



THE CITY OF SAN DIEGO

ADDENDUM TO A ENVIRONMENTAL IMPACT REPORT

Project No. 400127
Addendum to EIR No. 80-05-35
SCH No. 80072117

SUBJECT: **COSTA AZUL MIXED-USE: COASTAL DEVELOPMENT PERMIT, PLANNED DEVELOPMENT PERMIT, SITE DEVELOPMENT PERMIT, VESTING TENTATIVE MAP AND EASEMENT VACATION** to construct a 77,652-square-foot, 128-room seven-story hotel and a 96,040-square-foot five-story office building. In addition to a two-level subterranean parking garage beneath both structures, surface parking would also be provided. The 3.2-acre vacant project site is located at 3501 Valley Centre Drive and is designated as Visitor Commercial and zoned Visitor Commercial (VC) by the Carmel Valley Community Plan. The General Plan identifies the site for Visitor Commercial use. The property is also within Coastal Overlay Zone (Appealable and Non-Appealable Area 1), Parking Impact Overlay Zone (Coastal Impact Area) and 2035 Transit Priority Area. (LEGAL DESCRIPTION: Lots 3 and 4 of Pardee Visitor Center, in the City of San Diego, County of San Diego, State of California, according to Map thereof No. 11479, filed April 2, 1986). Applicant: Carmel Valley Centre Drive, LLC

I. SUMMARY OF ORIGINAL PROJECT

The project site is within the plan boundaries of Carmel Valley Community Plan and North City West Employment Center Precise Plan (Precise Plan). The Carmel Valley Community Plan (Community Plan) was adopted and Community Plan Final EIR was certified (EQD No. 76-05-25P) by City Council on February 27, 1975. The Community Plan called for the preparation of separate precise plans for various neighborhoods in the North City West community. The 1975 Community Plan designated the project site for Visitor Commercial use.

In November 1981, the City Council approved the North City West Employment Center Precise Plan by Resolution No. 2555424 and certified the Final Environmental Impact Report (EQD No. 80-05-35) (hereinafter referred to as the Precise Plan Final EIR) via Resolution No. R-255425. The Precise Plan provides the long-range, comprehensive policy framework for the development of the North City West Employment Center (referred to as Development Unit Number 2). The Precise Plan envisioned an integrated community consisting of residential, commercial, industrial uses, as well as the necessary utility infrastructure. As part of the Precise Plan approval process, the CVPD Ordinance was amended. The Precise Plan identifies two land uses within the plan area, consistent with the Carmel Valley Community Plan: Employment Center and Visitor Commercial. Employment Center uses are envisioned as a mix of industrial, office and commercial development to be implemented in a comprehensively designed and controlled manner. Visitor-Commercial use within the Precise Plan

is intended to serve the lodging, dining, and recreational needs of both tourists and the local population near employment centers and areas with recreational resources or other visitor attractions. While no architectural style is identified in the Precise Plan, a consistent approach to siting, scale, materials, graphics, color, landscape and form is envisioned in the planning concepts it contains. Implementation of the Precise Plan is ensured through compliance with the CVPD Ordinance (SDMC Section 153.0201).

The Precise Plan Final EIR concluded that the development plan implementation would result in significant environmental impacts to traffic circulation, biological resources, visual aesthetics (i.e., visual effects/and neighborhood character), climate and air quality, archaeological resources (i.e., historical resources), hydrology/water quality, and growth inducement. The Final EIR determined that the Precise Plan's impacts to traffic circulation (cumulative), biological resources (direct and cumulative), visual aesthetics (direct), hydrology/water quality (cumulative), and growth inducement (cumulative) would be significant even after mitigation is imposed. The Precise Plan's impacts to climate and air quality, archaeological resources, geology/soils and urban support services (i.e., energy) were determined to be less than significant with mitigation implemented. Precise Plan impacts related to land use and urban support services (i.e., water, sewer, fire and police protection, and solid waste) were determined to be less than significant, requiring no mitigation.

In 1983, the City Council approved and adopted an amendment to the Precise Plan which added 47.9 acres into the Precise Plan for Neighborhood 2, including the project site, and amended the Planned District Ordinance via Resolution No. R-259233. The amendment incorporated all land between Old El Camino Real and the proposed realignment of El Camino Real in the Employment Center use, while a portion of the area was further designated for visitor center use, as described in the Community Plan. At that time, the project site was rezoned from A-1-1 to VC (Visitor Commercial) through a Planned District Ordinance amendment and designated for Visitor Commercial, consistent with the Community Plan. An Addendum to the Precise Plan EIR was prepared addressing the impacts of adding acreage to the Precise Plan including the Visitor Center site, among several other amendments (EQD No. 83-0191). The 1983 Addendum addressed the changes in land use and increase in the Precise Plan area described above, focusing on the potential for impacts to traffic circulation and archaeological resources. The analysis determined there would not be any new significant or more severe impacts to the environment triggered by the revisions to the plan, in accordance with Sections 15162 and 15164 of the State CEQA Guidelines.

In 1984, a development plan was submitted for Lots 41-45 of TM 83-0191 (i.e., the 15.25-acre visitor center site within Neighborhood 2 of the Precise Plan). The development plan consisted of a 500-room hotel with a three- and four-level parking structure, three separate restaurants with surface parking and an auto service center. Development for Lots 1-4 of the visitor center site in Neighborhood 2 of the North City West Employment Center Precise Plan was approved as part of North City West Planned District Development Permit (NCWPDDP No. 83-0191). The permit allowed for the construction of a 355,000 square-foot (SF) hotel on Lot 1 and three restaurants (ranging in size from 9,000 to 11,500 SF) on Lots 2 through 4. An amendment to the permit was also approved for Lot 5 to allow for a 2,400 SF auto service station (NCWPDDP No. 83-0191.1). A site plan, building elevations, landscape plans and design guidelines accompanied those approvals. An Addendum to the North City West Employment Center Final EIR was prepared in 1984 addressing the Visitor Center Development Plan (EQD No. 84-0213). The 1984 Addendum (EQD No. 84-0213) evaluated the Visitor Center Development Plan's impacts on traffic, visual/aesthetics, water quality/hydrology,

archaeology, biology, air quality, growth inducement, geology/soils, noise, and urban support services relative to the conclusions reached in the certified North City West Employment Center Final EIR. The 1984 Addendum concluded that although no new significant impacts would occur, the prior EIR identified significant and unmitigated impacts related to landform alteration/visual quality and regional traffic circulation (i.e., cumulative). In response to an appeal of the Planning Commission approval of NCWPDDPs No. 83-0191 and 83-0191.1 and at the discretion of the City Council, the 1984 Addendum was expanded to address concerns expressed in the appeal and the expanded Addendum was distributed for a 30-day public review period. The 1984 Addendum determined there would not be any new significant or more severe impacts to the environment that were not already addressed in the Employment Center Precise Plan Final EIR. The Visitor Center Development Plan was ultimately approved in September 1984.

A separate and adjacent Precise Plan was adopted in 1982 for 825 acres of development within Neighborhoods 4, 5 and 6 of the North City West Community Plan to the east of the North City West Employment Center Precise Plan. A Final EIR was certified as part of the Neighborhoods 4, 5 and 6 Precise Plan approval (EQD No. 81-1212) and is referenced in the transportation discussion of the 1983 Addendum noted above. The Neighborhood 4, 5 & 6 Precise Plan EIR concluded that plan implementation would result in significant but mitigable direct impacts to transportation, among other topics. The Neighborhoods 4, 5, and 6 traffic study factored in the cumulative traffic and analyses from the North City West Employment Center Precise Plan EIR (EQD No. 80-05-35). The EIR concluded that cumulatively significant traffic impacts would not be reduced below significance and affirmed that the Transportation Phasing Study adopted for the North City West community would be adequate to address the cumulative impacts of the Neighborhoods 4, 5 and 6 Precise Plan.

II. SUMMARY OF PROPOSED PROJECT

A request for a COASTAL DEVELOPMENT PERMIT (CDP) for development within the Coastal Overlay Zone, PLANNED DEVELOPMENT PERMIT (PDP) for deviations, SITE DEVELOPMENT PERMIT (SDP) for development within the Carmel Valley Planned District and for an amendment to North City West Planned District Development Permit (NCWPDDP) No. 83-0191, VESTING TENTATIVE MAP (VTM) AND EASEMENT VACATION to construct the Costa Azul Mixed-Use Project (project). The SDP would amend and replace the North City West Planned District Development Permit No. 83-0191 issued to allow for the development of up to 20,500 SF of restaurant space and surface parking on the project site. The project entails the construction of a 77,652-square-foot, 128-room hotel and a 96,040 SF office building, including a 4,815 SF restaurant. The 7-story hotel and 5-story office building are proposed above a two-level subterranean parking garage beneath both structures. Project access for Lots 3 and 4 would be from two proposed driveways constructed to connect with Valley Centre Drive and one driveway connection with the Old El Camino Real cul-de-sac. In addition to development of the hotel and office building, site improvements would include surface parking, driveways, walkways, landscaping, a retaining wall and utility infrastructure per the San Diego Municipal Code (SDMC). Of the required vehicular parking spaces, a portion of the parking spaces would be equipped with electric vehicle charging infrastructure. Bicycle lockers would be provided for short-term and long-term use per SDMC requirements. Flow thru planters (i.e., modular wetland systems), catch basins and an underground stormwater vault would be installed to capture and treat site runoff and convey it to the existing public storm drain system in Old El Camino Real.

The VTM would subdivide the 9.89-acre property into two parcels, including the 3.2-acre project site and an adjacent 6.7-acre parcel containing an existing office development and parking structure. No construction is proposed on the second parcel. The project would also vacate and relocate a public

water easement adjacent to Valley Centre Drive as part of the recordation of the parcel map. Figures 1 and 2 present the regional and project locations, respectively. Figure 3 presents the project site plan. Figure 4 illustrates cross-sections of the proposed structures.

The project is designed to comply with the setbacks and floor area ratios in the VC zone of the CVPD and proposes the following height deviations as specified in the PDP (pursuant to SDMC Section 143.0401:

- Office building structure height of 68.5 feet (above the allowable 60-foot height limit)
- Hotel structure height of 76 feet (above the allowable 60-foot height limit)

Project construction would consist of site preparation, grading and building installation. Project implementation would consist of 50,000 cubic yards (CY) of cut and 1,000 CY fill, resulting in 49,000 CY of exported material. Maximum cut depth would be 25 feet as shown on the project grading plan.

III. ENVIRONMENTAL SETTING

The vacant 3.2-acre site is located at the western end of the Valley Centre Drive cul-de-sac, just west of its intersection with El Camino Real. Topographically, the subject property is characterized by nearly flat ground surfaces due to previous grading conducted in 1991-1992 per NCWPDDP No. 83-0191 and the North City West Visitor Center Tentative Map (TM No. 83-0191). Site elevations of the graded pad average approximately 53 to 55 feet above Mean Sea Level (MSL) following a south-southwest trend. The pad is level with the Valley Centre Drive cul-de-sac and rimmed by manufactured slopes to the west and south that descend to approximately 40 feet MSL along Old El Camino Real and Carmel Valley Road, respectively. The vacant project site is not currently serviced by public utilities; however, existing points of connection for storm drain, water and sewer service occur in the project area. Surface drainage currently flows toward the south-southwest, ultimately flowing to Carmel Creek and Los Peñasquitos Lagoon. The project site is located outside of the 100-year and 500-year floodplains for Carmel Creek. The project site is not within or adjacent to the Multi-Habitat Preservation Area (MHPA).

The project site and surroundings are designated in the Precise Plan for Visitor Commercial uses and in the CVPD zone VC for Visitor Commercial use. Surrounding land uses adjacent to the site include hotels (i.e., Marriott and Hampton Inn), a hotel parking garage and commercial uses (i.e., restaurant) to the north and east; Old El Camino Real to the west and Carmel Valley Road to the south. Commercial uses (i.e., gas station and restaurant) occur west of the site along Old El Camino Real. The surrounding office buildings, hotels and commercial uses were developed in accordance with NCWPDDPs No. 83-0191 and No. 83-0191.1, PTS No. 90879, and PTS No. 657923. Open space associated with Carmel Creek occurs south of Carmel Valley Road and SR-56 in the project area.

The City of San Diego previously prepared and certified the Community Plan Final EIR (EQD No. 76-05-25P) in February 1975 and Employment Center Precise Plan Final EIR (EQD No. 80-05-35) in November 1981; amended the Precise Plan incorporating the project site and other lands using an Addendum to the Employment Center Precise Plan Final EIR (EQD No. 83-0191) in July 1983; and approved the Visitor Center Development Plan using an Addendum to the Employment Center

Precise Plan Final EIR (EQD No. 84-0213) in September 1984. The City of San Diego also previously prepared and certified the Neighborhoods 4, 5 and 6 Precise Plan Final EIR (EQD No. 81-1212) in 1982. Based on all available information in light of the entire record, the analysis in this Addendum, and pursuant to Section 15162 and 15164 of the State CEQA Guidelines that:

- There are no substantial changes proposed in the project which will require major revisions of the previous environmental document due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- Substantial changes have not occurred with respect to the circumstances under which the project is undertaken which will require major revisions of the previous environmental document due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- There is no new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous environmental document was certified as complete or was adopted, shows any of the following:
 - a. The project will have one or more significant effects not discussed in the previous environmental document;
 - b. Significant effects previously examined will be substantially more severe than shown in the previous environmental document;
 - c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous environmental would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Based upon a review of the current project, none of the situations described in Sections 15162 and 15164 of the State CEQA Guidelines apply. No changes in circumstances have occurred, and no new information of substantial importance has manifested, which would result in new significant or substantially increased adverse impacts as a result of the project. Therefore, this Addendum has been prepared in accordance with Sections 15162 and 15164 of the State CEQA Guidelines. The Community Plan Final EIR, Precise Plan Final EIR (an amended) and Neighborhoods 4, 5, and 6 Precise Plan Final EIR are incorporated by reference pursuant to CEQA Guidelines Section 15150. Public review of this Addendum is not required per the CEQA.

V. IMPACT ANALYSIS

This Addendum includes the environmental issues analyzed in detail in the previously certified Final EIR and Addendums, as well as the project-specific environmental analysis pursuant to the CEQA. The analysis in this document evaluates the adequacy of the Final EIR relative to the project and documents that the proposed modifications and/or refinements would not cause new or more severe significant impacts than those identified in the previously certified environmental document.

An overview of the project's impacts in relation to the previously certified Precise Plan Final EIR is provided in Table 1, *Impact Assessment Summary*. The following analysis indicates there would be no new significant impacts, nor would there be an increase in the severity of impacts resulting from the project. Further, there is no new information in the record or otherwise available indicating that there are substantial changes in circumstances that would require major changes to the Final EIR.

A comparison of the project's impacts related to those of the certified Precise Plan Final EIR is provided below in Table 1 and discussed in detail below the table.

Environmental Issues Studied in Precise Plan Final EIR	Precise Plan Impact Analysis	Precise Plan Mitigation	Project-Level Analysis	Project-Level Mitigation	Project Impact Conclusion
<i>Traffic Circulation</i>	Significant, unavoidable	Yes	No new impacts	No	Less than significant
<i>Biological Resources</i>	Significant, unavoidable	No	No new impacts	No	Less than significant
<i>Climate and Air Quality</i>	Significant, mitigated	Yes	No new impacts	Yes	Less than significant
<i>Visual Aesthetics and Topographic Modification</i>	Significant, unavoidable	No	No new impacts	No	Less than significant
<i>Land Use</i>	Less than significant	No	No new impacts	No	Less than significant
<i>Archaeological Resources</i>	Significant, mitigated	Yes	No new impacts	No	Less than significant
<i>Hydrology and Water Quality</i>	Significant, unavoidable	Yes	No new impacts	No	Less than significant
<i>Geology and Soils</i>	Significant, mitigated	Yes	No new impacts	No	Less than significant
<i>Urban Support Services</i>	Significant, mitigated		No new impacts	No	Less than significant
<i>Growth Inducement</i>	Significant, unavoidable	No	No new impacts	No	Less than significant

This Addendum to the Precise Plan Final EIR includes the following analysis to demonstrate that environmental impacts associated with the Costa Azul Mixed-Use project are consistent with the conclusions reached in the prior certified Final EIR (as amended).

Traffic Circulation

FEIR

Based on the Precise Plan Final EIR, development in Neighborhood 2 of the Precise Plan area would result in approximately 20,800 vehicle trips per day. The Precise Plan Final EIR identified significant impacts in and around the project study area during buildout of the plan. Traffic anticipated from the project, when combined with other cumulative projects in the area, would cause significant impacts to I-5, traffic flow into Del Mar, local circulation through Carmel Valley to the coast, and to Del Mar Heights interchange with I-5.

The Precise Plan Final EIR identified a Transportation Phasing Plan for the North City West area as mitigation. The Transportation Phasing Plan identified several phases of development (i.e., equivalent dwelling unit [EDU] thresholds based on average daily trip volumes) and the necessary circulation improvements required to create a roadway network that was adequately sized to ensure acceptable levels of service in the project area. Included in the Transportation Phasing Plan was the expansion of the Del Mar Heights bridge over I-5; extension and full-width improvements to Del Mar Heights Road; realignment, extension and full width improvements to El Camino Real; widening of Carmel Valley Road east of I-5 to El Camino Real; full width improvements to Green Valley Road; and construction of Street A (High Bluff Drive) and Street B (Townsgate Drive) between Del Mar Heights Road and El Camino Real. Traffic signals were also identified in the Transportation Phasing Plan at the intersections of the Northbound I-5 off-ramp at Del Mar Heights Road, Del Mar Heights Road/Street A and El Camino Real/Street A. According to the Precise Plan Final EIR, implementation of the Transportation Phasing Plan would mitigate traffic impacts within the Precise Plan area to less than significant levels. However, the Precise Plan Final EIR concluded that significant cumulative impacts may occur outside the community which would not be mitigated by the Transportation Phasing Plan. Therefore, cumulatively significant traffic circulation impacts would remain after implementation of project mitigation and unavoidable impacts were identified in the Precise Plan Final EIR.

The 1983 Addendum to the Precise Plan Final EIR addressed the traffic impacts of changing land uses within the Precise Plan area and adding the outlier parcels isolated by the realignment of El Camino Real, including the Costa Azul Mixed-Use project site, to the Precise Plan. The Addendum incorporated by reference the traffic analyses conducted for the Employment Center Precise Plan (EQD No. 80-05-35) and the adjacent Precise Plan Neighborhoods 4, 5 and 6 (EQD No. 81-1212) and determined that the proposed changes in land use and the inclusion of additional development area within the Precise Plan would result in a net increase of 480 vehicle trips. This incremental increase in trips would not result in new significant impacts or increased severity of impacts beyond those described in the Precise Plan Final EIR. The 1983 Addendum, therefore, concluded that the Transportation Phasing Plan mitigation would be sufficient to address the additional traffic, but that cumulatively significant traffic circulation impacts would remain after implementation of project mitigation and unavoidable impacts would occur, as concluded in the Precise Plan Final EIR.

The subsequent 1984 Addendum analyzing the potential impacts of the Visitor Center Development Plan TM 83-1091 determined that the project trip generation would be consistent with the previous analyses and would not result new significant traffic impacts. However, the EDU thresholds identified in the original Transportation Phasing Plan are not applied to development in the Neighborhood 2; rather, the floor area ratio was used for estimating trips and improvements

relating to the visitor center use in Neighborhood 2 were made conditions of the TM 83-0191. The conditions included full-width grading and half-width improvements with a raised median on Del Mar Heights Road frontage; realignment, full width improvements on El Camino Real frontage, including realignment; construction of Street A (High Bluff Drive) between Del Mar Heights Road and El Camino Real; and construction of traffic signals at the intersections of Del Mar Heights Road/Street A and El Camino Real/Street A. The 1984 Addendum concluded that the revised Transportation Phasing Plan mitigation would be sufficient to address the visitor center traffic, but that cumulatively significant traffic circulation impacts would remain after implementation of the Transportation Phasing Plan and unavoidable impacts would occur, as concluded in the Precise Plan Final EIR.

PROPOSED PROJECT

An analysis of the traffic impacts of implementing the Costa Azul Mixed-Use Project was conducted by TJW Engineering (2019). According to the traffic impact analysis (TIA), the project is projected to generate 3,159 daily trips, with 295 AM peak hour trips and 357 PM peak hour trips at the project driveways. After accounting for pass-by trips, the daily trips would be 3,111 with 295 AM peak hour trips and 353 PM peak hour trips. Project access would be via Valley Centre Drive and Old El Camino Real, as shown on the project site plan. All of the transportation improvements identified in the North City West Employment Center Transportation Phasing Plan as mitigation for prior project impacts have subsequently been constructed and are part of the existing conditions in the project study area. The scope of the TIA was developed in consultation with City Transportation Development staff and the methodology is consistent with the Traffic Impact Study Manual (1998). The TIA analyzed the project's impact on circulation facilities under several scenarios, including existing conditions, near-term (opening day 2020) conditions, and long-term cumulative (2035) conditions. In all studied locations and scenarios, the TIA determines that the project would not have significant impacts to study area intersections, roadway segments, freeway segments or metered freeway on-ramps. Therefore, the project would not result in any new significant traffic impacts.

Biological Resources

FEIR

A biological resources analysis of the project site was provided in the Neighborhoods 4, 5, and 6 Precise Plan Final EIR and the 1983 Addendum to the Employment Center Precise Plan Final EIR. As stated in the analysis, implementation of the Visitor Center Development Plan would remove all existing resources and result in significant direct impacts related to the loss of native habitats. Sensitive species were identified within the Precise Plan area but not the visitor center project site. In addition, the project along with other projects in the Precise Plan area would contribute to cumulatively significant direct impacts to native habitats and related plant and animal species, as well as indirect impacts caused by habitat fragmentation and related habitat diversity. Indirect and cumulative significant impacts related to siltation of resources in Los Peñasquitos Lagoon were also identified. no mitigation was identified in the Precise Plan Final EIR for these impacts because of the small amount of habitat removal. Direct impacts from the Visitor Center Development Plan were not considered significant, however, cumulative impacts to biological resources were considered significant and unavoidable in the Precise Plan Final EIR.

PROPOSED PROJECT

The project site was graded in 1991-1992 per NCWPDDP No. 83-0191 and contains no sensitive biological resources. Project implementation would not remove any native vegetation or impact any of the sensitive species identified in the Precise Plan Final EIR. Compliance with the local, state and federal regulations related to the protection of water quality would ensure the project would not contribute to any downstream sedimentation and water quality impacts to biological resources in Los Peñasquitos Lagoon. No new biological resources impacts are, therefore, identified.

Climate and Air Quality

FEIR

An assessment of the potential air quality impacts associated with plan implementation was conducted in the Precise Plan Final EIR. The largest single source of emissions attributable to the project is automobile emissions. Based on the analysis, both local and regional air quality would be incrementally impacted by plan implementation. However, the direct impacts are determined to be less than significant given the proportion of emissions attributable to the project relative to the region as a whole (i.e., less than one percent of the regional pollutant emissions). Localized air quality impacts related to traffic congestion are also determined to be significant and would be mitigated through circulation improvements identified in the Transportation Phasing Plan (discussed under *Traffic Circulation* herein).

With regard to cumulative impacts, the Precise Plan Final EIR concluded that the project's contribution to regional emissions levels would not be significant given that the population for the project is included in the regional population growth forecasts which are taken into consideration in the air quality management recommendations of the Regional Air Quality Strategy (RAQS). The RAQS recommend employers provide incentives to use encourage workers to use alternative transportation (i.e., carpools, vanpools, and bicycles) as a means to reduce automobile emissions. Implementation of those incentives by the employment uses constructed within the Precise Plan area would minimize regional air quality impacts caused by the project. The proximity of proposed employment uses near residential development would also minimize trip lengths and related mobile source emissions. Construction of proposed bicycle lanes and pedestrian facilities along major streets within the Precise Plan area would also encourage bicycle use and pedestrian circulation, further implementing the air quality recommendations of the RAQS. Nonetheless, compliance with the RAQS recommendations would not fully mitigate cumulative air quality impacts due to regional traffic congestion that is anticipated in the project area and cumulatively significant and unavoidable impacts were identified in the Precise Plan Final EIR; no mitigation was identified to offset these cumulative impacts.

PROPOSED PROJECT

The proposed office and hotel buildings of the Costa Azul Mixed-Use Project are consistent with the Visitor Commercial (VC) designation in the General Plan, Community Plan, Precise Plan and VC zone of the CVPD. Emissions associated with the project have, therefore, been accounted for in the regional population growth forecasts produced by SANDAG and in the RAQS, as discussed in the Precise Plan Final EIR. Project construction would produce temporary, short-term air quality

emissions. The project would be conditioned to implement standard control measures required by the City Grading Ordinance to ensure potential fugitive dust impacts are minimized during construction. No new construction-related air quality impacts are identified.

Project operations would generate long-term air quality emissions. As discussed in the project's TIA and discussed under *Traffic Circulation*, the project would not cause traffic congestion in the project area leading to high concentrations of emissions from idling vehicles. Transportation demand measures (TDMs) are proposed by the project to encourage alternative modes of transportation and reduce single-occupancy vehicle trips and related mobile source emissions. Those measures (noted in the TIA) include the incorporation of short-term and long-term bicycle parking lockers, shower/locker facilities, transit subsidies/parking cash out programs, free shuttle to locations within a 5-mile radius and carpool incentives. In addition, the project design would construct a pedestrian/bicycle connection with Old El Camino Real and implement energy and water efficiencies in compliance with the California Building Code, including drought tolerant landscaping and efficient irrigation and water fixtures. All of these measures would combine to minimize the project's production of long-term air quality emissions. Therefore, no new impacts would occur upon project implementation.

Visual Aesthetics and Topographic Modification

FEIR

The Precise Plan Final EIR indicated that development of the Precise Plan would modify the topography of the site through mass grading and the creation of terraced pads and manufactured slopes. Proposed grading would significantly impact the character of the natural landforms and result in the removal of natural vegetation. These significant and unavoidable impacts to the project site would also impact views from public vantage points in the project area, such as Del Mar Heights Road and I-5. These visual aesthetic changes were anticipated in the Carmel Valley Community Plan.

Policies contained in the Precise Plan suggest the use of contour grading to terrace building pads and reduce the heights of manufactured slopes; thus, minimizing impacts to natural landforms. Development regulations adopted as part of the Precise Plan and contained in the CVPD Ordinance specify building heights and scale (i.e., floor area ratios). In addition, the Precise Plan featured site planning guidelines and landscape treatments, as well as open space buffers, as a means to partially mitigate the visual aesthetics changes proposed within the Precise Plan area. Maintenance of the designated open space in the Precise Plan area was a mitigation measure identified in the Final EIR. However, no mitigation measures were available that would fully reduce the project's significant impacts to visual aesthetic conditions and topography to less than significant levels. The Precise Plan Final EIR concluded that visual aesthetic impacts would be significant and unavoidable.

The subsequent 1984 Addendum addressed the visual aesthetics impacts of the Visitor Center Development Plan, specifically the 12-story hotel on Lot 1, and concluded that project implementation would be less than significant due to the stepped massing of the design and context of the surrounding topography and other development in the North City West community. Design guidelines and project-specific design requirements for the hotel were made conditions of approval for the Visitor Center Development Plan to ensure the hotel and other visitor center development would minimize its visual aesthetic impacts. The Addendum acknowledges, however, that despite

compliance with the conditions of approval, the project would incrementally contribute to the significant and unavoidable impacts identified in the Community Plan Final EIR and Precise Plan Final EIR.

PROPOSED PROJECT

The project site was graded in 1991-1992 per NCWPDDP No. 83-0191 and the only grading required to implement the current project would be finished grading on the building pad (anticipated to not substantially change the topography) and excavation to construct the below-grade parking garage. The proposed hotel and office building are designed to comply with the VC zone by using existing topography and minimizing the amount of grading outside the building footprint. The project would not result in new landform modification impacts beyond those anticipated in the Precise Plan Final EIR.

In terms of visual aesthetics, the proposed structures would comply with the applicable sections of the Visitor Center Development Plan design guidelines, the setbacks and floor area ratios in the VC zone, and the applicable development regulations of the SDMC and Coastal Overlay Zone, except for building heights. A PDP is proposed for height deviations to allow 11 percent of the hotel to be 76 feet above grade and 3 percent of the office building to be 68.5 feet above grade where a 60-foot building height maximum is allowed in the VC zone. The portions of the structures that would exceed the height maximum would be terraced or stepped, while the majority of the structures would conform to the 60-foot height limit. The increased building height would condense the overall massing of the structures and enable the project to integrate with the existing surrounding structures.

The design was reviewed by City staff as part of the PDP process in terms of its consistency with the intent of the Community Plan and North City West Employment Center Precise Plan, including general design guidance on building materials and massing within the Precise Plan area. The office building would use grey plaster and glare-minimizing glazing on its exterior, while white and grey plaster and similar glazing would be used on the hotel. In addition, the project would install drought-tolerant landscaping throughout the site and construct a landscaped pedestrian/bicycle promenade along its western property line to provide a transition between the project and adjacent commercial uses to the west. The promenade would connect with Old El Camino Real and afford access to Carmel Valley Road and points west. No changes to the maintained open space buffers identified in the Precise Plan are proposed. Therefore, the project complies with the applicable policies pertaining to visual aesthetics and would not result in any new visual aesthetics impacts beyond those anticipated in the Precise Plan Final EIR.

Land Use

FEIR

The Precise Plan contains land use designations and required approval of a rezone from A-1-5 to M-IP and amendments to the Carmel Valley Planned District Ordinance to allow for the development of Employment Center and Visitor Commercial uses. Implementation of the Precise Plan would convert vacant land to urbanized employment uses, as described in the Precise Plan Final EIR. Open space buffers were incorporated into the Precise Plan along I-5 and along the SDG&E easement in

the project area. The conversion from rural uses to urban development would not result in significant land use policy impacts because the General Plan and other planning documents, including the Carmel Valley Community Plan, anticipate the employment center development outlined in the Precise Plan. In addition, the Precise Plan Final EIR concluded that the project would be compatible with the anticipated surrounding planned land uses. However, the conversion to an urbanized area is considered an adverse impact of plan implementation that is less than significant. Because of its consistency with underlying plans, no mitigation was proposed in the Precise Plan Final EIR.

PROPOSED PROJECT

The project site is designated for Visitor Commercial use in the Precise Plan and is the last remaining undeveloped parcel within the VC zone within Neighborhood 2 of the Carmel Valley Community Plan. The Visitor Commercial designation is intended to provide motel/hotel, restaurant, office and related uses and services to the adjacent industrial/office park in the Carmel Valley Employment Center. The proposed office, hotel and restaurant uses are consistent with the goals and policies outlined in the Carmel Valley Community Plan and the North City West Employment Center Precise Plan. In addition, the VC zone of the CVPD allows for the development of office uses.

The 96,040 SF office building and 128-room hotel with subterranean parking garage proposed on site would be consistent with the underlying zoning, which allows for a VC uses on Lots 3 and 4. The project includes a Site Development Permit (SDP) for major development projects, in accordance with the CVPD requirements and would amend and replace NCWPDDP No. 83-0191 as the governing entitlement for Lots 3 and 4. As stated in the Precise Plan, the Employment Center is envisioned as a thoroughly planned, tightly controlled business park of the highest quality. The balanced community policy contained in the plans depends on employment opportunities within the community which minimizes the need to leave the area and allow residents to live and work in the same general area. The project has been designed to conform with the CVPD regulations with the exception of building height deviations for both structures, as discussed under *Visual Aesthetics and Topographic Modification*. SDMC Section 126.0601 establishes a review process that allows an applicant to request greater flexibility from the development regulations through the deviation process. The purpose of the PDP is to encourage imaginative and innovative planning and to assure that the development achieves the proposed intent of the applicable land use plan. The increased height proposed in small portions of the structures would condense the overall massing while taking into consideration the existing surrounding structures and would not result in a new significant visual aesthetics impact. Therefore, the project would comply with applicable zoning and development regulations and no new land use impacts are identified.

Archaeological Resources

FEIR

An archaeological resources investigation was completed and summarized in the Precise Plan Final EIR. Implementation of the plan and the development of urban uses would result in significant impacts to archaeological resources identified in the project area, including archaeological sites and isolates, as well as petroglyphs and shell midden. All sites impacted by the project were recorded in the investigation. The Precise Plan EIR identified mitigation that required site testing,

documentation and salvage of impacted materials. Implementation of the mitigation resulted in less than significant impacts to archaeological resources.

The 1983 Addendum to the Precise Plan Final EIR assessed the potential for additional archaeological impacts within the lands added to the Precise Plan, including the Costa Azul Mixed-Use Project site. An evaluation was conducted of the additional resources, specifically site SDM-W-19, and determined that it did not constitute a unique resource that required new mitigation. The 1984 Addendum for the visitor center property incorporated the testing results reported in the 1983 Addendum. Therefore, no new significant impacts are identified in the Addendums.

PROPOSED PROJECT

The project site was graded in 1991-1992 in accordance with NCDPDDP 83-0191. As part of those grading activities, fill was placed at depths of 7 to 26 feet over portions of the site. A project-specific cultural resources survey was conducted on the project site by Laguna Mountain Environmental (October 2015). The investigation includes a records search, literature review, historic maps examination and field survey. Based on the survey, it was determined that previous grading and fill activities had eliminated any potential for cultural resources on the project site. Therefore, no impacts to archaeological resources would occur and no new impacts are identified.

Hydrology/Water Quality

FEIR

The Precise Plan Final EIR determines that development of the project site would lead to changes in topography and removal of vegetation that would alter drainage basin hydrology and lead to the exposure of soil surfaces, resulting in increased erosion and sedimentation. In addition, urban development of the project site would increase the rate of runoff due to the construction of impervious surfaces (i.e., pavement and buildings). The Precise Plan Final EIR concludes that the increases in erosion and sedimentation would significantly impact downstream areas, in particular Los Peñasquitos Lagoon, depending on channel morphology at discharge points, soil type and the amount of vegetative cover.

The Precise Plan Final EIR identified various methods for controlling stormwater runoff, such as constructing detention basins in each development unit of the Precise Plan. One such detention basin identified in the North City West Drainage Plan (Leed-Hill 1980) was situated within the Visitor Center Development Plan site. The detention basin was sized to accommodate runoff on several lots of the Employment Center. Discharge of flows through a system of energy dissipators would lessen downstream erosion levels. Emergency spillways were also noted as a means to safely convey peak stormwater flows. As mitigation for controlling erosion, a number of measures from the project-specific drainage report were cited. In addition, the detention basins would be installed and maintained as part of the initial construction phase to mitigate the project's direct impacts to drainage and water quality. The primary mitigation for addressing cumulative sedimentation impacts and pollution within the watershed of Los Peñasquitos Lagoon was the establishment of a maintenance program for the lagoon mouth, which was out of the control of the City and dependent on other jurisdictions (i.e., State) to implement. For this reason, the Precise Plan Final EIR concluded that cumulative water quality impacts would remain significant and unavoidable.

PROPOSED PROJECT

The project site consists of a vacant, graded pad that has never been developed with permanent structures or uses. On-site elevations average 55 feet above MSL and range from a high of 58 feet above MSL near Valley Centre Drive to a low of 50 feet above MSL at the southern corner of the property. Runoff from the building pad currently sheet flows to the south-southwest toward the existing detention basin constructed in 1991-1992 as part of TM 83-0191. The southerly and westerly descending slopes are covered with landscaped vegetation. No signs of slope instability were observed during the geotechnical reconnaissance (Giles Engineering Associates 2014).

During construction, the project would be required to comply with the City's Grading Ordinance, NPDES stormwater regulations and State Construction General Permit (CGP) and implement a project-specific Stormwater Prevention and Protection Plan (SWPPP). Best management practices (BMPs) to control pollution sources and prevent erosion and sedimentation would be implemented in accordance with these regulations. As a Priority Development Project (PDP), post-construction BMPs would also be required by the regulations to address site design, source control and structural pollutant control requirements and hydromodification, if applicable. In general, surface drainage run-off from the developed portions of the site would be conveyed through a new drain and comprehensively biofiltration system (i.e., flow through planters, catch basins and underground storage vault). Long-term operational storm water discharge would be reduced compared to existing conditions and directed through on-site landscaping and storm drains prior to discharging into the existing detention basin west of the project site. Compliance with the local and state regulations for protecting water quality would ensure that no new impacts would occur with the project.

Geology/Soils

FEIR

Development of the Precise Plan would require mass grading resulting in the creation of cut and fill slopes and the removal of vegetation. Two geological formations exist in the project area, Torrey Sandstone and Bay Point Formation. Soils on the project site consist of loamy alluvial soils and loamy sandy soils. Based on these soil types, the potential exists for settlement, which can be avoided through proper engineering techniques that are incorporated in the grading plan. Potential impacts to paleontological (fossil) resources in the on-site geologic formations were determined to be less than significant based on a search by the Natural History Museum. No faults occur on or near the site that would cause significant impacts related to ground-shaking or seismic induced hazards, including liquefaction. No landslides were identified on site. The primary impact of project implementation was soil erosion caused by the grading operations. Drainage improvements and landscaping would significantly reduce the potential for impacts from erosion and sedimentation. However, as described under *Hydrology/Water Quality*, cumulative water quality impacts would be significant and unavoidable during Precise Plan implementation.

PROPOSED PROJECT

The proposed project consists of the construction of an office building and hotel with subterranean parking garage which would extend to depths of approximately 25 feet below grade. Grading would

be required to excavate the below-grade parking foundation. Outside the building footprint, proposed grades would change less than one foot in elevation.

Giles Engineering Associates prepared a geotechnical analysis for the project in April 2014. The analysis consisted of a visual site inspection, subsurface exploration, field and laboratory testing and a geotechnical engineering analysis. According to the geotechnical analysis, approximately 7 to 26 feet of fill soils were placed on site to reach the approved building pad elevations. The fill soils were compacted as recommended by the prior geotechnical engineering consultant overseeing the grading operations. Very Old Paralac Deposits underlie the surficial units of fill and Torrey Sandstone Formation exists at depths of between 35 and 45 feet below ground surfaces.

The project site is designated as Category 52 by the Seismic Safety Study Geologic Hazards Map, which contains areas of gently sloping to steep terrain with favorable geologic structure and low risk. The following potential impacts associated with the project, as identified by the site-specific geotechnical analysis, are summarized below.

- Active fault zones. No known active, potentially active, or inactive faults are located on the site or in the project vicinity. The potential for hazards related to seismic activity is considered to be low.
- Liquefaction. The project site has a very low potential for liquefaction due to the lack of near-surface permanent groundwater conditions, and the dense nature of the Very Old Paralac Deposits present on site.
- Landslide. The project site lies outside of a designated landslide hazard zone and is underlain by compacted engineered fill, Very Old Paralac deposits and bedrock resulting in no potential for landslides.

The geotechnical report prepared for the project provides site-specific recommendations regarding site clearing, utilities, building areas, subgrades and other design-related factors. Those recommendations would be incorporated into the final construction drawings, as required by the City Grading Ordinance. In addition, soil erosion and sedimentation impacts noted in the Precise Plan Final EIR under this topic would be avoided as the project would be conditioned to comply with the City's stormwater quality regulations that address erosion and sedimentation, as described under *Hydrology/Water Quality*. Due to prior mass grading and the presence of fill material on site, potential impacts to paleontological (fossil) resources in the on-site geologic formations would be less than significant. Therefore, with the incorporation of earthwork and grading recommendations contained in the geotechnical investigation and compliance with the City Grading Ordinance and stormwater quality regulations, the project's geology and soils impacts would be less than significant and no new impact would occur.

Urban Support Services

FEIR

Development of the Precise Plan would increase potable water usage on site and the demand for potable water in the region. According to the Precise Plan Final EIR, the water supply line constructing in the area was sized to accommodate the future water needs of the Carmel Valley community. In addition, the amount of water needed by future development was within the service capacity of the local water district. Sewage generated by development in the Precise Plan area would be conveyed to the El Camino Real Truck Sewer Line or Carmel Valley Road Trunk Sewer Line and transported offsite to ultimately be treated at the Point Loma Wastewater Treatment Plant. Plant upgrades and expansion plans anticipated at the time of preparation of the Precise Plan Final EIR have been constructed and provide adequate capacity for treating sewage produced by the project. Upgrades to the pump station at Los Peñasquitos Lagoon were also discussed in the Precise Plan Final EIR and were subsequently constructed to serve the future demands for wastewater conveyance in the project area. Therefore, both direct and cumulative impacts to water and sewer were concluded to be less than significant with the implementation of the Precise Plan.

Fire and protection services were also needed to be expanded during the development of the Precise Plan. The project would add to the cumulative demand for such services in other areas of the City. Fire service is provided from a station one mile away along Del Mar Heights Road and land was purchased by the City who subsequently construct a second fire station to serve the project area. No additional facilities were identified to provide police service to the area, although an increase in patrol units would occur. Impacts to fire and police services were determined to be less than significant on both a direct and cumulative level.

An increase in energy use was expected due to project development and the demand for non-renewable energy related to automobile usage, electricity and natural gas. The increase would contribute incrementally to cumulative demands for non-renewable energy associated with regional development, which was considered a significant impact of regional growth. Mitigation in the Precise Plan Final EIR required the integration of energy conservation measures into the development implemented as part of the Precise Plan. Even with the implementation of the measures, impacts to energy resources would be cumulatively significant and unavoidable, as identified in the Precise Plan Final EIR.

Occupancy of the Employment Center uses would produce solid waste which would be transported to local landfills for disposal. The quantity of waste anticipated was not projected to result in significant impacts to landfill capacity, according to the Precise Plan Final EIR.

The 1984 Addendum addressed the potential impact of the hotel (i.e., transient lodging) in the Visitor Center Development Plan on the recreational opportunities offered at the coast and beaches west of the project site and determined that the impacts would be less than significant. No new impacts were identified.

PROPOSED PROJECT

Water

The project is consistent with the planned use for the site and the water demands factored into the system designed for the Precise Plan area. As part of the project, private water lines would be extended on site from Valley Centre Drive to connect with the existing water distribution system in the project area. The project would install water-wise landscaping as shown in the landscaping plan to be consistent with City Landscape Water Conservation Ordinance. In addition, the project would comply with applicable water conservation requirements, such as low-flow toilets and efficient irrigation systems. The mitigation measures outlined in the Precise Plan Final EIR related to water demand have since been codified in the City Building Code and CALGreen Building Code; therefore, project compliance with the latest building regulations would implement the measures in the Precise Plan Final EIR. The project would not require the construction or expansion of existing water facilities or infrastructure serving the project area. No new impact would occur under the project.

Sewer

The project is consistent with the planned wastewater generation for the site and would be served by the 18-inch sewer main located in El Camino Real, which is known as the El Camino Real Trunk Sewer. The project design has been reviewed by the Public Utilities Department (PUD) to confirm it would not create conflicts with any wastewater infrastructure. The project would construct private sewer lines on site from connections in the project area but would not require the construction or expansion of existing wastewater conveyance or treatment facilities. No new impact would occur under the project.

Fire Services

Fire service to the project area is provided from Station 24, located at the intersection of Del Mar Heights Road and Hartfield Avenue approximately 2 miles northeast of the project site. Equipment at this station includes one engine, one brush engine, and one medic/rescue rig. The Fire-Rescue Department has Automatic Aid agreements with the surrounding communities of Del Mar, Solana Beach, and Rancho Santa Fe. Under these agreements, the nearest fire companies respond to fire or medical emergencies regardless of jurisdictional boundaries. Construction and operation of the project would minimally increase demand for fire service calls; however, the increase demand would be consistent with future service projections due to the project's consistency with its planned use in the Community Plan and Precise Plan area. Therefore, the project would not result in direct impacts from construction of proposed new public service facilities needed to serve the project. No new impacts are identified.

Police Services

The nearest police substation that serves the project site (Northwestern Division) is located approximately 1 mile to the north at 12592 El Camino Real. The proposed project may result in minimal increases in police calls for service, but no new facilities or improvements to existing facilities would be required to serve the project. The demand for police services would be consistent with future service projections due to the project's consistency with its planned use in Community

Plan and Precise Plan area. Therefore, the project would not result in direct impacts from construction of proposed new public service facilities needed to serve the project. No new impacts are identified.

Energy

Project construction would require the use of construction equipment for grading, hauling, and building activities. Construction equipment would require the use of gasoline, oil, and other possible fuel sources to operate. This increased fuel consumption would be temporary and would not have a residual requirement for additional energy input. The marginal increases in fossil fuel use resulting from project construction are not expected to have an appreciable impact on energy resources.

Operation of the project would increase demand for electricity, natural gas and fossil fuels through the use of new energy systems and the increase in automobiles. The project would be required to comply with the energy conservation strategies in the California Building Code, which expands upon the energy conservation measures contained in the mitigation of the Precise Plan Final EIR. In addition, water conservation strategies, such as the use of drought-tolerant landscaping and efficient irrigation systems, would minimize demand for water that requires energy to treat and convey to the site. As noted under *Traffic Circulation*, the project would construct pedestrian/bicycle promenade linking the site to points west and would implement a TDM to minimize single-occupancy vehicle trips and encourage alternative transportation, all of which would minimize demand for fossil fuels. Implementation of the project's Waste Management Plan, as described below under *Solid Waste*, would also reduce operational energy use through waste diversion and recycling. The project would be required to comply with all applicable local, state, and federal regulatory requirements regarding energy conservation and none of the previously identified mitigation measures are required. Therefore, development of the project would not require the use of new sources of energy and would not conflict with any adopted energy conservation plans. No new impacts were identified.

Solid Waste

The project would construct more than 40,000 SF of new buildings, which triggers the need to prepare a project-specific Waste Management Plan, in accordance with the City CEQA Significance Determination Thresholds. A Waste Management Plan was prepared on the project by TRC Solutions (2015) and reviewed by City Environmental Services Department staff. Implementation of the project would generate construction and operational waste which would be disposed of in Miramar Landfill, but the project would also be required to divert solid waste in accordance with the City's Construction and Demolition Debris Diversion Program, Recycling Ordinance and Refuse and Recyclable Materials Storage Regulations related to the diversion and recycling of waste. The project would be conditioned to implement the recommendations in the Waste Management Plan to minimize the quantity of solid waste generated from the project site and conform with City solid waste management policies. Therefore, less than significant impacts would occur under the project and no new impacts were identified.

Recreation

Implementation of the proposed hotel on the project site would incrementally contribute to increased demand for coastal recreational opportunities; however, the amount of demand associated with the 128-room hotel would be marginal in the context of the regional demand as whole and not result in the new significant impacts.

Growth Inducement

FEIR

Approval of the Employment Center Precise Plan would implement the planned land uses contained in the Carmel Valley Community Plan. The employment growth associated with the Precise Plan would be implemented commensurate with the public facilities needed to serve the project site. Payment of facilities benefit assessment by developers would ensure the orderly provision of services necessary to support the planned growth. However, cumulative growth triggered by the employment uses planned within the Precise Plan would stimulate growth in population outside the boundaries of the plan, leading to unavoidable growth inducing impacts that could not be fully mitigated by project design features and measures in the Precise Plan Final EIR.

PROPOSED PROJECT

The project would implement the Visitor Commercial uses anticipated in the Precise Plan. The applicant would pay the applicable facilities benefit assessment fees for funding any community-wide improvements to public services. As noted in this Addendum, the project would not substantially contribute to project impacts to public services, biological resources or air quality beyond those anticipated in the Precise Plan Final EIR. Therefore, no new impacts are identified.

V. ISSUES NOT ANALYZED IN THE PREVIOUS EIR

CEQA Guidelines, Section 15128, allows environmental issues for which there is no likelihood of a significant impact to not be discussed in detail or analyzed further in an EIR. Revisions to the project components evaluated under the certified Final EIR are proposed with the current project. Through the environmental analysis conducted, the City has determined that the current project, subject of and evaluated under this Addendum, would not have the potential to cause significant impacts to those issue areas beyond those analyzed. While these issues were not analyzed in detail, as outlined in CEQA Section 15128, there is no new information available that would indicate that these issues would result in new significant impacts.

VI. SIGNIFICANT UNMITIGATED IMPACTS

The North City West Employment Center Precise Plan Final PEIR indicated that significant impacts to the following issue areas would be substantially lessened or avoided if all the proposed mitigation measures recommended in the Final EIR were implemented: climate and air quality, archaeological resources, geology/soils and urban support services (i.e., energy). The Precise Plan impacts related to land use and urban support services (i.e., water, sewer, fire and police protection, and solid waste) were determined to be less than significant, requiring no mitigation. The Precise Plan Final EIR

further determined that the Precise Plan's impacts to traffic circulation (cumulative), biological resources (direct and cumulative), visual aesthetics (direct), hydrology/water quality (cumulative), and growth inducement (cumulative) would remain significant even with mitigation imposed.

As there were significant unmitigated impacts associated with the original project approval, the decision maker was required to make specific and substantiated "CEQA Findings" which stated: (a) specific economic, social, or other considerations which make infeasible the mitigation measures or project alternatives identified in the North City West Employment Center Precise Plan Final EIR, and (b) the impacts have been found acceptable because of specific overriding considerations. Given that there are no new or more severe significant impacts that were not already addressed in the previous certified Final EIR, new CEQA Findings and/or Statement of Overriding Considerations are not required.

The project would not result in any additional significant impacts nor would it result in an increase in the severity of impacts from that described in the previously certified Final EIR.

VII. MITIGATION, MONITORING AND REPORTING PROGRAM INCORPORATED INTO THE PROJECT

None required.

VIII. CERTIFICATION

Copies of the Addendum, the certified Final EIR, and associated project-specific technical appendices, if any, may be accessed on the City's CEQA webpage at www.sandiego.gov/ceqa/final.



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Senior Planner
Development Services Department

May 18, 2021

Date of Final Report

Attachments:

Figure 1: Regional Location Map
Figure 2: Site and Vicinity Map
Figure 3: Site Plan
Figure 4: Project Cross-sections
References

REFERENCES:

City of San Diego

- 2016 CEQA Significance Determination Thresholds. July.
- 2008 City of San Diego General Plan. March 10.
- 1984 Addendum to North City West Employment Center Precise Plan Final EIR. EQD No. 84-0213. June.
- 1983 Addendum to North City West Employment Center Precise Plan Final EIR. EQD No. 83-0191. July 22.
- 1982 Neighborhoods 4, 5 and 6 Precise Plan Final EIR. EQD No. 81-1212.
- 1981 North City West Employment Center Precise Plan Final EIR. EQD No. 80-05-35. September 18.
- 1975 North City West Community Plan. February 27.

Giles Engineering Associates

- 2014 Preliminary Geotechnical Engineering Exploration and Analysis, Proposed Mixed-use Development Lots 3 and 4, Pardee Visitor Center, San Diego, CA. April 4.

Laguna Mountain Environmental, Inc.

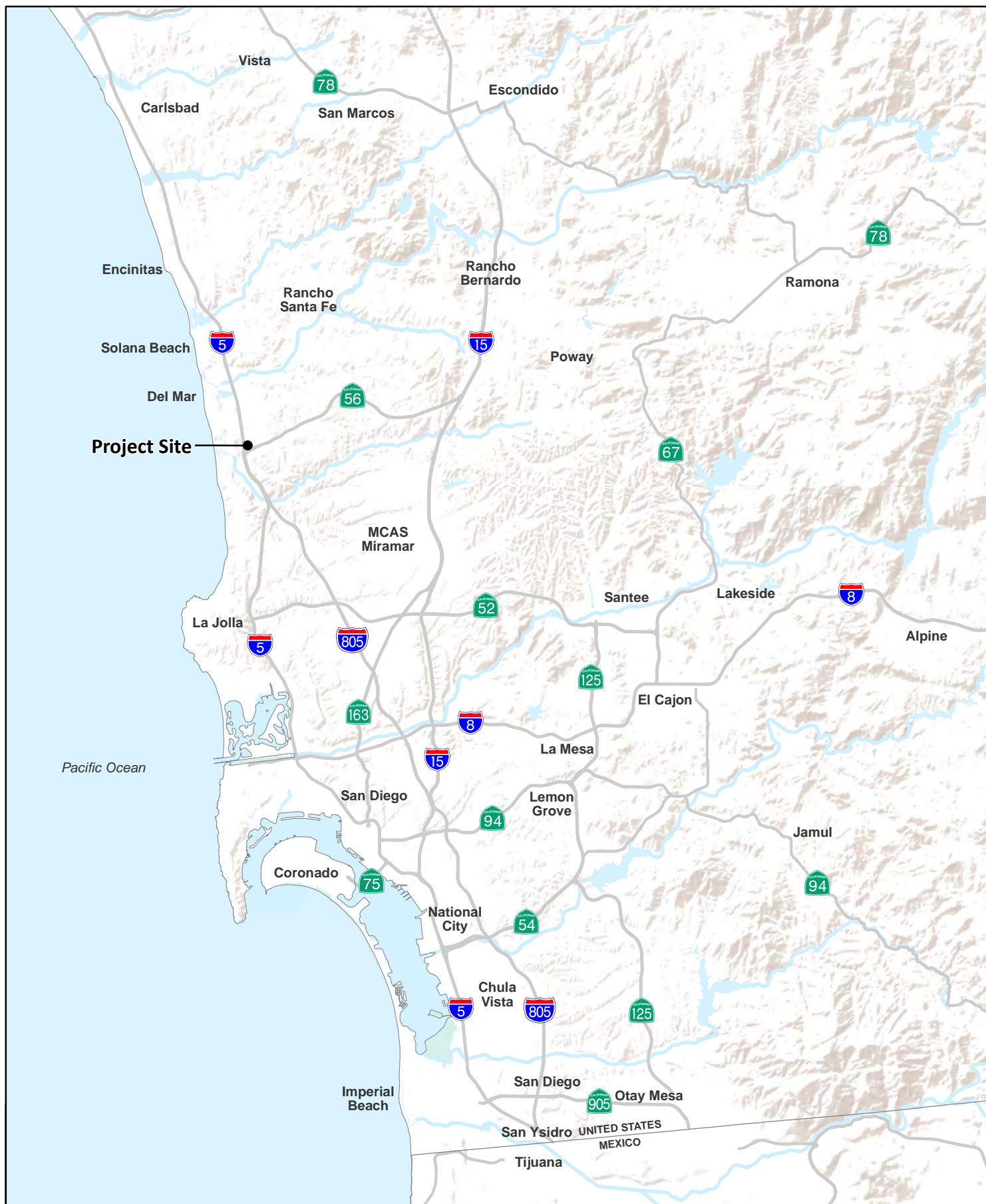
- 2015 Cultural Resource Survey of the Costa Azul Mixed-Use Project, Carmel Valley, City of San Diego, CA. October.

TJW Engineering

- 2019 Costa Azul Carmel Valley, Traffic Impact Analysis, City of San Diego, CA. February 6.

TRC Solutions, Inc.

- 2015. Waste Management Plan, Costa Azul Mixed-Use Project, San Diego, CA. December 1.



Sources: Esri, USGS, NOAA



Figure 1

Regional Location Map

COSTA AZUL MIXED-USE PROJECT

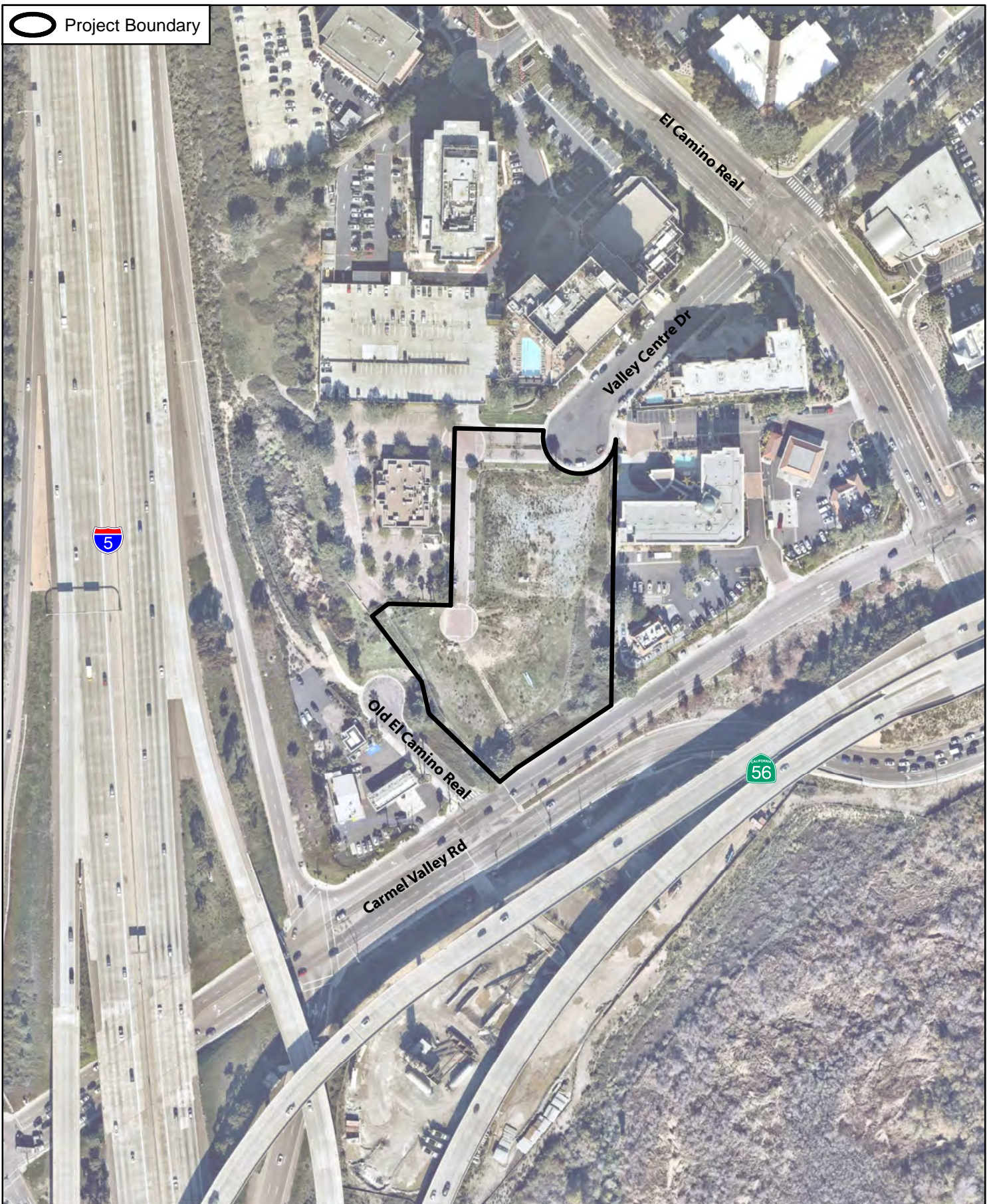
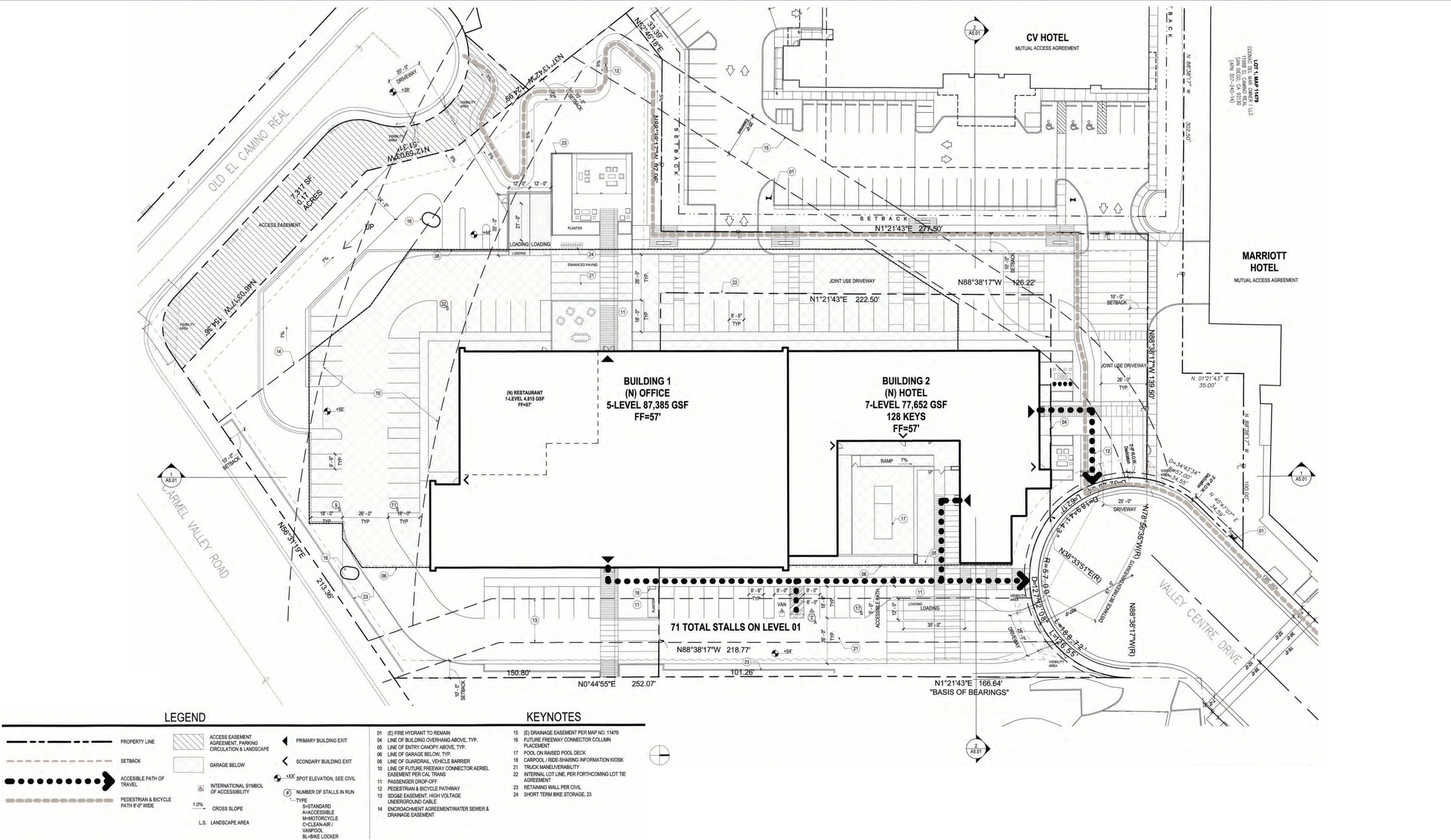


Figure 2

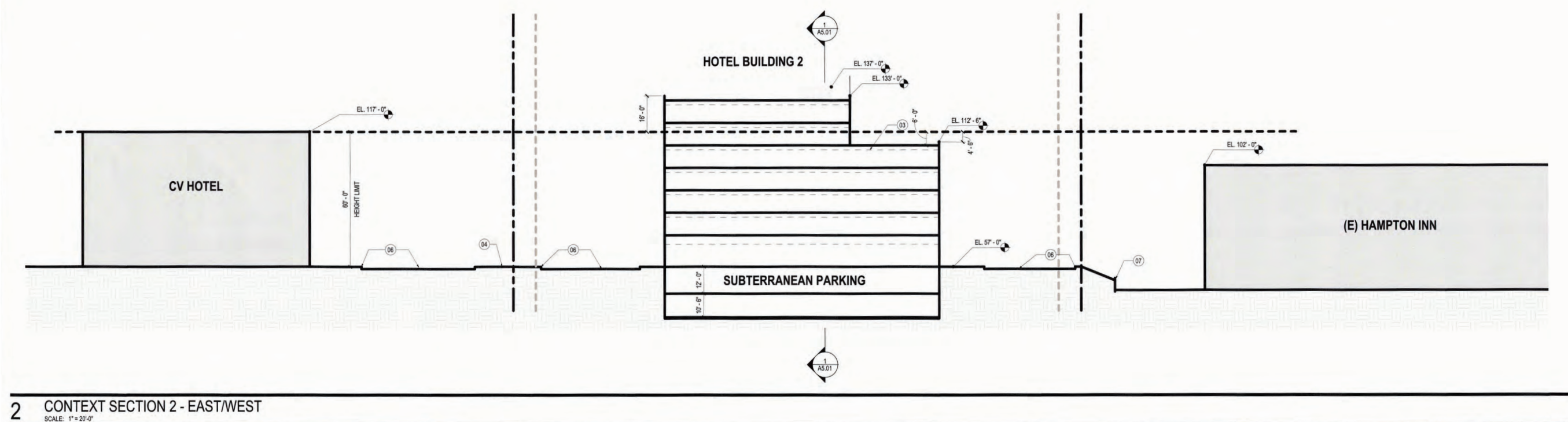
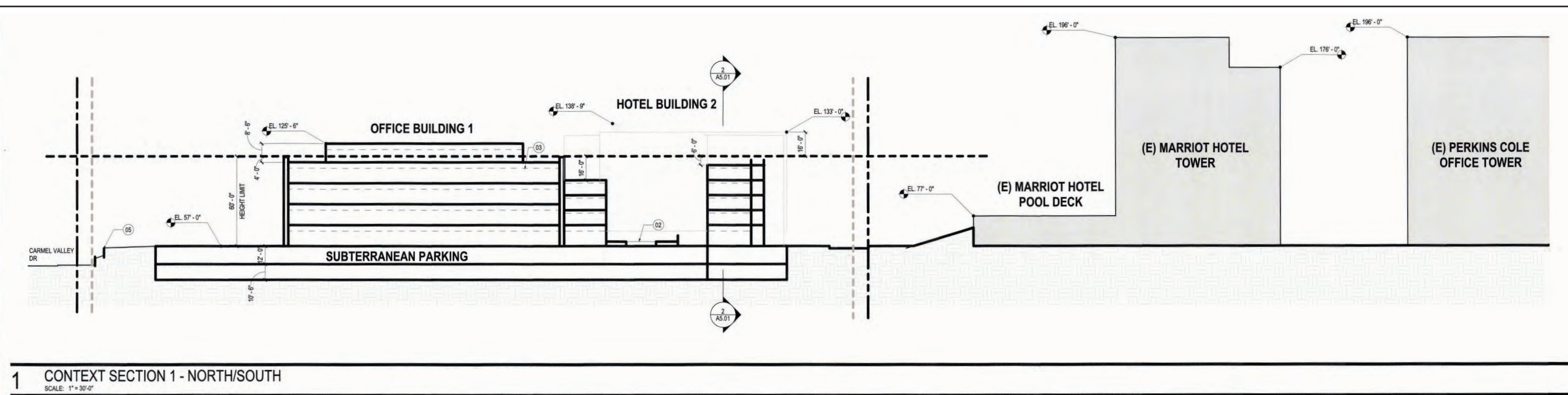
Site and Vicinity Map

COSTA AZUL MIXED-USE PROJECT



Source: Gensler 2021

Figure 3
Site Plan



LEGEND	KEYNOTES	KEYPLAN
<p>--- PROPERTY LINE</p> <p>--- SETBACK</p> <p>•+XX' SPOT ELEVATION (MSL)</p>	<p>02 POOL</p> <p>03 CEILING</p> <p>04 PEDESTRIAN / BICYCLE PATH</p> <p>05 WHERE OCCURS, SEE CIVIL</p> <p>06 DRIVE AISLE</p> <p>07 (E) RETAINING WALLS</p>	<p>1 2</p>

Source: Gensler 2021

Figure 4
Project Cross-Sections
 COSTA AZUL MIXED-USE PROJECT