditions requiring appropriate agency approvals, and consistency with the General Plan, the following is noted as exempt (emphasis added in bolded text):

*On-site excavation and on-site earthmoving activities that are an integral and necessary part of a construction project that are undertaken to prepare a site for construction of structures, landscaping, or other land improvements, **including the related excavation, grading, compaction, or the creation of fills, road cuts, and embankments, ...***

Consistent with elements of the discussion, above, the grading would occur as part of a CUP (the CUP/Reclamation Plan Amendment). Contours would tie into existing contours and no modification would occur to mesa top or off-site areas. As such, the encroachment is exempt, no land use inconsistency would result, and no deviation is required.

MPDP Development

Consistency with the Land Development Code

The Project zones noted in Section 5.1.2.2 would provide the underlying regulations governing use and form of the proposed development. However, the Project ultimately would be governed by the MPDP, which is a regulatory document that specifies the maximum amount of development, allowable land uses, and design specifics. The MPDP sets design standards, land use policy, building standards, landscaping standards, and architectural character and design standards. The MPDP also provides guidance for mobility and circulation as well as infrastructure improvements such as water, wastewater, and drainage systems. In some cases, the MPDP references the LDC directly, and where the MPDP is silent, applicable provisions and requirements of the LDC remain in force. Where a conflict exists, the MPDP standard would apply.

Given the nature of the project, the desire to integrate uses, and the need to subdivide the property, lot configurations and sizes would not be entirely consistent with the proposed underlying zones of the MPDP. Therefore, the proposed Project would require deviations to the proposed RX-1-2, RM-2-6, RM-3-9, and CC-2-4 zones with respect to design elements such as architectural projections and encroachments, focused setbacks, structure heights, and private exterior open space. Proposed deviations are defined and integrated into the MPDP and are summarized in Table 5.1-3-6, Proposed Deviations Summary, Proposed Deviations – Residential Zones Comparison Chart, and Table 5.1-3, Proposed Deviations – CC-2-4 Commercial Zone Comparison Chart in Chapter 3.0. As detailed in Tables 3-6, 5.1-2 and 5.1-3, the deviations are restricted in nature, with the Project strictly complying with numerous specific requirements. Land use effects of the proposed deviations are addressed below, as well as analyzed for visual effect relative to mass and scale, etc., in Section 5.3, *Visual Effects/Neighborhood Character*.

Table 5.1-2
PROPOSED DEVIATIONS – RESIDENTIAL ZONES COMPARISON CHART

Development Regulation	RX-1-2		RM-2-6		RM-3-9	
	Required	Proposed	Required	Proposed	Required	Proposed
Maximum Permitted Density	1 du/lot	1 du/lot	1,250 sf/du	1,250 sf/du	600 sf/du	600 sf/du
Minimum Lot Area (sf)	3,000	3,000	6,000	6,000	7,000	7,000
Minimum Lot Dimensions						
Lot Width (ft)	35	35	50	50	70	70
Street frontage (ft)	35	35	50	50	70	70
Lot Width – Corner (ft)	35	35	55	55	75	75
Lot Depth	50	50	90	90	100	100
Setback Requirements						
Min Front Setback (ft)	15	6*	15	5*	10	5*
Std Front Setback (ft)			20	5*	20	5*
Max Front Setback (ft)	NA	NA	NA	NA	NA	NA
Minimum Side Setback (ft)	NA	NA	5	5	5	5
Std Side Setback (ft)	NA	NA	NA	NA	NA	NA
Minimum Side Setback	NA	NA	NA	NA	NA	NA
Detached (ft)	3	3				
Attached (ft)	0	0				
Min Street Side Setback (ft)	3	3	10	10	10	5*
Min Rear Setback (ft)	10	10 / 5*	15	5*	5	5

Table 5.1-2 (cont.)
PROPOSED DEVIATIONS—RESIDENTIAL ZONES COMPARISON CHART

Development Regulation	RX-1-2		RM-2-6		RM-3-9	
	Required	Proposed	Required	Proposed	Required	Proposed
Max Structure Height (ft)	30	30* §131.0444(c); Does not apply; no angled building envelope plane is required.	40	40—2 story structures 45—3 story structures* §131.0444(f); Does not apply. No angled building envelope plane is required.	60	65*
Max lot coverage	NA	NA	NA	NA	NA	NA
Max Floor Area Ratio	.8	.8	1.5	1.5	2.7	2.7
Accessory Use and Structures	Muni Code Standard Applies	Muni Code Standard Applies	Muni Code Standard Applies	Muni Code Standard Applies	Muni Code Standard Applies	Muni Code Standard Applies
Ground Floor Height	NA	NA	NA	NA	Muni Code Standard Applies	Muni Code Standard Applies
Lot Consolidation	NA	NA	NA	NA	NA	NA
Storage Req.	NA	NA	Municipal code standard applies	Municipal code standard applies	§131.0454 Storage requirements in the RM Zones. In all RM zones, each dwelling unit shall have a fully enclosed, personal storage area outside the unit that is at least 240 cubic feet with a minimum 7-foot horizontal dimension along one plane.	Storage Requirements—§131.0454*: Each dwelling unit shall have a fully enclosed, personal storage area outside the unit that is at least 100 cubic feet; no minimum horizontal dimension is required.
Private Exterior Open space	NA	NA	Private Exterior Open Space—§131.0455(b) In the RM-2-4, RM-2-5, and RM-2-6 zones, at least 75 percent of the dwelling units shall be provided with at least	Private Exterior Open Space—§131.0455(b)*: At least 75 percent of the dwelling units shall be provided with at least 60 square feet	Private Exterior Open Space—§131.0455(c) In the RM-3-7, RM-3-8, and RM-3-9 zones, at least 75 percent of the dwelling units shall be provided with at least 60 square feet of usable,	Private Exterior Open Space—§131.0455(c)*: At least 75 percent of the dwelling units shall be provided with at least 60 square feet of usable, private, exterior

Table 5.1-2 (cont.)
PROPOSED DEVIATIONS — RESIDENTIAL ZONES COMPARISON CHART

Development Regulation	RX-1-2		RM-2-6		RM-3-9	
	Required	Proposed	Required	Proposed	Required	Proposed
Private Exterior Open space (cont.)			60 square feet of usable, private, exterior open space abutting the unit with a minimum dimension of 6 feet. The open space may be located in required front and rear yards, but shall be no closer than 9 feet to the front property line.	of usable, private, exterior open space abutting the unit with a minimum dimension of 5 feet, including a porch or patio at ground level or balcony or roof deck on upper floors of the building. The open space may be located in required front and rear yards, but shall be no closer than 5 feet to the front property line.	private, exterior open space abutting the unit with a minimum dimension of 6 feet. The open space may be located in the required front yard, but shall be no closer than 9 feet to the front property line.	open space abutting the unit with a minimum dimension of 5 feet, including a porch or patio at ground level or balcony or roof deck on upper floors of the building. The open space may be located in required front and rear yards, but shall be no closer than 6 feet to the front property line.
Common open space	NA	NA	Muni Code Standard Applies	Muni Code Standard Applies	Muni Code Standard Applies	Muni Code Standard Applies
Architectural projections and encroachments	Muni Code Standard Applies	Muni Code Standard Applies Architectural projections may not conflict with the height of mature trees	Muni Code Standard Applies	Muni Code Standard Applies Architectural projections may not conflict with the height of mature trees	Architectural Projections and Encroachments— 131.0461(c): (c) In the RM-2-4, RM-2-5, RM-2-6, RM-3-7, RM-3-8, RM-3-9, RM-4-10, RM-4-11, and RM-5-12 zones, architectural projections and encroachments listed in Section 131.0461(a) are permitted with the following limitations. No permitted architectural projection or encroachment may be located in required yards within view corridors	Architectural Projections and Encroachments— §131.0461(c)*: Architectural projections and encroachments, including eaves and canopies, may extend to the property line for up to 60% of the length of the street frontage. Architectural projections may not conflict with the height of mature trees.

Table 5.1-2 (cont.)
PROPOSED DEVIATIONS — RESIDENTIAL ZONES COMPARISON CHART

Development Regulation	RX-1-2		RM-2-6		RM-3-9	
	Required	Proposed	Required	Proposed	Required	Proposed
Architectural projections and encroachments (cont.)					that are designated by land use plans in the Coastal Overlay Zone, in a required visibility area, a required turning radius, or vehicle back-up area except where development regulations may allow.	
Supplemental req.	Muni Code Standard Applies	Muni Code Standard Applies	Muni Code Standard Applies	Muni Code Standard Applies	NA	NA
Refuse and Recyclable Material Storage	Muni Code Standard Applies	Muni Code Standard Applies	Muni Code Standard Applies	Muni Code Standard Applies	Muni Code Standard Applies	Muni Code Standard Applies
Visibility Area	Muni Code Standard Applies	Muni Code Standard Applies	Muni Code Standard Applies	Muni Code Standard Applies	Muni Code Standard Applies	Muni Code Standard Applies
Req. for attached units	Muni Code Standard Applies	Muni Code Standard Applies	Muni Code Standard Applies	Muni Code Standard Applies	Muni Code Standard Applies	Muni Code Standard Applies

* = Deviation from base zone standard.

NA = Not Applicable

**Table 5.1-3
PROPOSED DEVIATIONS – CC-2.4 COMMERCIAL ZONE COMPARISON CHART**

Development Regulations	Required	Proposed
Lot Area		
Minimum Lot Area (sf)	2,500	2,500
Maximum Lot Area (sf)	-	-
Lot Dimensions		
Minimum Lot Width (ft)	25	25
Minimum Street frontage (ft)	25	25
Minimum Lot Width (ft)	-	-
Maximum Lot Depth	-	-
Setback Requirements		
Minimum Front Setback (ft)	-	-
Maximum Front Setback (ft)	10	10
Minimum Side Setback (ft)	10	0 ±
Optional Side Setback (ft)	0	0
Minimum Street Side Setback (ft)	-	-
Maximum Street Side Setback (ft)	10	§131.0543(a)(2) – The maximum setback requirement in Municipal Code Table 131-05B shall not apply. A maximum setback of 40 feet from the property line abutting Urban Corridor and Spine Road shall be allowed. Maximum setback intended to accommodate lettered lots. Street frontage shall substantially conform to the site plan shown in Figure 8-13 which illustrates an approximate street frontage of 64% along the Spine Road and the Urban Corridor streets. ±
Minimum Rear Setback (ft)	10	0 ±
Optional Rear Setback (ft)	0	0
Maximum Structure Height (ft)	45	45 ± Parking structures shall have a maximum structure height of 65 feet to accommodate 4 levels with roof parking and solar panels overhead.
Ground Floor Height	Muni Code Standard Applies	Muni Code Standard Applies
Minimum Lot Coverage (%)	35	35 ± A minimum lot coverage of less than 35% is acceptable on PA-20 (Mobility Hub) to the primary function of that parcel.
Maximum Floor Area Ratio	1.0	1.0
Additional Criteria		
Pedestrian Paths	Muni Code Standard Applies	Muni Code Standard Applies
Transparency	Muni Code Standard Applies	Muni Code Standard Applies
Building Articulation	Muni Code Standard Applies	Muni Code Standard Applies

± = Deviation from base zone standard.

The deviations are proposed to make each of the Project neighborhoods work most efficiently within their boundaries and provide for internal consistency. Given the topographic constraints of the developed Project elements (within the prior mining area and largely downslope from surrounding separate established developments), such variations would not be expected to be applicable to surrounding residential or commercial/light industrial uses of different styles, densities and format. As such, they are considered limited in scope, and they are also largely not visible from surrounding areas (e.g., generally shielded by other intervening structures). Where views to the site are possible from off-site locations the deviations would result in design features that would meld into overall development and generally not constitute notable elements in and of themselves. As such, focused internal project variations would be physically restricted to within project boundaries and not notable outside the Project.

As described above, deviations or variances may be considered significant if they conflict with an adopted land use designation or intensity and indirect or secondary environmental impacts could occur.

Deviations to the heights of walls and fences are addressed in Chapter 11 of the MPDP, as well as in this Land Use section. Walls and fences generally deviate by being up to 6 feet high instead of 3 feet high. Many of these areas are located in areas where additional privacy is needed due to reduced set-backs or adjacency to the street. Sound walls discussed in the MPDP and in Section 5.7, *Noise*, would be 6 feet in height in order to be effective to reduce sound entering homes (e.g., along the eastern portion of Carroll Canyon Road and a short segment of Camino Santa Fe). These do not result in additional impacts over those addressed for the project as a whole relative to footprint effect. Lack of significant visual impacts associated with proposed walls is addressed in Section 5.3 of this EIR.

In addition, a variation from landscape standards in the SDMC Section 142.0407(b) for vehicular use areas (VUAs) is proposed. For VUAs equal to or greater than 6,000 SF, plant points are calculated within 10 feet of one side of the last parking stall in a row of parking. The Project MPDP provides for planting area points within 5 feet of the edge of the VUAs, consistent with the requirements for VUAs less than 6,000 SF. VUA point calculations for areas greater than 6,000 SF are based on large contiguous parking lots associated with commercial development. Their implementation on multi-family residential projects is not possible. The minimal surface parking spaces provide a small fraction of the area required to mitigate the streets accessing the individual units. See Sheet 88 of the VTM for alternative compliance VUA calculations.

As demonstrated in this EIR, proposed architectural deviations do not result in impacts (direct, or indirect/secondary) requiring mitigation. The deviations are addressed through consistent internal design and streetscape, proposed as part of the Project. They would not be notable from off-site areas. No significant impact would occur relative to deviations proposed on Table ~~3-6s 5.1-2 and 5.1-3~~.

Environmentally Sensitive Lands Regulations

MPDP Development would require deviations from ESL regulations regarding Sensitive Biological Resources (wetlands) and Special Flood Hazard Areas.

Sensitive Biological Resources

ESL Regulations restrict encroachment into sensitive biological habitats. In addition, all conditions of coverage for MSCP-covered species must be met, and impacts to listed non-covered species and narrow endemic species are restricted.

The City Biology Guidelines (City 2012) state that impacts to wetlands should be avoided. Where unavoidable, they require a deviation from ESL Regulations. Outside the Coastal Overlay Zone, requests to deviate from the ESL wetland regulations may be considered only if the proposed development falls within one of the three options as defined by the City of San Diego Land Development Code (LDC) Section 143.0510 (d): (1) Essential Public Projects (EPPs) Option, (2) Economic Viability Option, or (3) Biologically Superior Option.

Direct impacts to City wetlands as a result of the Project would total 0.18 acre, comprising 0.04 acre of southern riparian woodland and 0.14 acre of southern willow scrub solely associated with the Carroll Canyon Road component of the Project; assessed as an EPP. No other Project components would impact City wetlands. The Project falls within the EPP deviation option.

Appropriate deviation from ESL regulations for wetlands impacts under the EPP option must include a Project design "where no feasible alternative exists that would avoid impacts to wetlands." Further, Project classification as an EPP shall include one of the following four criteria: (1) "Any public project identified in an adopted land use plan or implementing document and identified on the EPP List as Appendix III to the City Biology Guidelines," (2) "Linear infrastructure, including but not limited to major roads and land use plan circulation element roads and facilities," (3) "Maintenance of existing public infrastructure," or (4) State and federally mandated projects.

The proposed extension of Carroll Canyon Road is identified in the following adopted land use plans: the 1992 MMCP and the 1994 CCMP. Carroll Canyon Road is a major arterial roadway in this portion of the City with existing segments and termini located on both sides of the project site. Carroll Canyon Road provides the community and region with a connection between I-805 and I-15. The proposed extension of Carroll Canyon Road is necessary infrastructure for the increasing City population and development build-out to facilitate public movement, convey traffic flow, and provide increased access for emergency response teams in this portion of the City.

The proposed extension of Carroll Canyon Road associated with the Project includes construction of approximately 1.6 miles (approximately 8,315 linear feet) of 6-lane Prime Arterial (divided) road with Class I multipurpose paths and sidewalks. Additionally, water (12- to 16-inch diameter pipes) and sewer (30-inch diameter main line) utilities would be installed within/beneath the road. The proposed extension of Carroll Canyon Road would primarily occur on site (approximately 6,225 linear feet) but would also connect (approximately 90 linear feet) to an existing fixed road terminus (cul-de-sac) located immediately off site to the east of the project site. Additionally, the proposed expansion of Carroll Canyon Road associated with the Project includes the continuation of Carroll Canyon Road westward (approximately 2,000 linear feet) off site immediately west of Camino Santa Fe.

An alignment of Carroll Canyon Road through the site that avoids impacts to City wetlands is not practicable. Due to the existing eastern fixed terminus of Carroll Canyon Road (a paved and improved [sidewalks, streetlights, landscaped] road segment currently in use east of mined raw soil

portions of the project site), there is limited flexibility in the proposed road alignment extending off site that would meet current road design standards of the City. To avoid wetlands, the extension of Carroll Canyon Road would require a bridge at the eastern edge of the site, extending off site, to span across an unnamed tributary to Carroll Canyon Creek and connect with an existing terminus of Carroll Canyon Road. Due to the existing steep topography, jurisdictional resources present, and type of bridge needed, such an alternative was deemed not practicable and rejected by the project design team as not being feasible.

Special Flood Hazard Areas

The project site is within a 100-year floodplain. Grading would be implemented both as part of the CUP/Reclamation Plan Amendment and during construction of the proposed land uses. As stated in Section 5.15, *Hydrology and Water Quality* in Section 5.15.3, *Impact 2: Hydrology – Flood Hazards*, the floodplain along Carroll Canyon Creek would be restricted to the proposed channel and would not encroach upon proposed development. The floodplain associated with the tributary in the northern portion of the project site is proposed to be revised along residential pads proposed in that area. The proposed pads would be over 10 feet above the watercourse of the tributary and would be several feet above the floodplain. Based on compliance through design, no deviation is required relative to floodplains. The 100-year water surface elevations below Camino Santa Fe and upstream of the site generally would not be altered by the Project. Accordingly, impacts related to the imposition of flood hazards would be less than significant.

SDG&E Facility Modifications

The Project modifications to SDG&E facilities would be located in an area zoned AR-1-1, OR-1-2 (Open Space Residential), IL-2-1, and IP-2-1 (Industrial Park). No zoning change, deviation, or variance is proposed for these areas; modifications would be consistent with existing development regulations for these zoning categories.

5.1.3.3 Significance of Impacts

CUP/Reclamation Plan Amendment

The potential impact related to steep hillside encroachment is less than significant as the Project is exempt from strict compliance in accordance with SDMC Section 143.0111 regarding encroachment associated with mining/extraction operations.

MPDP Development

Excluding wetlands impacts, the Project would not require a deviation or variance that would result in a physical impact on the environment. Therefore, the impact would not meet the specified threshold requirements for significance. Although City wetlands impacts would be significant under the ESL, they would result from implementation of an Essential Public Facility and also would be minimized to the extent feasible and practicable. Mitigation is identified in Section 5.9. Land use impacts associated with this deviation would be less than significant.

5.1.3.4 Mitigation, Monitoring and Reporting

Land use mitigation measures would not be required.

5.1.4 Impact 3: Physically Divide an Established Community

Issue 3: Would the proposal physically divide an established community?

5.1.4.1 Impact Thresholds

According to the City's Significance Determination Thresholds (2016a), land use policy impacts may be significant if a project would:

- Physically divide an established community.

5.1.4.2 Impact Analysis

The project site is currently vacant and undeveloped, and is undergoing post-mining reclamation grading required as part of CUP 89-0585. Surrounding uses include light industrial and business park land uses to the south and west, an aggregate mining operation to the east. To the north and northeast are single-family and apartment homes in the Mira Mesa community. The site does not currently contain any public services, or provide a link for residents to cross the property to access other community services.

Given the undeveloped industrial nature of the site and current inability to cross it, the Project would not physically divide an established community. To the contrary, given the surrounding land uses, implementation of the Project result in greater connectivity through completion of planned key roadway connections such as Carroll Canyon Road. In addition, project streets, sidewalks, and bike lanes, would connect to off-site areas both east and west, and project trails would connect off-site existing residential uses to those same facilities. Project implementation also would provide neighborhood elements and community services such as park uses, cafes, etc. that would both improve overall movement through and between neighborhoods in the community as well as provide amenities that could draw community residents into a setting supporting community cohesion to a greater level than currently exists.

5.1.4.3 Significance of Impact

The project would not divide an established community; therefore, impacts would not occur.

5.1.4.4 Mitigation, Monitoring and Reporting

Mitigation measures would not be required.

5.1.5 Impact 4: Compatibility with Adopted Airport Comprehensive Land Use Plan

Issue 4: Would the proposal result in land uses which are not compatible with an adopted airport Comprehensive Land Use Plan?

Issue 5: Would the proposal result in land uses which are not compatible with aircraft noise levels as defined by an adopted airport Comprehensive Land Use Plan?

5.1.5.1 Impact Thresholds

According to the City's Significance Determination Thresholds (City 2016a), land use compatibility impacts may be significant if the project would result in:

- Incompatible uses as defined in an airport land use plan or inconsistency with an airport's land use compatibility plan as adopted by the Airport Land Use Commission to the extent that the inconsistency is based on valid data.
- If the project is proposed within the Airport Environs Overlay Zone (AEOZ) as defined in Chapter 13, Article 2, Division 3 of the San Diego Municipal Code, the potential exterior noise impacts from aircraft noise would not constitute a significant environmental impact.

The City's Significance Determination Thresholds also provide guidance for Airport Noise Impacts, including Table K-3. MCAS Miramar has an adopted ALUCP (San Diego County Airport Land Use Commission 2008) that provides noise zones based on noise contours. The noise zone a project falls within and the applicable noise threshold depends on a project's location within the Airport Influence Area.

According to Chapter 3.10 of the City General Plan EIR, the City implements adopted ALUCPs with the Airport Environs Overlay Zone (AEOZ). Chapter 13, Article 2, Division 3 of the SDMC defines an AEOZ as an area within a noise contour zone of the San Diego International Airport. For this analysis, however, it is assumed that this definition would also apply to the 60 CNEL noise contour for MCAS Miramar, as this contour is defined as an AEOZ in the City General Plan EIR. In addition, interior noise impacts would be regulated by the requirement for residential development within the AEOZ to reduce interior noise levels attributable to airport noise to 45 CNEL. In addition, the City General Plan EIR states that "where developments are conditionally allowed in areas above the 60 CNEL, the ALUCPs require avigation easements to ensure that future residential and other noise sensitive development surrounding airports are compatible for noise. Specifically for noise, avigation easements provide the airport operator the right to subject the property to noise associated with normal airport activity."

5.1.5.2 Impact Analysis

Airport Land Use Plan Compatibility

MCAS Miramar is located approximately 1.0 mile south of the project site, and, as previously noted, the project site is located within the AIA for MCAS Miramar, which is the area in which current or

future airport-related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restrictions on those uses as determined by an airport land use commission (County of San Diego 2008).

As shown in Figure 2-9, the southernmost portion of the project site, which is planned for open space, recreational, and commercial uses, as well as most of the project site north of the proposed extension of Carroll Canyon Road, is within the AIA Review Area 1. The westernmost portion of the site, both north and south of Carroll Canyon Road, is also within an overflight notification area which requires notification to potential property buyers. A small portion of the site in the northeast is within AIA Review Area 2. Limits on the heights of structures, particularly in areas of high terrain, are the only restrictions on land uses within Review Area 2. Within Review Area 2, only land use actions for which the height of objects is an issue are subject to ALUC review (see Policy 2.6.2(a)(2)).

As described in Section 5.1.2.1, *Federal Regulations*, the project site is located within the FAA Part 77 Noticing Area for MCAS Miramar. Building height and obstruction restrictions apply around the installation to ensure that no object would interfere with the safe operation of aircraft or impact the air installation operations. The ALUCP contains criteria for determining airspace obstruction compatibility. Any proposed development that includes an object over 200 feet above the ground level or that penetrates the 100:1 slope extending 20,000 feet away from the nearest runway must be submitted to FAA for obstruction evaluation, as well as notifying SDCRAA and MCAS Miramar.

The Project was reviewed for consistency with the MCAS Miramar ALUCP by the Airport Land Use Commission, which issued an official consistency determination in November 2018 that, with incorporation of notification described herein, as well as certain noise attenuation described below, the Project would conform to relevant ALUCP policies and applicable provisions of the State Aeronautics Act and would not conflict with the MCAS Miramar ALUCP (San Diego County Regional Airport Authority 2018).

The Airport Land Use Commission consistency determination found that the Project is in compliance with the ALUCP airspace protection surfaces, finding that project structures would not exceed a height of 65 feet above ground level and stating that “a determination of no hazard to air navigation has been issued” by the FAA. Also, the project site is located outside all MCAS Miramar safety zones; therefore, no conflicts within the MCAS Miramar Safety Zone would occur.

Furthermore, projects located in Review Area 2 requiring review include projects that create objects in a High Terrain Zone, projects that create electrical or visual hazards to airplanes in flight, and projects that have the potential to cause an increase in bird or wildlife activity. The project site is largely located within canyon and mined area below the surrounding mesa top and is not located within a High Terrain Zone. Moreover, the Project does not propose uses that would create electrical hazards to aircraft, and it does not propose the use of neon lights that could be mistaken for airport lighting or interfere with night vision goggles used by military pilots. The Project also does not include large water features or propose uses that would attract wildlife such as birds that would interfere with aircraft operations.

As noted, a portion of the Project is located within an overflight notification area, with the ALUCP requiring notification of overflights to new residential land uses. As a result, and per the Airport Land Use Commission Consistency Determination, “overflight notification shall be provided for each property containing a residential unit.”

For the above-stated reasons, the Project would be consistent with, and not conflict with, the ALUCP for MCAS Miramar.

Aircraft Noise

As shown in Figure 2-9, the southernmost portion of the project site is within the 65 to 75 CNEL contour. This is an area within which park/open space and commercial/retail uses are proposed by the Project. Due to the schematic nature of generalized project plans (e.g., Figure 2-9), it appears that small areas of residential uses may be included within the 65 to 70 CNEL contour, which would be a prohibited use. These areas would not include residences. As noted, they would include parking area or landscaping, per project detail sheets VTM Sheets 26 and 28, which identify the contour line on Figure 2-9 as “noise line” adjacent to these uses. Most of the project site north of the proposed extension of Carroll Canyon Road is within the 60 to 65 CNEL contour. Park/open space and residential uses are proposed in these areas.

Park and open space uses located within contours ranging up to 70 dBA CNEL are compatible with airport uses. Residential uses are conditionally compatible with the 60 to 65 contour so long as interior noise levels are attenuated to 45 CNEL. Commercial and retail uses within the 65 to 75 CNEL contour are considered conditionally compatible so long as interior noise levels are attenuated to 50 CNEL.

Project conditions would require that the internal sound levels be attenuated to 45 CNEL for residential uses and to 50 CNEL for commercial/retail uses, respectively. The Project would therefore be compatible with the applicable standards and guidelines related to aircraft noise.

5.1.5.3 Significance of Impacts

Airport Land Use Plan Compatibility

As described above, the Project would not result in an incompatible land use as the site is located outside of the airport safety zone contour. Additionally, based on mandatory compliance with FAA regulatory criteria as described, the Project would not result in an aircraft-related hazard. Therefore, the Project would be consistent with safety and hazards standards and impacts associated with airport land use compatibility and impacts from aircraft would be less than significant.

Aircraft Noise

The project site is located within MCAS Miramar's noise contours requiring internal noise attenuation. This attenuation would be addressed by project conditions, resulting in aircraft noise impacts being less than significant.

5.1.5.4 Mitigation, Monitoring and Reporting

Mitigation measures would not be required.

5.1.6 Impact 5: Potential Exposure to Excessive Noise Levels

Issue 6: Would the Project result in the exposure of sensitive receptors due to current or future noise levels, which exceed standards established in the Noise Element of the General Plan?

5.1.6.1 Impact Thresholds

A significant land use impact would occur if a project would expose new development to noise levels at exterior use areas or interior areas in excess of the noise compatibility guidelines established in the City General Plan Noise Element (shown in Table 5.1-1). The conditionally compatible noise levels for project land uses are 65 CNEL for single-family residential, 70 CNEL for multi-family residential, and 75 CNEL for active and passive recreation. For outdoor uses at a conditionally compatible land use, feasible noise mitigation techniques should be analyzed and incorporated to make the outdoor activities acceptable. For indoor uses at a conditionally compatible land use, exterior noise must be attenuated to 45 CNEL for single- and multi-family residential and 50 CNEL for commercial-retail to be considered a compatible land use.

5.1.6.2 Impact Analysis

The planning of future uses in conjunction with the City's Land Use – Noise Compatibility Guidelines is intended to ensure compatibility with the noise environment (as necessary) through spatial separation, site design, and construction techniques. The Project is, therefore, evaluated relative to potential exposure of proposed on-site uses to excessive noise levels. As the CUP/Reclamation Plan Amendment and SDG&E facility modifications would not result in the creation of noise-sensitive land uses, they are not addressed herein.

MPDP Development

Operational Noise

Off-site Operational Noise

An existing extractive industry site, the Vulcan Materials Company sand and gravel mine, is located adjacent to the north of the most eastern portion of the project site. Single-family residences are proposed near this area, at a location approximately 250 feet south of the property line adjacent to the mine along Carroll Canyon Road in Planning Area (PA-) 18.

The Project Acoustical Analysis Report (HELIX 2019a; refer to Appendix E) analyzed the effects of Vulcan Materials Company operations on the proposed uses. To determine noise impacts to the project site, a dozer was analyzed in operation at a conservative distance of 300 feet to the future single-family residences.

At this distance, a dozer would generate a noise level of 62.1 time averaged, A-weighted decibels (dBA _{LEQ}). Assuming operation of the dozer between 7 a.m. to 7 p.m., this would equate to 59.1 CNEL. This noise level would be below the City Noise Element's conditionally compatible exterior noise level for single-family residences of 65 CNEL and interior noise level of 45 CNEL (assuming a 15-dBA reduction from traditional architectural materials). Therefore, noise levels for

the proposed residences located near the Vulcan Materials Company mine would be consistent with City standards.

Mixed-use

PA-12, PA-13, and PA-14 would be zoned RM-3-9 and are proposed to be developed with multi-family residential units. The RM 3-9 zone allows limited commercial uses, such as certain retail and office uses that may be placed on the ground floor of the proposed apartment buildings. Food trucks are also allowed in an RM-3-9 zone; however, the hours of operation are limited to between 6:00 a.m. and 10:00 p.m. These operational noise sources, located on the same parcel as residences within the RM-3-9 zone, could generate noise levels in exceedance of City Noise Element standards. Specifically, proposed commercial uses may generate noise that could expose proposed residences to levels above the City Noise Element standards, particularly where these uses occur adjacent to each other or are stacked with residential over commercial. Potential incompatible noise levels may occur from heating, ventilation, and air conditioning (HVAC) systems, other types of air movement systems, or other operational noise from the commercial uses. Since building plans and specific uses/tenants have not yet been developed or identified, it is not possible to quantitatively analyze the potential noise compatibility issues at this stage of project design. However, there is potential for the residential uses next to or stacked on top of commercial uses to experience noise levels above the City Noise Element standards, and therefore noise levels have the potential to be inconsistent with City standards.

As a condition of approval to ensure compliance with the City Noise Element interior and exterior noise standards for multi-family residences and commercial uses, appropriate noise planning and attenuation measures identified in the noise analysis would be incorporated into the project design prior to the issuance of building permits.

Transportation Noise

Exterior Noise Levels

Future traffic noise levels are based on forecasted traffic volumes provided in the TIA (MBI 2019), BRT traffic, and aircraft noise levels (based upon the contours presented in the MCAS Miramar ALUCP; refer to Section 5.1.4.2, above). The aircraft noise levels are conservative estimates that do not account for building or topographical attenuation.

Exact locations for potential single- and multi-family residential and commercial ground-level exterior use areas (e.g., backyards and patios) are unknown at this time; therefore, receivers were placed at a height of 5 feet throughout the site to represent noise levels at potential exterior areas (Receivers Exterior Use [EU] 1 through EU33). Locations for roof deck receivers (EU44 and EU45) were assumed at a height of 45 feet above ground level and were placed at the same location as the single-family receivers that had the highest combined noise levels nearest Carroll Canyon Road (EU23 and EU24). The Project would also have exterior use areas associated with the community park and multiple neighborhood parks (EU34 through EU43). Noise levels for these receivers were modeled and are shown in Table 5.1-42, *Future On-site Exterior Noise Levels*. Impacts are noted for locations where noise would potentially exceed conditionally compatible noise levels. The modeled receiver locations are identified on Figure 5.1-2, *Receiver Locations*.

**Table 5.1-42
FUTURE ON-SITE EXTERIOR NOISE LEVELS**

Receiver Number	Land Use Type/Location	Traffic Noise (CNEL)			Airport Noise (CNEL)	Combined Noise Levels (CNEL)	Potential to Exceed Standard ?
		Vehicles	BRT	Combined Traffic Noise			
EU1	Multi-family	62	33	62	66	67	No
EU2	Multi-family	52	33	52	65	65	No
EU3	Multi-family	56	40	56	65	65	No
EU4	Multi-family	57	28	57	65	66	No
EU5	Multi-family	62	29	62	65	67	No
EU6	Multi-family	61	23	61	64	66	No
EU7	Multi-family	48	28	48	64	64	No
EU8	Single-family	64	12	64	64	67	Yes
EU9	Single-family	62	12	62	64	66	Yes
EU10	Single-family	49	17	49	63	63	No
EU11	Single-family	48	31	48	64	64	No
EU12	Single-family	57	40	57	64	65	No
EU13	Single-family	40	16	40	63	63	No
EU14	Single-family	44	25	44	63	63	No
EU15	Single-family	61	48	61	65	67	Yes
EU16	Single-family	57	42	57	65	66	Yes
EU17	Single-family	62	49	62	65	67	Yes
EU18	Single-family	62	50	63	65	67	Yes
EU19	Single-family	61	48	61	65	67	Yes
EU20	Single-family	62	49	63	65	67	Yes
EU21	Single-family	64	50	64	65	67	Yes
EU22	Single-family	55	40	55	64	65	No
EU23	Single-family	64	53	65	64	67	Yes
EU24	Single-family	65	56	65	64	68	Yes
EU26	Single-family	60	47	60	63	65	No
EU27	Single-family	63	53	64	63	66	Yes
EU28	Single-family	64	54	65	63	67	Yes
EU29	Single-family	57	42	57	63	64	No
EU30	Single-family	65	54	66	63	67	Yes
EU31	Single-family	64	55	65	63	67	Yes
EU32	Commercial	65	53	65	67	69	No
EU33	Commercial	61	35	61	66	67	No

**Table 5.1-42 (cont.)
FUTURE ON-SITE EXTERIOR NOISE LEVELS**

Receiver Number	Land Use Type/Location	Traffic Noise (CNEL)			Airport Noise (CNEL)	Combined Noise Levels (CNEL)	Potential to Exceed Standard ?
		Vehicles	BRT	Combined Traffic Noise			
EU34	Neighborhood Park, near transit station	64	51	64	67	69	No
EU35	Neighborhood Park, near bridge	64	53	64	66	68	No
EU36	Neighborhood Park, north	49	14	49	64	64	No
EU37	Neighborhood Park, near attached SF	55	23	55	64	64	No
EU38	Neighborhood Park	54	37	54	65	65	No
EU39	Community Park, west	67	44	67	67	70	No
EU40	Community Park, center-west	66	45	66	66	69	No
EU41	Community Park, center-east	65	44	65	66	69	No
EU42	Community Park, east	66	56	66	65	69	No
EU43	Community Park, east	67	45	67	65	69	No
EU44	Rooftop Deck (single-family)	68	56	68	64	70	Yes
EU45	Rooftop Deck (single-family)	69	56	69	64	70	Yes

Notes: Traffic noise levels based on traffic volumes provided in the TIA (Appendix B to this EIR); BRT noise levels based upon similar bus routes discussed in Section 3.3.4.7; airport noise levels from contours provided in the MCAS Miramar ALUCP (airport noise levels have been rounded to the nearest whole number; e.g., a receiver with a value of 64.5 CNEL has been rounded up to 65 CNEL, and a receiver with a value of 64.4 CNEL has been rounded down to 64 CNEL). See Figure 5.1-3 for receiver locations and Figure 5.1-4 for ground-level sound wall locations. Conditionally compatible exterior noise levels are 65 CNEL for single-family residential; 70 CNEL for multi-family residential; and 75 CNEL for commercial-retail and for active and passive recreation (neighborhood and community parks).

As shown in Table 5.1-42, the potential exterior use areas for the multi-family residential, commercial, and community and neighborhood park uses would not exceed the City's exterior noise level conditionally compatible standards from combined traffic noise, or from traffic noise combined with airport noise. The potential exterior areas of the single-family residential uses would not exceed the exterior noise level conditionally compatible standards from traffic noise. However, traffic noise combined with airport noise may exceed 65 CNEL at the residences located off Carroll Canyon Road in the southeastern portion of the site (represented by Receivers EU15 through EU21, EU23 and EU24, EU27, EU28, EU30, and EU31), and the residences located off Camino Santa Fe in the northwestern portion of the site (represented by Receivers EU8 and EU9), as well as for potential

roof decks at PA-15, -16, -17, and -18 (represented by EU44 and EU45) if the potential roof deck is considered part of the exterior use area and there is a line of sight with Carroll Canyon Road. Therefore, exterior noise levels would exceed the City Noise Element standards.

To avoid such a land use incompatibility, as a condition of approval, noise levels at the ground-level exterior use areas of the single-family residences would be reduced to 65 CNEL or below, where feasible (some areas may be unable to be reduced to 65 CNEL or below due to the combination of airport and vehicle noise). Noise reduction for on-site exterior noise impacts could be accomplished through on-site noise barriers (walls); for the single-family residential areas that are adjacent to the future Carroll Canyon Road extension (southeastern portion of the project site) and Camino Santa Fe (northwestern portion of the project site), a 6-foot high sound wall would be installed at the approximate locations shown on Figure 5.1-3, *Ground-level Sound Wall Locations*. Table 5.1-53, *Future On-Site Exterior Noise Levels With Sound Walls*, shows noise levels at sensitive receptors in the attenuated condition.

Although the sound wall would reduce noise levels from traffic noise to receivers EU8, EU15, EU17, and EU18 through EU21, no feasible techniques exist to reduce aircraft noise to the potential exterior areas as the aircraft noise comes from above. The project site is located under the 60 CNEL noise contour for MCAS Miramar, and therefore under the AEOZ for the airport. The City's Significance Determination Thresholds state that potential exterior noise impacts from aircraft noise for projects within an AEOZ would not constitute a significant environmental impact. Therefore, although the exterior noise at these single-family residences exceeds City Noise Element standards, the Project is considered acceptable with City standards.

If the roof decks at PA-15, -16, -17, and -18, have a line-of-sight with Carroll Canyon Road and are used to meet the Project's exterior use requirements, noise levels at these exterior use areas of the single-family residences would be reduced to 65 CNEL or below where feasible (some areas may be unable to be reduced to 65 CNEL or below due to the combination of airport and vehicle noise). Noise reduction for the roof deck exterior noise impacts could be accomplished through on-site noise barriers (walls); a 6-foot high sound wall would be installed where the roof deck faces the future Carroll Canyon Road extension.

With implementation of the identified conditions of approval, impacts would be less than significant.

Interior Noise Levels

As traditional architectural materials are expected to attenuate noise levels by 15 CNEL, if noise levels exceed 60 CNEL at the Project's single- and multi-family building façades or 65 CNEL at the commercial-building façades, interior noise levels may exceed the City Noise Element interior noise standards.

For the interior noise analysis, receivers were placed at potential building façades, at a height of 15 feet, in the same locations as the exterior receivers. As shown in Table 5.1-64, *Future On-site Interior Noise Levels*, building façade noise levels would exceed 60 CNEL at all analyzed single- and multi-family residential uses. This is mostly due to the airport noise contours, which exceed 60 CNEL for the entire site. In addition, the commercial land uses would exceed 65 CNEL due to the airport noise and proximity to roadways and the BRT lanes. Therefore, interior noise levels have the potential to exceed City Noise Element interior noise standards.

Table 5.1-53
FUTURE ON-SITE EXTERIOR NOISE LEVELS WITH SOUND WALLS

Receiver Number	Land Use Type/ Location	Combined Noise Levels without Sound Wall (CNEL)	Traffic Noise with Sound Wall (CNEL)			Airport Noise (CNEL)	Combined Noise Levels with Sound Wall (CNEL)
			Vehicles	BRT	Combined Traffic Noise		
EU8	Single-family	67	62	11	62	64	66
EU9	Single-family	66	59	11	59	64	65
EU15	Single-family	67	59	43	59	65	66
EU16	Single-family	66	55	37	55	65	65
EU17	Single-family	67	56	42	56	65	65
EU18	Single-family	67	56	44	56	65	66
EU19	Single-family	67	56	42	56	65	66
EU20	Single-family	67	58	44	58	65	66
EU21	Single-family	67	59	45	59	65	66
EU23	Single-family	67	58	46	59	64	65
EU24	Single-family	68	58	49	58	64	65
EU27	Single-family	66	56	46	56	63	64
EU28	Single-family	67	57	45	57	63	64
EU30	Single-family	67	58	46	58	63	64
EU31	Single-family	67	59	48	59	63	64
EU44	Rooftop deck (single-family)	70	58	42	58	64	65
EU45	Rooftop deck (single-family)	70	57	41	57	64	65

Notes:

Traffic noise levels based on traffic volumes provided in the TIA (EIR Appendix B); BRT noise levels based upon similar bus routes discussed in Section 3.2.2.4; airport noise levels from contours provided in the MCAS Miramar ALUCP (airport noise levels have been rounded to the nearest whole number; e.g., a receiver with a value of 64.5 CNEL has been rounded up to 65 CNEL, and a receiver with a value of 64.4 CNEL has been rounded down to 64 CNEL). See Figure 5.1-2 for receiver locations and Figure 5.1-3 for ground-level sound wall locations.

**Table 5.1-64
FUTURE ON-SITE INTERIOR NOISE LEVELS**

Receiver Number	Land Use Type/Location	Traffic Noise (CNEL)			Airport Noise (CNEL)	Combined Noise Levels (CNEL)	Potential to Exceed Standards?
		Vehicles	BRT	Combined Traffic Noise			
BF1	Multi-family	65	33	65	66	69	Yes
BF2	Multi-family	55	36	55	65	65	Yes
BF3	Multi-family	57	41	57	65	66	Yes
BF4	Multi-family	62	30	62	65	67	Yes
BF5	Multi-family	64	32	64	65	68	Yes
BF6	Multi-family	65	25	65	64	67	Yes
BF7	Multi-family	53	30	53	64	64	Yes
BF8	Single-family	66	11	66	64	68	Yes
BF9	Single-family	63	14	63	64	66	Yes
BF10	Single-family	51	18	51	63	63	Yes
BF11	Single-family	54	32	54	64	64	Yes
BF12	Single-family	58	41	58	64	65	Yes
BF13	Single-family	42	21	42	63	63	Yes
BF14	Single-family	44	26	44	63	63	Yes
BF15	Single-family	64	50	64	65	68	Yes
BF16	Single-family	60	44	60	65	66	Yes
BF17	Single-family	65	52	65	65	68	Yes
BF18	Single-family	65	52	65	65	68	Yes
BF19	Single-family	64	50	64	65	68	Yes
BF20	Single-family	65	52	65	65	68	Yes
BF21	Single-family	64	49	64	65	68	Yes
BF22	Single-family	59	43	59	64	65	Yes
BF23	Single-family	67	55	67	64	69	Yes
BF24	Single-family	67	57	68	64	69	Yes
BF25	Single-family	66	55	66	63	68	Yes
BF26	Single-family	62	48	62	63	66	Yes
BF27	Single-family	67	56	67	63	69	Yes
BF28	Single-family	67	55	67	63	69	Yes
BF29	Single-family	60	44	60	63	65	Yes
BF30	Single-family	68	56	68	63	69	Yes
BF31	Single-family	68	56	68	63	69	Yes
BF32	Commercial	68	55	68	67	70	Yes
BF33	Commercial	63	39	63	66	68	Yes

Notes: Traffic noise levels based on traffic volumes provided in the TIA (Michael Baker International 2019); BRT noise levels based upon similar bus routes discussed in Section 3.3.4.7 airport noise levels from contours provided in the MCAS Miramar ALUCP (airport noise levels have been rounded to the nearest whole number; e.g., a receiver with a value of 64.5 CNEL has been rounded up to 65 CNEL, and a receiver with a value of 64.4 CNEL has been rounded down to 64 CNEL). See Figure 5.1-2 for receiver locations. Conditionally compatible interior noise levels are 45 CNEL for single- and multi-family residential and 50 CNEL for commercial.

With respect to the interior noise threshold (45 CNEL), the noise limit would be exceeded for all analyzed single- and multi-family residential uses. In addition, the commercial land uses would exceed 50 CNEL interior noise limits due to the same airport noise and proximity to roadways and potential BRT lanes. To avoid such a land use incompatibility, architectural attenuation to reduce

interior noise levels to compatible levels would be required as a condition of approval prior to issuance of building permits; this would include additional exterior-to-interior noise analysis once specific building plan information is available, and coordination with the project architects and other contractors to ensure compliance with the 45 CNEL interior noise level standard for single- and multi-family residential and 50 CNEL for commercial uses. In addition, the Project Applicant shall record an avigation easement for MCAS Miramar for residences located within the 60 CNEL noise contour. With implementation of the identified conditions of approval, impacts would be less than significant.

5.1.6.3 Significance of Impacts

Off-site Operational Noise

Operational noise from off-site generators (i.e., the Vulcan Mine) would be below the City Noise Element's conditionally compatible exterior noise level for single-family residences of 65 CNEL and interior noise level of 45 CNEL (assuming a 15-dBA reduction from traditional architectural materials). Therefore, noise levels for the proposed residences located near the Vulcan Materials Company mine would be consistent with City standards; impacts would be less than significant.

Project Operational Noise

With required attenuation as a condition of approval, impacts to on-site receivers from project commercial operational noise would be less than significant.

Transportation Noise

As shown in Table 5.1-46 above, when aircraft noise is combined with traffic noise, the 65 CNEL noise standards for exterior use areas would be exceeded at several locations proposed for residential development. To avoid such an incompatibility relative to exceeding the exterior and interior noise limits, attenuation would be required as a condition of approval, as described in Section 5.1.4.2. Receivers EU8, EU16, EU17, and EU18 through EU21 would still exceed 65 CNEL. Although the sound wall would reduce noise levels from traffic noise at these receivers, no feasible techniques exist to reduce aircraft noise to the potential exterior use areas as the aircraft noise comes from above. However, the City's Significance Determination Thresholds state that potential exterior noise impacts from aircraft noise for projects within an AEOZ would not constitute a significant environmental impact. Therefore, although the exterior noise at these single-family residences exceeds City Noise Element standards, the Project is considered compatible with City standards. Impacts would be less than significant upon implementation of required conditions of approval.

With implementation of the identified conditions of approval, noise levels at the roof deck single-family residential exterior use area receivers in PA-15, -16, -17, and -18 would be reduced to 65 CNEL or below, as demonstrated by receivers EU44 and EU45 on Table 5.1-53; impacts would be less than significant.

5.1.6.4 Mitigation, Monitoring and Reporting

Because no conflicts with the City's Noise Element would occur, mitigation measures would not be required.

5.1.7 Impact 6: Consistency with City's Multiple Species Conservation Program Subarea Plan or Other State Habitat Conservation Plan

Issue 7: Would the proposal conflict with the provisions of the City's Multiple Species Conservation Program Subarea Plan or other approved local, regional, or state habitat conservation plan?

5.1.7.1 Impact Thresholds

According to the City's Significance Determination Thresholds (2016a), land use policy impacts may be significant if a project would:

- Be inconsistent or conflict with adopted environmental plans for an area.

5.1.7.2 Impact Analysis

The project site lies within the "Urban Area" of the City MSCP Subarea Plan, and areas of the project site are designated as MHPA (which is the City's planned habitat preserve system). The MSCP Subarea Plan provides guidelines for compatible uses within the MHPA, general planning policies, design guidelines, and general management directives regarding issues such as mitigation, restoration, public access, trails and recreation, litter/trash storage, adjacency management issues, exotics control, and flood control. Consistency with MSCP land use policies is summarized below, with additional detail regarding biological impacts and mitigation provided in Section 5.9. The site also is specifically located adjacent to two vernal pool complexes (one a formal preserve), which makes the City VPHCP relevant, as addressed below.

MSCP Subarea Plan

MHPA Boundary Line Adjustment

Adjustments to an MHPA boundary may be made where the new MHPA boundary results in an area of equivalent or higher biological value. The determination of the biological value of a proposed boundary change is made by the City in accordance with the MSCP Plan and with the concurrence of the resource agencies. A BLA is being proposed to remove portions of the site that have been legally developed from the MHPA, and to add in areas that have remained undisturbed and/or will be restored/revegetated, and to maximize conservation along Carroll Canyon Creek and Rattlesnake Creek. The proposed BLA would increase the MHPA from 139.76 acres to 146.66 acres (i.e., 6.68-acre net increase). This would be accomplished through the deletion of 29.43 acres of existing MHPA that is made up almost entirely (approximately 96 percent) of non-sensitive habitats and landforms. The addition of 36.11 acres contains a variety of native habitats and non-sensitive upland areas that would be restored to native habitats. As further detailed in Section 5.9, the BLA would increase the habitat values of the MHPA, and is therefore consistent with the MSCP. The Project is currently

under review by the Wildlife Agencies in order to achieve required concurrence of the proposed MHPA BLA. Therefore, MHPA BLA concurrence is pending and would be achieved prior to finalization of the EIR.

Compatible Land Uses

Land uses deemed compatible with the goals and objectives of the MSCP are allowed within the MHPA. Such uses include passive recreation, utility lines and roads, limited water facilities and other essential public facilities, limited low-density housing, BMZ 2, and limited agriculture. The project design includes utility lines, BMZ 2 along the existing homes abutting Rattlesnake Canyon, a paved maintenance access road/trail in the southwest portion of the Project, and passive recreational trails within the MHPA. These land uses are compatible and consistent with the City Subarea Plan. Carroll Canyon Road would encroach in some areas within portions of the MHPA realigned to follow the revegetated and enhanced Carroll Canyon Creek. This has been minimized to the extent feasible and is allowable as an Essential Public Facility, as described in Section 5.1.3, above. Full discussion of the uses and MSCP-required analysis is provided in Section 5.9.4, Impact 3: *Long-term Conservation*, of this EIR.

MSCP General Planning Policies and Design Guidelines

One existing SDG&E pole would be removed from the MHPA. The relocation alignment was designed and selected to avoid/minimize environmental impacts, including MSCP-covered species, to follow project roads/easements, and to avoid habitat fragmentation. SDG&E utility relocations, temporary access routes, and staging areas are incorporated into the impact and mitigation analysis in the Biological Technical Report, are detailed in Section 5.9 of this EIR, and would be consistent with the City's policies and guidelines. Permanent roads associated with the Project were designed such that they are generally located outside of the MHPA. The extension of Carroll Canyon Road within the Project was thoroughly analyzed and selected to incorporate the shortest span possible across the project boundary to achieve required road engineering parameters, incorporate a wildlife undercrossing beneath Carroll Canyon Road, and avoid/minimize impact to sensitive species and their habitats. A paved maintenance road/trail in the southwest portion of the study area is located in existing disturbed area. The Project would be consistent with the City's policies and guidelines for roads and utilities within or adjacent to the MHPA. The reader is referred to Section 5.9.4 of this EIR.

Fencing is one of the barriers included in the project design to direct public access and protect sensitive species and their habitats. Additionally, project lighting adjacent to the MHPA would be limited, directed away from the MHPA, and shielded to protect the MHPA from artificial night lighting. No artificial lighting is proposed within the MHPA. Environmental awareness signage would be provided throughout the Project. The Project is consistent with the City's policies and guidelines for fencing, lighting, and signage for projects within or adjacent to the MHPA.

The Project does not include land uses within the MHPA that require storage of hazardous or toxic chemicals, materials, or substances; neither are new mining, extraction, or processing operations included in the Project. With regard to flood control, the Project incorporates the realignment and restoration of Carroll Canyon Creek within the MHPA, including grading of hydrologic contours and installation of flow control features (i.e., gabion drop structures) to reduce flow velocity, reduce bank erosion, and enhance the potential for wetland/riparian habitat growth. Project design also includes

the results of consultation and coordination with the resource agencies and wildlife agencies, and would comply with the City policies and guidelines regarding flood control within the MHPA.

Land Use Adjacency Guidelines

The City MSCP Subarea Plan requires implementation of LUAGs to projects located within or adjacent to the MHPA to address drainage, toxics, lighting, noise, barriers, invasive species, brush management, and grading. Each of these is addressed in the Biological Technical Report, Appendix G, and is also detailed in Section 5.9.4. Because portions of the Project are located within or immediately adjacent to the MHPA, implementation and compliance with the LUAGs is required. Project features would comply with the City's LUAGs for projects adjacent to the MHPA and be required as conditions of project approval (i.e., SDP); thus, the Project is consistent with this requirement. Implementation of the MHPA LUAGs would become conditions of project approval.

Management Directives

Section 1.2 of the MSCP does not identify specific MHPA guidelines for the project site. There are no specific management policies and directives for the Urban Areas in the Subarea Plan. The proposed Project has considered the general MSCP management directives in the overall design, and as such, have incorporated components as applicable. The project design incorporates trails to direct public access away from the MHPA and protect sensitive species and their habitats. New trails, access, or recreation into the MHPA are not a component of the Project. However, the Project would retain the existing trail that leads into the canyon of Rattlesnake Creek, located in the north-central portion of the project boundary. The project recreational uses in the MHPA would be passive, such as wildlife viewing, photography, and hiking. The Project is not anticipated to produce litter or trash, or store hazardous materials in the MHPA. Proposed signage located along and within areas of the MHPA would have environmental information along with information on the penalties for littering, dumping, and vandalism per City statutes. Proposed biological mitigation for the Project complies with the City ESL and Biology Guidelines. The Project also would comply with the MSCP Subarea Plan conditions of coverage/area-specific management directives for the seven MSCP-covered species detected or considered to have high to moderate potential to occur on site. Please see Section 5.9 for further information regarding MSCP compliance.

Vernal Pool Habitat Conservation Plan

The project site does not contain any vernal pools. Two vernal pool complexes are located off site and near (i.e., within 500 feet) the project boundary. One complex is an established vernal pool preserve and is located adjacent to the northeastern portion of the project site near Parkdale Avenue. The other vernal pool complex is located south of the easternmost extent of the project site. It is not a formal vernal pool preserve but is considered conserved under the VPHCP (see EIR Appendix G, Figure 4). The northern off-site preserve was enclosed with fencing and set aside as mitigation for the previously approved CCMP and would remain a preserve. The southern off-site complex also is fenced to preclude public access, similar to the northern preserve. These areas would not be impacted by the Project – either directly or through impacts within their watersheds, as the Project is located downslope from both vernal pool areas.

The VPHCP contains a number of avoidance and minimization measures in Chapter 5, Conservation Strategy. These include strategies such as keeping construction activities downslope from vernal

pool areas, fencing the construction area, and implementation of both MSCP MHPA LUAGs as well as BMPs (such as dust minimization during construction). The Project is consistent with these requirements. The reader is referred to Sections 5.4 and 5.9 of this EIR for additional discussion. No significant impact would occur.

5.1.7.3 Significance of Impact

The Project would not be inconsistent or conflict with adopted environmental plans for the area; therefore, impacts would be less than significant.

5.1.7.4 Mitigation, Monitoring and Reporting

Mitigation measures would not be required.